

1823

MEMOIRS

OF

THE

MEMBERS

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

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1823

INDEXED
completely
MAY 22 1950

except pages # 1, 8, 11, 14, 24, 36, 73,

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.

#1823

1-	Wabash Canyon Freeway Topog	1-11
	Wabash Canyon & Mile St "	12-15
	Wabash Ave Topog Victoria to Univ. Ave	16-20
	40th St. & Highways to Wabash Ave	21-23
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"	" " Broadway to Main St	73-77

INDEXED
MAR 12 1948

INDIAN
MAY 18 1888

INDIAN
MAY 18 1888

Wabash Canyon Freeway Topog
P' Line

10+00 P.O.T.

6+50.00 P.O.T.

2+30.69 Δ 62° 33' Rt

0+00 =

166+78.14 TS 1/2" Line
166+59.91

MINNEVEN
MAR 12 1948

N 21° 45' 45" W

N 84° 18' 45" W

N. 1° 51' E

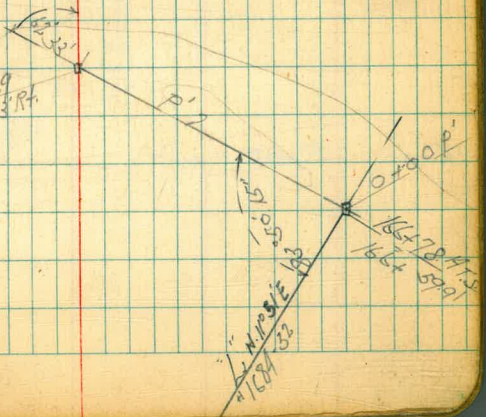
Jan 6-48.
Sisson
Hico
D. Smith
No. 90001

2

10+00
P.O.T.

6+50.00
P.O.T.

2+30.69
Δ 62° 33' Rt



26+3500 P.O.T.

N 7° 05' 15" W

20+9955 Δ 14° 40' 30" Rt

19+5680 P.O.T.

17+5000 P.O.T.

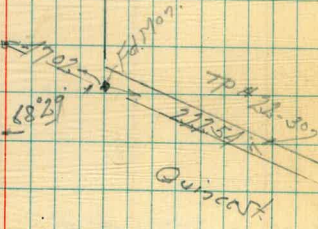
14+00 P.O.T.

N 21° 45' 45" W

26+3500 P.O.T.

20+9955 Δ 14° 40' 30" Rt

19+5680



17+5000 P.O.T.

130 bars fire

Baseliner for P
N 110° 57' 75" 009
P 990 1/2

9632

14+00 P.O.T.

Yabash Canyon Freeway Tapog
"P" Line

N 44° 30' 45" E

35780.00 Δ 16° 14' 30" RT

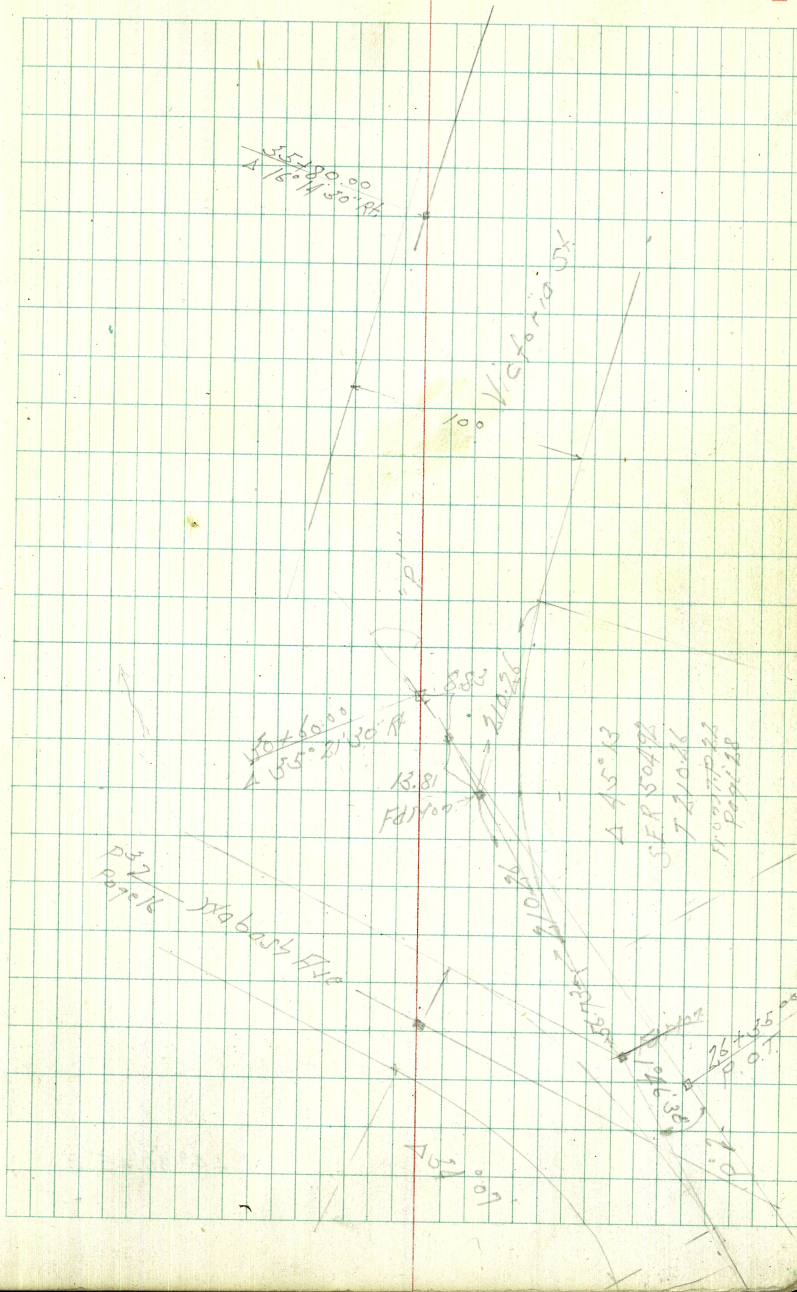
N 28° 16' 15" E

30760.00 Δ 35° 21' 50" RT

26735.00 P.O.T

N 7° 05' 15" W

4



49+50.00 P.O.T.

46+50.00 P.O.T.

N. 17° 16' 45" E

43+55.00 Δ 27° 14' 11"

39+00 P.O.T.

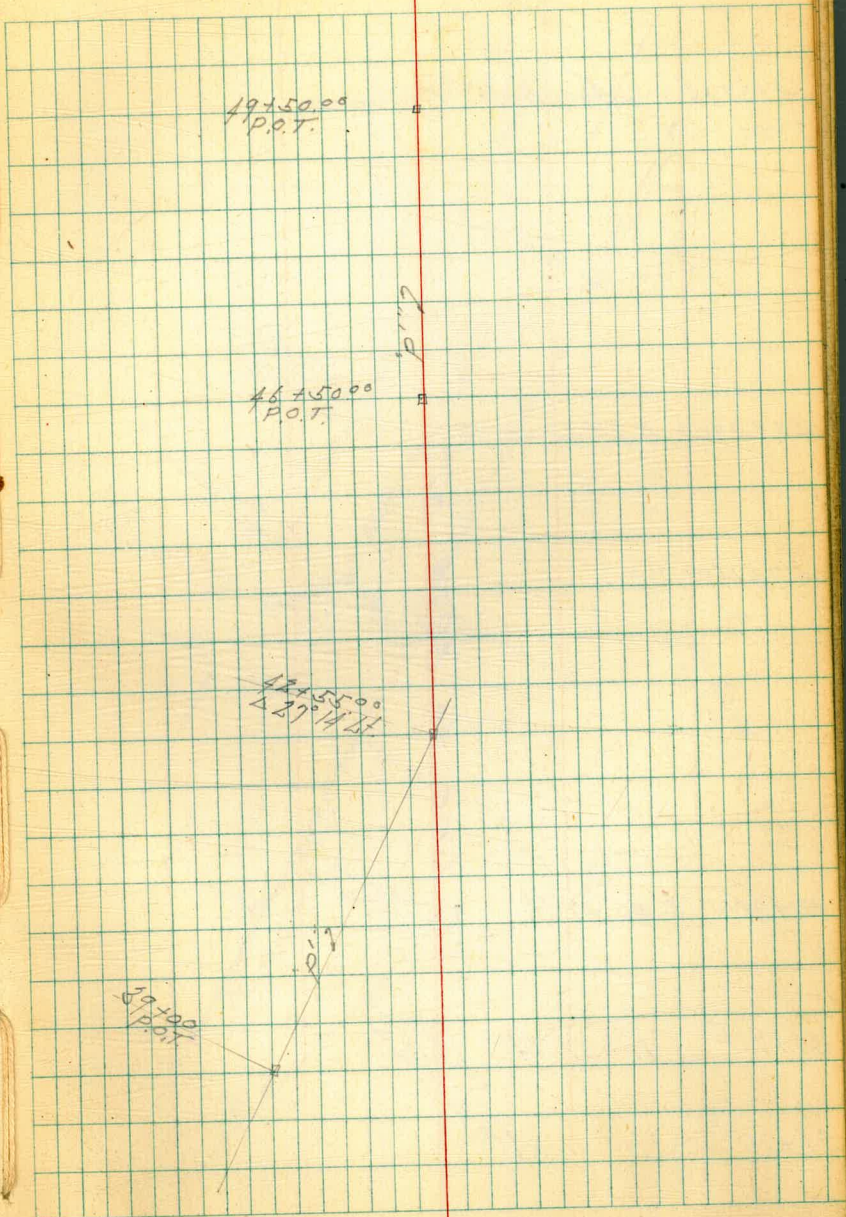
N 44° 30' 45" E

49+50.00
P.O.T.

46+50.00
P.O.T.

43+55.00
Δ 27° 14' 11"

39+00
P.O.T.



Hoback Canyon Freeway Topog
P-Line

63+69.62 = South 7' Line Nightman

58+39.07 $\Delta 29^{\circ} 22' 30''$ Rt.

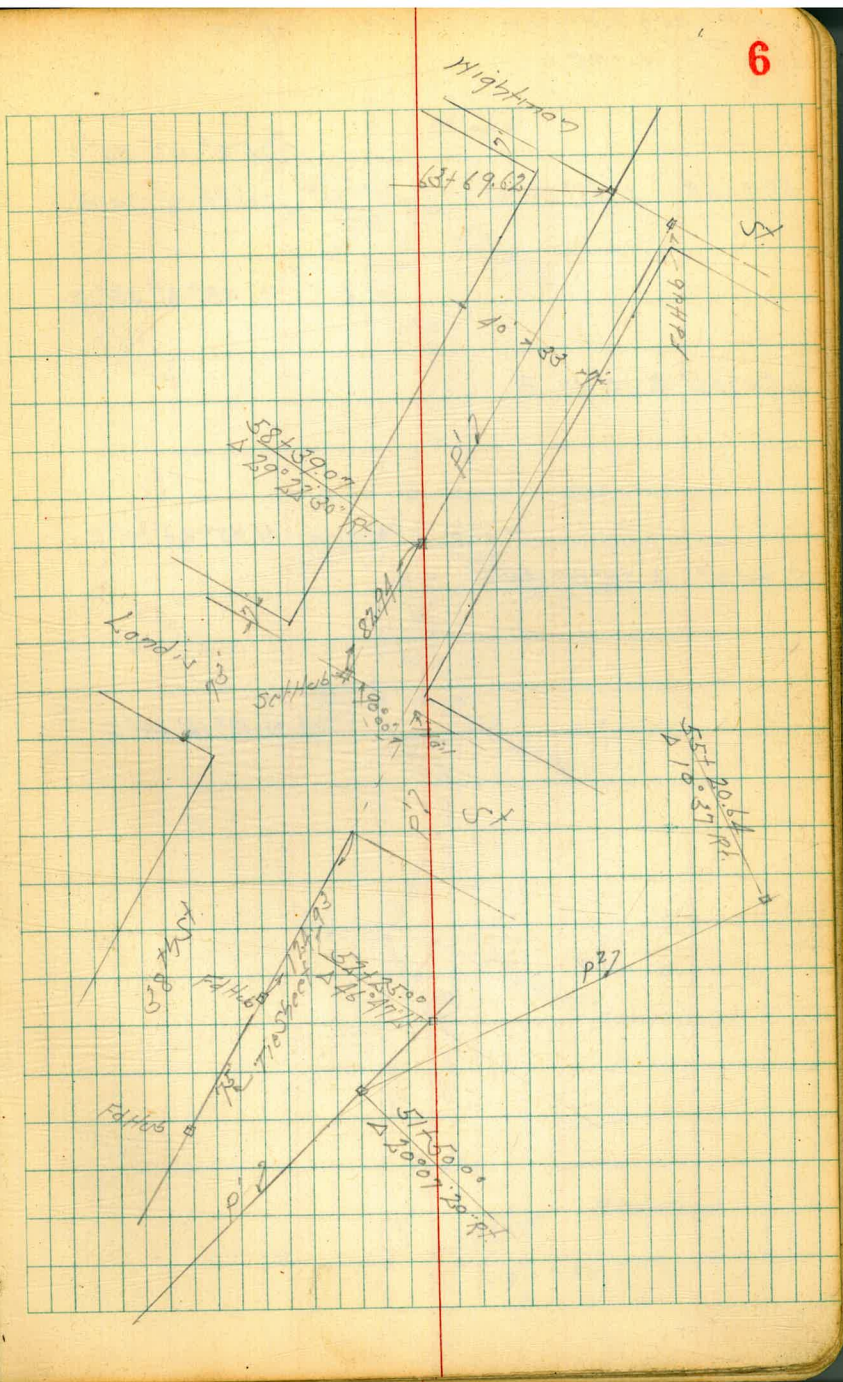
57+1400 POT

52+25.00 $\Delta 46^{\circ} 47'$ Lt.

55+21.00 $\Delta 10^{\circ} 37'$ Rt.

51+50.00 $\Delta 20^{\circ} 09'$ Rt.

P line to 38TH ST.



Wobash Canyon Freeway Topog.
"P2" Line

N 0° 07' 55" W

58+63.90 A 48° 09' Lt = 1/2 40th St. North of Landis

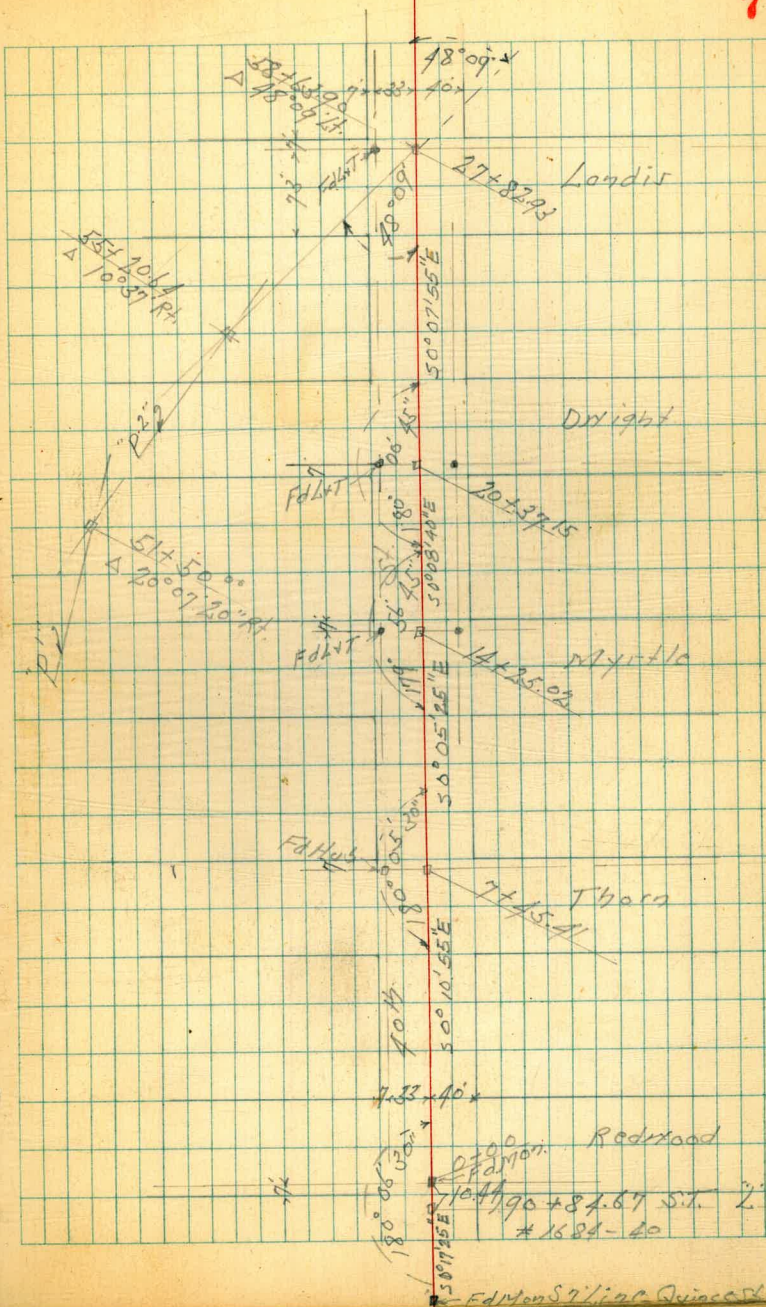
N 48° 01' 05" E

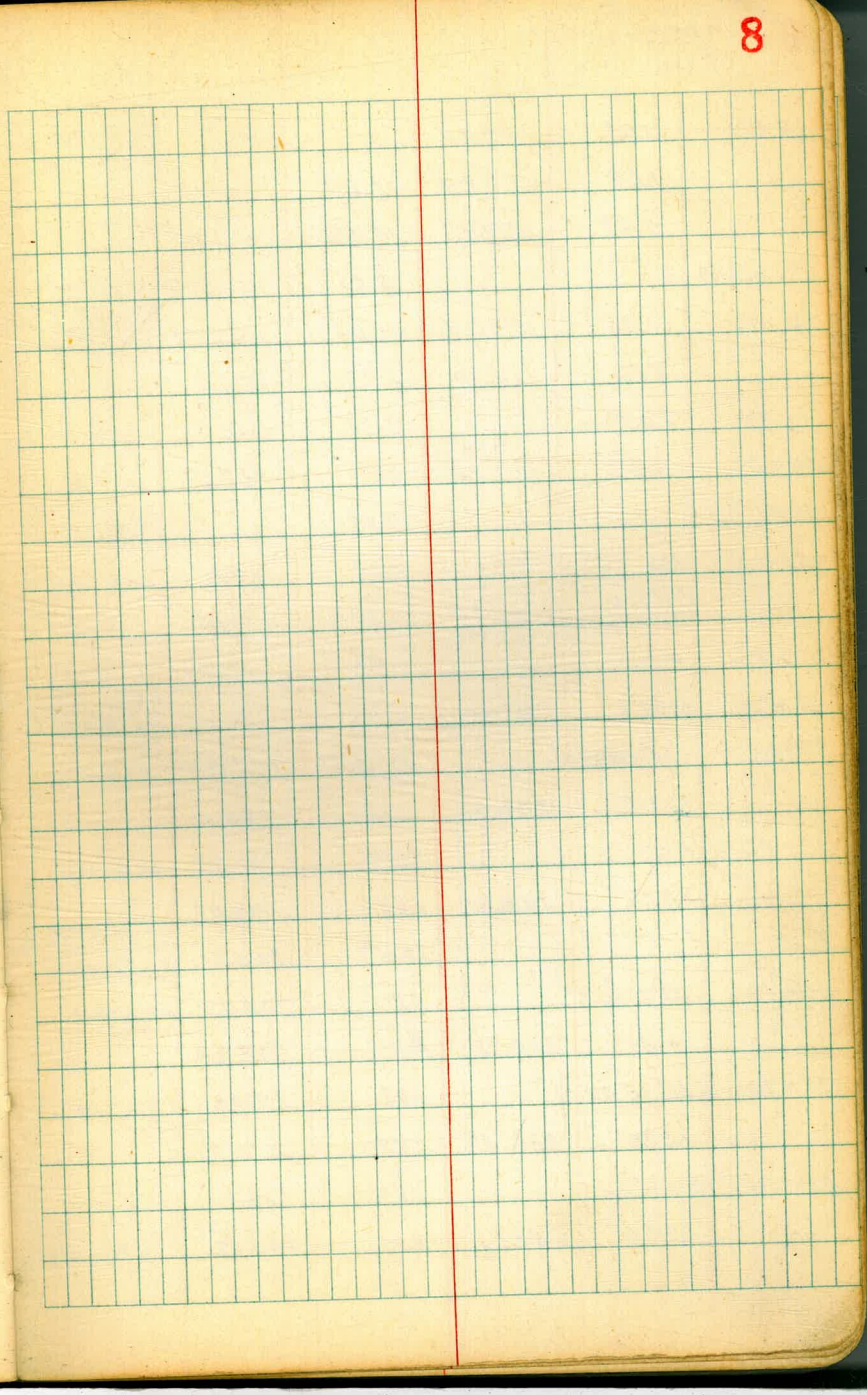
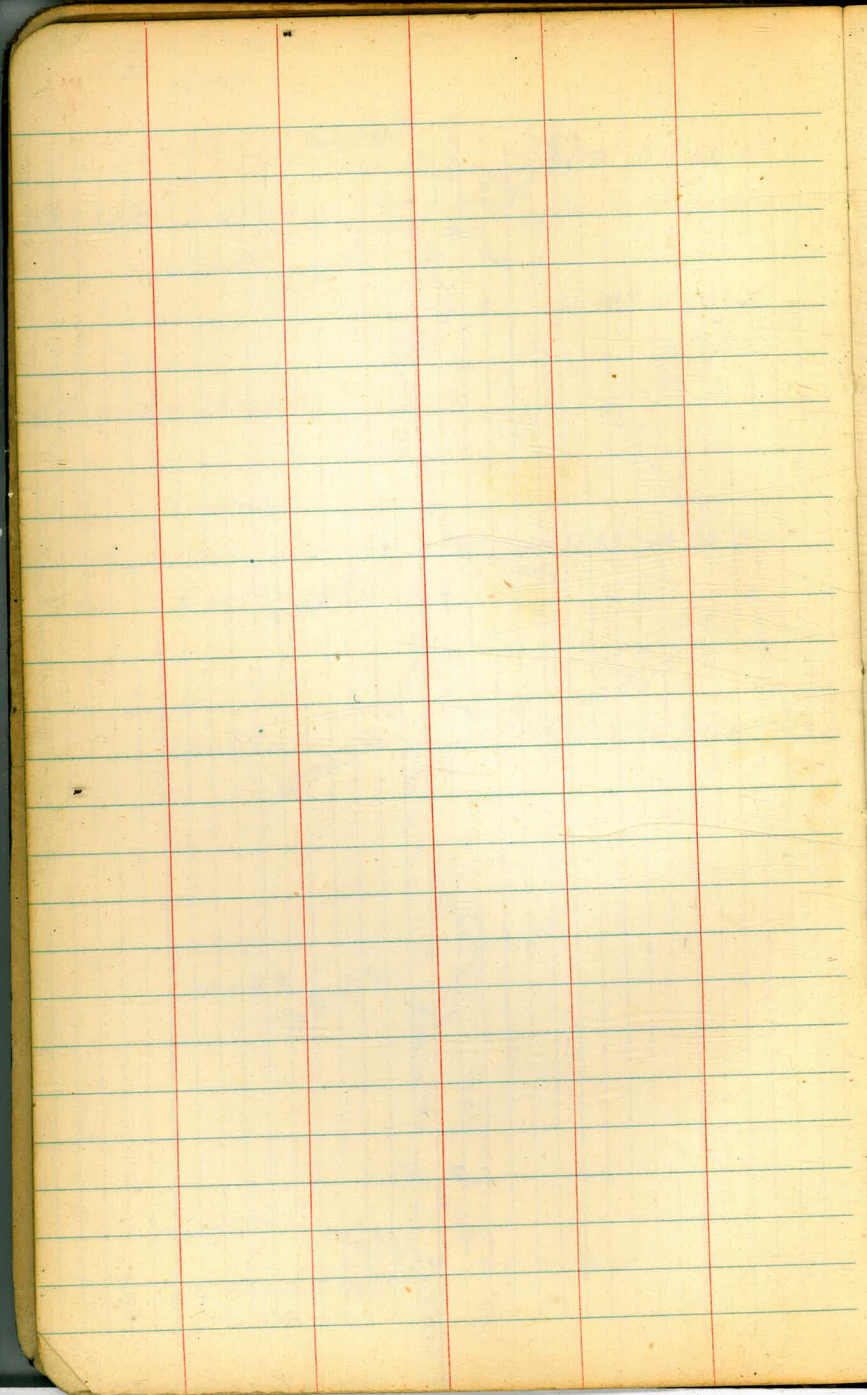
55+20.6 A 10° 37' Rt.

N 37° 24' 05" E

51+50.00 A 20° 07' 20" Rt

N 17° 16' 45" E





Control Levels P Line
Wabash Canyon Freeway

Jan. 9. 48
55507
File
Smith

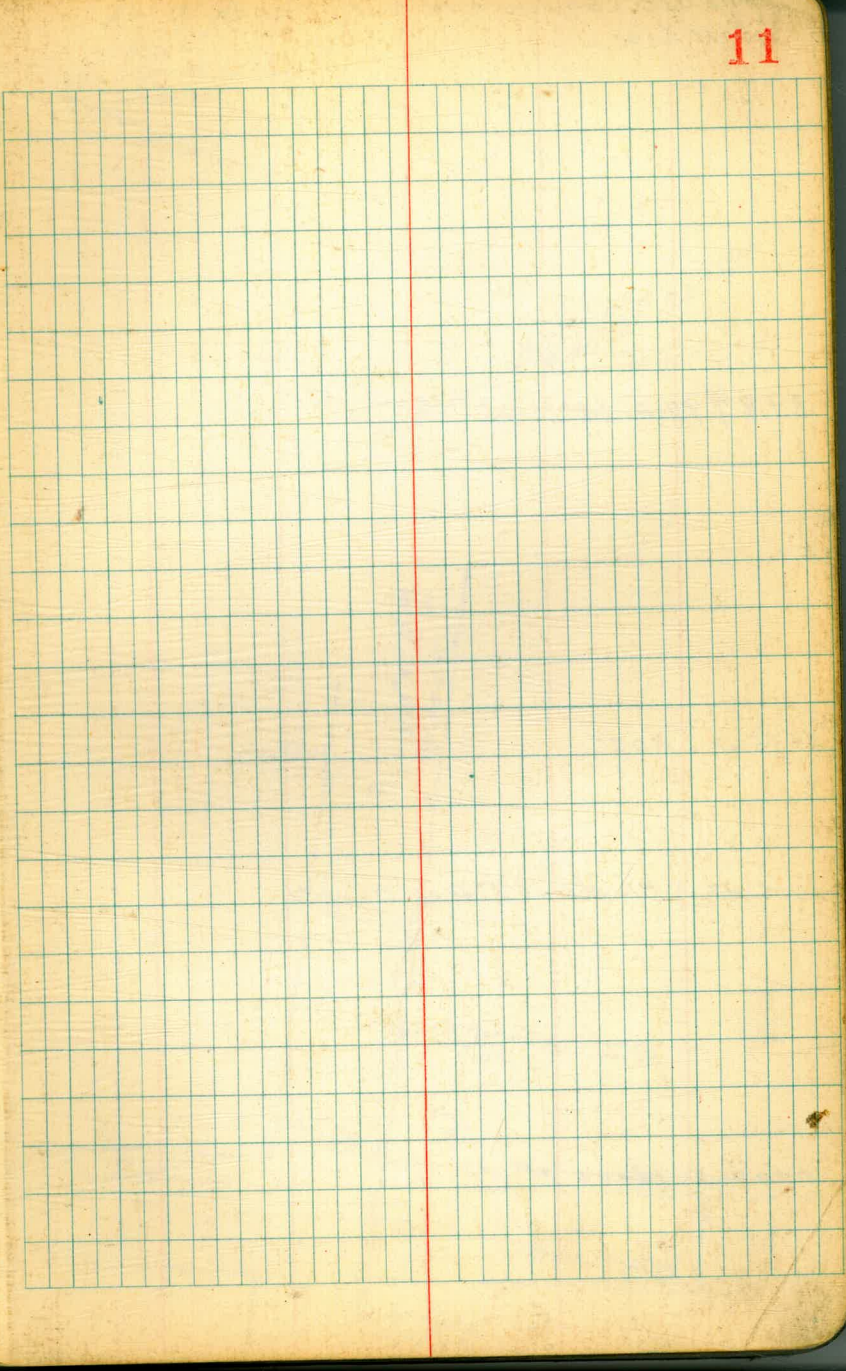
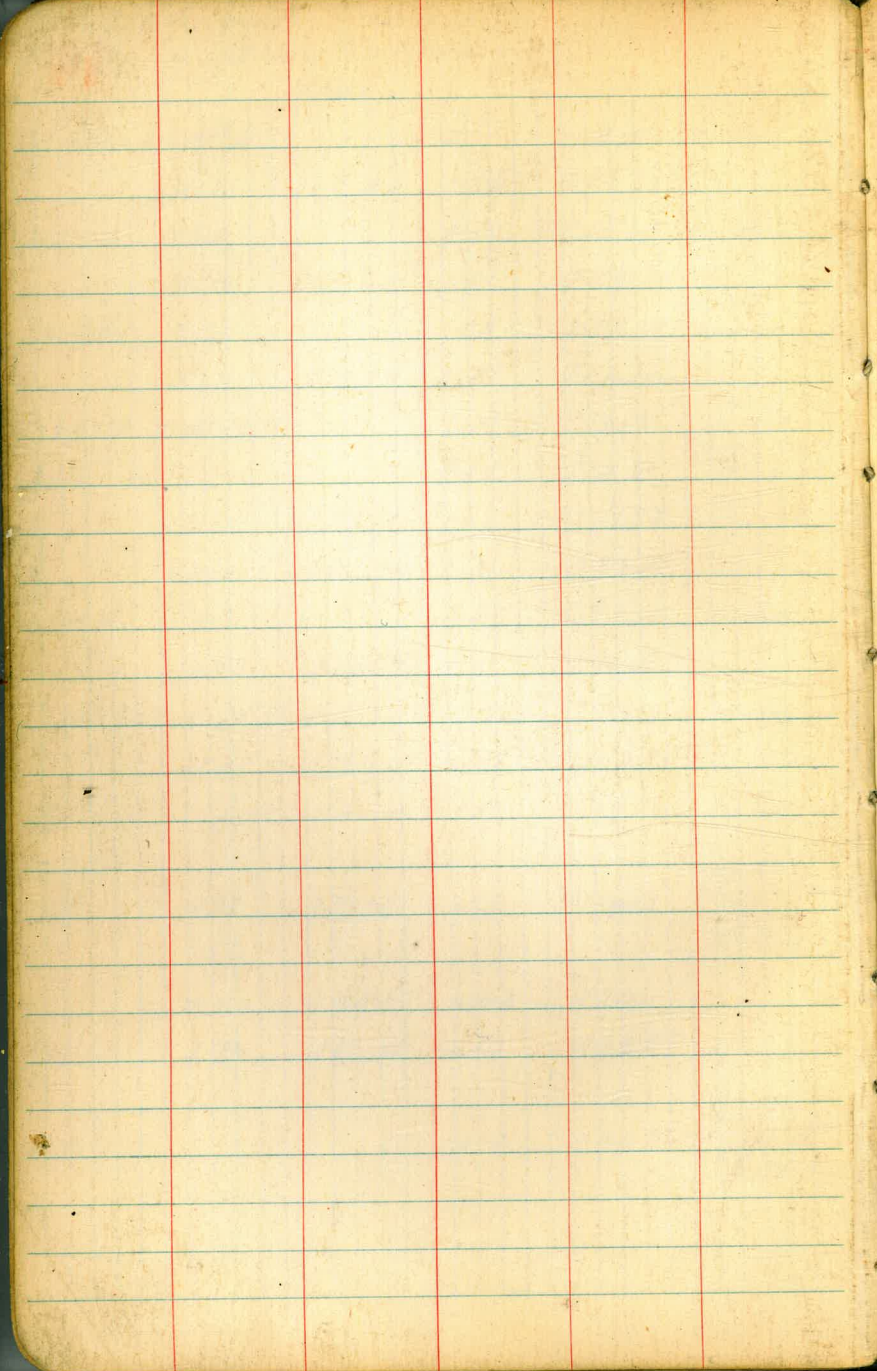
B.M.	192	182.33	180.41	07 1/2 Hub 1864 x 99 1/2 1685-34
	665	170.09	12.89	169.41
	238	159.87	12.60	157.49
21+50.69 A			4.33	155.54 07 1/2 Hub Chisel X on Rim Spher. MH 15 1/2 x 2 1/2
B.M.	5.06	159.09	5.84	154.03
	946	164.28	4.27	154.82
6+50	P.O.T.		9.33	154.95 07 1/2 Hub
10700	877	171.44	1.61	162.67 07 1/2 Hub Chisel X on Rim Spher. MH 15 1/2 x 2 1/2
B.M.			7.88	163.56
1416	P.O.T.		2.33	169.11 07 1/2 Hub
	9.95	180.35	1.14	170.30
17+50	P.O.T.		4.78	175.47 07 1/2 Hub Chisel X on Rim Spher. MH 15 1/2 x 2 1/2
B.M.	1081	190.76	0.10	180.15
20799.55	114° 46' 30" Rt.		9.23	181.73 07 1/2 Hub
	11.05	200.36	1.65	189.31
26+35	P.O.T.		7.59	192.77 07 1/2 Hub
	12.18	210.90	1.64	198.72
B.M.			10.37	200.53 07 Lead Dwg Rim Spher. MH 15 1/2 x 2 1/2 Victor
30+60	135° 21' 30" Rt.		6.81	204.07 07 1/2 Hub
	10.39	219.18	2.11	208.79
35+80	116° 14' 30" Rt.		1.98	217.20 07 1/2 Hub
	12.20	230.46	1.98	217.20
39+00	P.O.T.		1.67	228.73 07 1/2 Hub
	12.24	240.63	2.01	228.39 07 P 29 1/2 40 x 0

Control Levels P. Line
Hoback Canyon Freeway

24063

42+55.0°	A 27° 41'	5.71	234.92	07 Hub
	11.16	250.45	1.34	239.29
46+50	P.O.T.	4.30	246.15	07 Hub
	12.70	261.64	1.51	248.94
49+50	P.O.T.	7.34	254.30	07 Hub
	11.71	272.84	0.51	261.13
52+25.0°	A 46° 47' 11"	9.39	263.45	07 Hub
B.M.		8.45	264.39	Control X on S of 1st Hill to Rt. 52+25
	12.34	284.12	1.06	271.78
	13.09	296.75	0.46	283.66
57+14	P.O.T.	2.85	293.90	07 Hub
	13.25	309.57	0.43	296.32
58+39.07	A 29° 22' 30" Pt	11.83	297.74	07 Hub
	13.05	322.30	0.52	309.25
63+69.62	57' line Nightman	3.50	318.80	07 Hub
B.M.	13.22	332.74	2.78	319.52
				NW BP Nightman + 381557 319.70-48
	11.80	344.51	0.03	332.71
	6.20	350.09	0.63	343.89
B.M.		4.64	345.15	NW BP on 1st Hill + 381557 345.65

Jan. 12. 47
S. Sisson
Hill
Smith's X **10**



Hoback Canyon + Nile St. Topog.
Base Line

8+97.97 A 65°26'15" RT

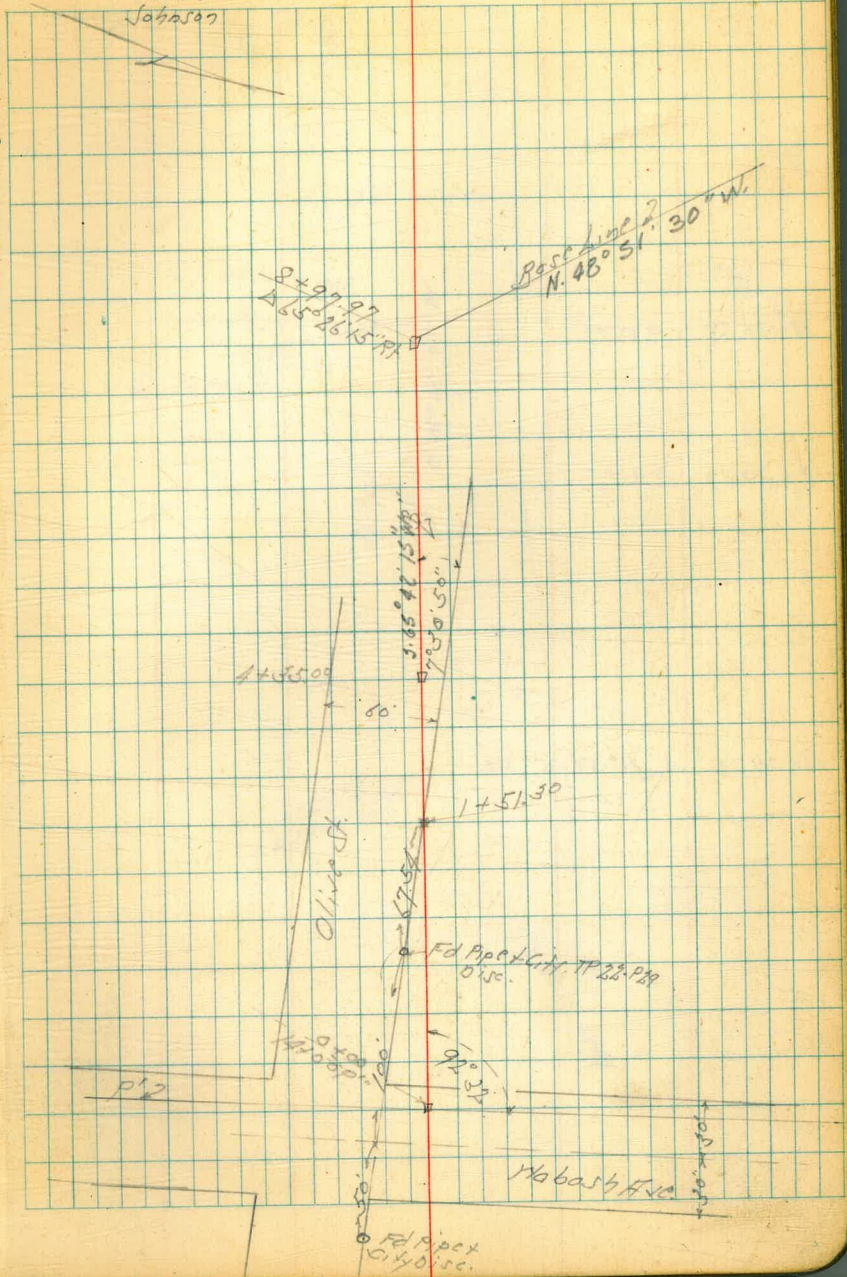
4+3500 POT

1+5130 = RL North Line of Olive St.

0+00 = 14+00 "P1"

Feb. 11-18
Sisson
Allen
Smith
Johnson

12



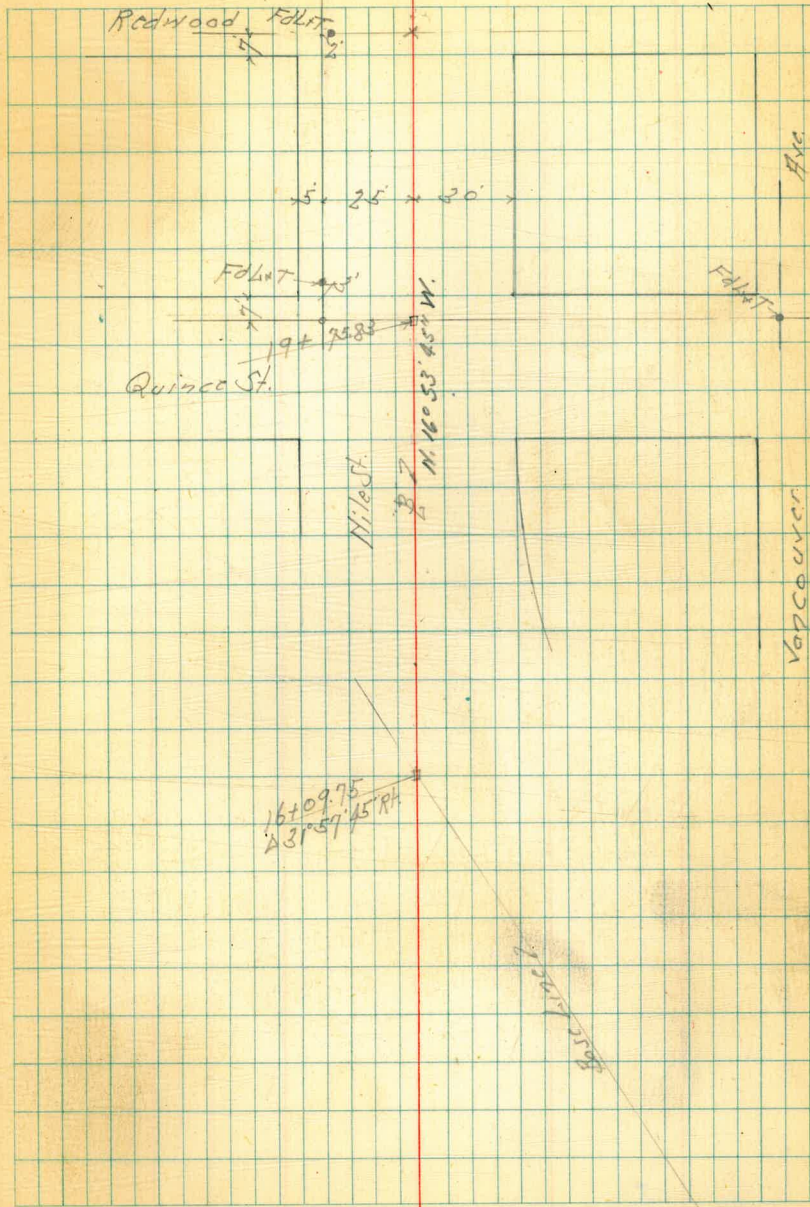
Wabash Canyon + Nile St. Topog.
Base Line

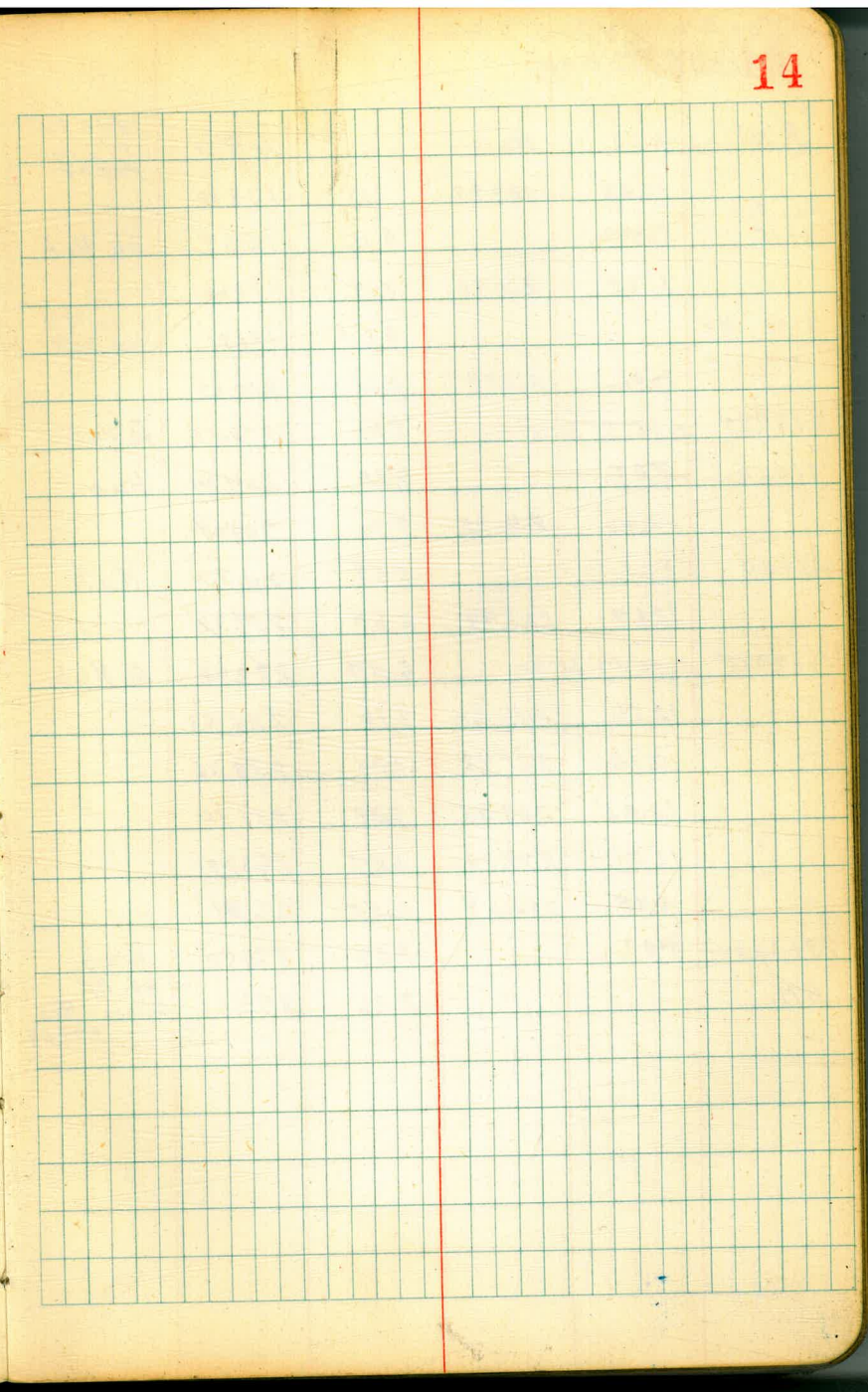
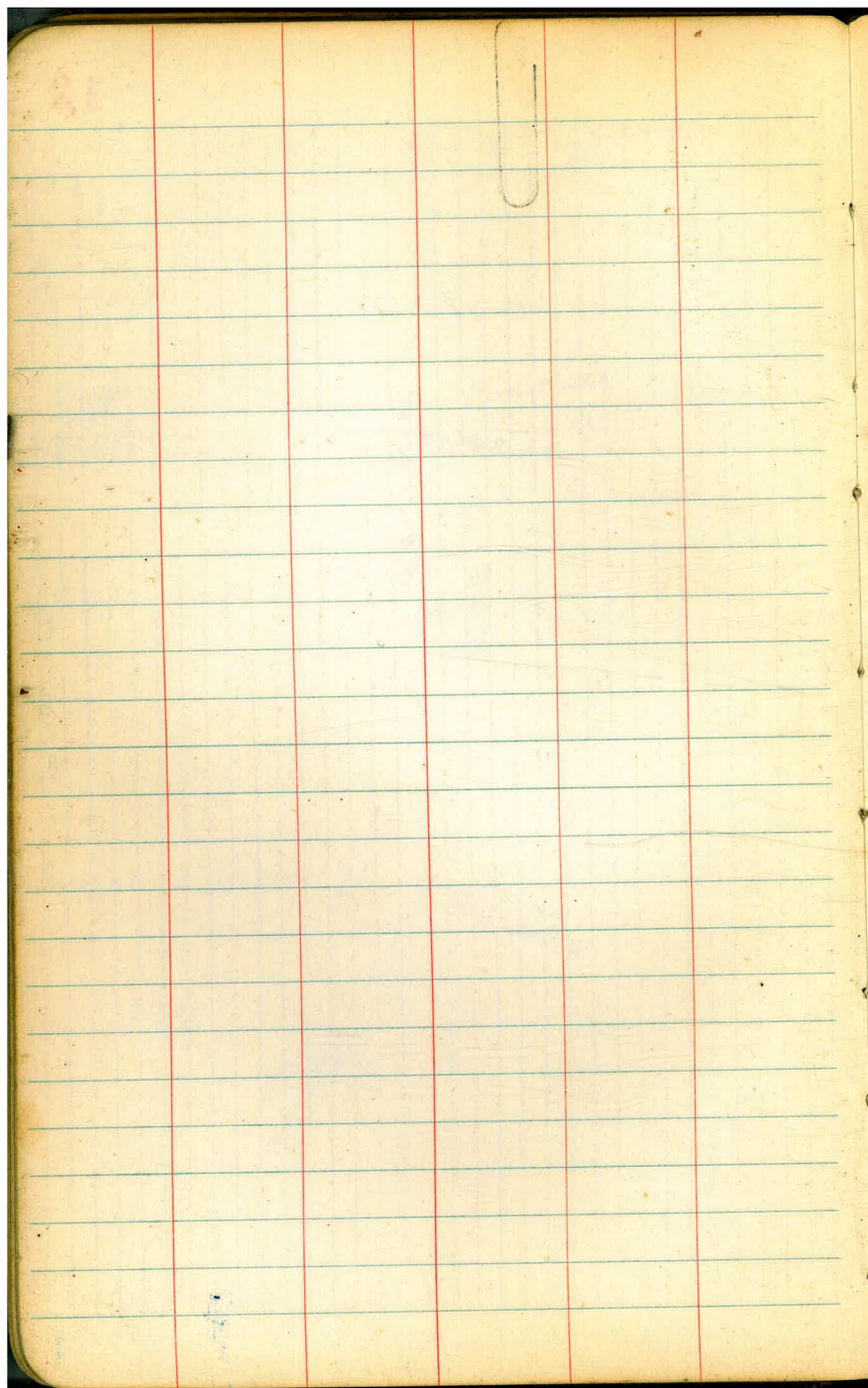
19175.83 P.O.T.

1813997 P.O.T.

1610975 Δ $31^{\circ}57'45''$ RT.

13





Control Levels Habash Canyon Hod
Nile St. Topog.

Feb. 11-48
D Smith's T
Allen Red 15

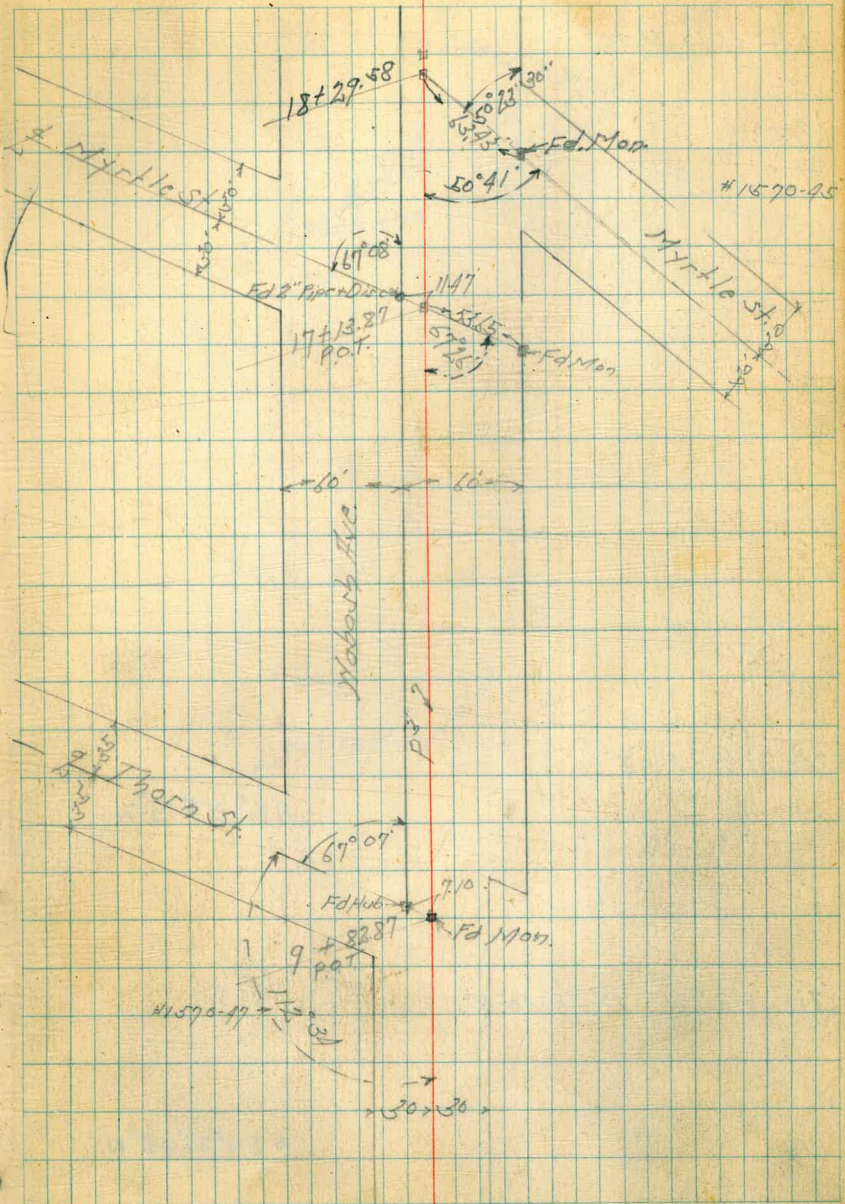
B.M.	11.02	180.13		169.11	1440 Pot. P. Line Page 9
	10.83	189.83	1.13	179.00	
Hub Pot. 4735	Pot.		9.16	180.67	on Hub
	11.32	200.98	0.17	189.66	
7700 MH			9.67	191.31	x on MH 7700 24/RT
	10.91	211.74	0.15	200.83	
819797	$\Delta 65^{\circ} 26' 15'' R$		5.22	206.52	Δ Hub
11120	P.O.T.		7.70	204.04	Hub
	12.88	216.92	7.70	204.04	
13150	P.O.T.		5.59	211.33	Hub
	12.67	226.99	2.60	214.32	
16109.75	$\Delta 31^{\circ} 57' 45'' R$		6.57	220.42	Δ Hub
	12.56	238.39	1.16	225.83	
	13.12	251.48	0.03	238.36	
	12.25	263.35	0.38	251.10	
	11.31	274.39	0.27	263.08	
	8.78	282.59	0.58	273.81	
1813997	P.O.T.		3.67	278.92	Hub
B.M.			2.96	279.63	N.E. BP Quince + Nile 279.69

19+00 P.O.T.

N 39° 25' 45" W

14+50.99 P.O.T.

9+82.87 P.O.T.



Wabash Ave Topog P^o

32+41.10 P.O.T

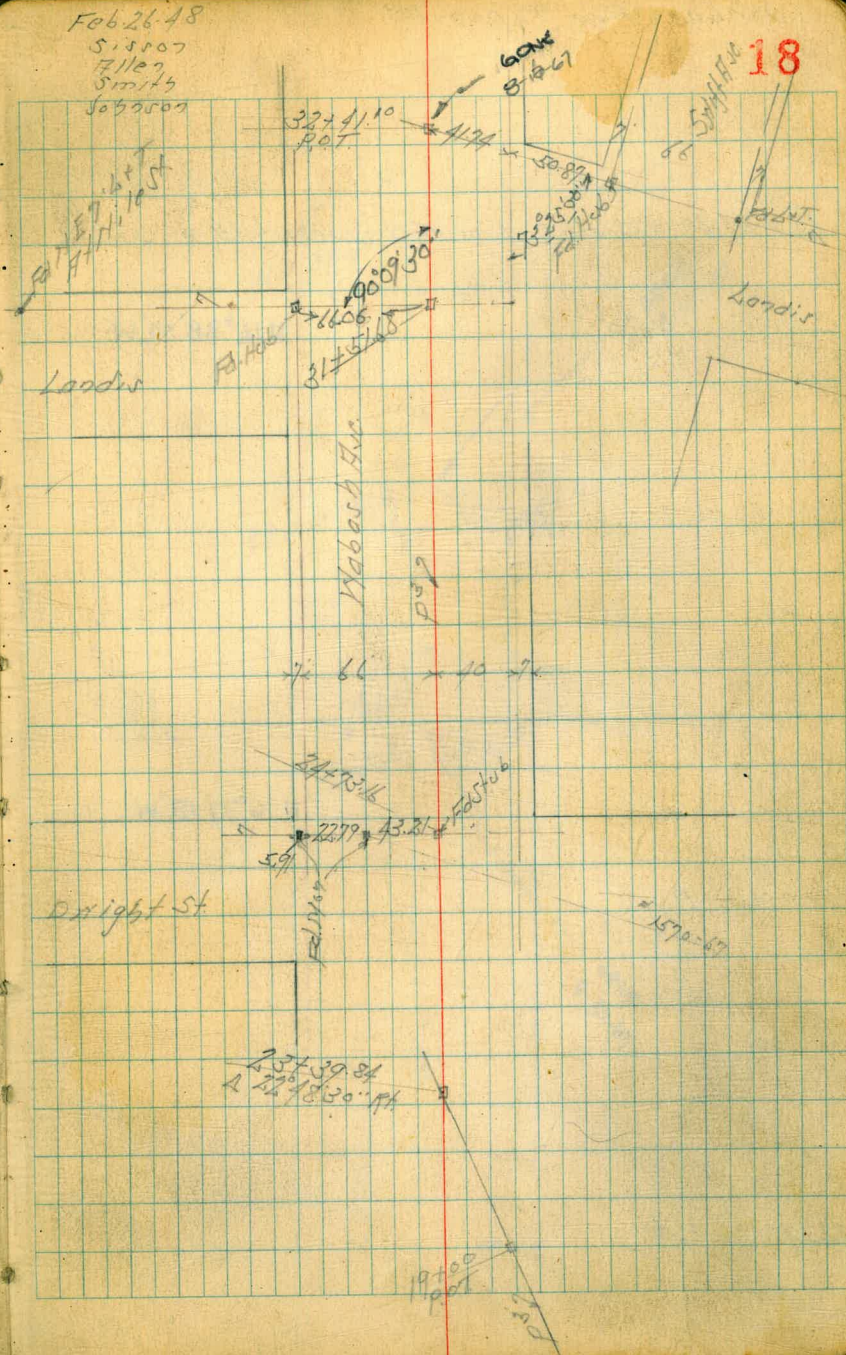
31+73.16 P.O.T

23+39.84 A 22°48'30" Rt

N 16° 37' 15" W

N 39° 25' 45" W

Feb 26 48
Sisson
Allen
Smith
Johnson



43 + 24.80 = South 7' Line of University Ave

N 16° 38' 00" W

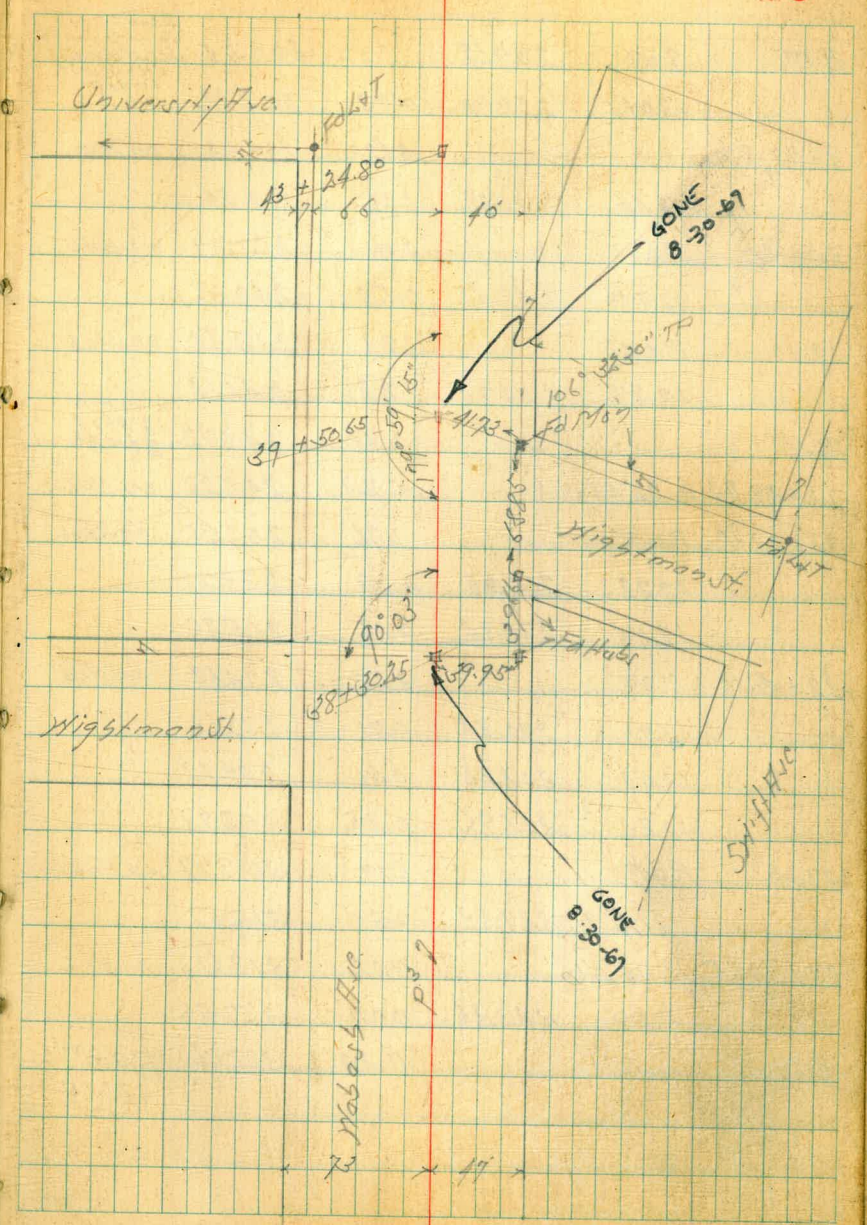
39 + 50.65 x 0° 00' 45" Lt.

FOI 1447247
at 7110 St

N 16° 37' 15" W

39 + 09 P.O.T.

32 + 411° P.O.T.



University Ave

43 + 24.80
10

GONE
8-30-67

39 + 50.65

106° 38' 30" TD
FOI 1447247

Wigstman St

88 + 80.85

GONE
8-30-67

Hobbs Ave
P.O.T.

SW 1/4

Mabash H.C. Control Levels P³ Line
From Victoria St to University H.C.

BM	9.09	209.62		200.53		Leadt Disc Pinn Sch Mabash Victoria St Page 9
	12.01	220.70	0.93	208.69		
9+82.87			5.62	215.08	07 Hub	
	11.44	230.88	1.26	219.44		
14+50	POT		3.11	227.77	07 Hub	
	12.07	242.42	0.53	230.35		
19+0	POT		3.93	238.49	07 Hub	
	12.87	254.01	1.28	241.14		
BM			10.99	243.02		x 07 MH 18' R of 20+80
23+39.84	A 22°48'30" Rf		5.72	248.28	07 Hub	
24+72.16	POT		1.76	252.25	07 Stub	
	12.22	265.95	0.28	253.73		
	12.54	278.34	0.15	265.80		
22+41.10	POT		2.65	274.69	07 Hub	
	12.91	290.54	0.71	277.63		
	13.03	302.98	0.61	289.93		
	13.23	315.96	0.25	302.73		
37+0	POT		6.19	309.77	07 Hub	
	12.06	327.63	0.39	315.57		
39+50.65	POT		9.02	318.61	07 Hub	
	5.80	333.36	0.07	327.56		
BM			11.30	322.06		SW BP University 177' to 322.15

Feb. 26-48
Smith T
Filed

20

INDEXED
MAY 1950

40th St. + Highman St. Tie to
Hobart Ave.

17+86.94 Δ 0° 00' 35" Lt

INDEXED

MAY 22 1950

14+07.27 Δ 0° 0' 15" Lt

10+27.33 P.O.T.

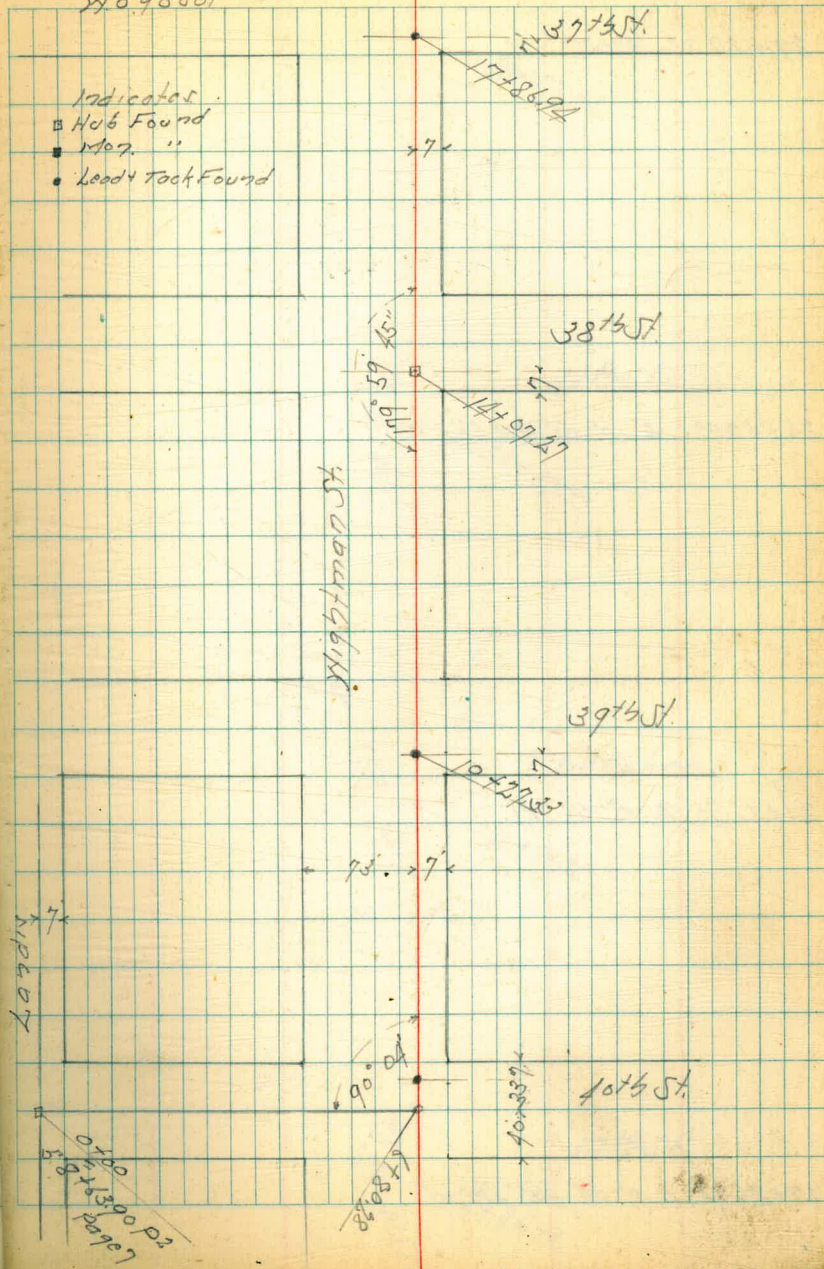
6+80.28 Δ 89° 56' Lt = 74° 12' North of line Highman

0+00 = 58+63.90 P2 = 74° 12' + 11 1/2" inc Lead

March 9-48
S. 500
Smith
Soberson
No. 90001

21

- Indicates:
- Hole Found
 - Mark
 - Lead Tack Found



40th St. + Nightman St. Tie to
Wabash Fre.

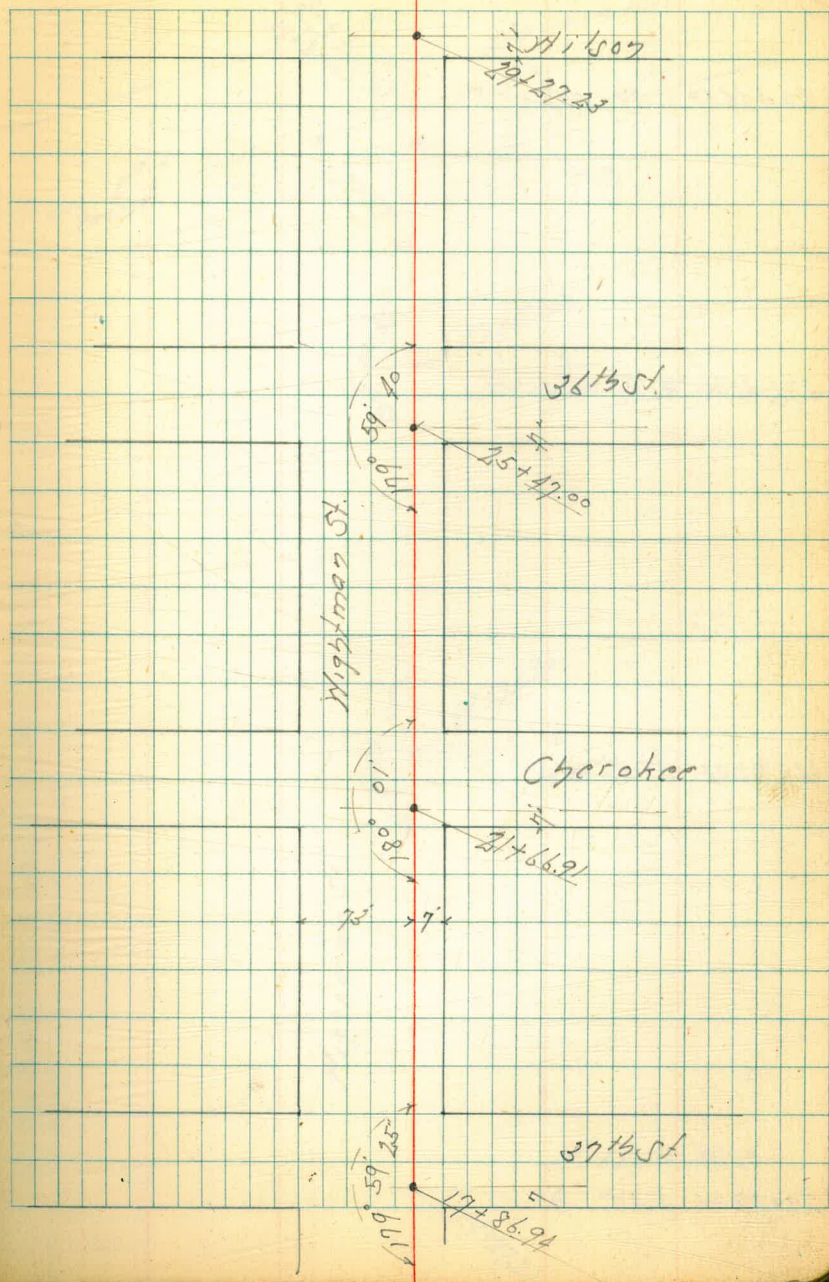
29+27.23 P.O.T.

25+47.00 Δ $0^{\circ} 00' 20''$ Lt.

21+66.91 Δ $0^{\circ} 01' 01''$ Rt.

17+86.94 Δ $0^{\circ} 00' 35''$ Lt.

22



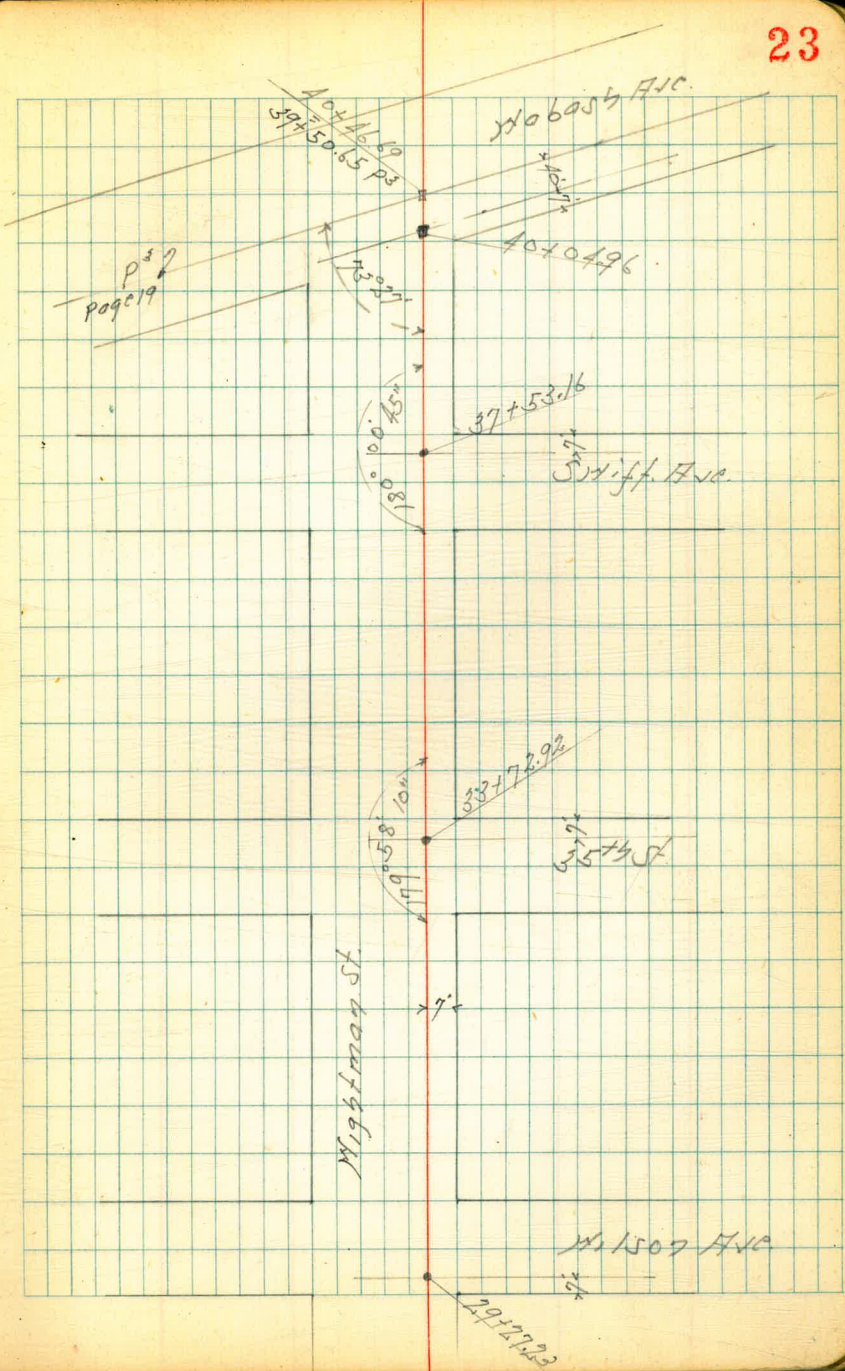
40th St. & Nightman St. TIC to
Hobash Ave.

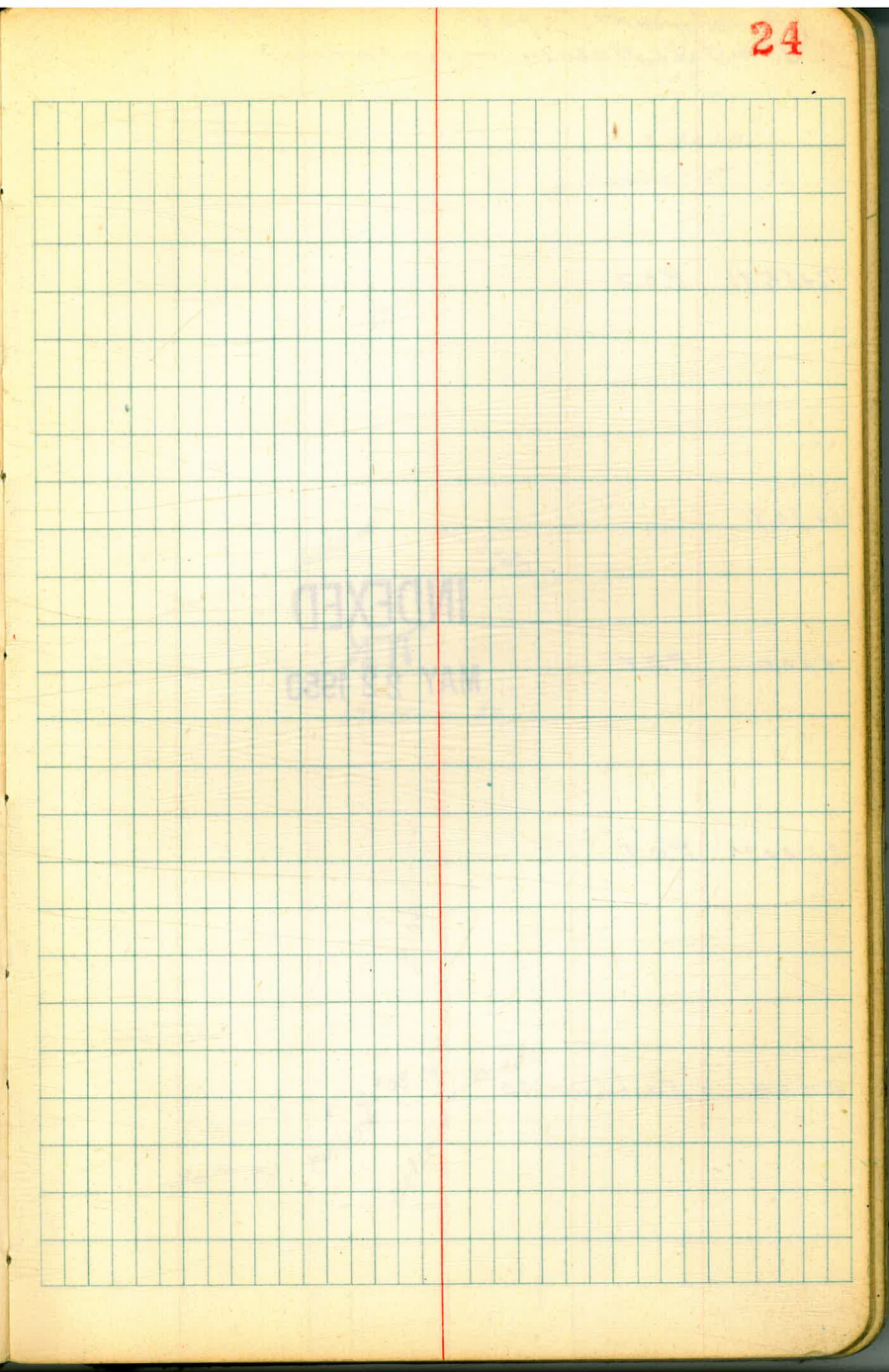
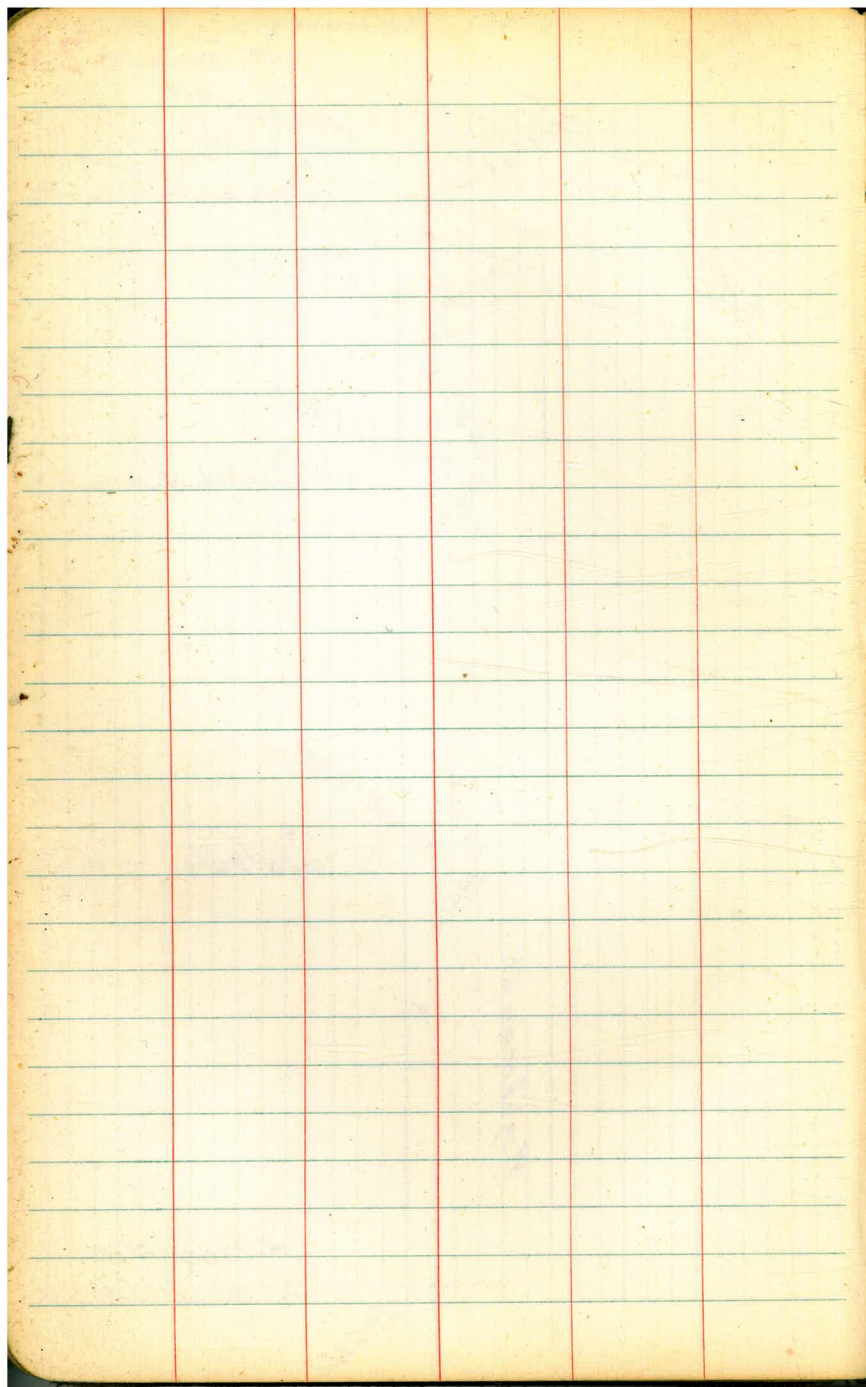
$$40 + 46.69 = 39 + 50.15 \text{ P.S.}$$

$$37 + 53.16 \text{ } \angle 0^{\circ} 00' 45'' \text{ Lt.}$$

$$33 + 72.92 \text{ } \angle 0^{\circ} 01' 50'' \text{ Lt.}$$

$$29 + 27.25 \text{ P.O.T.}$$





Broadway Topog.
30th St. to Wabash Canyon Freeway

7+65.91 P.O.T

6+20.91

5+00 P.O.T

2+50.00 P.O.T

0+00 = East Line 30th St

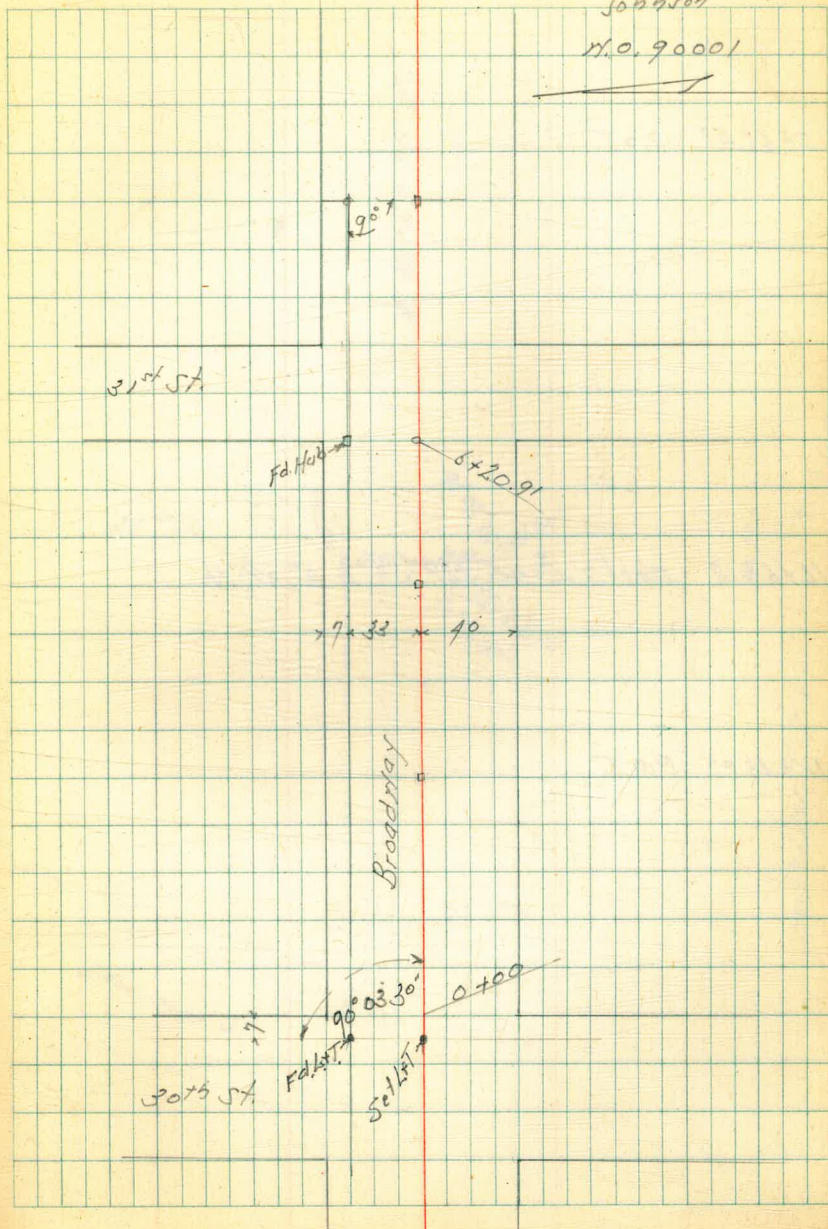
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MAY 22 1950

March 27-48 25

Sisson
Smith
Ellen
Johnson

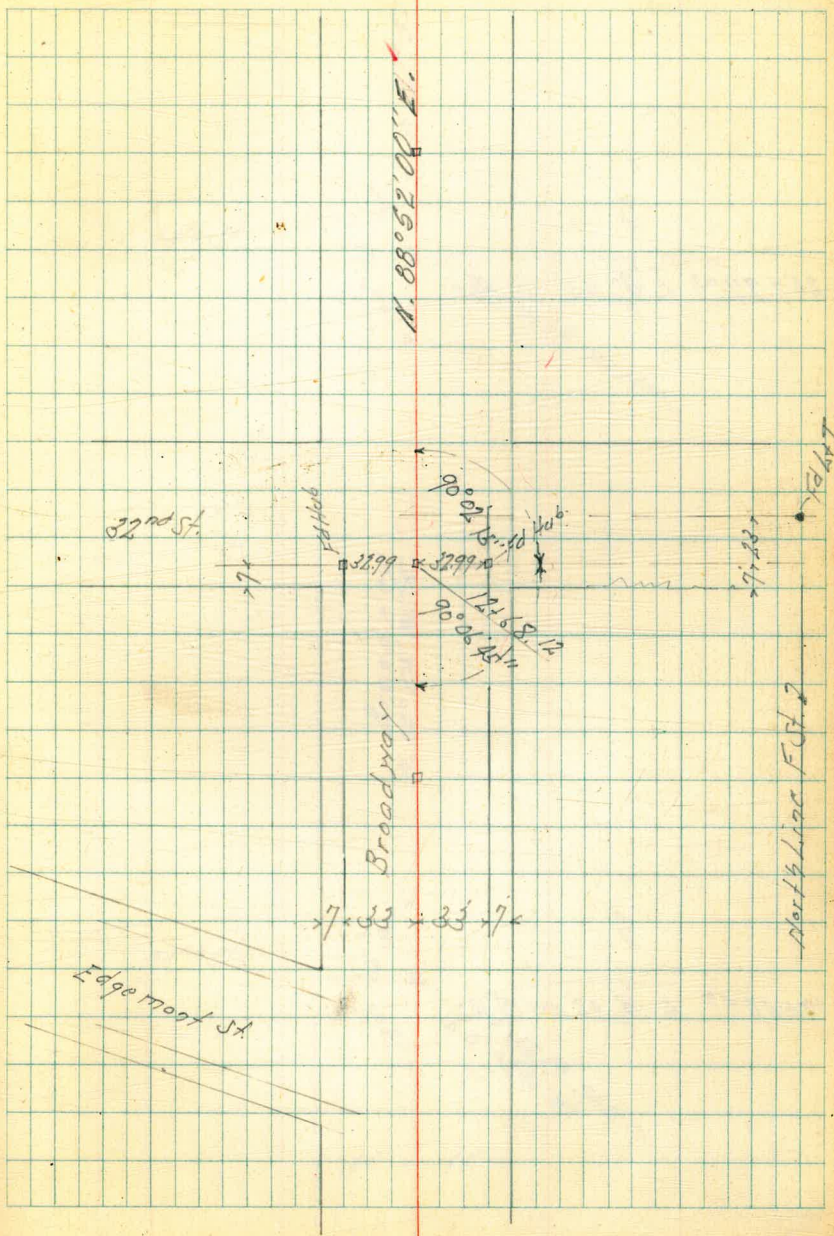
N.O. 90001



15+66.28 P.O.T

12+68.12 = West Line 32nd St \angle $0^{\circ} 09' 44''$

11+13.00 P.O.T

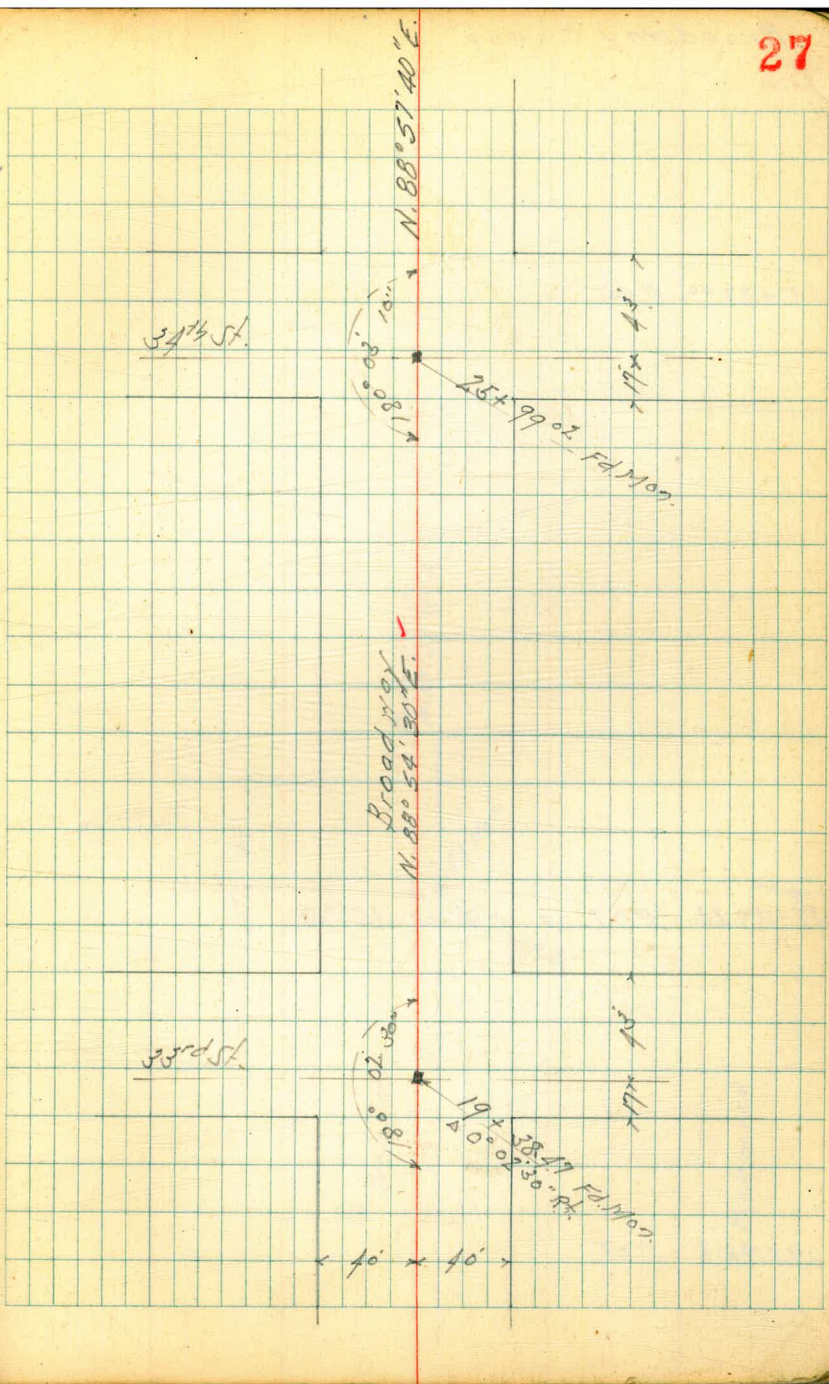


Broadway Topog.

25+99.02 \angle 0° 03' 10" Rt

19+38.47 \angle 0° 02' 50" Rt

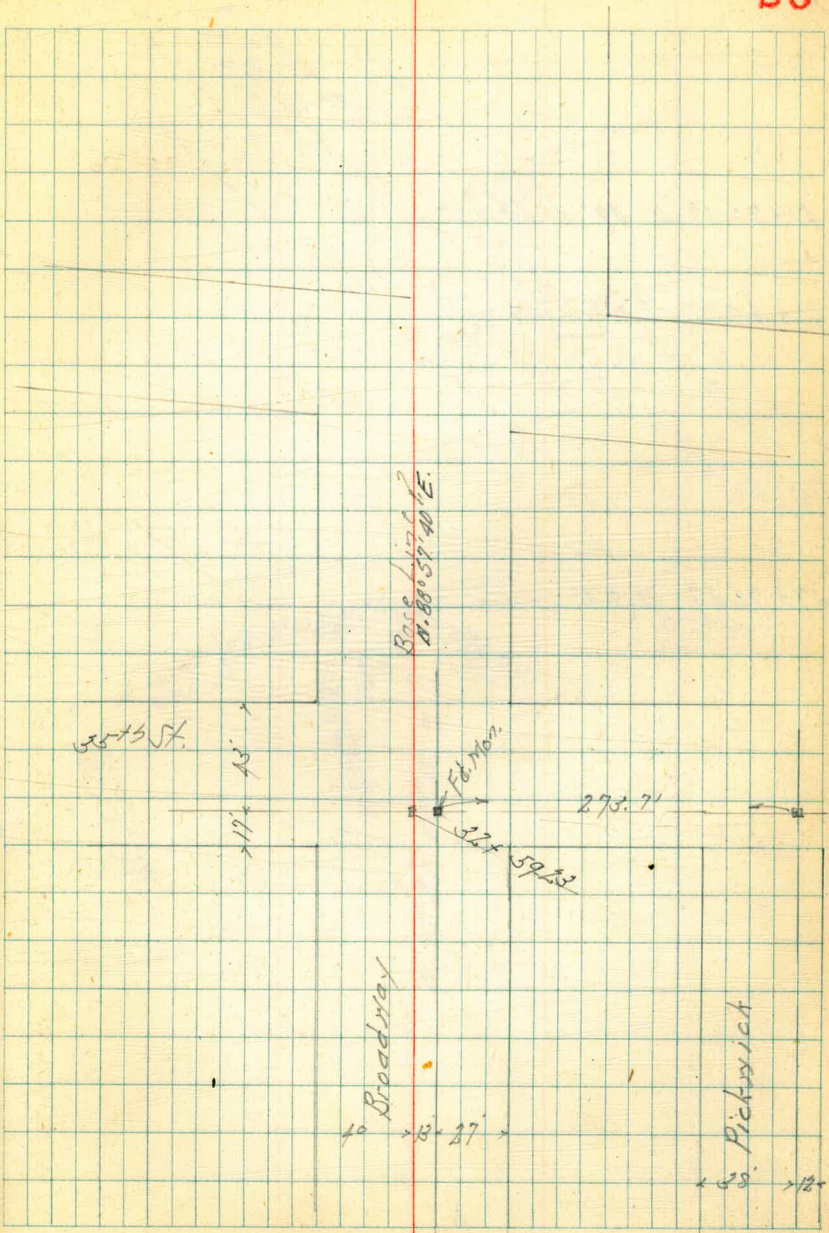
27



35+27.00 P.O.T.

32+59.23 P.O.T. = 13' Line 35+35 St.

29+98.8 P.O.T.



Bnc. line 2
N. 88° 57' 40\"/>

35+35 St.

Brookway

Pickwick

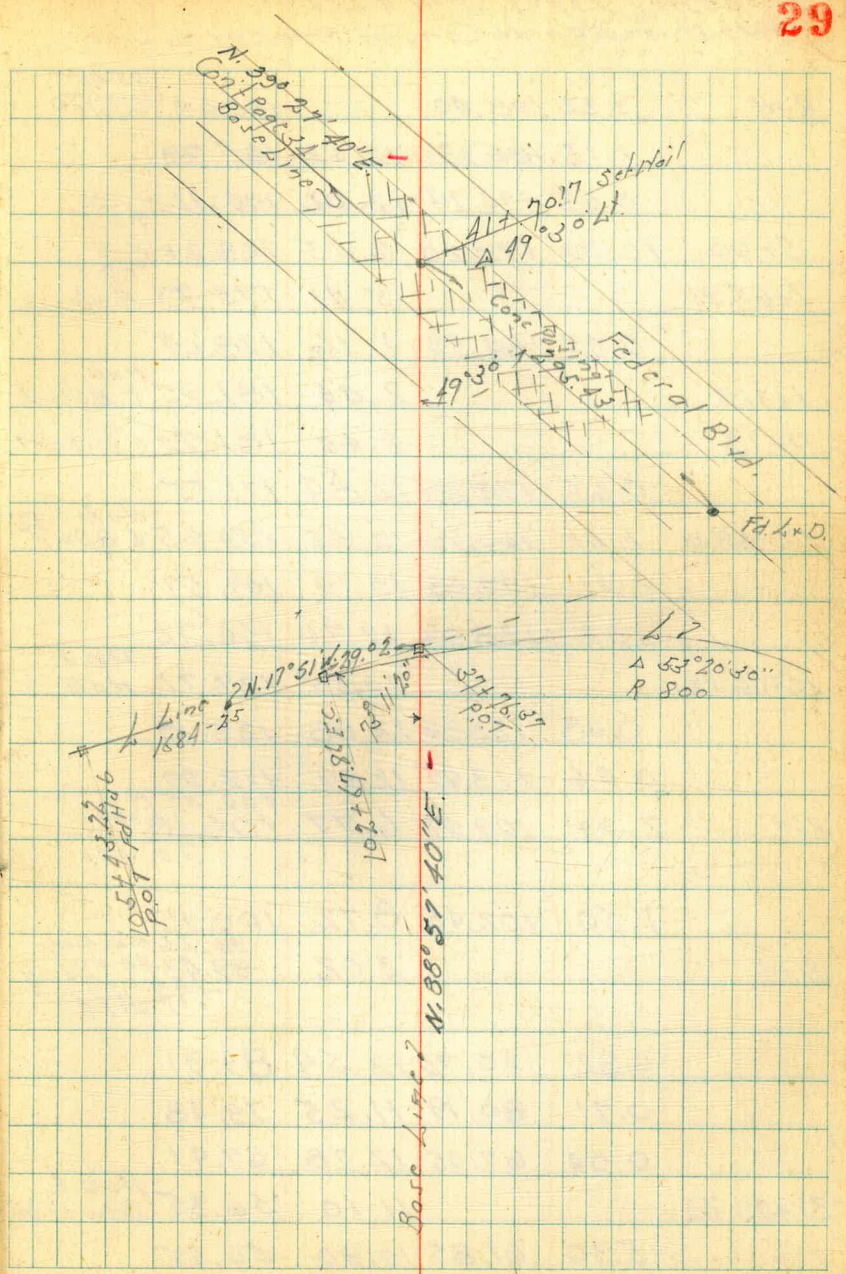
Broadway Topog.

41+70.17 L 49°30' Lt

41+40.00 P.O.T.

37+76.37 P.O.T.

29



Broadway Topog Control Levels
30th St. to Hobash Canyon Freeway "L" Line

B.M.	3.32	198.40		195.08	S.E. BP Broadway + 32nd St.
	1.15	186.93	12.62	185.78	
	0.63	174.74	12.82	174.11	
5+00	10.99	179.20	6.53	168.21	P.O.T. Hub
7+65.91			5.41	173.79	P.O.T. Hub
	6.35	184.39	1.16	178.09	
11+13			2.44	181.95	Hub & Bdwy
11+13			2.60	181.79	Hub 5' offset
	0.65	172.20	12.84	171.55	
12+68.12	1.11	160.76	12.55	159.65	Hub 7' 1/2" & Bdwy 32'
	1.91	149.48	13.19	147.57	
	1.34	138.06	12.76	136.72	
15+66.28			10.35	127.71	P.O.T. Hub
	0.68	125.86	12.88	125.18	
	0.46	113.45	12.87	112.99	
B.M.	2.99	109.67	6.77	106.68	106.55 N.W. Mon 33' E Bdwy .13 diff.
	1.50	102.45	8.72	100.95	
B.M.			3.02	99.43	99.26 N.E. Mon 34' E Bdwy .17 diff
	0.82	90.73	12.54	89.91	
	0.71	80.19	11.25	79.48	
	0.04	67.45	12.78	67.41	
32+59.23			11.10	56.35	Hub & Bdwy 35'
	5.30	61.85	10.90	56.55	

April 7-48

S. S. 302
Smith
Allen
Johnson

30

Note: Used Check Levels
For Control Page 32

35127		3.21	58.69	P.O.T. Hub
37176.37		11.40	50.45	Bdwy & Hub
102167.86		10.91	50.99	"L" line Hub
		#1685 PP22	50.62	
			.32 diff.	
	3.22	57.99	7.08	54.77
B.M.		5.82	52.17	
			51.87	N.W. BP 35 th Fed. Blvd
			.30 diff	

INDEXED
MAY 22 1950

Bench Levels 30th St.
Broadway E St & C St.

B.M.	445	199.41	194.96	S.W. BP C St & 30th St
B.M.	162	196.88	4.15	195.26
				S.F. BP Broadway 400 195.68
	419	188.58	12.69	184.19
B.M.			0.49	187.89
				N.W. BP E St & 30th 187.65

INDEXED
MAY 22 1950

Broadway Topog Check Levels

Used for Topog

BM.	619	580.6	51.87	51.87	NW. BP 35 th Federal
	5.54	61.64	1.96	56.10	EO. Hub
1 st Sta. 102+67.86			10.99	50.65	1 st Line
37+76.37			11.49	50.15	Hub Int. 2 Bdy + 1 st Line
35+29			32.8	58.36	P.O.T. Hub
32+59.23	11.18	67.28	5.54	56.10	Hub 2 35 th Bdy
	11.68	78.80	0.16	67.12	
	11.31	89.16	0.95	77.85	
29+98.81	P.O.T.		9.92	79.24	P.O.T. Stub.
	12.86	100.66	1.36	87.80	
BM	5.80	104.99	1.47	99.19	Bench Mon NE. 34 th Bdy. 9926
	11.85	113.88	2.96	102.03	
BM			7.45	106.43	Bench Mon NW 33 rd Bdy 106435
	11.74	124.75	0.87	113.01	
	12.58	136.30	1.03	123.72	
15+66.28			8.81	127.49	P.O.T. Hub
	12.76	149.05	0.01	136.29	
	12.51	160.57	0.99	148.06	
12+68.12	12.21	171.62	1.16	159.41	Hub Bdy + 7 th Line 32 nd Bench Mon
BM			7.42	164.20	NW 32 nd Bdy. 16425
	13.11	184.55	0.16	171.44	
11+13			3.62	181.53	5' off set Hub
11+13			2.86	181.69	P.O.T. Hub
7+65.91	3.34	176.92	10.97	173.58	P.O.T. Hub
5+00			8.96	167.96	P.O.T. Hub

Federal Blvd. Topog Control Levels
Broadway to Home Ave.

33

April 26-48

	11.84	188.69	0.07	176.85	P.O.T.
2450	10.76	198.19	1.26	187.43	Hub
B.M.			3.36	194.83	B.P. S.E. cor. 30th + Bdy. 19508

B.M.	13.28	63.43		50.15	on Hub 37+7687 Page 52
41+40	P.O.T.		4.46	58.97	on Stub
41+70	17.2	49°30' Lt	3.69	59.74	Mail in Parking
TP	5.73	66.72	2.44	60.99	
45+95	7.9	20°22' Rt	4.54	62.18	2 L+D
Transit "A"			3.06	63.16	on Stub
TP	7.55	71.74	2.52	64.19	
Transit "B"	7.38	76.87	2.25	69.49	on Stub
54+24	18°	14°50'30" Rt	6.28	70.59	on L+D
B.M.	5.05	79.90	2.02	74.85	2 L+D Federal Blvd + Home Ave 1990
B.M.			4.66	75.24	B.P. S.W. Cor Bridges Federal Blvd + Home Ave.

Federal Blvd. Topog.
Broadway to Home A/c

54+24.3° $\Delta 14^{\circ} 50' 30''$ Rt.

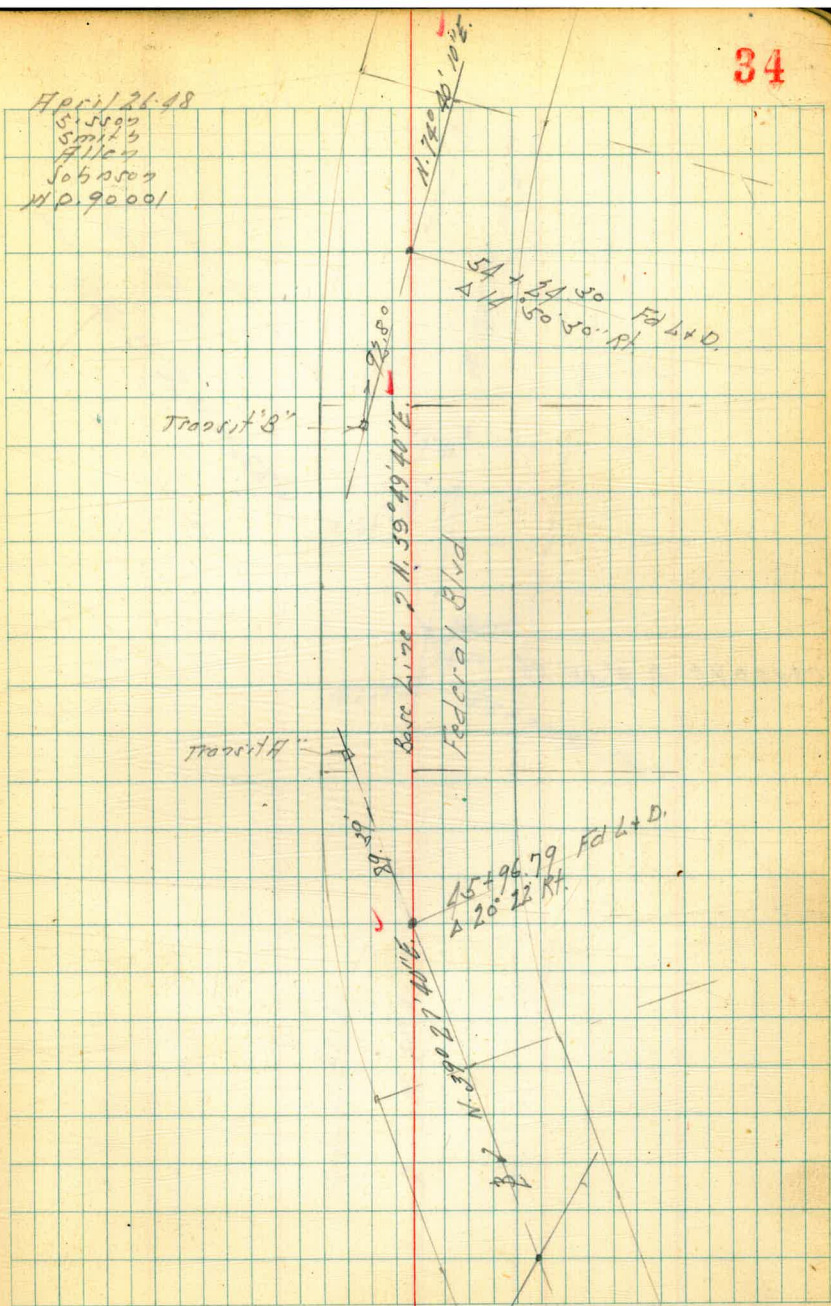
INDEXED
MAY 22 1950

45+96.79 $\Delta 20^{\circ} 22'$ Rt.

41+70.17

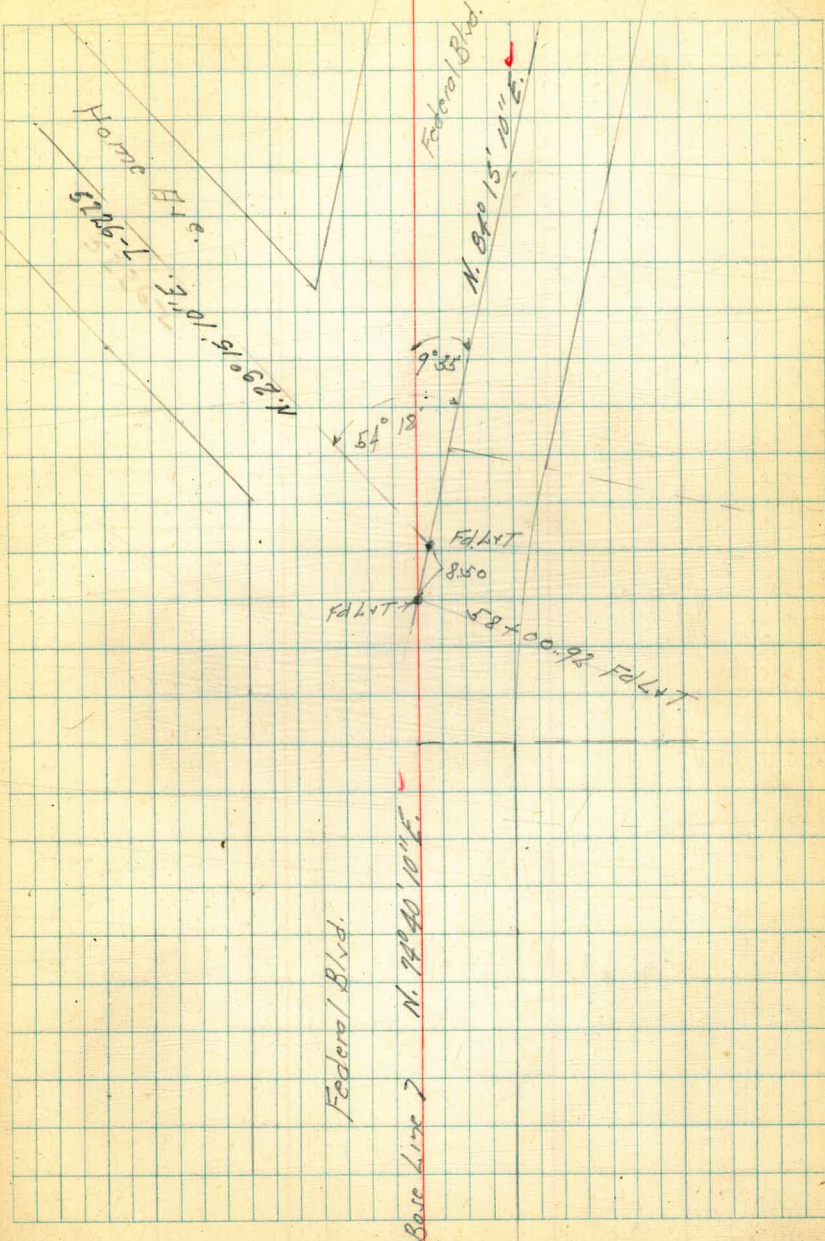
34

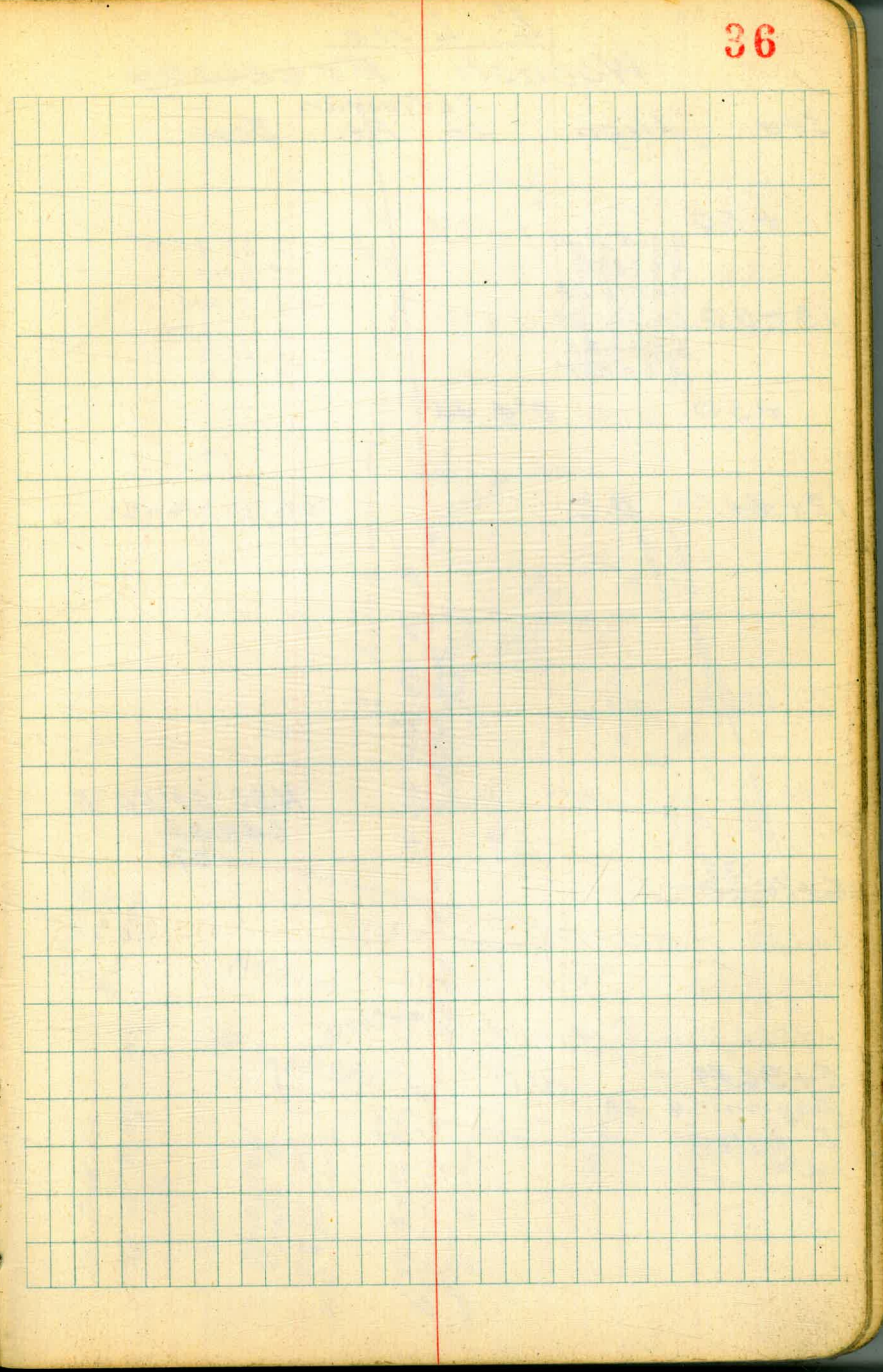
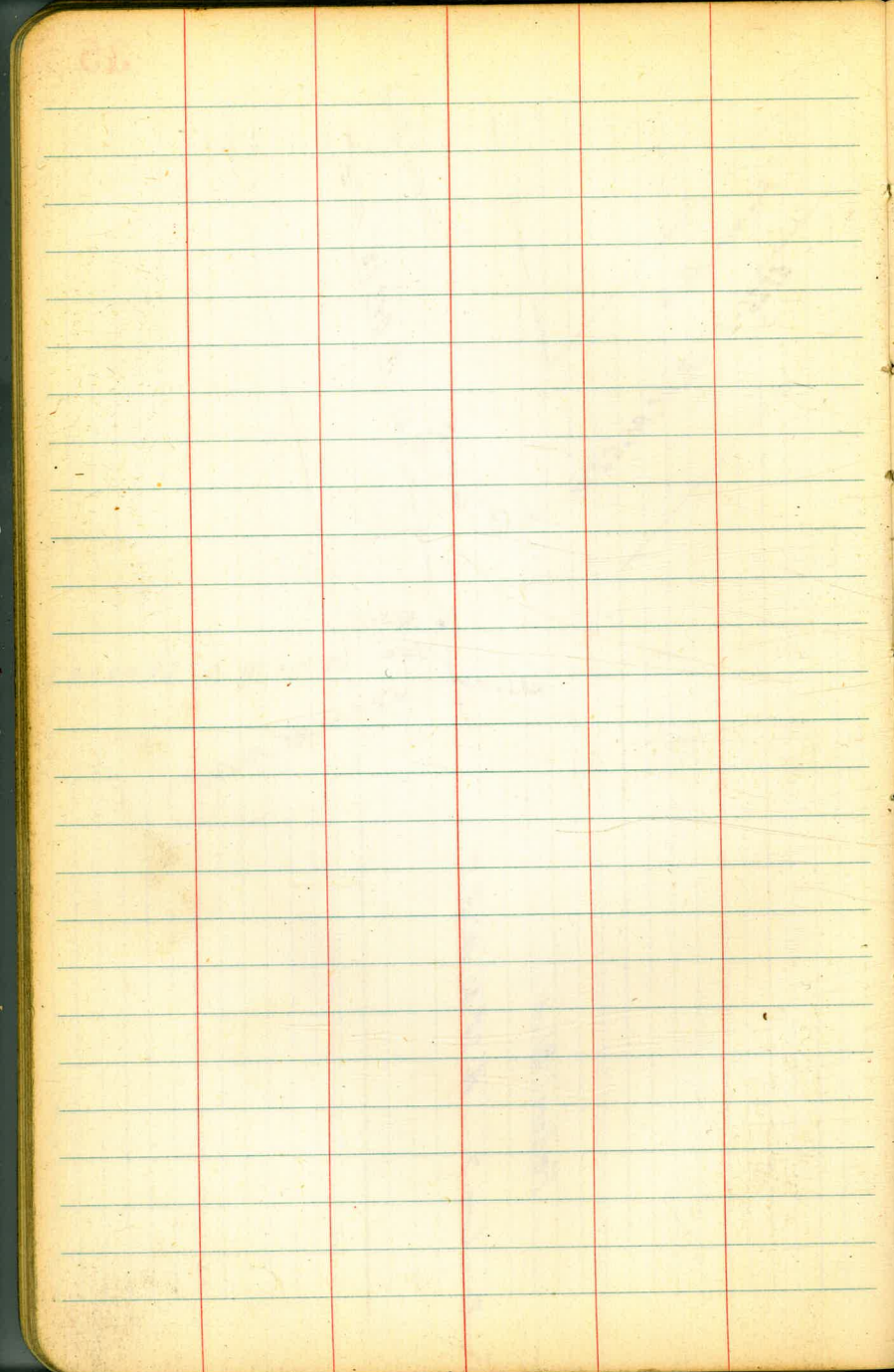
April 26-48
S. 5000
Smith
Allen
5050500
HP 900091



209079

58700.92 Δ 9°35' Rt





L' Line Wabash Freeway

Sta.	Align.	Deflection		Bear.
		Lt.	Rt.	

+50	$\Delta = 28^\circ 40' 20''$	$1^\circ 30.62'$	$\Delta 28^\circ 40' 20''$
	$R = 2000$		$R = 2000$
	$T = 510.83$		$T = 511.14$
13+00	$L = 1000.27$	$0^\circ 47.65'$	$L = 1000.85$
	$E = 62.21$		$E = 64.28$
	$D = 0.857'$		$D = 0.859'$
+50	out	$0^\circ 4.44'$	

12+44.56 B.C.

8+58.04 P.O.T.

$N 30^\circ 01' 50'' E$
~~648.28~~
07

~~6+70.29~~

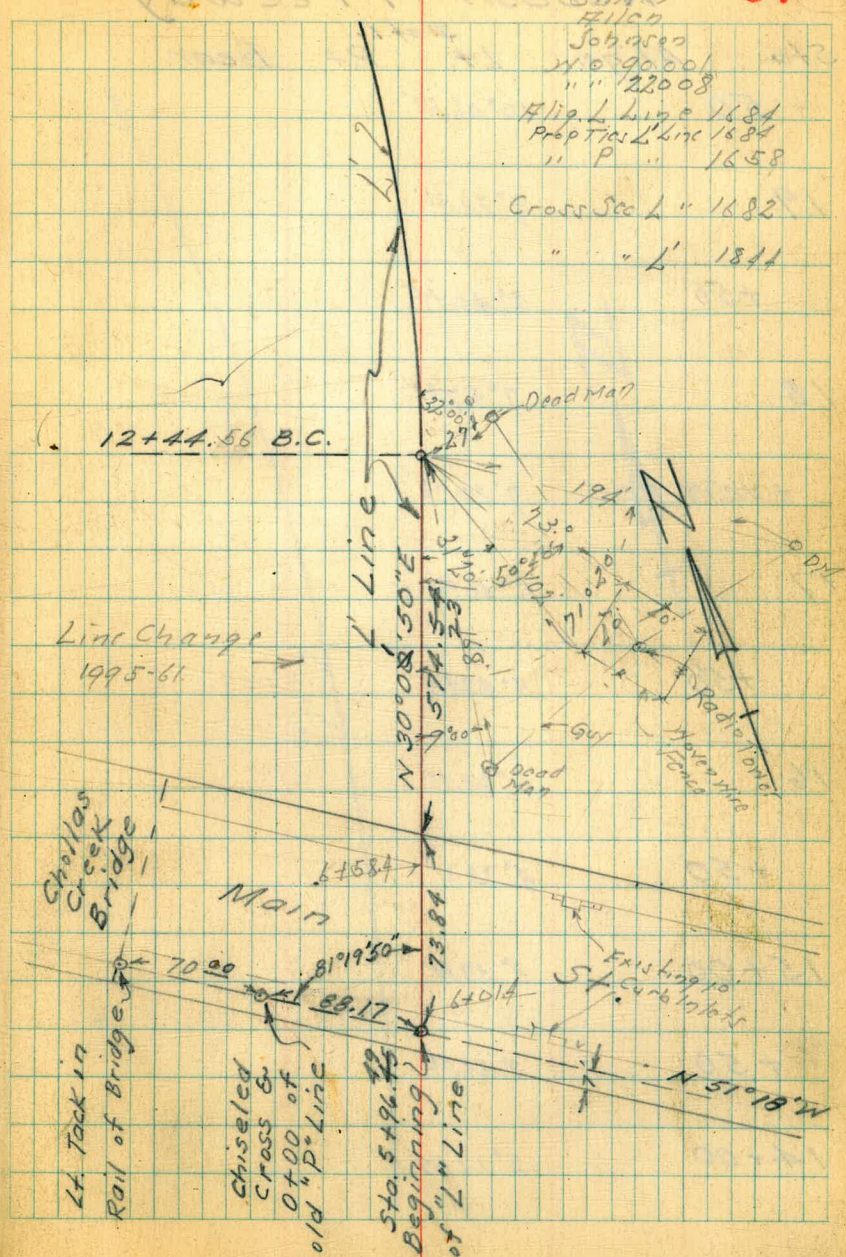
6+584 = N.C.B. Main St.

6+01.4 = S.C.B. Main St.

5+96.49 = $5+96.19$
Beginning of
"L' Line

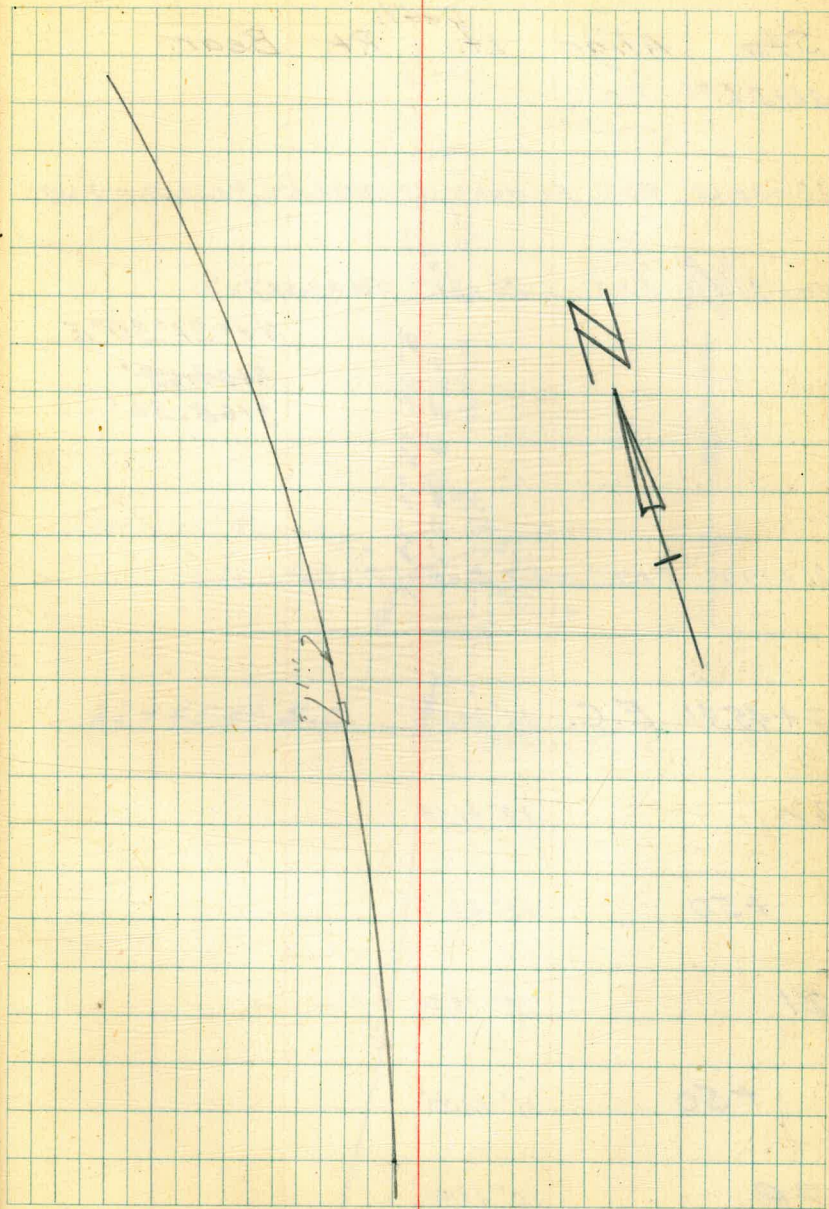
May 18-48
S 15507
S 15145
S 11100
Jobbers
N.O. 9000
" " 22008
Flip L Line 1684
Prop. L Line 1684
" P " 1658
Cross Sec L " 1682
" " L " 1844

37



L' Line
Wabash Freeway

Sta.	Align	Defl. Lt. Rt	Bear.
+50		10°06.28'	
19		9°22.31'	
+50		8°40.34'	
18		7°57.37'	
+44.98	P.O.C.	7°10.08'	
17		6°31.42'	
+50		5°48.45'	
16		5°05.18'	
+50		4°22.51'	
15+00		3°39.53'	
+50		2°56.56'	
14+00		2°13.59'	



Sta. Align. Lt. Defl. Rt. Bear.

36+04.05 P.O.T.

32+33.66 P.O.T. Fd. Hub = 32+33.14 L = P.L. Line E+M

30+21.41 P.O.T. = 30+21.0' Old R.L. A224 RT

N 1° 21' 30" E

3104.65'

3108.30'

26+17.77 P.O.T. = 57' Line of National H.C.

22+45.41 E.C. 14° 20.17'

22 13° 41.14'

+50 12° 58.17'

21 12° 15.20'

+50 11° 32.23'

20 10° 49.25'

39

1684-47 P.L. Tie 32+33.57

30+21.41

National H.C. H.M.T.

22+45.41 E.C.

36+04.05

N 10° 21' 30" E

S 10° 21' 30" W

22+45.41 E.C.

Set Chisel Cross on Pavement
Approx. 5' Curb Line North



L' Line

Sta. Align. Lt. Defl. Rt. Bear.

+50 $\Delta = 19^{\circ}26'37''$ $0^{\circ}17'23''$

R=10,000

T=1713.22

54 L=3393.55 $6^{\circ}08'64''$

E=145.65

d1=0.172

+50 Curve Change 0.043'

53+49.75 B.C.

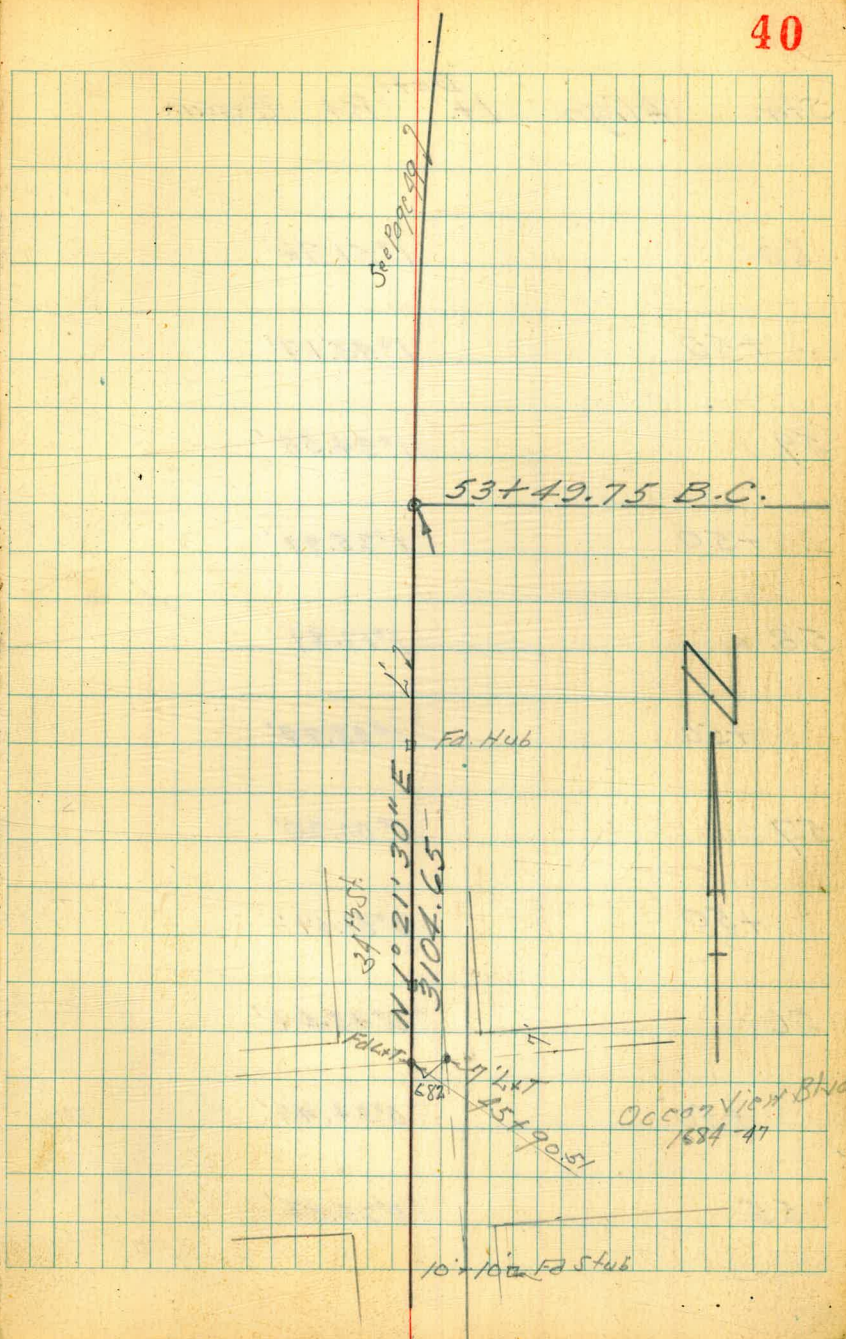
52+86.41 P.O.T.

46+31.33 P.O.T. Fd Hub

45+90.51 = Lat N 9 Line Ocean View Blvd

41+51.21 = 41+50" Fd Hub $\frac{1}{2}$ + 20' Rt.

36+76.10 = 36+75" Fd Stub 20' Rt.



Sta.	Align.	Defl. Lt.	Rt.	Bear.
60		1°51.76'		
+50		1°43.17'		
59		1°34.58'		
+50		1°25.98'		
58		1°17.39'		
+50		1°08.79'		
57		1°00.20'		
+50		0°51.61'		
56		0°43.01'		
+50		0°34.42'		
55		0°25.82'		

Sta.	Align.	Defl. Lt.	Rt.	Bear.
+50			3°26.36'	
65			3°17.70'	
+50			3°09.11'	
64			3°00.52'	
+50			2°51.92'	
63			2°43.33'	
+50			2°34.73'	
62			2°26.14'	
+50			2°17.55'	
61			2°08.95'	
+50			2°00.36'	

Sta. Align Lt. ^{Defl.} Rt. Bear.

71 5°00.83'

+50 4°52.24'

70 4°43.64'

+50 4°35.05'

69 4°26.46'

+50 4°17.86'

68 4°09.27'

+50 4°00.67'

67 3°52.08'

+50 3°43.49'

66 3°34.89'

Sta.	Align.	Defl. Lt.	Rt.	Bear.
------	--------	--------------	-----	-------

+50		6°35.37'		
-----	--	----------	--	--

76		6°26.77'		
----	--	----------	--	--

+50		6°18.18'		
-----	--	----------	--	--

75		6°09.58'		
----	--	----------	--	--

+50		6°00.99'		
-----	--	----------	--	--

74		5°52.40'		
----	--	----------	--	--

+50		5°43.80'		
-----	--	----------	--	--

73		5°35.21'		
----	--	----------	--	--

+50		5°26.61'		
-----	--	----------	--	--

72		5°18.02'		
----	--	----------	--	--

+50		5°09.43'		
-----	--	----------	--	--

Sta.	Align.	Lt.	Defl.	Rt.	Bear.
------	--------	-----	-------	-----	-------

+50			8°18.49'		
-----	--	--	----------	--	--

82			8°09.90'		
----	--	--	----------	--	--

+50			8°01.31'		
-----	--	--	----------	--	--

81			7°52.71'		
----	--	--	----------	--	--

+50			7°44.12'		
-----	--	--	----------	--	--

80			7°35.52'		
----	--	--	----------	--	--

+50			7°26.93'		
-----	--	--	----------	--	--

79			7°18.34'		
----	--	--	----------	--	--

+50			7°09.74'		
-----	--	--	----------	--	--

78			7°01.15'		
----	--	--	----------	--	--

+50			6°52.53'		
-----	--	--	----------	--	--

77			6°43.96'		
----	--	--	----------	--	--

Sta.	Align	Lt.	Defl. Rt.	Bear.
				N 20° 48' 07" E
				217.51

87+43.31	E.C.	9° 43.29'
----------	------	-----------

87		9° 35.84'
----	--	-----------

+50		9° 27.25'
-----	--	-----------

86		9° 18.65'
----	--	-----------

+50		9° 10.06'
-----	--	-----------

85		9° 01.44'
----	--	-----------

+50		8° 52.87'
-----	--	-----------

84		8° 44.28'
----	--	-----------

+50		8° 35.68'
-----	--	-----------

83		8° 27.09'
----	--	-----------

46

N 20° 48' 07" E
217.51

87+43.31 E.C.



Sta. Align. Lt. ^{Defl.} Rt. Bear.

94 6°17.45'

+50 5°34.48'

93 4°51.50'

+50 4°08.53'

$\Delta = 22^\circ 38'$

$R = 2000$

$T = 406.30$

92 3°25.56'

$L = 801.69$

$E = 40.86$

$d_1 = 0.85944'$

+50 2°42.59'

91 1°59.62'

+50 1°16.64'

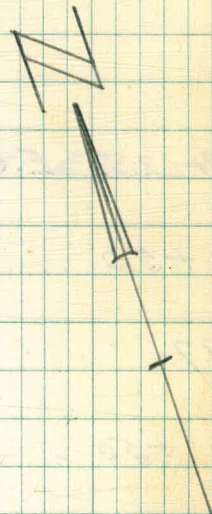
90 0°33.67'

89+60.82 B.C. See Page 55 For next Station

N 20°48'07" E
217.51

89+60.82 B.C.

47



Sta.	Align.	Lt.	Defl. Rt.	Bear.
97+62.51	E.C.		11°29'	
+50			11°18.35	
97			10°35.28'	
+50			9°52.31'	
96			9°09.34	
+50			8°26.36'	
95			7°43.39'	
+50			7°00.42'	

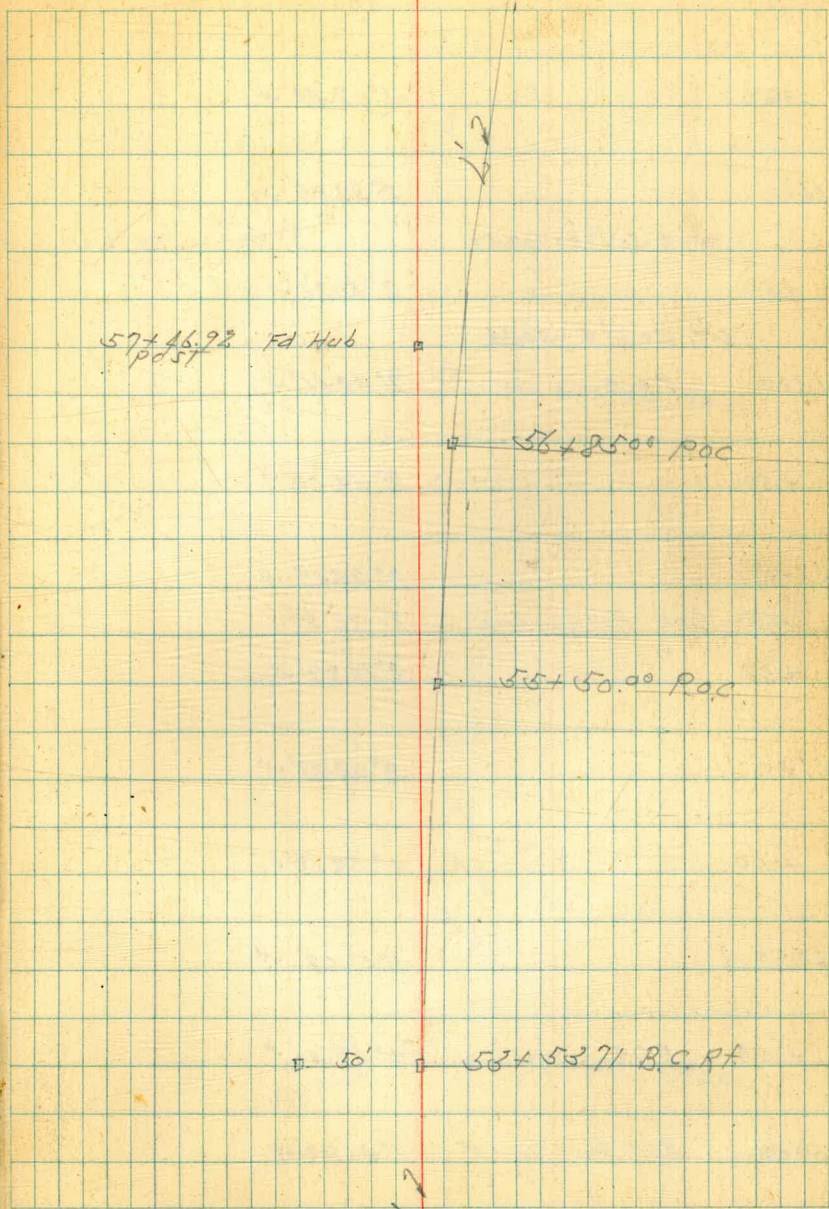
N 2°09' 52" W

97+62.51 E.C.

Alignment L Line
Wabash Freeway

Rt.

+50		1° 25.31' ✓	
58+0		1° 16.71' ✓	
+50		1° 08.12' ✓	Δ 19° 25' 20"
			R 10,000
			T 1711.33
57+0		0° 59.52' ✓	L 3289.82
+85	P.O.C.	0° 56.95' ✓	E 145.38
			D. 0.17189
+50		0° 50.93' ✓	
56+0		0° 42.33' ✓	
+50	P.O.C.	0° 33.74' ✓	
55+0		0° 25.15' ✓	
+50		0° 16.55' ✓	
54+0		0° 07.96' ✓	
53+53.71	B.C.P.A.		



Bt Ford Page 40

Pt.

+50 3°08.44' +

44+0 2°59.85' +

100' $\frac{50}{100}$ C = 100.50

+50 2°51.25' +

50' $\frac{50}{100}$ C = 50.25

63+0 P.O.C. 2°42.66' +

+50 2°34.06' +

62+0 2°25.47' +

+85 P.O.C. For Channel 2°22.89'

+50 2°16.87' +

61+0 2°08.38' +

+50 1°59.68' +

60+0 1°51.09' +

+50 P.O.C. 1°42.50' +

59+0 P.O.C. for Channel 1°32.90' +

100' Pt 50' int = 49.50

50' 63+00 P.O.C.

1192

50' 59+50.00 P.O.C.
Aug 27-49

Pt.

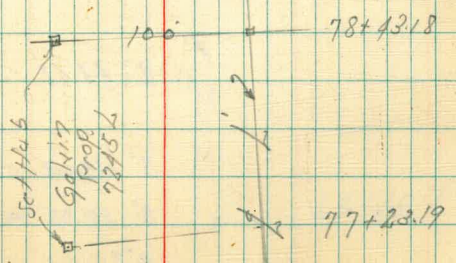
+50		6°34.71' ✓
76+0		6°26.11' x
+50		6°17.52' x
75+0		6°08.92' x
+50		6°00.33' x
74+0	P.O.C. & Nail ok	5°51.73' ✓
+50		5°43.14' x
73+0		5°34.54' x ✓
+50		5°25.95' x ✓
707	P.O.C. 50.6442 c7.02 50.41	5°18.56' ✓
72+0		5°17.36' ✓
+50		5°08.76' ✓
71+0		5°00.17' ✓

74+00
P.O.C.
27.5
5700
74+00
P.O.C.
27.5
5700
74+00
P.O.C.
27.5
5700

73+4925 Post

50 = 72+07
P.O.C.

	RT.	
+50		8° 17.84' ✓
82+0		8° 09.24' ✓
+50		8° 00.65' ✓
81+0		7° 52.06' ✓
+50		7° 43.46' ✓
80+0	P.O.C. Fd. May 25/53	7° 34.87" ✓
+50	P.O.C.	7° 26.27' ✗
79+0		7° 17.68' ✗
+50		7° 09.08' ✓
+43.18		7° 07.91' ✓
78+0		7° 00.49' ✗
+75		6° 56.15'
+50		6° 51.89' ✗
+23.19		6° 47.3'
77+0		6° 43.30' ✓



Rt.

+43.53 F.C. 143.76 9° 42.67' ✓

87+0 9° 35.19' ✓

+50 9° 26.59' ✓

86+0 9° 18' ✓

+50 P.O.C. 9° 09.40' ✓

85+0 9° 00.81' ✓

+50 8° 52.22' ✓

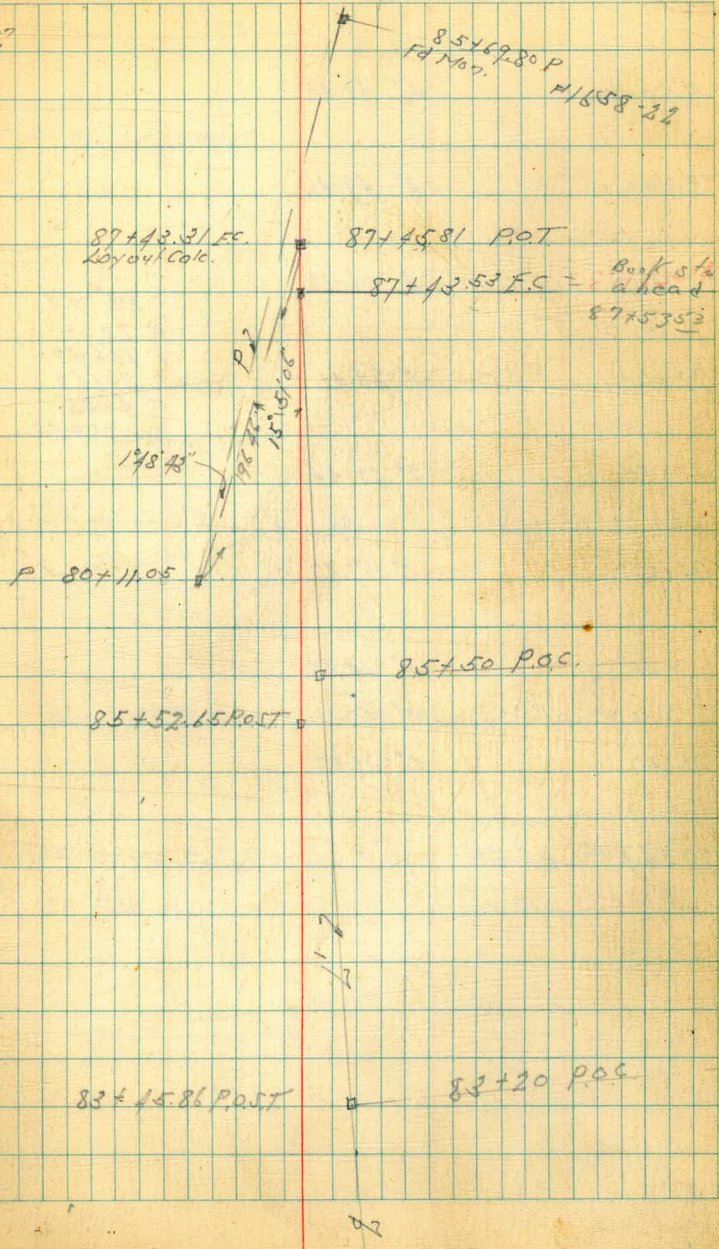
84+0 8° 43.62' ✓

+50 8° 35.03' ✓

+20 P.O.C. + 8° 29.87' ✓

83+0 8° 26.43' ✓

May 26. 48
Sisson
Smith
Hiller
Johnson
Oakley



Yabosky Freeray L'

Lt.

93+50 5° 32.33'

93+0 4° 49.26'

+50 4° 06.38'

92+0 P.O.C. 3° 23.41'

A 22° 58'

R 2000

T 406.30

L 801.69

F 40.85

D, 0.85944

+50 2° 40.44'

set Hub sta 91+00 plan

941° bank

91+0 1° 57.47'

2° 06.06'

218 11-22-52

take off tie to S.P.C.

+50 1° 14.50'

+10.00 P.O.C. 0° 40.11'

90+0 0° 31.52'

89+63.32 B.C. Lt.

89753³² New

55

93+00 22 P.O.C. ▽

92+00 P.O.C. ▽

90+1000 P.O.C. ▽

90+10.22 P.O.C. ▽

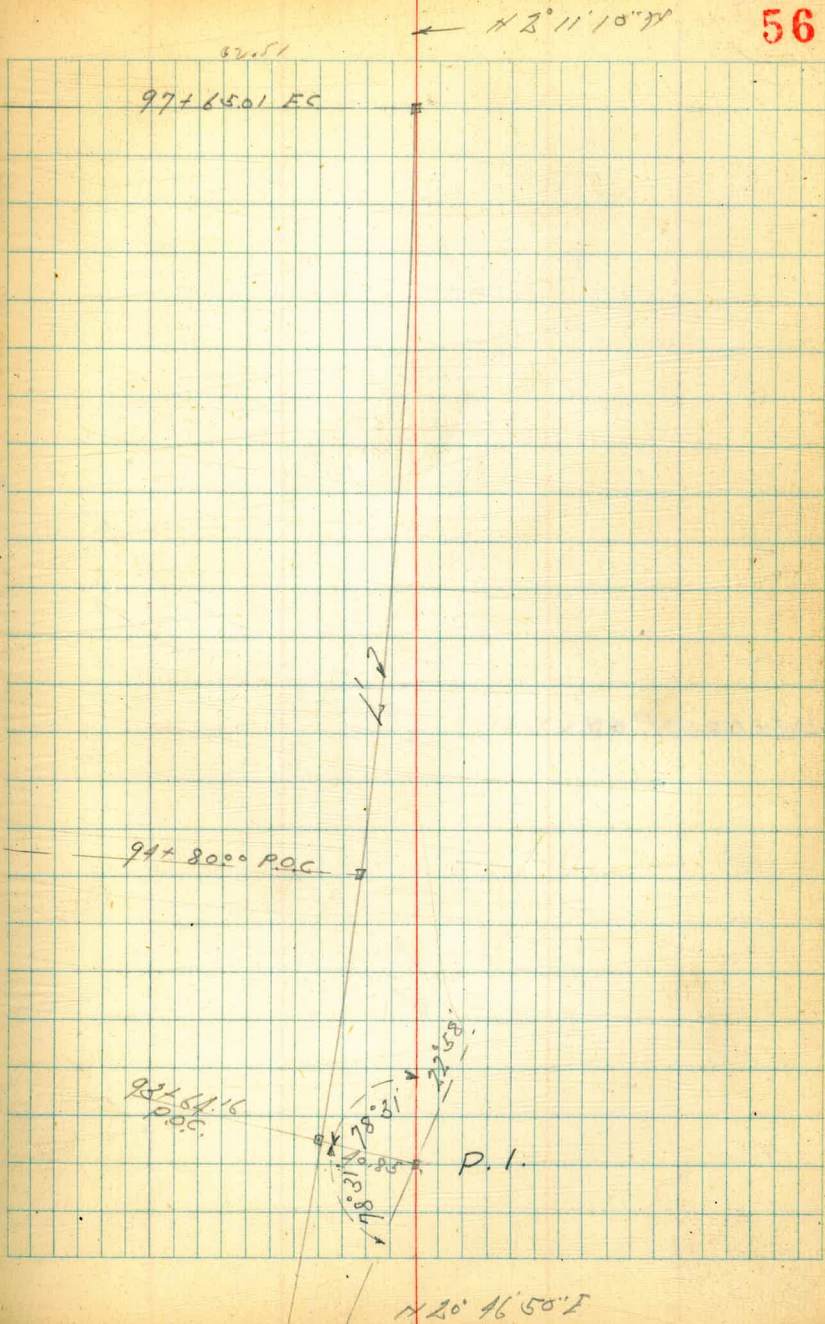
89+63.32 B.C. Lt. ▽

89753³² New

1.05 10.08 11

Wabash Freeway L

	LT	
+65.01 EC	11° 29'	✓
+50	11° 16.10'	✓
97+0	10° 33.13'	✓
+50	9° 50.17'	X
96+0 ✓	9° 07.19'	X
+50	8° 24.22'	
+20	7° 58.44'	
95+0	7° 41.25'	
+80 POC	7° 24.05'	
+50	6° 58.27'	
94+0	6° 15.36'	
93+64.16 POC	5° 44.50'	



103700 P.O.T

103700 P.O.T

612

Station	Notes	Angle	Other
+50	POC 100' RT	5° 43.92'	RT
111+0	C 36631	5° 15.27'	
+94.17		5° 12'	
+50	P.O.C.	1° 46.62' ✓	
110+0		4° 17.97'	
+50		3° 49.33'	
109+0		3° 20.68'	A 32° 59' 40" R 3000 T 888.48 L 1727.58 E 128.80 ✓ D, 57296
+50	P.O.C. on 100' RT C: 34981	2° 52.03'	
108+0		2° 23.38'	
+50		1° 54.74'	
107+0	P.O.C.	1° 26.09' ✓	
+50		0° 57.44' ✓	
	C 100' RT 48.34		
106+0		0° 28.79' ✓	
	C 100' RT 48.57		
105+49.75	BC RT		

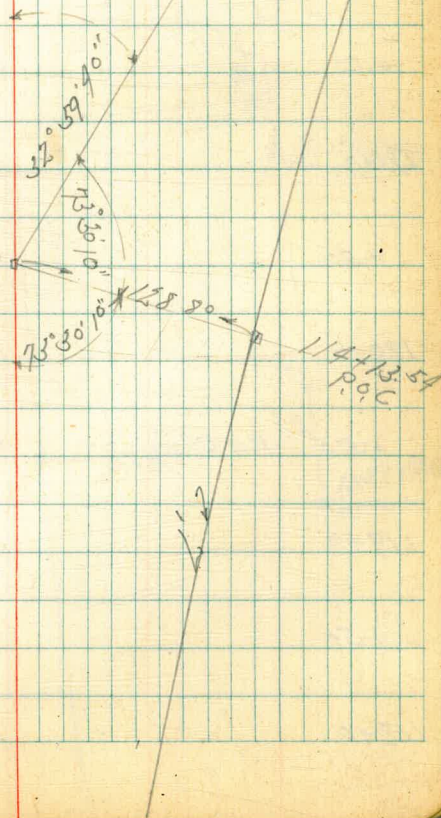
110+5000 P.O.C.

62

105+49.75 BC RT

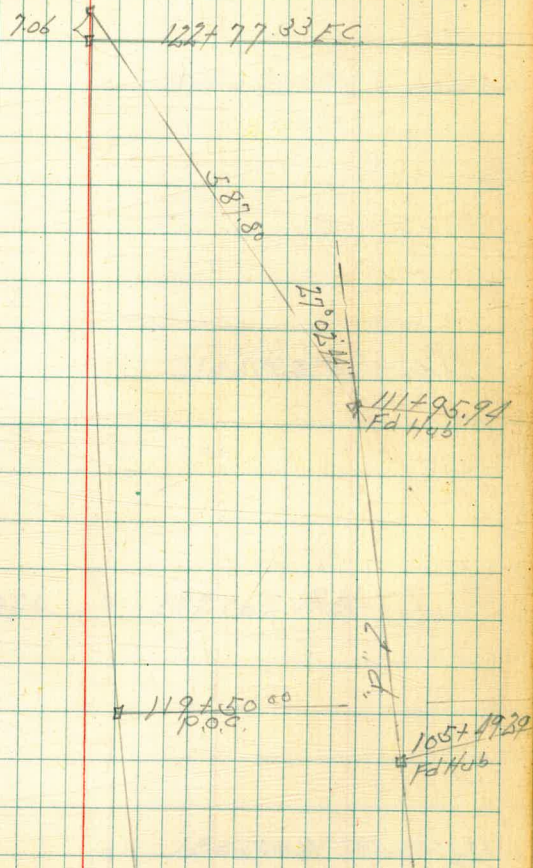
	Rt
+50	11° 27.69'
117+0	10° 59.04'
+50	10° 30.4'
116+0	10° 01.75'
+50	9° 33.10'
115+0	9° 04.45'
+50	8° 35.80'
+1357 P.O.C. ✓	8° 14.91'
114+0	8° 07.16'
+50	7° 38.51'
113+0	7° 09.86'
+50	6° 41.21'
112+0	6° 12.56'

114+38.23 P.I.



RT

+77.33 FC	16° 29.83'
+50	15° 14.17'
122+0	15° 45.52'
+50	15° 16.87'
121+0	14° 48.23'
+50	14° 19.58'
120+0	13° 50.93' ✓
+50 P.O.C.	13° 22.28'
119+0	12° 53.65'
+50	12° 25.6'
118+0	11° 56.34'



Wabash Freeway 2'

141400 P.O.T.

134706.00 P.O.T.

125770.00 P.O.T.

141400 P.O.T.

134706.00 P.O.T.

⊙ 47.0
El. 109.44
Ring

132763 M.H.

125770.00 P.O.T.

Lt

+50

4° 29.87'

147+0

4° 08.01'

+50

P.O.C.

3° 36.15' v

146+0

3° 09.30'

+50

2° 42.44'

A 51° 35.42'

R 52.00'

T 1546.97'

145+0

2° 15.58'

L 2881.61'

F 354.22'

D 537.148'

+50

1° 48.72'

144+0

1° 21.87'

+50

0° 55.01'

143+0

0° 28.15'

+75

0° 14.72'

142+47.59 B.C. Lt.

146+50.00
P.O.C.

146+45.00 P.O.S.T.

1.2

264.5

143+53 M.H.

El. 120.17
Ring

142+47.59 B.C. Lt.

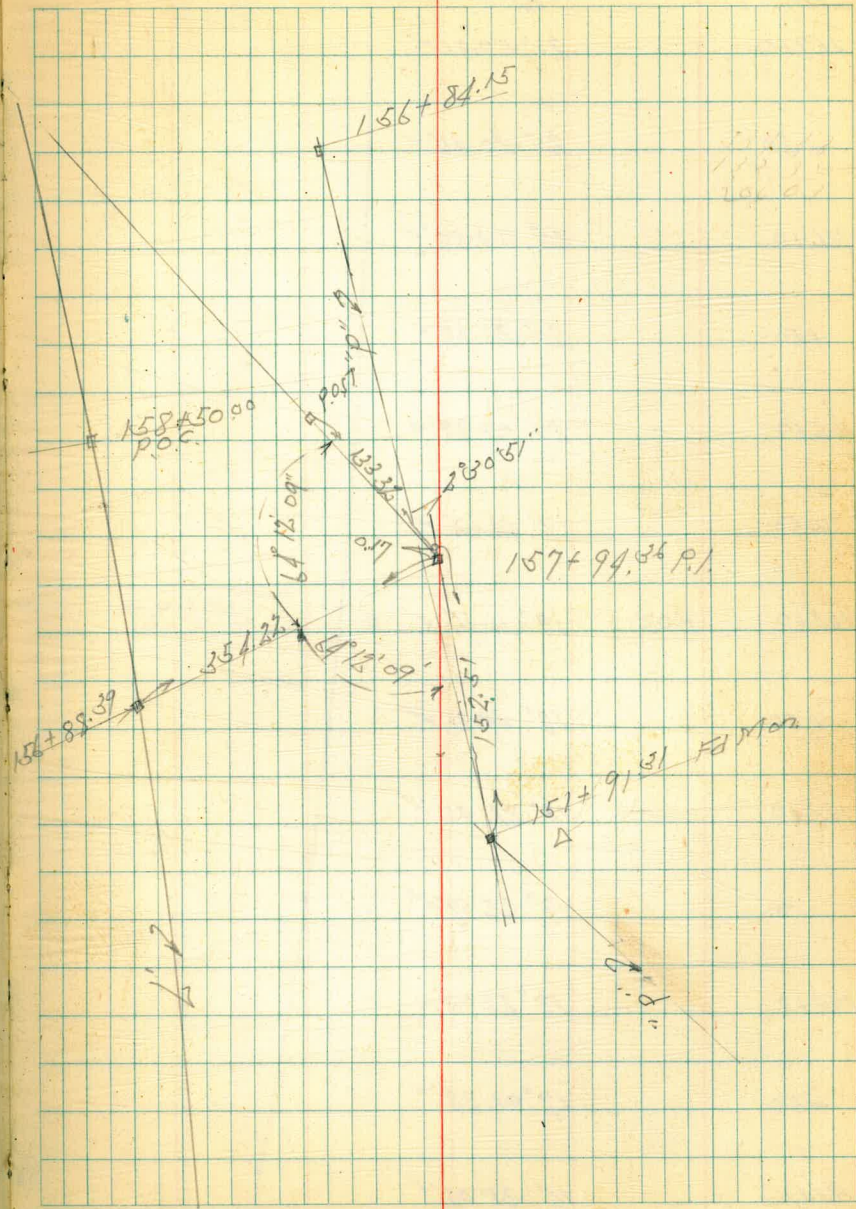
Lt.
 154+0 10° 19.01'
 +50 9° 52.15'
 153+0 9° 25.29'
 +50 8° 58.43'
 152+0 8° 31.53'
 +50 8° 04.72'
 151+0 7° 27.86'
 +50 P.O.C. 7° 11' ✓
 150+0 6° 44.15'
 +50 6° 17.29'
 149+0 5° 50.43'
 +50 5° 23.57'
 148+0 4° 56.72'

150+150.00
 P.O.C.

Lt.
 112

Yobashy Freeway L

	4+	
+50		16° 08.16' ✓
160+0		15° 41.5' ✓
+50		15° 14.45' ✓
159+0		14° 47.59' ✓
+50	P.O.C.	14° 20.73' ✗
158+0		13° 53.89' ✓
+50		13° 27.02' ✓
157+0		13° 00.16' ✓
	88.20 = chord	
+88.39 = center		12° 52.92' ✓
+50		12° 33.29' ✓
156+0		12° 06.44' ✓
+50		11° 39.58' ✓
155+0		11° 12.72' ✓
154+50		10° 45.86' ✓



Lt.
 167+0 21° 57.31' ✓
 +50 21° 30.45' ✓
 166+0 21° 03.59' ✓
 +50 20° 36.73' ✓
 165+0 20° 09.88' ✓
 +50 19° 43.02' ✓
 164+0 P.O.C. 19° 16.16' ✓ 0
 +50 18° 49.31' ✓
 163+0 18° 22.45' ✓
 +50 17° 55.59' ✓
 162+0 17° 28.73' ✓
 +50 17° 01.88' ✓
 161+0 16° 35.02' ✓

164+00
 P.O.C.

45.

+29.20 - F.C. 25° 47.85'

171+0 25° 32.17"

+50 25° 05.81'

170+0 24° 38.45"

+62 P.O.C. 24° 18.13"x

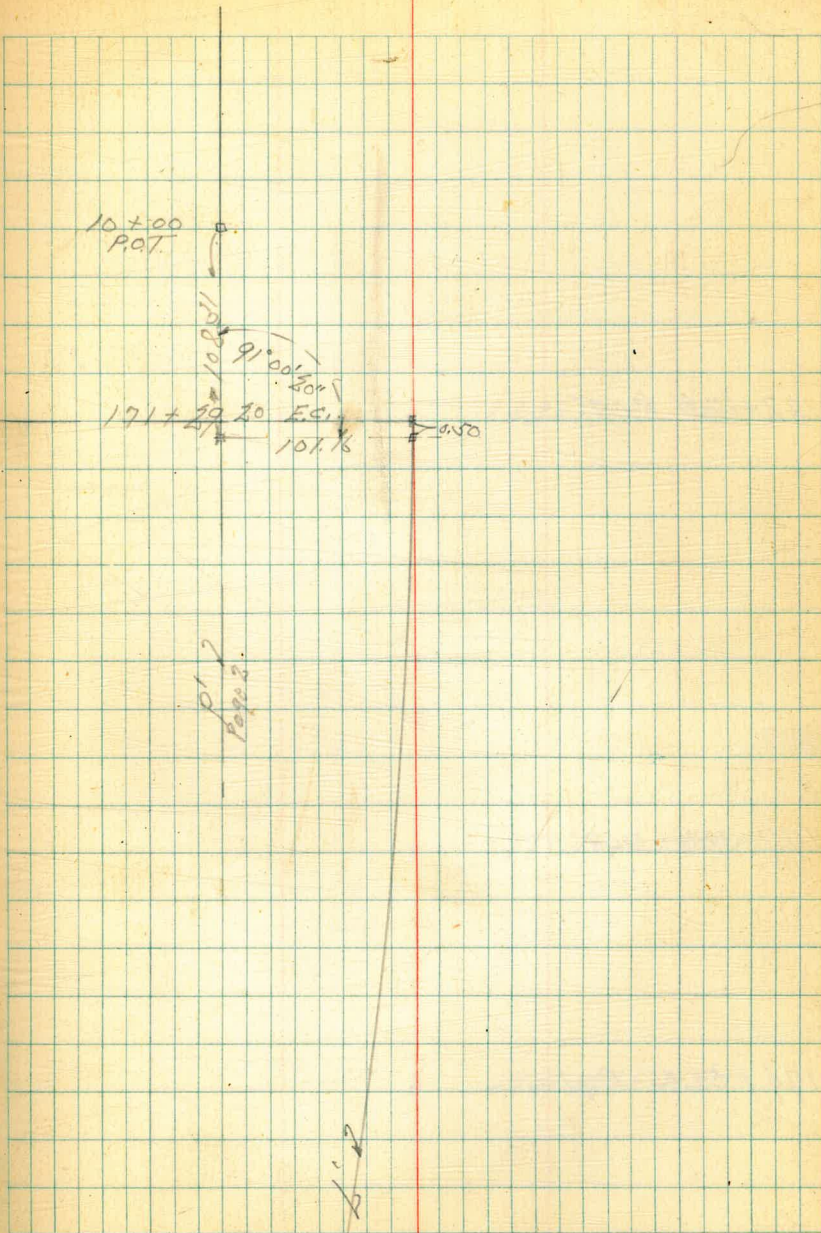
+50 24° 11.59'

169+0 23° 44.74'✓

+50 23° 17.88'✓

168+0 22° 51.02'✓

167+50 P.O.C. 22° 24.16'✓



pl 2
Page 2

6.2

Wabash Freeway "L"

182+17.41 P.O.T.

177+39.46 P.O.T.

174+52.45 P.O.T.

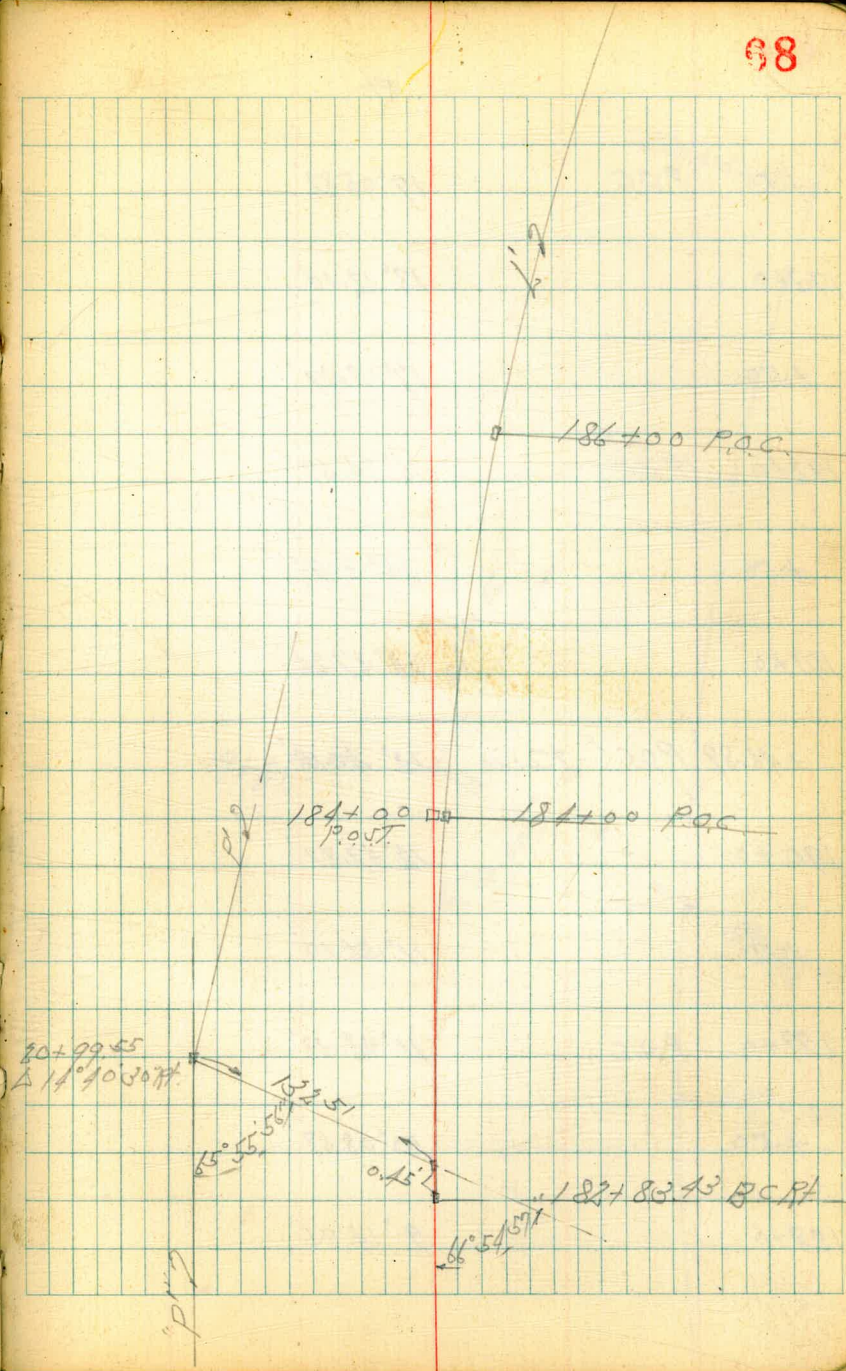
67

182+17.41 P.O.T.

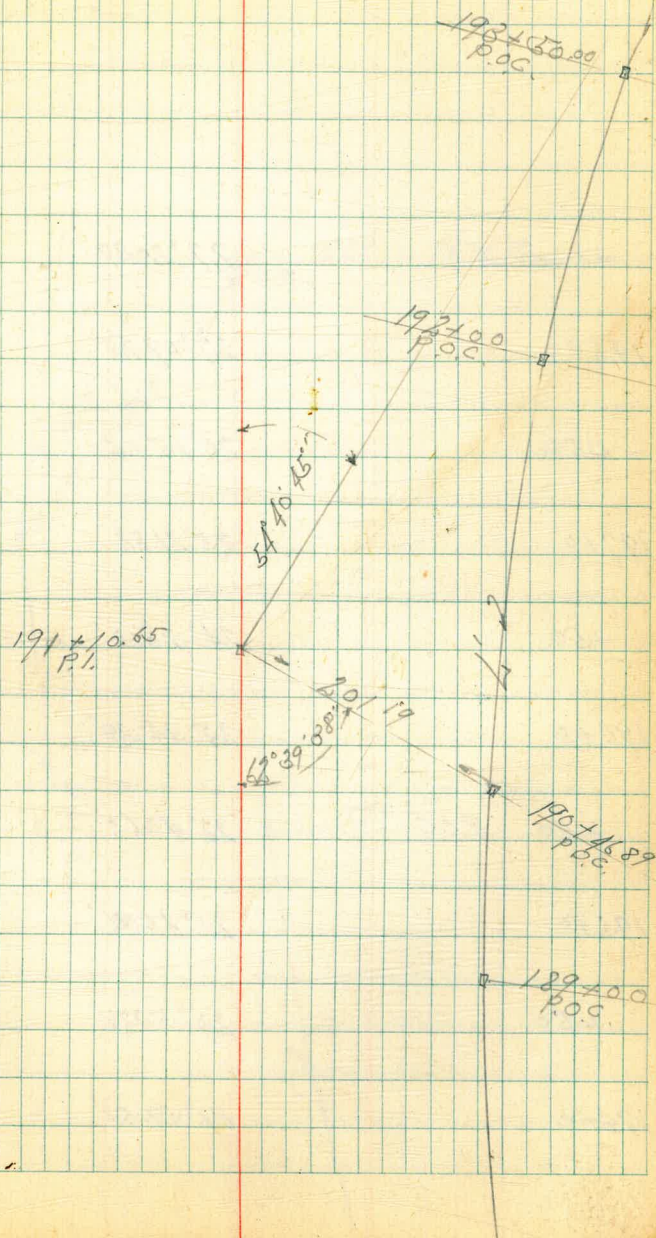
177+39.46 P.O.T.

174+52.45 P.O.T.

		RT	
+50		8°21.21'	
187+0		7°27.52'	
+50		6°33.81'	
186+0	P.O.C.	5°40.09'	Δ 37°40'45" R 1600' T 827.22
+50		4°16.38'	L 1526.93 E 201.19 D: 1.0743
185+0		3°52.66'	
+50		2°58.95'	
184+0	P.O.C.	2°05.23'	
+70		1°33'	
+35		0°55.4'	
183+10		0°28.5'	
182+82.43	B.C.P.A.		

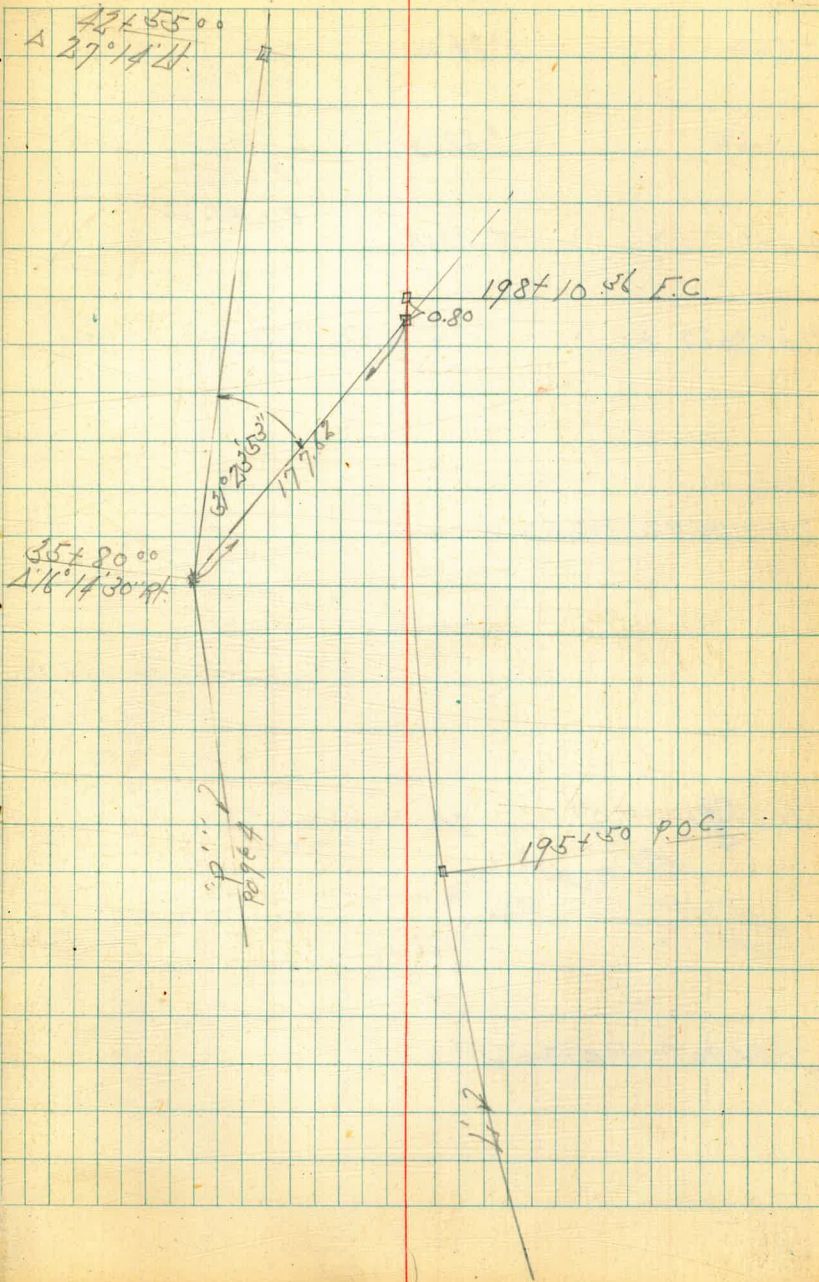


		pt.
+50	P.O.C.	19° 05.82'
19340		18° 12.10'
+50		17° 18.39'
19210	P.O.C.	16° 24.67'
+50		15° 30.96'
19140		14° 37.24'
+46.89	P.O.C. = $\frac{1}{2}$ Curve	13° 40.18'
19040		12° 49.81'
+50		11° 56.10'
18940	P.O.C.	11° 02.38'
+50		10° 08.67'
18840		9° 14.95'



PL

+10.36 E.C.	27° 20.37'
198+0	27° 09.25'
+50	26° 15.54'
197+0	25° 21.82'
+50	24° 28.10'
196+0	23° 34.39'
+50 P.O.C.	22° 40.68'
195+0	21° 46.96'
+50	20° 53.25'
194+0	19° 59.53'



215+10 H
 3°24.08' Δ 31° 01' 30"
 P 1000'
 T 205.97
 +50 1°58.14' L 593.85
 D' 1.71887
 214+10 0°22.19' E = 45.76

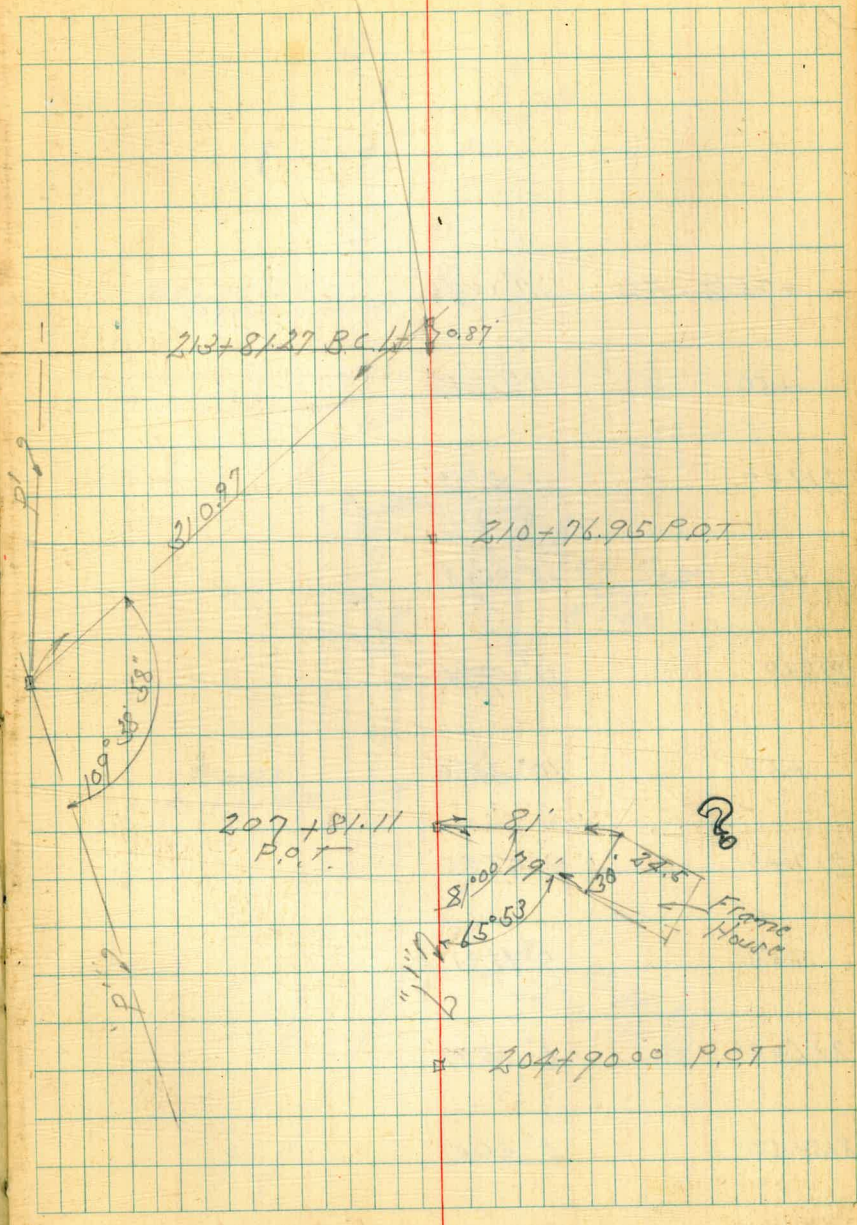
213+81.27 B.C.H.

210+76.95 P.O.T

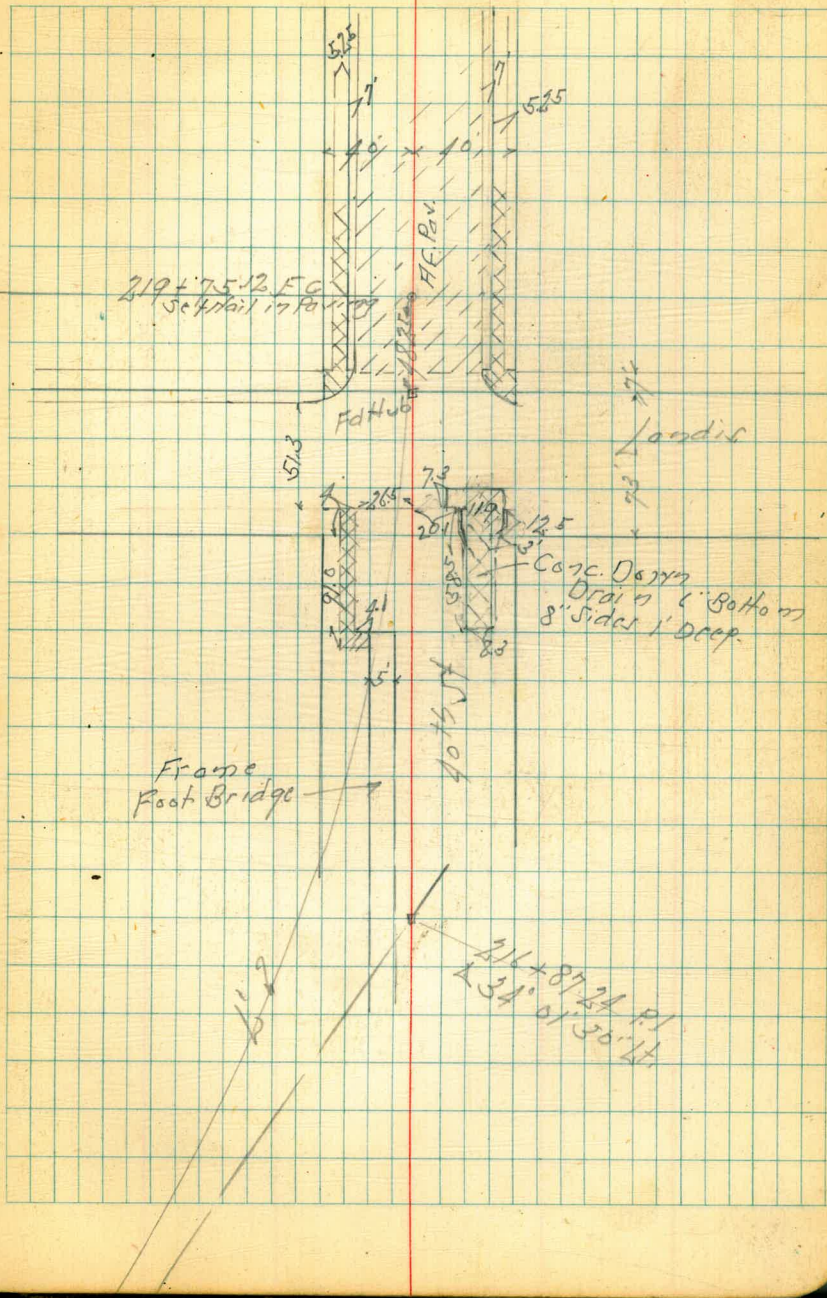
51+50.00
 Δ 20° 07' 28"
 Rt.

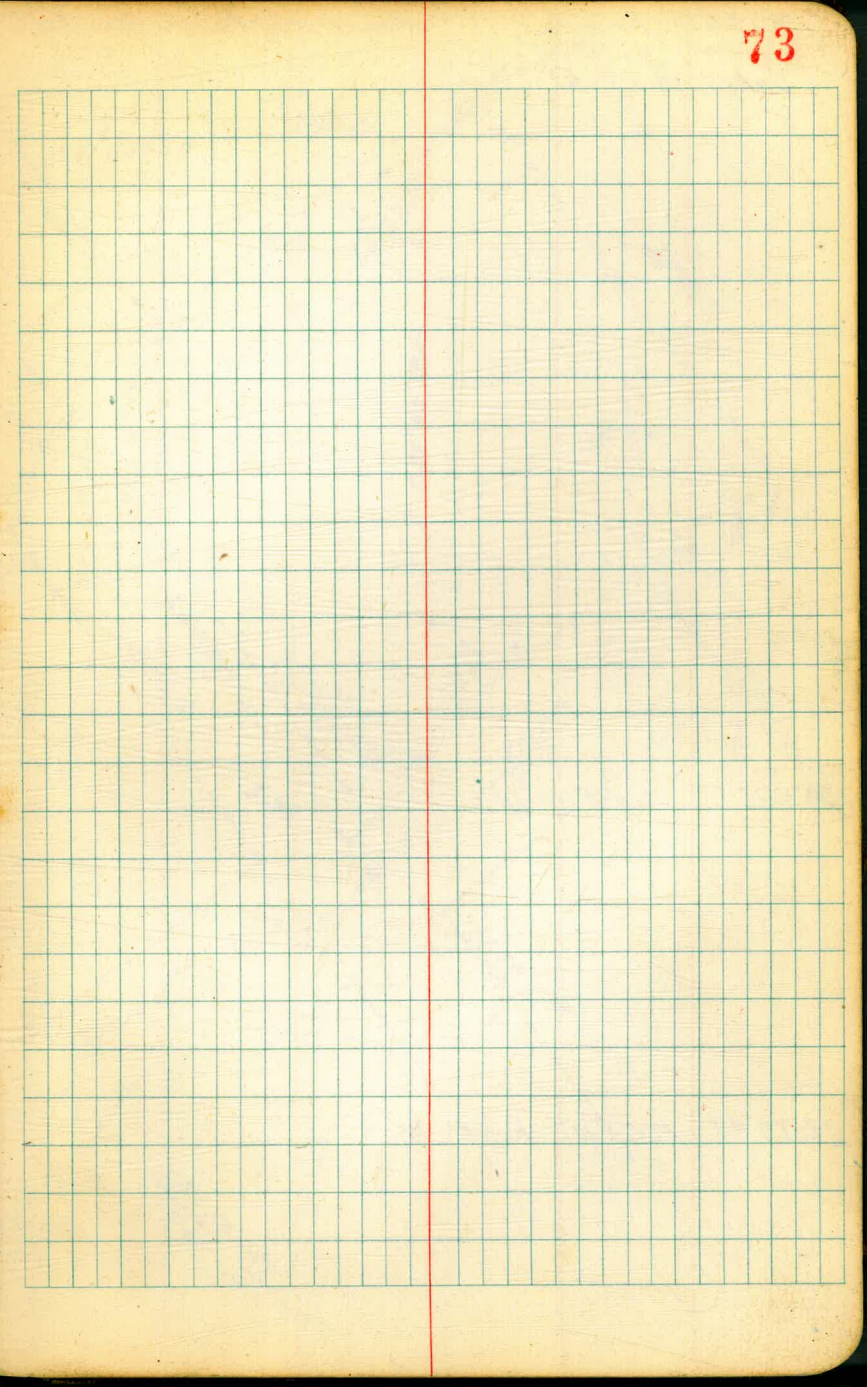
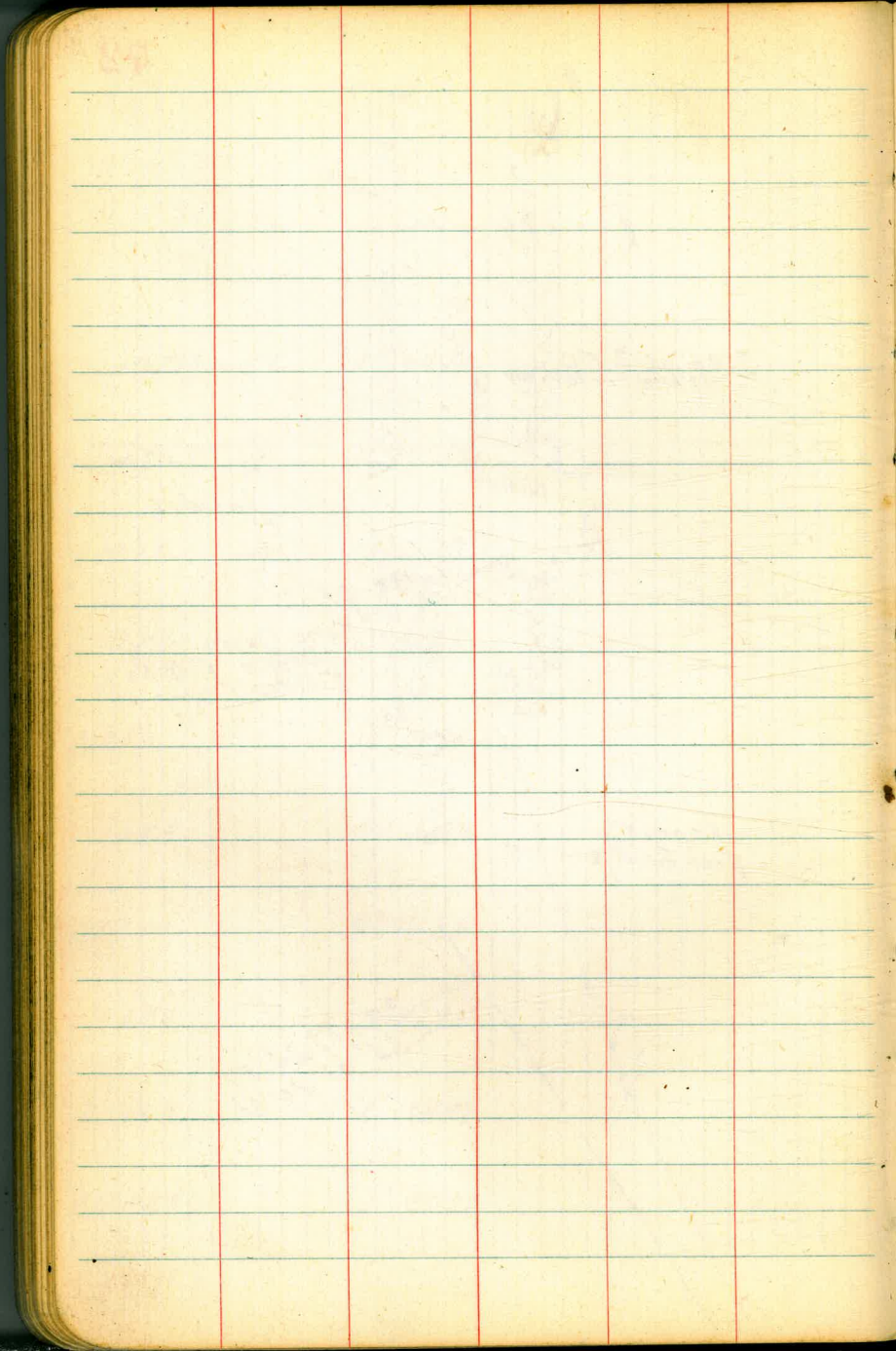
207+81.11 P.O.T

204+90.00 P.O.T



+75.12 = F.C.	17° 00.75'
+50	16° 17.57'
219+0	14° 51.62'
+50	13° 25.68'
218+0	11° 39.74'
+50	10° 32.80'
217+0	9° 07.85'
+50	7° 41.91'
216+0	6° 15.97'
215+50	4° 50.02'





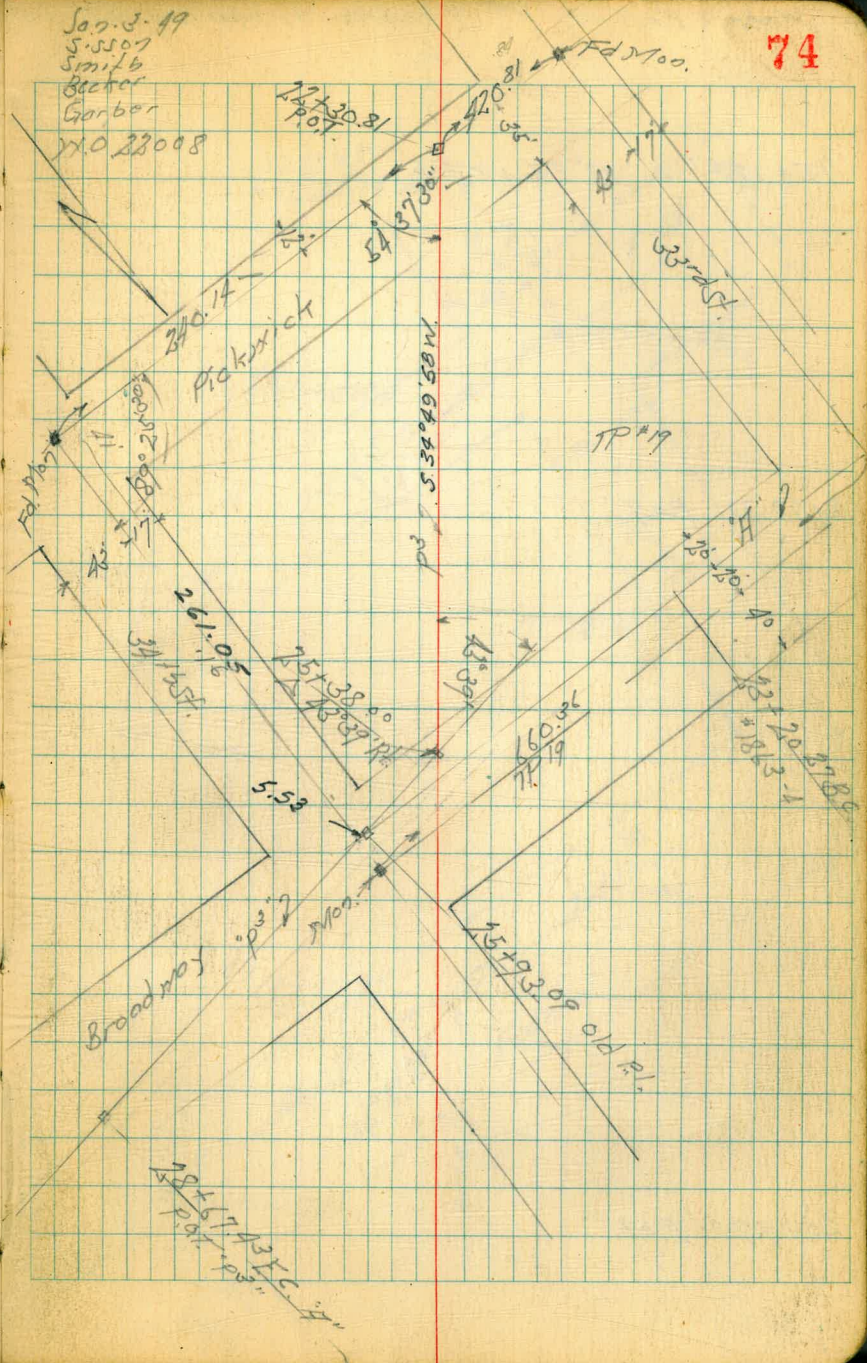
Habash Freeway P³ Broadway to Market St

Level 1995.51

25+38.00 Δ 43°39'11"

28+67.43 F.C. "H" P.O.T. P³

Jan. 3. 99
Smith
Becker
Garber
N.O. 22008

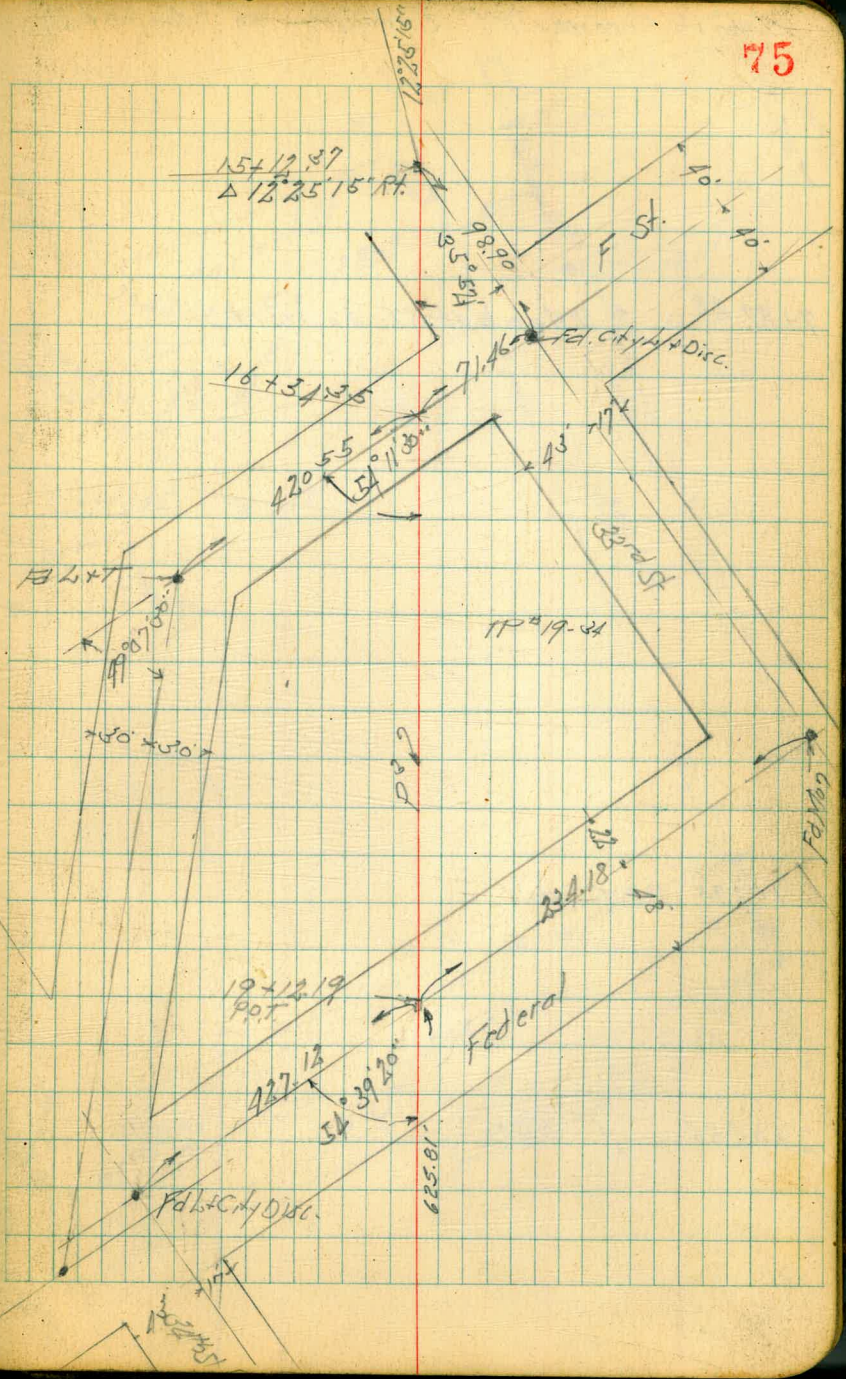


Yobash Freeman P³ Broadway to Market St.

15+12.37 Δ 12° 25' 15" Lt

16+72.88 P.O.T.

20+97.01 P.O.T.

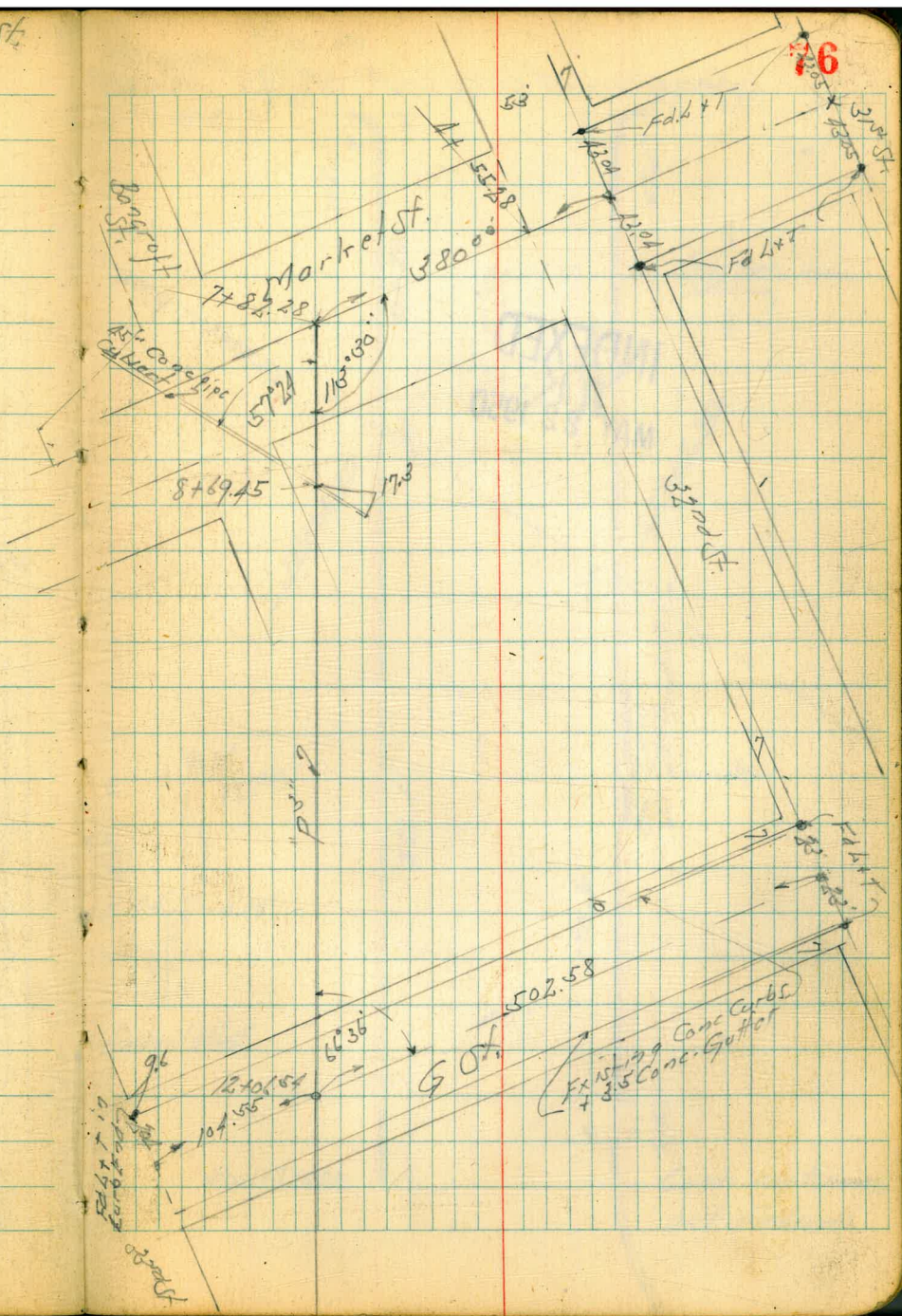


Yabars Freeway P³ Broadway to Market St.

7+82.28 = $\frac{1}{2}$ Market St. to west.

10+63.75 P.O.T Nail

12+06.54 = $\frac{1}{2}$ 9th St.

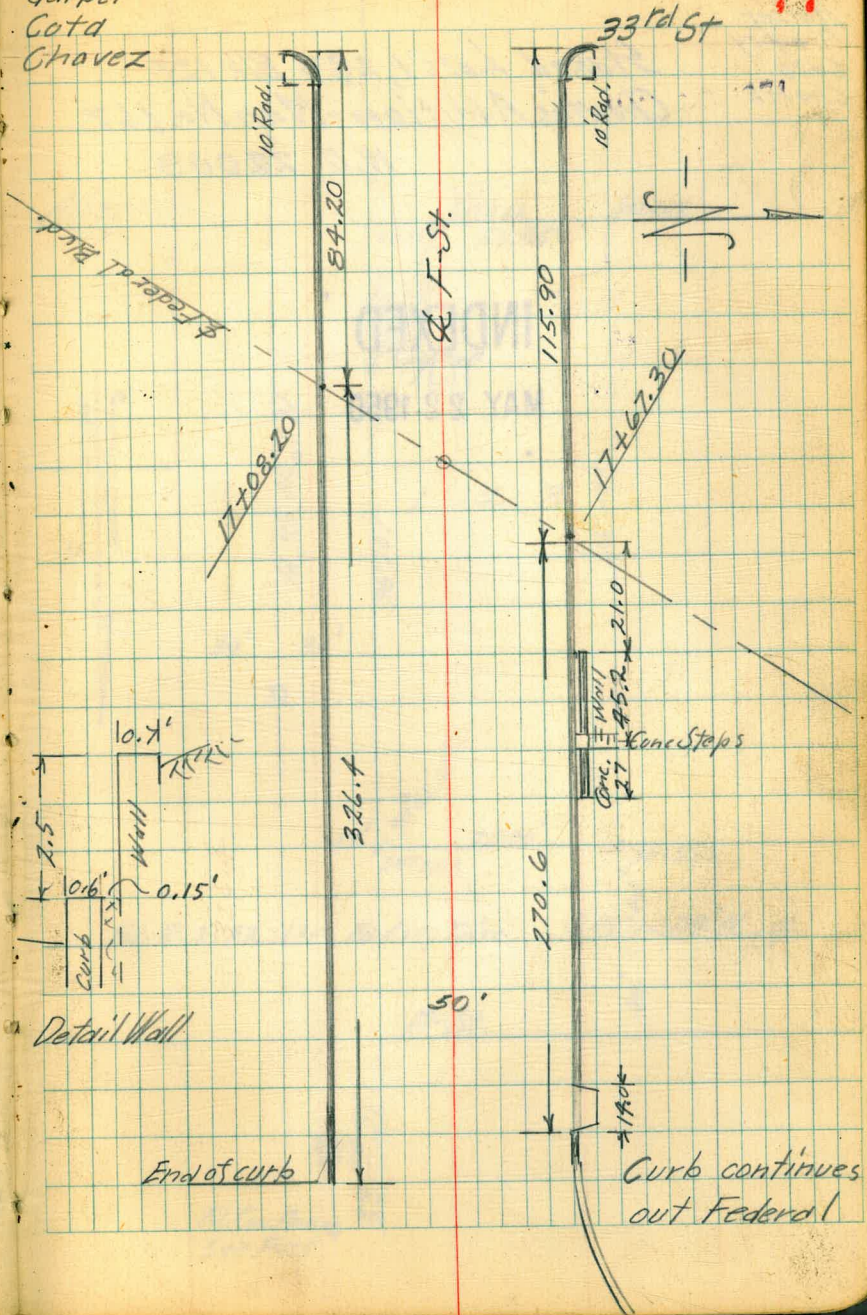


Location of curbs - "F" St., 33rd St. east

INDEXED
MAY 22 1950

Garber 7/15/49
Cota
Chavez

77



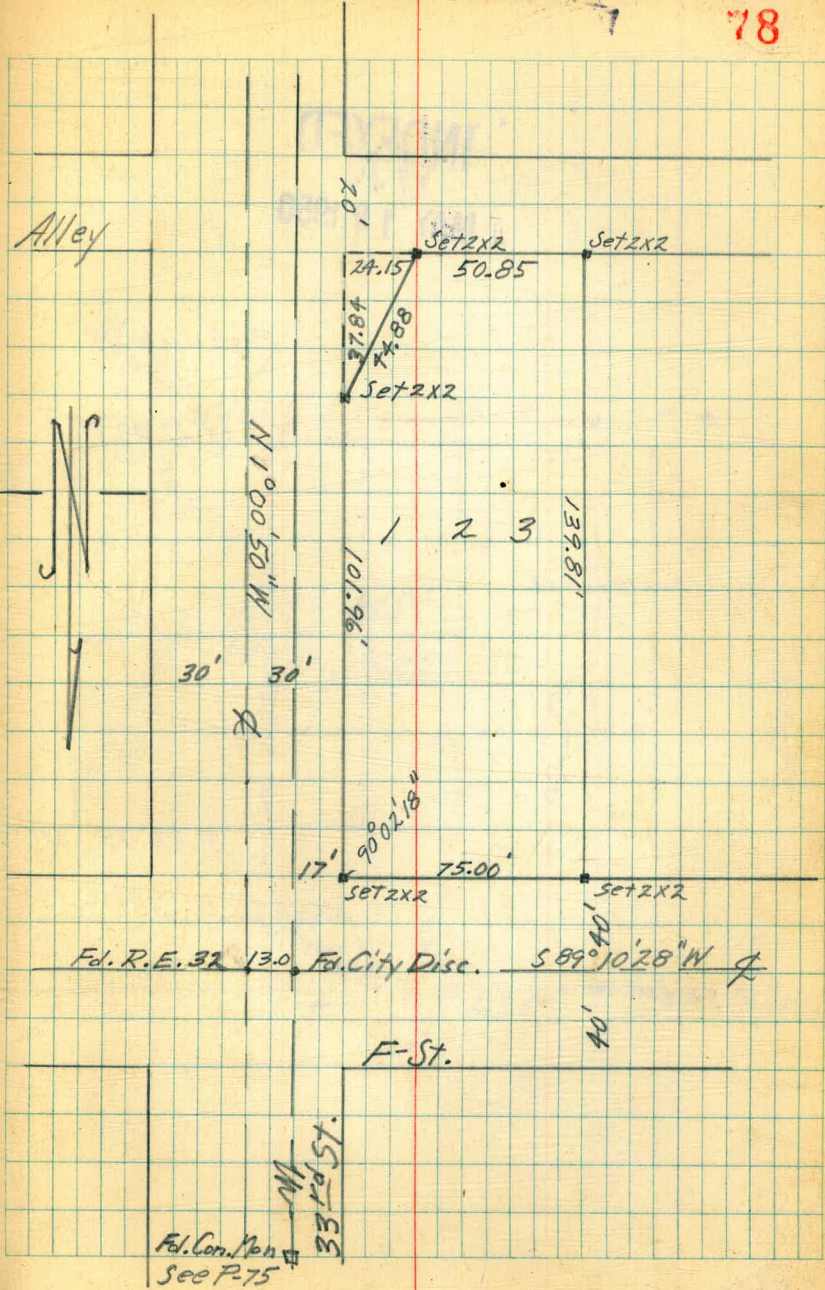
7/22/49

Garber
Gregory
Gato
Chavez

Staked Lots 1, 2 & 3 Bk 127
Choate's Addition - Map No. 167
W.O. 22009

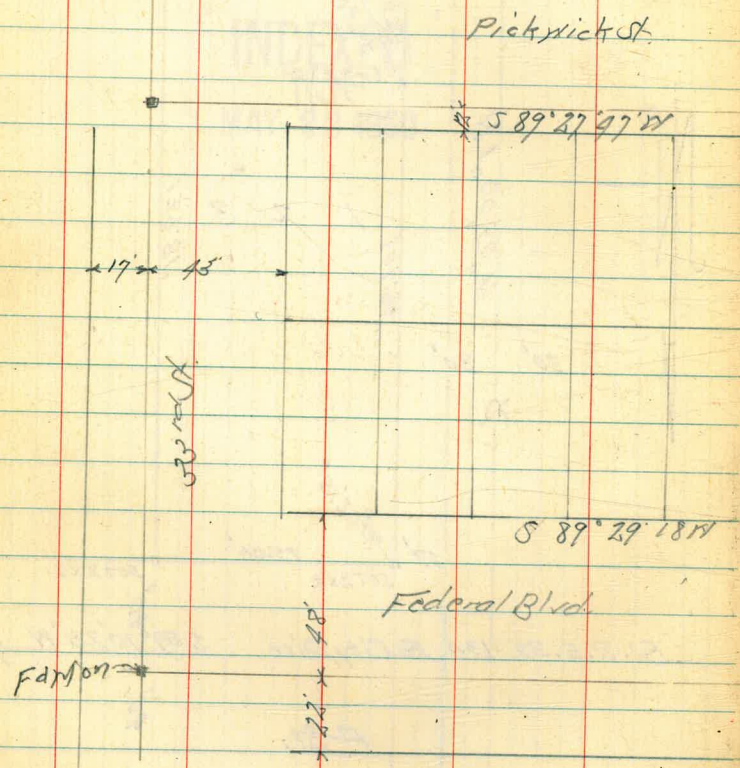
INDEXED

MAY 22 1950



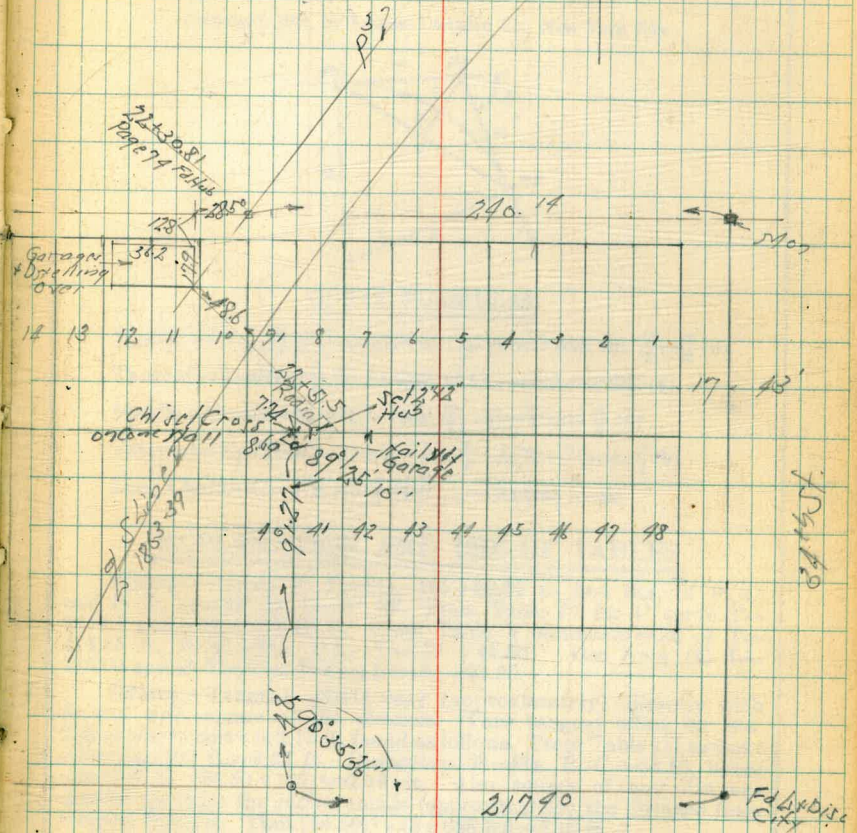
Blocks 1+2 Broderick + West Add.

INDEXED
MAY 19 1950



79

July 28-49
S. 5507
Garber
Cota
Chavez



15.5
 85.14
 20.14
 12.9
 324 0347
 17 00 45 75
 307 302 60
 4806
 324 0413 324 0413
 17 00 45 38 0130
 317 328 90 243
 4825
 33
 8124

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
 be a slope stake point? Ans. from Table 41.9. For same slopes
 roadbed correct above figures by one-half difference in width of road
 above for 20 ft. roadbed distance will be 41.9 + (20 - 16) + 2 or 2 ft
 For slopes of 1 on 1 see inside of front cover.