

1454
#5

Field Book

FIELD BOOK

373A

VII-5D-2-E

Cont. 47VC18

KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND

SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

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 Keuffel & 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

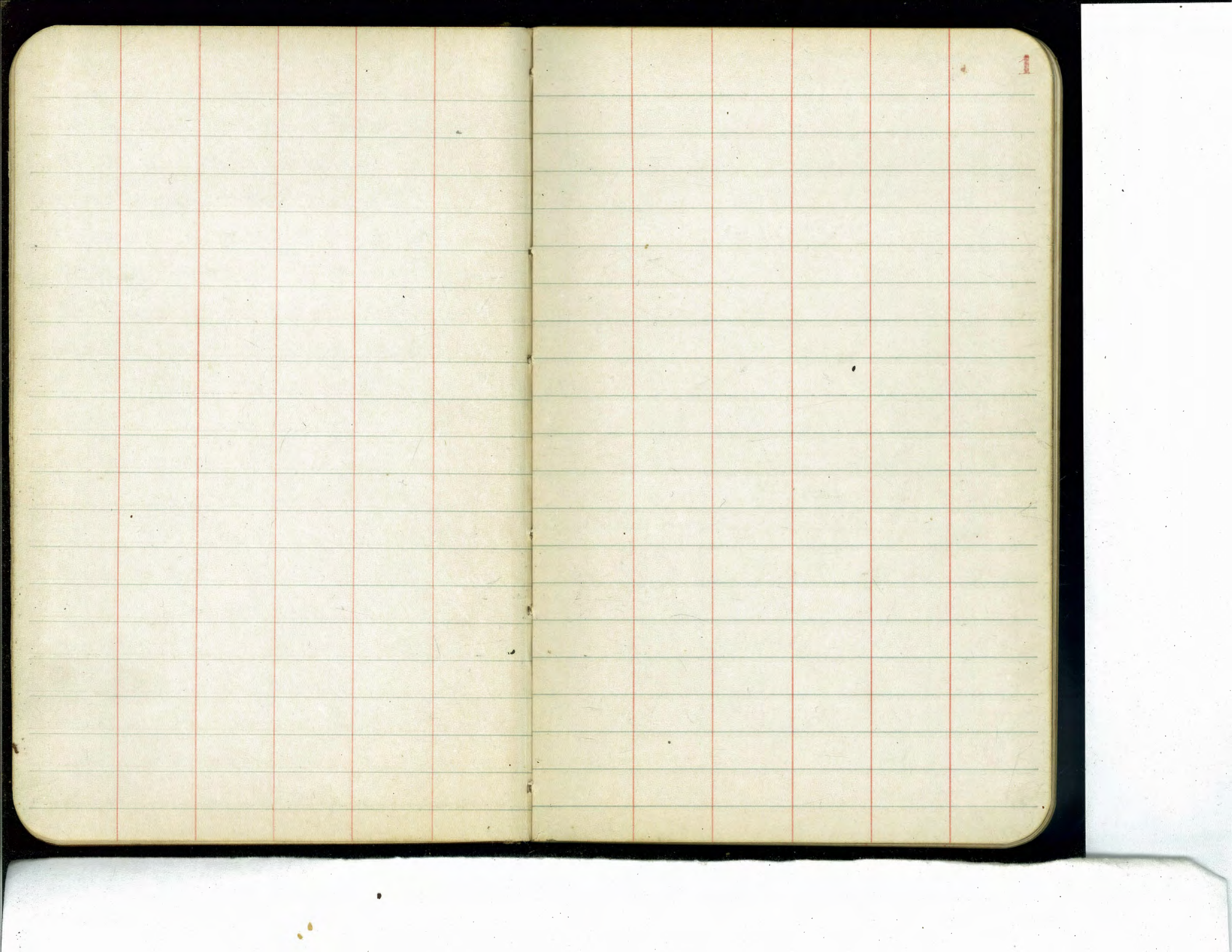
Calculated by Julien A. Hall, M. Am. Soc. C. E.

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO,
CALIFORNIA.

I
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DIST

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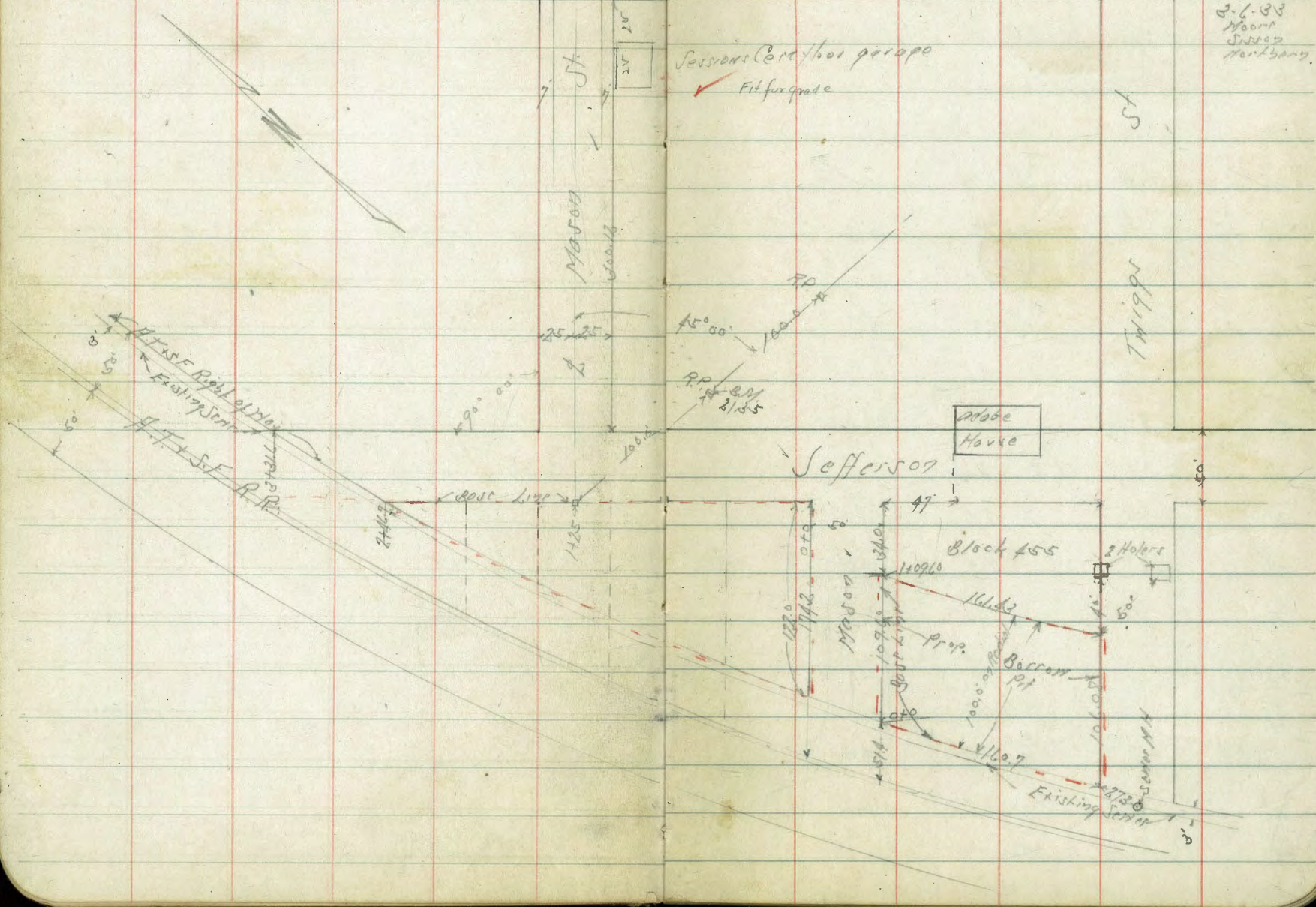
Atlantic St.
Proposed Barron Pit
Mason + Jefferson St
Old Town

Red bounded area = Barron Pit

Congress St.

3-6-33
Mason
Jefferson
Markham

Jefferson Center for garage
✓ Fit for grade



Mason St. Cross Section

50' Wide
10' Cb
7.5' Qf

26.04

3

BM	1.69	24.76	23.07	5.29' Total S. L. Congr. 1.5' & Mason	-1.5	1/4 Garage Conc	5.71	20.23
TP	7.18	26.04	15.90	18.86	F		5.9	20.1
		S. L. Congr. 1.5'			cb		6.2	19.8
F		6.4	19.6		1/4		6.3	19.2
cb		6.9	19.1		1/4		6.2	19.8
1/4		7.5	18.5		1/4		6.3	19.2
1/4		7.1	18.6		cb		6.4	19.6
1/4		7.5	18.5		1/4		6.3	19.7
cb		7.3	18.2			7.5'		
1/4		7.3	18.7		1/4		6.2	19.8
		2.5' of S. L. Congr. 1.5'			cb		6.4	19.6
1/4		6.1	19.9		1/4		6.4	19.6
cb		6.4	19.6		1/4		6.3	19.7
1/4		6.3	19.7		1/4		6.2	19.8
1/4		6.3	19.7		cb		6.1	19.9
1/4		6.5	19.5		F		6.0	20.0
cb		6.2	19.8			100		
F		6.1	19.9		F		5.9	20.2
7.18 - 1/4 Garage Conc	5.76		20.28		cb		5.9	20.1

26.04

1/4	6.0	20.0
1/2	6.1	19.9
3/4	6.3	19.7
0.6	6.2	19.8
1/1	6.0	20.0

125.5

1/1	5.9	20.6
0.6	6.0	20.0
1/4	5.9	20.1
1/2	5.7	20.3
3/4	5.5	20.5
0.6	5.5	20.8
1	5.6	20.4

150.5

1	5.3	20.7
78 = Porphyro. Pale		
0.6	5.2	20.8
1/4	5.3	20.7
1/2	5.5	20.5
3/4	5.7	20.3

26.04

4

0.6	5.9	20.1
1/1	5.3	20.2

175.5

1/1	5.5	20.5
0.6	5.8	20.2
1/4	5.6	20.4
1/2	5.5	20.5
3/4	5.2	20.8
0.6	5.1	20.9
1	4.9	21.1

200.5

1	5.1	20.9
0.6	5.1	20.9
1/4	5.1	20.9
1/2	5.4	20.6
3/4	5.5	20.5
0.6	5.5	20.5
1/1	5.3	20.2
1/1	5.5	20.7

225.5

26.04

Cb	54	20.6
1/4	54	20.6
2	51	20.9
1/4	52	20.8
Cb	52	20.8
F	52	20.8

250.5

F	3.6	22.4
Cb	4.3	21.7
1/4	4.2	21.8
2	4.6	21.4
1/4	4.9	21.1
Cb	5.3	20.7
H	5.1	20.9

275.5

H	4.9	21.1
Cb	4.9	21.1
1/4	4.5	21.5
2	3.7	22.3
1/4	4.5	21.5

282.5 - Pol
8' H of F.L.

26.04

5

Cb	4.3	21.7
F	3.9	22.1

300.5 = H.L. Jefferson

F	2.9	23.1
Cb	2.8	23.2
1/4	3.8	22.2
2	4.3	21.2
1/4	4.1	21.4
Cb	4.9	21.1
H	5.1	20.9
BM	4.9	21.35

07 188.97
1401194

Jefferson St Cross Section
 47' E of Mason to South Fr. PP

50' wide
 10' ch
 750' h

26.04

6

0-97
 47' E of F.L. Mason From So.

H R ^v	2.6	23.4 ✓
cb	3.0	23.0 ✓
1/4	3.1	22.9 ✓
1/2	3.3	22.7 ✓
1/4	4.1	21.9 ✓
cb	4.3	21.7 ✓
S Lt	4.9	21.1 ✓

0-75
 25' E of F.L. Mason

S	4.6	21.4 ✓
cb	4.5	21.5 ✓
1/4	4.4	21.6 ✓
1/2	4.4	21.6 ✓
1/4	4.1	21.9 ✓
H	3.6	22.4 ✓

0-80
 F.L. Mason From So.

H	2.6	23.4 ✓
cb	4.1	21.9 ✓
1/4	2.6	21.4 ✓
1/2	2.8	21.2 ✓

50' wide

1/4

cb

S

S

cb

1/4

1/2

1/4

cb

H

H

cb

1/4

1/2

1/4

cb

S

0-25
 1/2 Mason

0-100
 H.L. Mason - 0-10

4.9

4.9

5.1

4.7

4.2

4.2

4.2

4.3

4.0

3.6

4.2

4.5

4.4

4.5

4.4

4.3

4.5

21.1 ✓

21.1 ✓

20.9 ✓

21.3 ✓

21.8 ✓

21.8 ✓

21.8 ✓

21.7 ✓

22.0 ✓

22.4 ✓

21.8 ✓

21.5 ✓

21.6 ✓

21.5 ✓

21.6 ✓

21.7 ✓

21.5 ✓

26.04

-25	51	20.9 ✓
S.L.	49	21.1 ✓
Cb	44	21.6 ✓
1/4	42	21.8 ✓
1/2	38	22.2 ✓
1/4	33	22.7 ✓
Cb	28	23.2 ✓
H.L.	27	23.3 ✓
170 = F.L. Moscow front		
H	3.0	23.0 ✓
Cb	3.3	22.7 ✓
1/4	3.5	22.5 ✓
1/2	3.7	22.3 ✓
1/4	4.3	21.7 ✓
Cb	4.6	21.4 ✓
S	4.8	21.2 ✓
+25	51	20.9 ✓
+50	53	20.8 ✓
+75	57	20.3 ✓
+76.2 - H.P.H.	57	20.3 ✓

26.04

8

+90	6.5	19.5 ✓
+91	11.2	15.8 ✓ 14.8
+110	21.0	5.0 ✓
1725 = F. Moscow		
-97	21.1	4.9 ✓
-81	5.9	20.1 ✓
-63 - H.P.H.	5.1	20.9 ✓
-50	5.4	20.6 ✓
-25	5.4	20.6 ✓
S.L.	5.1	20.9 ✓
Cb	5.0	21.0 ✓
1/4	5.0	21.0 ✓
1/2	4.9	21.1 ✓
1/4	4.1	21.9 ✓
Cb	4.1	21.6 ✓
H	4.3	21.2 ✓
1750 = H.L. Moscow		
H	5.1	20.9 ✓
Cb	5.2	20.8 ✓
1/4	5.3	20.7 ✓

5	52	20.8 ✓	cb	51	20.9 ✓
1/4	52	20.5 ✓	//	52	20.8 ✓
cb	52	20.5 ✓		2+0	
S	52	20.5 ✓	//	52	20.8 ✓
+25	48	21.2 ✓	cb	57	20.3 ✓
+51.3 - 11 Rail	51	20.9 ✓	1/4	56	20.4 ✓
+71	6.2	19.8 ✓	5	57	20.3 ✓
+80	15.2	10.5 ✓	1/4	56	20.4 ✓
+90	21.4	4.6 ✓	cb	58	20.2 ✓
	1+75		S	58	20.2 ✓
-80	21.1	4.9 ✓	+252 - Rail	58	20.2 ✓
-72	16.6	9.4 ✓	+19'	6.9	19.1 ✓
-61	5.8	20.2 ✓	+52'	11.0	18.0 ✓
-38.4 - 11 Rail	55	20.5 ✓	+70'	21.2	4.8 ✓
-25	49	21.1 ✓	+79' - 11 Rail	19.5	6.5 ✓
52	57	20.1 ✓		2+25	
cb	55	20.5 ✓	-62 - 11 Rail Top	19.6	6.4 ✓
1/4	56	20.4 ✓	-55	21.2	4.8 ✓
5	57	20.3 ✓	-15'	19.3	6.2 ✓
1/4	54	20.6 ✓	-35	18.9	18.1 ✓

26.04

-28'	7.2	18.8 ✓
-15'	5.8	20.2 ✓
S	6.5	19.5 ✓
cb	6.6	19.4 ✓
1/4	6.4	19.6 ✓
1/2	6.5	19.5 ✓
1/4	6.2	19.8 ✓
cb	6.4	19.6 ✓
H	6.2	19.8 ✓

Σ 46.7 = Right of Way on S

H	6.8	19.2 ✓
cb	7.2	19.8 ✓
1/4	7.2	19.8 ✓
1/2	7.6	19.4 ✓
1/4	7.6	19.4 ✓
cb	7.4	19.6 ✓
S	7.1	19.9 ✓
+15	7.7	18.3 ✓
+20	9.4	16.6 ✓
+30	18.0	2.5 ✓

1787
8' W of SL =
Telp Pole

26.04

10

+35	21.35	4.69 ✓
2+75		
-16'	23.1	2.9 ✓
-10	14.7	11.3 ✓
S	13.0	13.0 ✓
+8	10.5	15.5 ✓
cb	10.5	15.5 ✓
1/4	9.5	16.5 ✓
1/2	9.2	16.8 ✓
1/4	8.8	12.2 ✓
cb	8.5	12.5 ✓
H	8.1	12.9 ✓
Σ +0		
H	10.4	15.6 ✓
cb	10.9	15.1 ✓
1/4	11.9	14.1 ✓
1/2 West St.	15.9	10.1 ✓
5' S of last = MH or cover	11.8	14.2 ✓
1/4	19.5	6.5 ✓
cb	22.7	2.3 ✓

26.04

S (Baseline)	25.5	0.5 ✓
+23 - 1/4 Rail Top	19.5	6.5 ✓
2+14		
5/4	25.3	0.7 ✓
8	24.0	2.0 ✓
1/4	23.6	2.4 ✓
cb	17.4	8.6 ✓
+8	17.3	8.2 ✓
1/2	13.6	12.4 ✓

2+15

1/2	17.3	8.2 ✓
cb	21.4	4.6 ✓
1/4	23.6	2.4 ✓
1/2	24.1	1.9 ✓

2+31.6

1/2 - Ref 1/2	25.5	0.5 ✓
+2 1/2 Cl. Sewer at Top	25.3	0.7 ✓
cb	26.3	-0.3 ✓
1/4	26.2	-0.2 ✓
1/2	26.5	-0.5 ✓

11

1/4	26.2	-0.2 ✓
cb	22.6	3.4 ✓
S	21.8	4.2 ✓
+5 - 1/4 Rail Top	20.0	6.0 ✓

Mason St. Cross Section
Jefferson to Santa Fe RR.

50' W of
10' CB
75' W

12

26.04

S. E. of Jefferson

H	4.5	21.5
cb	5.1	20.9
1/4	5.5	20.5
1/2	5.3	20.7
1/4	5.9	20.1
cb	5.8	20.2
F	5.2	20.8

25' S of St. Jefferson

F	5.5	20.5
cb	5.7	20.3
1/4	7.6	18.4
1/2	8.3	17.7
1/4	8.0	18.0
cb	5.7	20.3
H	4.6	21.4

50'

H	4.9	21.1
1/2	5.8	20.2

cb	7.8	18.2
1/3	9.4	16.6
1/4	10.6	15.4
1/2	10.2	15.8
1/4	9.9	16.1
1/2	8.5	12.5
cb	5.9	20.1
F	5.9	20.1

75'

F	7.1	18.9
cb	7.3	18.7
1/4	11.3	14.7
1/2	12.2	13.8
1/4	12.0	14.0
cb	10.8	15.2
1/4	5.8	20.2
H	5.1	20.6

100'

H	9.4	16.6
1/2	9.5	16.5

26.04

cb		11.5	14.5
TP	375	22.49	7.30
1/4		11.2	11.3
1/2		11.0	11.5
1/4		10.4	12.1
cb		6.8	15.7
F		6.2	16.3
	117.5		
F		10.3	12.2
cb		10.8	11.7
1/4		12.5	10.0
1/2		12.9	9.6
1/4		12.5	10.0
cb		10.1	12.4
H		9.7	13.1
	122.5 = Ref H of H		
H		10.8	11.7
1.5		10.6	11.9
cb		12.2	10.3
1/4		13.0	9.5

22.49

13

1/2		13.3	9.2
1/4		13.0	9.5
cb		11.6	10.7
1.3		11.6	10.9
1.5		15.6	6.9
F		15.6	6.9
	140.5		
F		16.7	5.8
cb		16.0	6.5
1/4		14.6	2.9
1/2		15.1	2.4
	3.11 of last of M.H.P. 10	14.5	8.0
1/4		14.7	2.8
cb		15.4	2.1
H		15.9	6.6
	1436.5 = Ref H of F		
H		16.6	5.9
cb		16.6	5.9
1/4		15.0	2.5
1/2		15.2	2.3

22-49

1/4	14.8	7.2
cb	15.9	6.6
F	16.8	5.7

1742 S = N Rail 07 W

F	19.3	3.2
---	------	-----

cb	18.1	4.4
----	------	-----

1/4	16.4	6.1
-----	-----------------	-----

8	16.4	6.4
---	-----------------	-----

1/4	16.4	6.1
-----	------	-----

cb	16.6	5.9
----	------	-----

W = Top Rail	16.4	6.1
--------------	------	-----

195 S = W Rail 07 E

F = Top Rail	16.25	6.24
--------------	-------	------

14

Proposed Barron Pit Block 455 Old Town
Between Massey & TW 1995

2249

F.L. Massey Baseline

0+0 = Nly Santa Fe Ref M	169	5.6
+20	160	6.5
+25	148	2.2
+26	102	12.3
+40	70	15.5
+50	56	16.9
+75	33	19.2
+10	24	20.1
+09.6 = Nly of Barron Pit	53	20.3

15 E of F.L. Massey

0+0 = Nly Ref M	17.7	4.8
+25	160	6.5
+30	13.2	9.2
+33	10.0	12.5

20 E of F.L. Massey

0+0 = Nly Ref M	18.0	4.8
+25	111	11.4
+33	9.2	13.3

2249

25 E of F.L. Massey

0+0 = Nly Ref M	17.8	4.7
+25	11.7	10.8
+50	7.4	15.1
+75	3.9	18.6
+10	2.7	19.8
+09 = Nly Pit	2.4	20.1

50 E of F.L. Massey

0+0 = Nly Ref M	16.7	5.8
+25	13.5	9.0
+50	8.2	14.3
+75	5.3	12.2

+10	3.0	19.5
+084 = Nly Pit	2.6	18.9

75 E of F.L. Massey

0+0 = Nly of Ref M	19.0	3.5
+25	14.3	8.2
+50	8.3	14.2
+75	5.2	17.2
+10	3.5	19.0
+081 = Nly Pit	3.2	19.3

15

TP 3.79 ^{22.49} 19.58 1.70 15.79

100' E of E.L. Mason

0+0 = 1/4 Ref Way 16.5 3.1

+25 11.5 8.1

+50 6.8 12.8

+75 2.6 12.0

1+0 0.8 18.8

+076 = 1/4 of Pit 0.4 19.2

125' E of E.L. Mason

0+0 = 1/4 Ref W 16.9 2.7

+18 16.1 3.5

+25 14.0 5.6

+50 8.0 11.6

+75 4.0 13.6

1+0 0.9 18.7

+07 = 1/4 of Pit 0.5 19.1

160.9 E of E.L. Mason = 1/4 T.M. 99

-50' Top Rail 13.7 6.1

0+0 = 1/4 Ref W 17.2 2.4

+25 15.7 3.9

+50 10.9 8.7

+75 6.2 13.4

1+0 2.2 12.4

+06.08 = 1/4 Pit 1.1 18.6

TP 7.86 ~~26.6~~ 0.83 18.75

TP 6.93 ~~25.79~~ 7.75 18.86

BM 2.71 23.08

S.E. 7' Tack
San Diego Hill
+170.517
23.07

Mason St. Grades
 Congress to AT & SF RR. R. & W

	E Curb Grades.	W
SL Congress	19.00	18.50
50'S	18.75	18.25
100'S	18.50	18.00
150'S	18.25	17.75
200'S	18.00	17.50
250'S	17.75	17.25
300'S = Jefferson	17.50	17.00

S.L. Jefferson	17.00	17.00
60'S	12.35	12.35
130'S = P.V.C.	7.70	7.70

3.988
 Moore
 Fisher
 Hartman

F 19.00 18.75 18.50 18.25 18.00 17.75 17.50

W 18.50 18.25 18.00 17.75 17.50 17.25 17.00

F 17.00 12.35 7.70

W 17.00 12.35 7.70

Jefferson St Grades
 49' E of E.L. Mason From So. to AT&S F.R.R. Pk W

S Carb Grades W

17' E of E.L. Mason From So. 21.00 23.40

E.L. Mason 17.80 18.30

W.L. Mason 17.50 18.02

50' W 17.25 17.77

100' W = E.L. Mason From W 17.00 17.50

W.L. Mason 16.50 17.00

40' W - PVC 16.00 16.50

60' W 15.30 15.80

80' W 14.25 14.65

90' W = South of Pk W to S

100' W = F.V.C. 12.50 12.60

120' W 10.00 10.20

140' W 7.80 8.00

160' W 6.50

W 23.40 18.30 18.03 17.77 17.50

S 21.00 17.80 17.50 17.25 17.00

W 17.00 16.50 15.80 14.65 12.60 10.20 8.00 6.50

S 16.50 16.00 15.30 14.25 12.50 10.00 7.80

	F	W
S. L. Conger	19.00	18.50

50 J

100 J

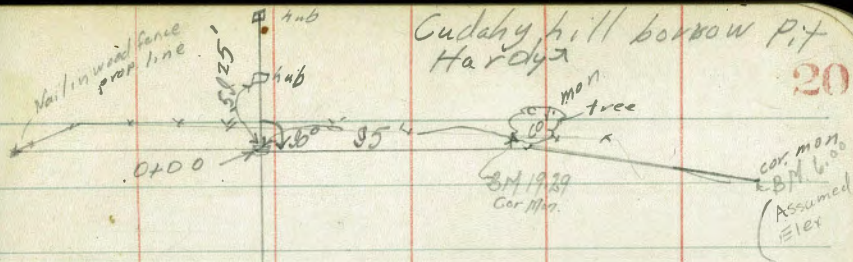
150 J

200 J

250 J

300 J = H. L. Jefferson 20.50 20.00

S. L. Jefferson 18.50 18.75



20

Base line marked with line of proposed station

Morena Blvd. — N.

6+0 RP 0 Hub 3.5 E of Ely Edge Paving
6+20 Hub & Paper Pole Morena Blvd.

8+0 RP 6
Hub

Cudohy Hill Borrow Pit
Cross Section Left of B

Hill Left of B

21

8-14-33
C. Moore
H. S. Wood
G. Northington
F. Moran
✓ KDL

0+14

6.8	6.7	12.5	19.6	23.3	19.8	21.2	3.1	15.6	25.9	28.9	21.9
43.8	43.4	37.1	30.0	26.2	27.8	28.4	26.5	24.0	33.7	30.7	26.7
155	139	139	100	89	88	70	65	50	35	15	0.0

0+0

5.5	6.1	11.3	13.8	17.7	21.0	19.9	20.6	22.6	24.4	24.7	27.8
44	43.5	38.3	35.8	31.9	27.6	29.7	29.0	27.0	25.2	24.9	23.8
160	145	135	120	100	85	84	70	65	40	20	0.0

0-5

6.9	8.7	14.2	13.9	19.9	20.0	20.2	20.0
42.7	40.9	35.4	39.7	29.7	29.6	29.4	29.6
160	145	115	95	70	50	20	0.0

TP 7.44 49.58 0.12 42.14 ✓ 49.58 ✓

TP 12.08 42.76 0.02 30.68 ✓

BM Cor Men 11.41 19.29 ✓

TP 12.61 30.70 0.01 18.09 ✓

BM Cor Men 12.10 18.70 ✓
Assumed Elev 6.00

All LCP of 2

1750

5.0	6.1	8.0	15.2	5.5	37.9	43.2	26.5	17.6
44.4	42.9	35.6	34.4	34.6	47	61	31	30.0
135	115	110	85	76	57	45	36	30

1730

6.5	6.1	11.8	11.7	15.0	22.6	25.9	35.6	40.9	45.8	17.0
44.1	43.9	37.8	37.9	34.6	27.0	23.7	14.0	8.7	3.8	2.6
140	126	116	100	95	90	78	53	47	25	0.0

170

5.5	5.4	9.0	9.7	14.0	28.2	32.2	37.8	39.4	44.1	45.5
44.1	44.2	40.6	39.9	35.6	21.4	17.4	11.8	10.2	5.5	1.1
150	130	122	96	93	85	75	45	40	20	0.0

0782

6.0	6.4	6.7	9.0	16.8	27.5	32.7	36.5	42.0	44.4
44.6	44.2	42.9	40.6	33.8	22.1	16.9	13.1	7.6	5.2
160	135	130	103	92	85	72	50	25	0.0

0750

6.6	6.2	8.2	17.5	21.4	26.5	31.1	39.6	39.5	42.3
44.0	44.4	41.4	33.1	28.2	23.1	18.5	14.0	10.1	7.3
170	126	120	116	105	85	75	40	20	0.0

0724

5.5	5.8	14.1	20.4	24.3	21.6	26.5	29.7	35.9	39.8
43.7	43.8	35.5	29.2	25.2	23.0	23.1	19.9	13.7	9.78
155	137	124	100	87	85	62	50	25	0.0

4958

4958

2+48

5.0
44.6 44.5 32.6 32.6 30.5 25.6
105 95 78 62 30.4 0.0

6.1 6.6 7.2 17.5 18.1 20.0 24.9

2+30

44.5 44.1 32.1 32.1 31.5 29.6 22.7
120 101 85 55 25 0.0 18.7H

5.4 5.9 9.2 17.4 17.9 18.9 19.8 20.7 21.3

2+12

44.2 44.2 41.4 32.2 31.7 30.7 29.8 29.9 22.3
130 112 103 98 60 35.4 0.0 77 22.7H

5.4 6.6 11.7 17.2 17.3 19.0 19.8 19.7 21.6 27.1

1+95

44.2 44.0 37.9 32.4 32.3 31.6 30.8 29.9 28.0 22.5
133 128 120 118 95 60 25 5.1 0.0 17.7H

1+80

5.5 5.8 6.8 17.8 21.5 18.6 20.0 21.1 22.2 28.1
44.1 43.8 32.8 31.8 38.1 31.0 29.6 22.5 1.4 1.5
130 115 110 75 60 45 32 11 2.1 0.0

1+67

5.6 5.7 6.5 16.9 24.0 23.7 21.6 21.8
44.1 43.9 34.1 32.7 33.6 6.2 3.0 1.8
135 128 115 87 65 57 30.4 0.0

49.58

49.58

✓ICDL

All 4 of 2

3776

3.0	3.3	15.4	17.5	2.3
466	457	342	321	273
40	17	12	5.4	0.0

3755

3.4	4.0	15.5	17.1	2.8	5.8
463	456	337	325	215	338
50	30	21	16	9.4	0.0

3730

3.1	5.0	16.0	17.8	3.4	3.5	3.3
459	446	336	318	148	146	173
65	40	35	25	18	9.1	0.0

3703

4.3	4.1	16.0	18.0	3.5	3.3	3.8
453	449	336	316	141	113	10.8
75	58	49	37	30	15.4	0.0

2765

4.1	5.5	10.8	17.8	19.0	41.4	46.0	41.0
449	441	388	318	306	82	31	56
95	85	70	65	55	47	29.4	0.0

2757

5.1	8.6	17.3	18.0	43.4	45.3	37.2	45.0
445	410	323	316	62	43	124	46
95	82	71	58	46	32.0	17.4	0.0

49.58

49.58 ✓

LL 2 PL

TP
072 Hub 0+24

978

39.80 ✓

15DL

4+14

2.6 ✓
47.0
252.5 ✓
47.1
0.02.0 ✓
47.6
252.3 ✓
47.3
502.1 ✓
48.2
55

4+02

2.6 ✓
47.0
25.03.2 ✓
46.4
72.5 ✓
47.1
0.06.1 ✓
43.7
702.7 ✓
46.9
242.0 ✓
47.6
550.5 ✓
49.1
60

3+97

3.0 ✓

3.5 ✓

17.3 ✓

11.0 ✓

3.2 ✓

2.1 ✓

37.9 ✓

49.58 ✓

46.6
2546.1
8.433.3
0.038.6
22.446.4
3047.5
6051.7
67

49.58 ✓

Cudahy Hill Borrox Pit
Cross Section Right of B

3-15-33
11-15 AM '36

Full Pit of B

0+82	77.8 48 20 ft	72.4 72 50	35.5 141 90	24.0 247 115	17.0 326 135	9.7 399 155	18.7 509 185	11.8 578 215						
0+50	12.8 6.8 25 ft	12.0 7.6 45	30.5 101 65	30.2 194 100	22.1 375 125	10.2 394 165	11.1 50.5 185	13.1 56.5 215						
0+24				10.2 94 20 ft	38.6 110 45	38.7 109 76	32.4 172 100	27.6 320 114	16.7 329 144	06.3 423 170	96.1 525 200	11.5 581 235		
0+14	35.8 13.8 6 ft	34.1 15.5 20	35.0 14.6 40	35.3 143 50	36.1 13.5 75	35.0 10.6 74	31.3 12.3 95	32.7 16.9 89	8.1 21.5 107	30.0 19.6 111	11.8 288 135	12.1 367 155	13.3 502 190	8.0 576 235
0+0	25.4 34.2 15 ft	17.4 22.2 32	21.3 20.3 50	20.9 197 74	28.1 115 83	28.4 21.2 88	24.6 26.0 100	21.3 28.2 135	12.9 36.7 160	3.1 46.5 185	96.6 53.0 210	92.6 57.0 235		
0-5			20.8 28.8 20 ft	22.3 27.3 50	24.8 25.8 76	27.1 26.9 100	21.6 38.0 134	13.2 36.4 159	3.2 46.4 185	96.8 52.8 210	92.8 56.8 235			

B.M. 978 49.58 39.80 49.58

All Plot 2

1795

15.1	102	35.9	29.9	12.0	1.1	1.1	94.7	93.1	91.2
45	94	137	252	396	485	485	549	565	584
20 ft	52	65	94	98	124	160	170	180	200

1780

46.2	40.7	29.7	20.7	11.1	1.3	0.7	91.3	93.1	91.1
64	89	202	289	385	483	489	553	565	585
20 ft	50	85	109	109	124	167	177	187	200

1767

76.0	37.4	30.4	18.2	6.7	1.5	0.6	94.3	91.3
36	122	192	314	429	481	491	553	583
30	66	87	119	120	130	172	181	200

1750

46.1	42.8	37.4	27.2	14.3	6.3	1.7	1.0	94.4	90.3
27	68	122	224	353	432	479	486	552	587
20 ft	45	70	100	133	140	155	198	190	210

1730

46.3	43.4	37.9	24.1	4.5	3.4	93.9	90.2
23	62	147	255	351	462	557	594
25 ft	47	80	110	135	165	190	210

170

45.5	43.9	38.1	28.9	18.5	7.3	94.8	91.5
41	57	115	207	311	433	527	581
20 ft	44	70	100	130	160	190	210

19.58^v49.58^v

All 91 of 2

TP 0.44 26.01 12.63 2557

TP 0.50 9820 1188 3770

2+03

36.0
136 18.8 264 342 445 472 478 552 587
154 50 50 72 78 85 114 127 150
41.0 33.5 23.7 12.8 3.1 1.6 1.3 95.0 91.3
8.6 16.1 26.2 36.8 46.5 48.0 48.8 51.6 58.3
207.45 75 99 101 110 134 145 170

2+65

22.5
71 101 16.4 25.2 34.6 44.9 47.3 48.4 52.5 58.3
15.7 30 50 75 96 101 105 136 145 175

2+57

43.7 37.6 27.8 16.8 3.5 1.7 1.4 95.1 91.3
59 12.0 21.7 32.8 46.1 47.9 48.2 54.5 58.3
16.74 40 70 97 100 105 140 152 175

2+48

23 20.7 31.8 19.9 6.5 1.8 1.4 94.4 91.3
63 89 17.8 27.7 44.1 47.8 48.2 55.2 58.3
22.74 46 65 93 97 108 148 161 177

2+30

29.1 21.7 35.5 24.8 9.4 1.5 1.4 94.5 91.5
5.5 79 141 24.8 40.2 48.1 48.2 55.1 58.1
24.74 43 73 88 92 110 136 168 170

2+12

4958

4958

BM 2.22 6.01
 TP 3.04 8.24 ✓ 11.28 5.20 ✓
 TP 3.25 16.48 ✓ 12.78 13.23 ✓

4+14

4+02

3+97

3+76

3+55

3+30

26.01 ✓

All Pt of 2

93.8 91.4

322 34.6
 85 Pt 115

93.7 90.7

323 35.3
 85 Pt 115

94.0 90.9

326 35.1
 85 Pt 115

16.3 12.0 3.3 2.4 97.0 93.1 92.0
 9.7 14.0 22.7 23.6 29.0 32.9 34.0
 20 Pt 32 41 70 80 100 120

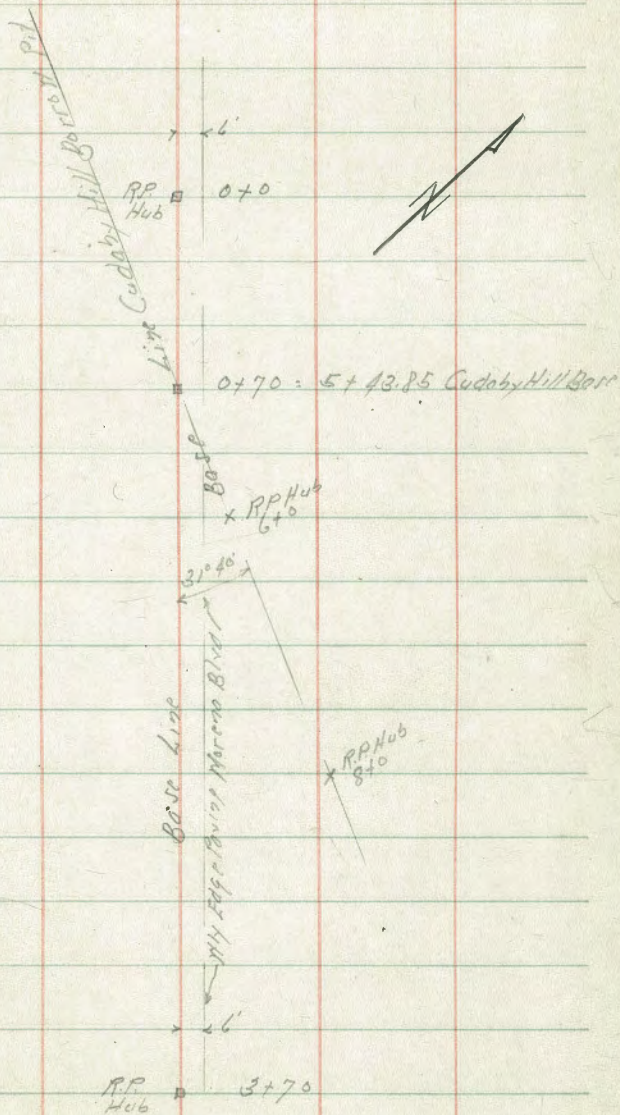
18.8 14.9 3.3 2.4 95.7 91.4
 7.2 11.1 22.7 23.6 30.3 34.6
 25 Pt 41 52 83 95 120

24.4 19.6 15.3 3.2 2.5 95.5 91.0
 1.6 6.4 10.7 22.8 23.5 30.5 35.0
 25 Pt 38 55 74 95 108 140

26.01

Contractors Proposed Road
South by Cudaby Hill Borrow Pit

30



Cross Section Contractors Proposed Road
 South to Cadaby Hill Barron Pt

8-16-33
 West
 51500
 Northern
 Moran 31

Station	Notes	11	12	13	14	15	16	17
1+35		R	0.3	-0.4	-4.1	7.2	10.1	-8.9
			6.8	7.5	11.3	14.3	17.3	19.0
			25	25	25	25	25	25
1+0		P	0.4	0.3	-4.5	-7.6	-8.7	-9.8
			6.67	6.8	11.6	14.7	15.8	16.9
			6	6	8	20	40	65
0+70	POT	P	0.6	0.5	-4.9	-7.4	-7.3	-9.6
			6.97	6.64	12.0	14.5	15.4	15.7
			6	8	20	20	45	70
0+39		P	0.8	0.8	-4.2	-6.2	-5.7	-7.6
			6.39	6.3	11.3	13.3	12.8	14.7
			6	8	8	20	40	75
0+16		P	1.1	1.3	-3.3	-3.4	-2.8	-1.1
			6.03	5.8	10.4	10.5	9.9	8.2
			6	14	25	25	40	70
0+0		P	1.1	0.12	1.0	1.5	2.1	1.9
			5.75	5.90	6.1	5.6	5.0	5.2
			6	14	35	60	80	77
BM	113	7.13	6.00	7.13 ✓				

	LT	S	PT
2+70	0.1	-0.2	-3.4
	7.04 6	73	10.5 5
			12.4 7.5
			16.0 30
			14.8 50
			11.1 75
			11.8 100
			100 = 100
2+48	0.1	-0.2	-0.9
	7.00 6	73	8.0 14.0
			9.5 6.5
			10.4 60
			11.8 85
			14.0 95
			14.0 100
2+20	0.1	-0.3	-1.1
	6.93 6	74	8.2 15
			9.6 8.6
			11.5 48
			12.2 60
			14.8 80
			14.5 100
2+10	0.1	-0.2	-0.5
	6.93 6	73	7.6 8
			14.0 25
			16.0 35
			15.3 50
			15.0 75
			14.0 100
2+0	0.1	-0.2	-3.9
	6.95 6	73	11.0 15
			13.0 15
			16.6 25
			17.2 36
			15.3 45
			14.7 75
			13.8 100
1+70	0.1	-0.1	-7.1
	6.9 6	70	11.2 8
			16.8 87
			16.7 37
			15.7 50
			14.6 75
			14.6 100

Cal. are below as Datum

7.13

7.13

1+25

20.5	8.7	3.9	3.1	3.5	1.1	1.8	1.1	1.2	1.2	1.3	1.4	1.4	1.5
32	150	198	206	202	176	46	4.6	4.5	4.5	4.4	4.3	4.3	4.2
62	58	50	25	8	4		10	17.5	25	32.5	40	50	60

1+0 - E.L. Mass

20.6	20.8	5.5	2.9	3.0	3.1	6.0	1.1	1.1	1.3	1.4	1.4	1.5	1.7	2.2
3.1	3.5	182	208	207	20.5	177	46	4.6	4.4	4.3	4.3	4.2	4.0	3.5
76.2	75	65	50	25	9	3		10	17.5	25	32.5	40	48	50

0+75

20.5	9.2	1	3.1	5.2	3.3	6.4	1.1	1.0	1.2	1.3	1.3	1.6	1.9	2.1
32	14.5	190	206	20.5	20.4	173	46	4.7	4.5	4.4	4.4	4.1	3.8	3.1
89	80	75	50	25	12	5		10	17.5	25	32.5	40	48	50

0+50

19.4	11.7	1	3.8	2.9	5.6	4.0	8.1	13.2	1.0	1.2	1.3	1.5	1.7	1.9
1.3	140	190	199	208	201	19.7	15.2	4.5	4.7	4.5	4.4	4.2	4.0	3.8
700	75	80	75	50	25	12	6		10	17.5	25	32.5	40	48

0+25

17.2	11	3.2	2.7	3.2	7.5	13.2	1.1	1.5	1.3	1.5	1.5	1.5	1.7	2.1
6.5	166	205	210	205	192	45	4.6	4.2	4.4	4.2	4.2	4.2	4.0	3.0
112	100	75	50	25	8		10	17.5	25	32.5	40	48	50	

0+10

15.4	11.0	7.8	7.6	3.7	3.2	3.0	3.9	5.7	1.1	1.3	1.4	1.3	1.5	1.6	1.7	2.1
80	127	159	161	200	20.5	20.7	198	193	46	4.4	4.4	4.3	4.4	4.3	4.1	4.0
119	112	100	90	85	75	50	25	7	10	17.5	25	32.5	40	48	50	

2369

2369

2746.7

13.0	13.0	13.4	13.0	13.2	13.1	13.2	13.1	13.7	13.5
47	47	102	107	105	106	105	106	100	42
2	7	10	17.5	25	32.5	40	48	50	

2725

20.0	13.7	13.7	14.2	14.3	14.1	14.4	14.3	14.9	14.8
37	10.0	10.0	9.5	9.4	9.3	9.3	9.4	8.8	3.9
120	6	10	10	17.5	25	32.5	40	48	50

270

20.1	16.0	15.7	15.5	15.7	15.3	16.2	16.5	17.2	16.6
26	3.7	8.0	8.2	8.0	7.8	7.5	7.2	6.5	5.1
252	5	10	17.5	25	32.5	40	48	50	

1790

20.3	4.3	7.1	12.3	16.2	16.0	16.6	16.8	17.9	17.7	20.7
34	19.1	19.0	7.4	7.5	7.7	7.5	6.8	6.3	6.0	5.0
26	25	4	10	17.5	25	32.5	40	48	50	

1775

20.4	6.5	7.8	3.8	17.6	17.5	17.1	17.6	18.0	18.1	19.2	19.8
33	17.2	19.9	19.9	6.1	6.2	6.2	6.1	5.7	5.6	5.5	3.8
384	33	250	4	10	17.5	25	32.5	40	48	50	

1750

20.8	4.7	3.7	3.5	18.1	18.0	18.1	18.8	18.8	18.1	18.7	20.6	21.2
39	19.9	20.0	20.2	4.6	4.7	4.8	4.9	4.9	4.8	4.0	3.1	2.5
573	43	25	4	10	17.5	25	32.5	40	50	60	70	

23.69 ↓

23.69 ↓

2 94

3715

1.9	9.5	9.0	9.5	9.7
218	142	148	143	150
25	325	40	48	50

370

13.8	14.5	10.7	1.00	10.7	15.7
98	88	133	137	133	80
175	25	325	46	48	50

3775

15.6	16.7	22	12.0	11.8	11.7	14.2	12.1
92	93	111	117	119	130	125	56
10	16	175	25	325	40	48	50

23.69

23.69

Cross Section Atlantic & Riley
Proposed Ramp

Original

Ramp on Rt.

0+30.32 = Rt. Edge Beam

11	7.1	4	6.8	5	6.2
	3.5		3.8		4.4
	18.6				18.6

0+21.02 = Rt. Top Slope
Taken on Dig.

	5.1		4.7		4.5
	4.3		5.9		6.1
	18.6				18.6

0+10

	5.6		4.9		4.9
	5.0		5.7		5.7
	15.1				16.7

0+0

	4.8		4.6		4.8
	5.8		6.0		5.8
	15.0				15.0

Ramp on Left

0+30.32 = Lt. Edge Beam

	5.6		5.6		6.5
	5.0		5.1		5.1
	18.6				18.6

0+21.02 Taken on Dig.
Left Side of Highway
Taken on Dig.

	3.9		4.1		4.0
	6.7		6.5		6.6
	20				20

0+10

	3.1		4.1		4.0
	7.5		6.5		6.6
	17.9				16.5

0+0

	3.8		3.56		3.8
	6.8		7.0		6.8
	15.0				15.0

10.56

10.56

OK

Cross Section Atlantic & Greenwood
Proposed Ramp

H L S

Ramp on Rt.

0+91.32 - Rt. Edge Berms

4.3	4.2	4.1
10.6		10.8
2.5	10.7	2.5

0+74 Taken on Diag.
For Slope

3.7	3.7	3.4
11.2	11.2	11.5
1.5		1.5

0+0

Ramp on Left

0+85.32 - Lt. Edge Berms

4.4	3.9	3.7
10.5	11.0	11.2
2.5		2.5

0+70 Taken on Diag.
For Slope

CK

4.4	3.9	3.7	5.5	9.1
10.5		11.2	5.8	
2.5	11.0	10	19.1	

0+65

4.6	4.3	3.8
10.3	10.6	11.1
1.5		1.5

0+0

1493

1493 ✓

Cross Section Atlantic St + Hwy
Proposed Ramp

43

0+76.41 = Rt Edge Berm

H	B	S
6.0	5.1	6.0
3.1	4.0	3.1
23'		23'

0+63.69 = Top Slope
Taken on Diag.

5.2	5.1	5.7
3.9	4.0	3.4
21.7		20.7

0+50

6.6	6.3	6.6
2.5	2.8	2.5
10'		10.0

0+0

Ramp on Left

at 86.4 = Lt. Edge Berm

4.9	4.9	4.9
4.2	4.2	4.2
23'		23'

0+73.7 = Top Slope
Taken on Diag.

ck

0+60

4.5	4.6	5.1
4.6	4.5	4.0
21.6		20.7

0+0

4.2	4.8	4.7
4.4	4.3	4.4
10'		10'

9.07

9.07

Anna + Prichard
Proposed Ramp

N

Z
grade

E

N

A

F

0+443 = Top Step
on 440 ft
FS1 -1.8
177 3.3

10.9

-1.8 FS2
3.9 18.6

5.8
3.3
177

5.1
40

5.2
3.9
18.6

ck

0+0

0.0 3.8
100 3.8

5.30

3.8 0.0
3.8 10.0

5.8
3.8
10

5.2
3.9

5.3
3.8
10.

9.07

Cudoby Hill Borrow Pit
Cross Section

3-28-33

45

2+48

156 ✓ Lt
157 152 180 170 137 133 180 167 ✓
80 60 50 5 50 50 85 ✓

2+30

176 ✓ 180 ✓ 178 ✓ 138 ✓ 192 ✓ 187 ✓ 171 ✓
137 133 175 175 121 126 142
85 60 40 10 50 85 ✓

1+95

168 ✓ 181 ✓ 200 ✓ 194 ✓ 186 ✓
145 132 113 119 127
75 50 50 95 ✓

1+30

227 ✓ 191 ✓ 194 ✓ 207 ✓ 186 ✓ 260 ✓
86 122 119 106 127 53
90 80 50 95 100 ✓

0+82

205 ✓ 186 ✓ 198 ✓ 196 ✓ 207 ✓ 31.33 ✓
108 127 115 117 06 00
92 85 70 80 100 ✓

0+24

22.2 ✓ 143 ✓ 188 ✓ 188 ✓ 29.5 ✓ 29.4 ✓ 29.0 ✓
91 120 125 125 18 19 73
75 75 10 40 90 100 ✓

BM
on Cr. Mtn.

12.04

31.33

19.29

31.33

4 8 11

3755

218 ✓
 9.5 13.6 13.4
 10. 20. ✓

3730

203 ✓
 11.0 12.4 12.9 13.2
 25. 10. 40. ✓

3703

196 ✓
 11.7 12.7 12.1 13.3
 40. 25. 45. ✓

3765

157 ✓
 149 ✓
 130 ✓
 146 ✓
 185 ✓
 181 ✓
 175 ✓

15.6 16.4 18.3 16.7 12.8 13.2 13.8
 75. 60. 50. 15. 50. 75. ✓

3733

3733

Final Cross Section Contractors Road
 South of Cuddy Hill Barron Pt.

4-5-83

47

1+0

P

-5.7	8.1	8.6	11.0
16	41	46	

0+70

P

-5.9	7.4	6.7	7.1	10.9
-4.3	9.0	15	38	45

0+39

P

-3.5	5.9	4.5	4.7	8.2
-2.1	7	13	38	44

0+16

P

-0.5	2.9	2.0	2.2	5.2
0.4	5.1	10	38	44

0+0 = Beg. of Road.

P

1.4	1.0	1.3	1.3
15	10	10	10

TP

1.03 2.36 8.34 11.33

2.36

BM

3.67 9.67 6.00

Check L Hub 0790 1.85 0.51 0.49

2+48 = End of Road

2+20

2+10

2+0

1+70

1+35

2.36

Z

PT.

P

P

P

P

-2.8

5.3
70.3

-2.4

4.8
60.0

-2.1

6.5
75.5

-5.5

7.9
74.4

-6.2

8.6
75.5

-6.1

8.5
79.0

-3.9

6.3
80.0

-3.4

5.8
52.2

-2.2

4.6
20.0

-3.4

5.7
21.0

-5.3

7.7
20.0

-6.5

8.9
43.0

-7.1

9.5
61.5

-3.6

6.2
48.0

-4.0

6.4
45.0

-5.5

7.9
45.0

-9.6

12.0
52.0

-8.1

10.5
57.0

-7.9

10.3
54.0

-8.3

10.7
50.0

2.36

Final Cross Section Ramps

Greenwood + Atlantic

Ramp on Right

See Sketch Page 40

4.533

49

0+9132 = Rt Edge Berm
Taken on Drop.

13.7	13.7	13.9
3.4	3.4	3.2
18.6		18.6

0+74 = Taken on Side =
Rt. Toe Slope Highway

4.4	11.0	12.1	11.5	4.4
12.7	6.1	5.0	5.6	12.7
3.0	2.1		2.8	3.4

0+37

4.1	9.4	9.4	9.7	4.7
13.0	7.7	7.7	7.4	12.4
1.8	1.0		1.2	3.1

0+0

3.5	3.9	3.8
13.6	13.3	13.3
1.5		1.5

B.M. 4.36
B.P. Santa Fe Bridge
+ Gov. C. & P.

17.06

12.70

17.06

Final Cross Section Ramp
Greenwood + Atlantic
Ramp on Left

See Sketch Page 40

50

0+85.32 - Lt Edge Berm
Take on Diag.

✓ 12.7	✓ 12.3	✓ 12.0
4.4	4.8	5.1
18.6		18.6

0+70 - Lt Toe Slope
Take on Diag.

✓ 3.7	✓ 12.1	✓ 11.3	✓ 10.8	✓ 4.4
13.4	5.0	5.8	6.3	13.7
31'	19'		18'	25'

0+65

✓ 4.5	✓ 11.0	✓ 14.1	✓ 11.1	✓ 8.9
12.6	6.1	6.0	6.0	8.2
26'	16'		16'	20'

0+0

✓ 4.5	✓ 5.5	✓ 6.1	✓ 5.5	✓ 3.8
12.6	11.6	11.0	11.6	12.3
15'		13'	15'	18'

17.06

Final Cross Section Ramps

Railway + Atlantic

Ramp on Left

See Sketch Page 38

0+30.32 = Lt. Edge Beam
Taken on Diag

0+21.02 = Lt. Top Slope
Taken on Diag

0+10

0+0

TP 1.47 11.57 6.96 10.10
17.06

H

Z

S

✓
5.7

5.9
18.6

4.1

7.5
25

3.2

8.4
18

3.4

8.2
15

5.3

6.3
20

4.3

7.3
15

✓
5.7

5.9

5.3

6.3

4.8

6.8

4.2

7.4

✓
5.6

6.0
18.6

5.1 3.8

6.5 7.7
17 25

5.0 4.2

6.6 7.4
15 17

3.6

8.0
15

11.57

Final Cross Section
Riley + Atlantic St.

52

Ramp on Right See Sketch Page 38

11 12 13

0+30.32 - Pt Edge Burn
Taken on Diag

7.1	6.6	6.3
4.5	5.0	5.3
18.6		18.6

0+21.02 - Pt Top Slope
Taken on Diag

5.1	6.3	6.6	6.4	4.5
6.5	5.3	5.0	5.2	7.1
25	20		14	17

0+10

6.9	6.8	6.1	5.0
4.7	4.8	5.5	6.6
15		9.0	12

0+0

5.1	5.6	5.2
6.5	6.0	6.1
15		15

1157

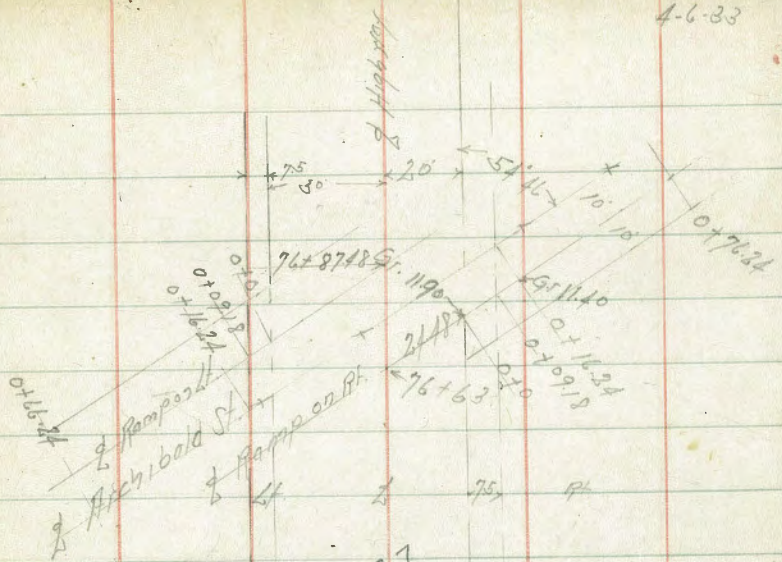
Ramp Archibald St. on Rt. Original
Cross Section + Slopes

4-6-33

53

Lt. 2 Rt.

For Ramp on Lt. See Page 66



Final Cross Section Left of &
Cudaby Hill Borrom Pit

✓ 100 51
4-10-33
Maart
Sisson
Hortsmen
Moran

0+0	P.	61 100	✓ 170	113 95	✓ 118	119 85	✓ 112	118 87	✓ 113	116 70	✓ 115	114 65	✓ 117	114 40	✓ 117	117 20	✓ 114	115 0.0	✓ 116
0-5	P.			52 95	✓ 179	118 90	✓ 113	119 70	✓ 112	115 60	✓ 116	112 20	✓ 119	112 0.0	✓ 118	119 0.0	✓ 118	118 0.0	✓ 118
0-30				128 111	✓ 143	123 85	✓ 108	123 60	✓ 108	123 50	✓ 108	123 0.0	✓ 111	123 0.0	✓ 111	123 0.0	✓ 111	123 0.0	✓ 111
EXTRA				76 95	✓ 155	72 70	✓ 159	117 88	✓ 117	119 0.0	✓ 112	119 0.0	✓ 112	119 0.0	✓ 112	119 0.0	✓ 112	119 0.0	✓ 112
0-50				101 95	✓ 127	82 85	✓ 149	60 50	✓ 171	184 0.0	✓ 184	184 0.0	✓ 184	184 0.0	✓ 184	184 0.0	✓ 184	184 0.0	✓ 184
EXTRA																			
0-59.21																			

For Right Side Page 50

EXTRA 00 wedge
BM 17.07 23.07 ✓
Cor. Mon. 6.00 ✓

23.07 ✓

✓ 1501

TP 5.01 ✓ 18.05 10.03 ✓ 13.04

0767

P

5.4 ✓
177 ✓
150 ✓
18.1 ✓
125 ✓
19.3 ✓
98 ✓
38 ✓
10.7 ✓
90 ✓
10.7 ✓
70 ✓
12.4 ✓
12.4 ✓
12.3 ✓
10.8 ✓
40 ✓
10.9 ✓
0.0 ✓
12.2 ✓

Extra

0757

P

5.6 ✓
17.5 ✓
150 ✓
18.7 ✓
103 ✓
44 ✓
121 ✓
10.4 ✓
75 ✓
12.7 ✓
10.8 ✓
40 ✓
12.3 ✓
12.3 ✓
12.3 ✓
10.8 ✓
0.0 ✓
12.3 ✓
10.8 ✓
0.0 ✓

Extra

0750

P

5.7 ✓
17.4 ✓
160 ✓
4.6 ✓
18.5 ✓
126 ✓
4.1 ✓
19.0 ✓
120 ✓
4.1 ✓
19.0 ✓
116 ✓
4.2 ✓
18.9 ✓
109 ✓
6.8 ✓
16.3 ✓
105 ✓
12.3 ✓
10.8 ✓
97 ✓
12.5 ✓
10.6 ✓
85 ✓
12.9 ✓
10.2 ✓
65 ✓
12.1 ✓
11.0 ✓
40 ✓
12.0 ✓
11.1 ✓
20 ✓
12.0 ✓
11.0 ✓
0.0 ✓
12.0 ✓
11.0 ✓
0.0 ✓

0724

P

5.6 ✓
17.5 ✓
134 ✓
5.7 ✓
17.4 ✓
124 ✓
5.7 ✓
17.4 ✓
119 ✓
11.1 ✓
12.0 ✓
109 ✓
13.9 ✓
9.2 ✓
106 ✓
12.6 ✓
10.5 ✓
100 ✓
12.0 ✓
11.1 ✓
87 ✓
12.1 ✓
11.0 ✓
85 ✓
12.6 ✓
10.5 ✓
62 ✓
12.4 ✓
10.7 ✓
50 ✓
12.1 ✓
11.0 ✓
25 ✓
12.5 ✓
10.6 ✓
0.0 ✓
12.5 ✓
10.6 ✓
0.0 ✓

0714

P

10.2 ✓
12.9 ✓
115 ✓
16.8 ✓
6.2 ✓
110 ✓
15.0 ✓
9.1 ✓
100 ✓
13.4 ✓
10.7 ✓
97 ✓
12.1 ✓
11.0 ✓
89 ✓
12.1 ✓
11.0 ✓
88 ✓
10.2 ✓
10.9 ✓
76 ✓
13.4 ✓
11.0 ✓
65 ✓
12.2 ✓
10.9 ✓
50 ✓
12.1 ✓
11.0 ✓
35 ✓
12.1 ✓
11.0 ✓
15 ✓
12.2 ✓
10.0 ✓
0.0 ✓
12.2 ✓
10.0 ✓
0.0 ✓

2307

23.07 ✓

1+80

P

12.1	4.8	5.7	5.5	5.3	5.3	4.7	4.9	4.8
115	110	75	60	45	32	11	8	0.0
59	13.2	12.3	12.5	12.7	12.7	13.3	13.1	13.2

1+67

P

12.4	4.6	5.2	5.7	5.9	5.2	4.2	4.8	4.8
120	115	85	65	55	45	35	30	0.0
5.6	13.4	12.2	12.3	12.3	12.3	12.7	13.2	13.2

1+50

P

115	5.0	6.3	6.0	5.6	5.5	5.4	5.4	5.5	5.5
120	110	106	85	75	65	55	45	35	0.0
13.0	13.0	11.7	11.7	12.1	12.5	12.5	12.5	12.5	12.9

1+30

P

116	5.1	6.1	6.1	6.1	6.1	5.4	5.4	5.6	5.1
120	100	95	90	90	90	75	75	75	0.0
12.3	12.9	11.9	11.9	11.9	11.9	12.6	12.6	12.4	12.9

1+0

P

12.7	12.5	11.5	9.3	4.5	6.0	6.1	6.1	5.3	5.3
150	130	122	110	101	93	85	75	65	0.0
5.3	5.5	6.5	8.7	13.5	12.0	11.9	11.9	12.2	12.2

0+82

P

12.8	12.6	12.9	14.1	10.0	5.8	5.8	5.8	5.6	5.1
160	135	120	103	92	85	72	65	55	0.0
5.2	5.4	5.1	3.9	8.0	12.2	13.2	12.2	12.4	12.9

18.05 ✓

18.05 ✓

2+18

2+30

2+12

2+0

Extra

1+95

1+84

Extra

18.05

P ✓
 12.5 ✓
 10.5 ✓
 5.5 ✓
 12.8 ✓
 9.5 ✓
 5.2 ✓
 12.0 ✓
 7.0 ✓
 5.0 ✓
 12.3 ✓
 6.2 ✓
 5.0 ✓
 4.7 ✓
 12.2 ✓
 5.9 ✓
 4.7 ✓
 12.0 ✓
 4.5 ✓
 13.0 ✓
 13.4 ✓
 13.4 ✓

P ✓
 12.7 ✓
 12.0 ✓
 5.3 ✓
 12.6 ✓
 9.4 ✓
 5.4 ✓
 12.8 ✓
 8.8 ✓
 5.2 ✓
 12.6 ✓
 5.9 ✓
 5.4 ✓
 12.9 ✓
 5.1 ✓
 12.9 ✓
 12.9 ✓
 4.6 ✓
 13.4 ✓
 4.9 ✓
 13.1 ✓

P ✓
 12.6 ✓
 11.2 ✓
 5.4 ✓
 12.6 ✓
 10.3 ✓
 5.4 ✓
 12.8 ✓
 8.8 ✓
 5.2 ✓
 12.0 ✓
 5.9 ✓
 5.0 ✓
 12.9 ✓
 5.5 ✓
 12.6 ✓
 9.5 ✓
 13.0 ✓
 12.6 ✓
 9.5 ✓
 13.0 ✓
 12.8 ✓
 9.5 ✓
 12.8 ✓

✓
 12.8 ✓
 13.0 ✓
 5.2 ✓
 13.8 ✓
 10.0 ✓
 5.2 ✓
 12.8 ✓
 8.0 ✓
 5.2 ✓
 12.4 ✓
 6.0 ✓
 5.6 ✓
 12.7 ✓
 6.5 ✓
 12.7 ✓
 6.5 ✓
 13.0 ✓
 12.7 ✓
 6.5 ✓
 13.0 ✓
 9.5 ✓
 12.8 ✓

P ✓
 12.7 ✓
 12.8 ✓
 5.3 ✓
 12.6 ✓
 12.0 ✓
 5.4 ✓
 12.6 ✓
 11.8 ✓
 9.5 ✓
 5.3 ✓
 11.5 ✓
 7.1 ✓
 12.6 ✓
 6.4 ✓
 12.6 ✓
 12.7 ✓
 5.5 ✓
 13.0 ✓
 13.0 ✓
 9.5 ✓
 13.0 ✓

✓
 10.8 ✓
 12.0 ✓
 7.2 ✓
 12.9 ✓
 11.0 ✓
 12.3 ✓
 13.5 ✓
 13.2 ✓
 10.5 ✓
 10.0 ✓
 4.8 ✓
 13.2 ✓
 13.0 ✓

18.05

✓ K.D.L.

✓KDL

3730

P

5.2 ✓ 3.1 ✓
5.2 ✓ 5.3 ✓
4.5 ✓ 5.3 ✓
2.5 ✓ 3.1 ✓
5.2 ✓ 3.2 ✓
4.8 ✓ 3.6 ✓
9.0 ✓ 3.4 ✓

3703

P

3.9 ✓ 3.7 ✓
4.5 ✓ 4.7 ✓
5.5 ✓ 1.5 ✓
5.0 ✓ 1.0 ✓
4.8 ✓ 1.0 ✓
3.6 ✓ 1.0 ✓
3.7 ✓ 1.0 ✓

2765

P

4.6 ✓ 4.9 ✓
5.2 ✓ 8.6 ✓
5.8 ✓ 7.0 ✓
4.1 ✓ 4.1 ✓
4.0 ✓ 4.5 ✓
3.9 ✓ 4.4 ✓
4.0 ✓ 4.9 ✓

2757

4.8 ✓ 4.8 ✓
5.6 ✓ 8.6 ✓
4.7 ✓ 5.7 ✓
4.9 ✓ 5.5 ✓
3.9 ✓ 4.5 ✓
3.7 ✓ 4.7 ✓
3.8 ✓ 4.6 ✓
3.9 ✓ 4.5 ✓

2755

4.8 ✓ 5.3 ✓
5.6 ✓ 4.7 ✓
11.0 ✓ 3.7 ✓
10.0 ✓ 4.8 ✓
8.9 ✓ 4.5 ✓

Extra

TP 1.95 8.42 11.58 6.47

8.42

2750

5.4 ✓ 4.7 ✓
13.6 ✓ 13.3 ✓
9.5 ✓ 6.5 ✓
4.8 ✓ 13.2 ✓
12.9 ✓ 5.7 ✓
13.3 ✓ 4.7 ✓
13.4 ✓ 4.6 ✓

Extra

18.05

18.05 ✓

TP 12.62 22.71 8.04 10.09

TP 11.75 18.13 2.04 6.38

4+14

4+02

3+97

3+76

3+55

8.42

KDL

H

Z

R1

50

P

P

P

Z

P

2.5
2.6

5.9
2.5

5.2
2.1

5.2
2.2

2.5
2.9

7.5
2.7

5.8
2.6

10.0
2.4

10.0
2.1

5.2
2.2

2.5
2.0

5.2
2.2

0.6
2.7

2.2
2.1

6.2
2.2

6.2
2.2

5.3
3.1

4.9
3.5

12.0
3.4

6.2
3.1

0.6
2.9

5.2
2.6

5.1
2.3

5.2
2.2

5.7
2.7

0.6
2.6

0.6
2.6

8.42

Final Cross Section Right of Z
Cudoby Hill Borrow Pit.

VKDL
4-10-33

0+14

6.5	12.2	11.2	11.5
10.7	12.6	6.0	16.7
10.6	12.1	10.8	12.4
6.6	11.5	5.6	9.6
7.2	11.2	13.1	
7.4	11.2	16.2	
8.5	11.4		
8.9	11.3		
10.7	11.3		
11.1	10.7		
11.8	10.9		

0+0

11.1	11.6		
11.3	11.4		
11.0	11.7		
7.4	11.6		
8.3	11.4		
8.8	11.1		
10.0	11.6		
11.6	11.1		
11.6	11.1		
14.0	11.1		
15.3	16.3		
16.0	12.6		

0-5

11.4			
11.3	11.7		
11.0	11.5		
11.1	11.6		
11.5	11.2		
13.4	11.2		
14.0	11.5		
15.2	16.5		
15.9	13.1		

0-30

11.8	10.9		
10.8	11.9		
11.5	11.2		
11.5	11.2		
13.0	20.4		
13.7	20.5		

EXTRA

11.1			
11.6	20.2		
11.4	21.3		
11.0	11.7		
11.2	20.5		
12.0	20.3		

0-50

EXTRA

20.1			
20.3			
19.4			

0-59.21
oo wedge

22.71

22.71

VCDL

1+0

P.	5.2/13.2	5.2/13.2	5.5/12.9	4.1/12.3	3.1	1.1	1.1	0.7	0.6	4.4	9.5
	20.2	27	70	75	100	103	130	157	158	120	21.3

0+82

P	5.4/12.9	5.4/13.0	4.0/12.4	4.0/12.4	8.0/8.4	1.0	0.9	0.3	1.1	0.9	4.6	9.84
	20.4	60.4	90	96	97	112	115	135	153	155	164	172

0+67

P.	5.7/12.7	4.4/12.0	4.4/12.0	15.2/1.2	15.8/0.6	7.2/9.2
	60	100	108	122	148	157

Extra

TP 3.93 16.42 10.22 12.49

0+57

P	5.0/12.7	10.5/12.2	11.5/11.2	6.8/15.9	10.0/12.7
	60	100	138	142	149

Extra

0+50

P	10.2/12.5	10.1/12.6	10.2/12.4	10.4/12.3	12.0/10.7	11.0	5.9/15.8	10.7/12.0
	25.2	45	55	100	125	133	145	55

0+24

22.71

P	10.1/12.6	10.6/12.2	11.5/11.2	11.1/11.6	11.9/10.8	11.2/11.5	8.5/14.2	5.6/17.2	13.3/10.4	16.7/6.0
	20	45	70	100	114	137	144	150	158	170

22.71

4-11-33
Finish
9:30 PM

1+84

P

13.2 ✓
5.5
70
4.3
70
11.5 ✓
92
11.5 ✓
95
0.13 ✓
15.4
98
0.10 ✓
16.7
135
0.09 ✓
16.8
167

EXTRA

13.4 ✓
5.5
20
13.1 ✓
5.5
50
12.0 ✓
4.7
86
11.9 ✓
4.8
93
10.7 ✓
6.0
95
0.17 ✓
15.0
97
0.13 ✓
15.4
109
0.09 ✓
15.8
124
0.06 ✓
16.1
167

1+80

P

13.2 ✓
5.5
30
12.8 ✓
5.5
65
12.0 ✓
4.7
87
11.7 ✓
5.0
93
0.19 ✓
14.8
97
0.10 ✓
15.7
119
0.10 ✓
15.7
126
0.10 ✓
15.7
136
0.05 ✓
16.2
172

1+67

P

13.2 ✓
5.5
20
13.2 ✓
3.5
45
12.7 ✓
4.0
70
12.2 ✓
4.5
94
0.32 ✓
13.5
97
0.14 ✓
15.0
100
0.12 ✓
15.6
133
0.12 ✓
15.5
140
0.10 ✓
15.7
155
0.10 ✓
16.2
178

1+50

P

TP

417

16.66

3.93

12.49

96.5 ✓
19.9
184
94.1 ✓
22.5
190
16.66

1+30

16.42

P

13.1 ✓
5.5
26
13.4 ✓
3.0
47
12.8 ✓
3.5
80
12.3 ✓
4.1
93
2.9 ✓
13.5
96
1.2 ✓
15.2
100
1.2 ✓
15.2
110
1.2 ✓
15.2
135
1.6 ✓
14.8
165
2.4 ✓
14.0
172

✓ KDL

TP 1.84 - 8.23 ✓ 10.27 6.39 ✓

2+50

Extra

2+48

2+30

2+12

2+0

Extra

1+95

16.66 ✓

P

12.7	12.7	12.5	12.5	01.2	01.2
40	42	42	42	15.5	15.2
40	90	93	95	97	135

12.9	12.7	12.5	12.4	01.2	01.2	01.1	01.5
3.8	4.0	4.2	4.3	4.3	15.5	15.5	15.6
16	40	70	93	94	97	100	105
140							15.2

12.9	12.7	12.9	12.7	12.4	02.3	01.4	01.5
3.8	3.8	3.8	4.0	4.3	14.4	15.3	15.2
18	32	40	65	93	97	108	148

12.8	12.7	12.7	12.5	12.6	12.3	12.1	01.2	01.3	01.4
3.9	4.0	4.0	4.2	4.1	4.4	4.6	15.5	15.4	15.3
11	22	24	43	62	88	92	97	110	156

12.7	12.0	12.0	01.2	01.1	01.2
4.0	4.7	4.7	15.5	15.6	15.5
50	92	95	98	135	152

12.9	12.9	12.7	12.5	12.1	12.1	12.1	01.7	01.3	00.7
3.8	3.8	4.0	4.2	4.6	4.6	4.6	15.0	15.4	16.0
17	20	52	65	90	94	96	99	124	160

16.66 ✓

2755

P	028
54	58
56	41
55	52
56	53

2730

P	037
54	58
55	58
55	55
57	54
55	58

2703

P	036
46	54
55	50
54	50
54	72
54	78
57	85
65	114

2765

P	034
48	50
50	45
51	75
53	99
63	101
64	110
69	134

2757

P	034
48	50
50	50
51	50
53	75
61	96
67	101
66	105
70	136

2755

P	031
55	57
50	53
67	100
68	135

Extra

8.23

8.23

65
-100L

B.M.
Cor. 1702

2.23

6.00 ✓

3+76

8.23 ✓

R

02.5 ✓

5.7
20

02.5 ✓

5.7
33

02.6 ✓

5.6
41

02.3 ✓

5.9
70

8.23 ✓

Ramp on Lt. Archibald
Cross Section & Slopes

See Sketch Page 53

48-33

66

Lt-S L Rt-N

Lt-S L Rt-N

0+66.24 $\frac{0.9}{10}$ $\frac{12.2}{12.2}$ 4.85 $\frac{12.2}{12.2}$ $\frac{0.0}{10}$

12.2 ✓
 $\frac{12.2}{10}$ 4.8 ✓ 12.2 ✓ 4.8 ✓ 12.2 ✓
 $\frac{12.2}{10}$

0+16.24 $\frac{12.7}{14.1}$ $\frac{5.9}{8.6}$ 11.10 $\frac{5.9}{12.6}$ $\frac{F6.7}{20.1}$

0+109

12.0 ✓
 $\frac{30}{30}$ 5.0 ✓ 4.5 ✓ 4.1 ✓ 12.9 ✓
 $\frac{30}{30}$

17.04

17.04

Final Cross Section
Ramps Annot.

on Right

See Sketch Page 42

67

4-13-33

11

8

5

0+76.4 02 D109

✓	✓	✓
13.4	13.3	12.0
$\frac{3.7}{20}$	3.8	$\frac{1.1}{25}$

0+50

✓	✓	✓	✓
5.2	11.4	11.7	12.4
$\frac{11.9}{21.4}$	$\frac{5.7}{10}$	5.4	$\frac{4.7}{10}$
			$\frac{4.0}{20}$

0+0

✓	✓	✓	✓	✓
5.8	7.0	7.6	7.8	5.9
$\frac{11.5}{10}$	$\frac{10.1}{10}$	$\frac{9.5}{10}$	$\frac{9.3}{21}$	$\frac{11.2}{28}$

0-10

✓	✓	✓	✓
6.3	6.7	6.8	6.2
$\frac{10.8}{10}$	$\frac{10.4}{10}$	$\frac{10.2}{10}$	$\frac{10.9}{25}$

BM #5

12.71

17.10

4.39

Final Cross Section
Ramp Annast
on left

68

0+86.4 on Diag

✓
12.8

4.3
25

✓
12.8

4.3

✓
12.9

4.2
25

0+73.7 on Diag

✓
4.8

✓
11.6

12.3
25

5.5
15

✓
11.9

5.2

✓
11.9

5.2
10

✓
5.1

12.0
25

0+60

✓
11.1

6.0
10

✓
10.7

6.4

✓
10.8

6.3
10

0+40

✓
5.4

✓
8.6

11.7
10

8.5
7

✓
8.6

8.5

✓
9.0

8.1
10

✓
5.6

11.5
15

✓
5.6

11.5
10

✓
5.4

11.7

✓
5.3

11.8
10

0+0

17.10

17.10

Final Cross Section
Ramp Anno & Prichard

See Sketch Page 42

69

N

Z

E

0+55

↓	↓	↓	↓	↓
9.5	10.8	11.2	11.5	12.1
7.6	6.3	5.9	5.6	5.0
20'	10'		10'	15'

0+44.3

↓	↓	↓	↓	↓
5.7	11.0	10.6	10.5	5.1
11.4	6.1	6.5	6.6	12.0
18'	10'		10'	22'

0+0

↓	↓	↓
6.3	6.2	5.6
10.8	10.9	11.5
10'		10'

17.10

17.10

Final Cross Section
Ramp on Lt. Hrobibald

See Sketch Page 52

4-18-33

70

Lt

Z

Rt

0+66.24

4.8 ✓

5.0 ✓

4.2 ✓

12.0
10.0

11.8

12.6
10.0

0+16.24

07 D109

4.8 ✓

10.2 ✓

4.6 ✓

12.3 ✓

4.1 ✓

13.0
20.0

6.6
11.0

5.8

4.5
13.0

12.7
30.0

0+09.18

12.0 ✓

4.7 ✓

12.3 ✓

4.8
10.0

4.7

4.5
10.0

0+0

07 D109

12.4 ✓

4.5 ✓

12.2 ✓

4.4
12.2

4.5

4.6
12.2

7P

4.24

16.84

4.50

12.60

16.84

17.10

Final Cross Section
Ramp on Pt Archibald

See Sketch Page 53

71

0+76.24

ft	ft	ft
3.7	4.0	3.7
13.1	12.8	13.1
10.1		10.1

0+16.24 07 Diag.

ft	ft	ft
4.5	4.9	4.5
12.3	12.3	12.3
20.1	17.5	20.1
	10.3	

0+09.18

ft	ft	ft
11.8	11.8	11.8
5.0	5.0	5.0
10.2		10.2

0+0

ft	ft	ft
12.7	12.4	12.5
4.5	4.4	4.3
12.2		12.2

16.84

16.84

Ramp Sta. 68+30

6-23-33

73

Sketch on page 72

Ramp on Left of Highway

See page 72 for Right

0+93	0° 11.7 75 11.7	X	6.76	11.7 11.7 0° 75 75
------	--------------------	---	------	--------------------------

0+60	F3 86 125 125		9.88	86 F3 125 125
------	------------------	--	------	------------------

0+35	F6 56 170 119		12.88	56 F6 119 170
------	------------------	--	-------	------------------

0+16 Toe of Slope on Left	F8 3.3 198 115		15.16	3.3 F8 11.5 198
---------------------------------	-------------------	--	-------	--------------------

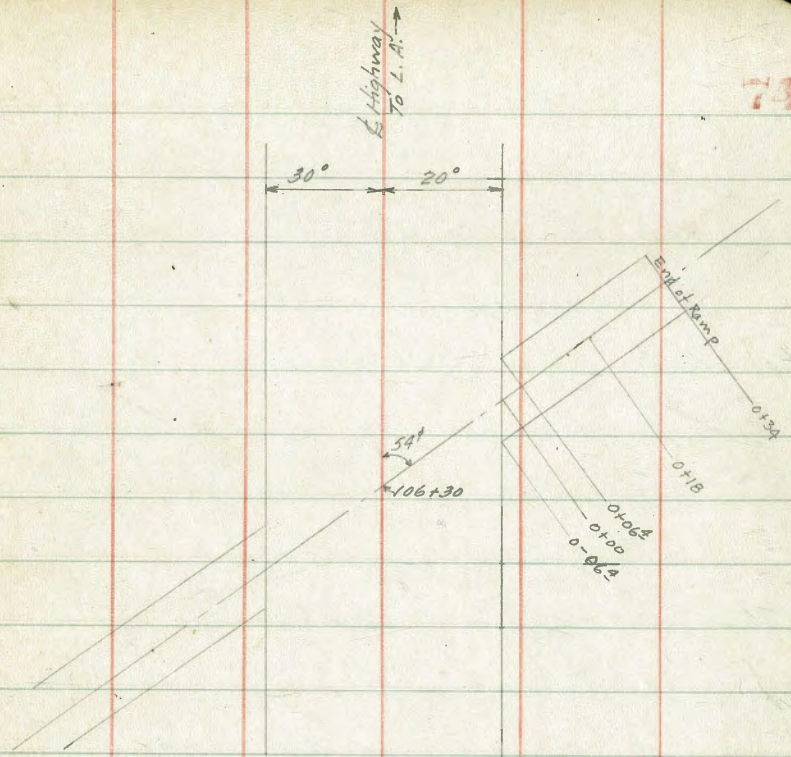
0+10	F4 2.6 143 75	X	15.88	2.6 F4 75 143
------	------------------	---	-------	------------------

0+0	0° 2.6 75 2.6	V	15.88	2.6 0° 2.6 75
-----	------------------	---	-------	------------------

18.49 from page 72

Cross-Section of Ramp Lt and Rt. of
Highway Sta 106+30 (Nashville St.)

71



Station	Left Side	Right Side
0+40	0° 75'	0° 75'
0+18	F0° 82'	F2° 108'
0+06	0° 75'	F3° 12°
0+00		
0-06		0° 75'

Ramp on Right

16.18 19.50

57.55 20.22
 26.53 57.55
 20.22 20.22
 20.22

HI 10.00
 Gr. at Sta 1 = 4.00
 Gd rod = 6.00
 4
 Gd
 6.00

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
 ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.
 FOR SINGLE TRACK EMBANKMENT.

	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	26
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.