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

1844

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.

Cross Section Wabash Freeway L' Line
Main St. to North of National Ave
Sta. 6+01.4 to 31+20

May 20-48
S. Smith
Allen
Johnson

1

Lt. | ℄ | Rt.

W.O. 90001

Alignment 182337

6+58.4

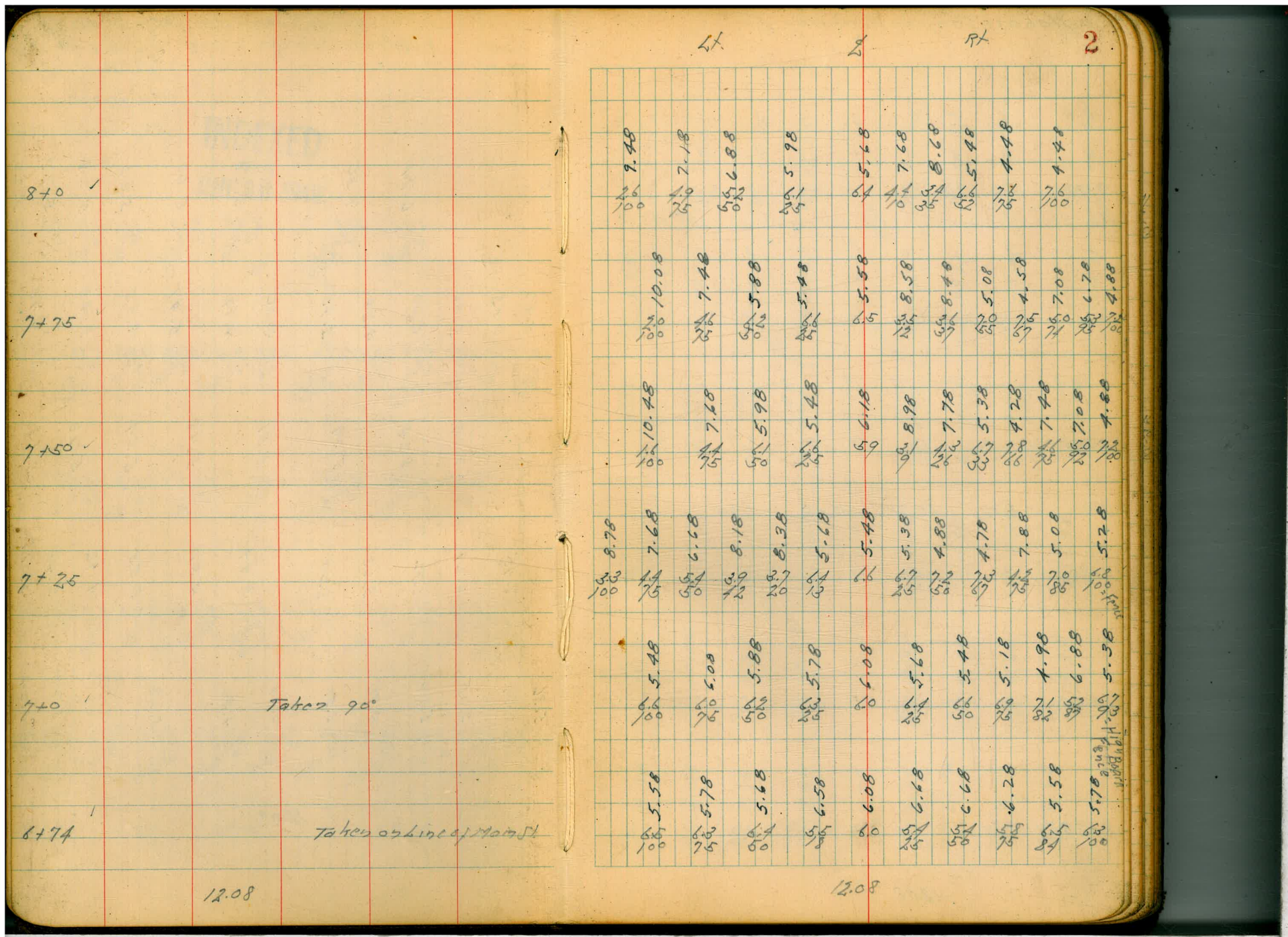
6+58.4 = North Curb of Main St Taken on Line Main St

6+29.9 = ℄ Main St Taken on Line of Main

6+01.4 = South Curb of Main St

6+01.4 = South Curb of Main St Taken on Line of Main St

BM 1.84 12.08 10.24 S/W Brass Rivet on N Main St Nichols Bridge 1682.49


LT
RT
2
8+0
7+75
7+50
7+25
7+0
6+74
Take 2 90°
Take on Line of Main St
12.08
12.08

Wabash Canyon Freeway ℄

					Lt.				℄		Rt.		
9+22					16.4/100 -5.65 100: S/L Bottom Channel	15.8/75 -5.05	15.7/50 -4.95	15.8/25 -5.05	15.9 -5.15 Bottom Channel	16.0/25 -5.25 "	16.0/50 -5.25 "	16.2/75 -5.45 "	16.8/100 -6.05 100: Bot. Channel
9+13					6.9/100 3.85	7.8/91 2.95	11.7/75 -0.95	15.0/50 -4.25 50: S/L Channel	15.2/25 -4.45	15.1 -4.35 S/L Channel	15.3/25 -4.55 "	15.5/50 -4.75 "	15.2/75 -4.45 "	15.1/100 -4.35 100: S/L Channel
9+0					3.4/100 7.35 ~~8.68~~	3.0/75 7.75 ~~9.08~~	3.7/50 7.05 ~~8.38~~	3.9/25 6.85 ~~8.18~~	5.4 5.35 ~~6.68~~	4.8/25 5.95 ~~7.28~~	4.4/50 6.35 ~~7.68~~	4.5/75 6.25 ~~7.58~~	4.7/100 6.05 ~~7.38~~
TP	3.72	10.75	5.05	7.03					10.75				
8+80					4.3/100 7.78	4.3/75 7.78	5.0/50 7.08	5.2/25 6.88	5.6 6.48	5.6/25 6.48	5.6/50 6.48	5.8/75 6.28	6.1/100 5.98
8+50					0.6/100 11.48	1.2/75 10.88	2.5/50 9.58	1.5/25 10.58	1.7 10.38	3.1/25 8.98	3.4/50 8.68	3.4/75 8.68	3.3/100 8.78
8+25					2.8/100 9.28	3.5/75 8.58	4.3/50 7.78	4.2/25 7.88	4.3 7.78	4.0/25 8.08	5.5/40 6.58	5.7/75 6.38	5.4/100 6.68
		12.08							12.08				

						Lt				℄		Rt		
TP.	3.45	10.48	8.72	7.03										
10+50					5.35 5.4/100		5.45 5.3/75	4.85 5.9/50	5.05 ~~4.65~~ 5.7/25	5.05 ~~4.65~~ 5.7	5.55 5.2/25	5.55 5.2/50	5.25 5.5/75	4.95 5.8/100
10+15	x				4.55 6.2/100		5.05 5.7/75	5.55 5.2/50	5.05 5.7/25	5.65 5.1	5.55 5.2/25	5.15 5.6/50	4.95 5.8/75	5.05 5.7/100
9+90					6.75 4.0/100 = Top Dyke		6.75 4.0/70	4.45 6.3/50	4.15 6.6/25	3.75 7.0	4.55 6.2/25	4.35 6.4/50	4.35 6.4/75	4.55 6.2/100
9+75 x					-0.45 11.2/100		0.05 10.7/75 = Top Dyke	2.55 8.2/50	4.55 6.2/25	5.85 4.9 = Top Dyke	5.85 4.9/25	3.85 6.9/50	4.05 6.7/75	4.15 6.6/100
9+64					-4.45 15.2/100 = Ht/Bot. Channel	-0.95 11.7/82	-0.55 11.3/75	-0.25 11.0/50	-0.05 10.8/25	-0.25 11.0	0.55 10.2/25	1.95 8.8/50	3.35 7.4/75	5.75 5.0/100 = Top Dyke
9+48					-5.05 15.8/100 Bottom Channel		-5.35 16.1/75	-5.35 16.1/50	-5.45 16.2/25	-5.45 16.2	-4.95 15.7/25	-5.05 15.8/50	-4.95 15.7/75 Bot. Channel	-4.45 15.2/100 = Ht/Bot Channel
		10.75								10.75				

	Lt.								Rt.
	3.38	3.38	3.18	3.18	2.98	2.88	3.18	3.28	3.38
	7.1	7.1	7.3	7.3	7.5	7.6	7.2	7.2	7.1
	100	75	50	25		25	50	75	100
	3.68	3.68	3.88	3.68	3.78	3.88	3.68	3.48	3.48
	6.8	6.8	6.6	6.8	6.7	6.6	6.8	7.0	7.0
	100	75	50	25		25	50	75	100
	4.08	4.18	4.38	4.48	4.39	4.18	3.98	3.98	3.88
	6.4	6.4	6.1	6.0	6.09	6.4	6.5	6.5	6.6
	100	75	50	25	07466	25	50	75	100
	4.48	4.58	4.78	4.68	4.58	4.08	4.38	4.28	4.48
	6.0	5.9	5.7	5.8	5.9	6.4	6.1	6.2	6.0
	100	75	50	25		25	50	75	100
	5.88	4.68	4.88	5.28	5.08	4.88	4.78	4.68	4.28
	4.6	5.8	5.6	5.2	5.4	5.6	5.7	5.8	6.0
	100	75	50	25		25	50	75	100
	5.18	4.78	5.08	4.38	5.18	4.58	5.08	4.58	4.18
	5.3	5.7	5.4	5.9	5.3	5.9	5.7	5.9	6.3
	100	75	50	25		25	50	75	100

10.48

+50

1370

12+44.56 B.C. Lt

1270

+50

1170

10.48

Wabash Factory L'

		Lt.	℄	Rt.
+50		2.86		
		7.1/100		
16+0		2.48	4.76	4.56
		7.2/100	5.2/50	5.0/25
TP	5.22	9.96	5.74	4.74
			9.96	
+50		2.08	3.68	4.08
		8.1/100	6.8	6.4/25
15+0		1.78	2.78	3.28
		8.7/100	7.7	7.2/25
+50		2.08	1.58	2.38
		8.4/100	8.9	8.1/25
14+0		2.68	1.98	2.48
		7.8/100	8.5	8.0/25
		10.48		

		Lt.	℄	Rt.
+50		3.46		
		6.5/75		
16+0		3.86	4.66	4.96
		6.1/50	5.5/25	5.0/50
TP	5.22	9.96	5.74	4.74
			9.96	
+50		2.08	3.68	4.08
		8.4/75	6.8	6.4/25
15+0		1.78	2.78	3.28
		8.7/75	7.7	7.2/25
+50		1.68	1.58	2.38
		8.8/50	8.9	8.1/25
14+0		2.08	1.98	2.48
		8.4/50	8.5	8.0/25
		10.48		

		Lt.	℄	Rt.
+50		3.26		
		4.7/100		
16+0		3.96	4.76	4.96
		6.0/100	5.2/50	5.0/50
TP	5.22	9.96	5.74	4.74
			9.96	
+50		4.18	3.68	4.08
		6.3/100	6.8	6.4/75
15+0		3.68	2.78	3.98
		6.6/100	7.7	6.5/75
+50		3.48	1.58	2.88
		7.0/100	8.9	7.6/50
14+0		3.28	1.98	3.18
		7.2/100	8.5	7.2/75
		10.48		

		Lt.	℄	Rt.
+50		4.36		
		5.6/75		
16+0		4.66	4.76	4.86
		5.3/75	5.2/50	5.1/25
TP	5.22	9.96	5.74	4.74
			9.96	
+50		4.08	3.68	4.08
		6.4/75	6.8	6.4/25
15+0		3.98	2.78	3.28
		6.5/75	7.7	7.2/25
+50		3.48	1.58	2.38
		7.0/75	8.9	8.1/25
14+0		3.18	1.98	2.48
		7.2/75	8.5	8.0/25
		10.48		

Lt.		Rt.
3.96 / 6.0 / 6.0		4.86 / 5.10
4.26 / 5.7 / 5.5		4.56 / 5.1 / 5.2
4.46 / 5.5 / 5.0		4.86 / 5.1 / 5.0
4.36 / 5.5 / 5.5		4.66 / 5.3 / 5.0
4.36 / 5.6 / 5.6		4.36 / 5.6 / 5.6
4.96 / 5.0	3.66 / 6.3 / 6.0	5.36 / 4.6 / 4.6
4.26 / 5.7 / 5.5	3.96 / 6.0 / 6.0	4.86 / 5.1 / 5.1
4.66 / 5.3 / 5.2	4.26 / 5.7 / 5.5	4.66 / 5.3 / 5.0
4.26 / 5.7 / 5.5	4.26 / 5.7 / 5.5	4.26 / 5.7 / 5.5
5.16 / 4.8 / 4.8	3.56 / 6.1 / 6.0	5.96 / 4.9 / 4.9
5.12 / 4.8	3.76 / 6.2 / 6.2	5.76 / 4.2 / 4.2
4.86 / 5.1	3.76 / 6.2 / 6.2	5.86 / 4.1 / 4.1
5.26 / 4.7 / 4.5	4.36 / 5.6 / 5.6	5.46 / 4.5 / 4.5
5.36 / 4.6 / 4.5	4.16 / 5.8 / 5.6	6.06 / 3.9 / 3.9
4.96 / 5.0	3.36 / 6.6 / 6.6	6.36 / 3.6 / 3.6
5.26 / 4.7 / 4.5	4.46 / 5.5 / 5.5	5.66 / 4.3 / 4.3
4.96 / 5.0	3.76 / 6.1 / 6.0	5.76 / 4.2 / 4.2
5.46 / 4.5 / 4.5	4.76 / 5.2 / 5.2	5.46 / 4.5 / 4.5
5.06 / 4.9 / 4.9	4.06 / 5.9 / 5.9	5.06 / 4.9 / 4.9
5.66 / 4.3 / 4.3	4.36 / 5.6 / 5.6	5.36 / 4.6 / 4.6

9.96

+50 36' Rt of ℄ = Wly Power Pole #1198

1970

+50

+30 64' Rt of ℄ = Wly Power Pole

1840

+50

1740

996

+29.4				
+29.4	1' Rt of ℄ = Wly Power Pole #1102 Take on Line of Horton = Sly Improvement on Horton to East			
TP	8.35	10.36	7.95	2.01
22+0				
+50				
21+0				
+68	17' Rt of ℄ = Wly Power Pole #1152			
+50				
20+0				

9.96

Lt.		℄		Rt.	
2.26					12.55
8.1 100		8.0		7.81 45=N'ly	
2.26					
8.1 75					
2.06					
8.3 50				8.35 45=Gut	2.01
2.24					
8.1 25					
2.36		8.0		1.94 Top 63=E	4.06
2.46				1.96 Gutter 45=E	5.77
7.5 100		7.1		4.7 100	
2.36					
7.6 75					
2.56					
7.4 50				4.6 90=N'ly Front	5.36
2.46					
7.5 25					
2.56		7.4		2.86	
2.16					
7.8 100					
2.26					
7.7 75					
2.36					
7.6 50				5.9 82=N'ly Bldg	4.06
2.46					
7.5 25					
2.76		7.2		3.36	
2.26					
7.7 100					
2.26					
7.7 75					
2.56					
7.4 50					
2.56					
7.4 25					
3.06		6.9		3.56	
2.76					
7.2 100					
2.76					
7.2 75					
3.06					
6.9 50					
3.16					
6.8 25					
3.76		6.2		3.76	
3.36					
6.6 100					
3.46					
6.5 75					
3.76					
6.2 50					
3.86					
6.1 25					

Wabash Freeway L

BM	6.69	13.50	3.40	6.81	SE RP National Ave +34 11.50 6.82
TP	5.12	10.21	5.27	5.09	

22+09.4 = N'ly of Improv. on Newton — Taken on Line of Newton

22+54

22+95.4 = North Curb Line of Newton — Taken on Line Newton

22+69.4 = ℄ Newton to East — Taken on Line of Newton

+43.4

22+43.4 = South Curb Line of Newton — Taken on Line of Newton

10.36

Lt. ℄ Rt.

9

2.96 7.1 100

2.72 7.6 75

2.36 8.0 50

2.16 8.2 25

1.90 8.46 8.0-Cb

1.39 8.97 8.0-Gut

1.86 8.50 8.21

1.95 8.41 8.2-Gut

2.49 7.87 7.2-Cb

4.36 6.0 75

5.86 4.5 100

4.52 5.84 5.91-Gut

5.03 5.33 5.91-Cb

9.60 0.76 1.43-Gut

10.18 0.18 1.83-Cb Top

1.96 8.4 100

2.74 7.6 75

2.16 8.20 8.50

2.76 8.15 8.22

1.84 8.52 8.8-Cb

1.23 9.13 8.8-Gut

1.42 8.94

1.80 8.56 8.21

1.99 8.37

2.66 7.70 7.8-Gut

3.23 7.13 6.1.5-Cb

2.16 8.40 100

2.76 8.1 75

1.96 8.4 50

2.16 8.25 25

1.87 8.49 8.7-Cb

1.10 9.26 9.7-Gut

1.43 8.93 8.7-Gut

2.06 8.30 24 "

2.40 7.96 15 "

3.12 7.24 6.25 "

5.77 4.70 100 "

10.36 0.00 1.84

4.88 5.18 100-Gut

5.44 4.92 100-Cb

9.58 0.78 1.50-Gut

10.14 0.22 1.2 0.20-Cb

2.46 7.9 100

2.36 8.6 75

2.56 7.8 50

2.14 8.22 25

1.87 8.45 8.6-Cb

1.07 9.29 9.6-Gut

1.28 9.08 10.0-07 Rev

1.83 8.53 8.24

2.11 8.25 7.0

2.65 7.71 6.35-Gut

3.20 7.16 6.3 5-Cb Bk

10.36

May 28-29 10
Sisson
Smith
Allen
Johnson
Oakley

	Lt.					Δ					Rt.
	5.80	8.30	2.60	2.00	6.80	4.70	4.40	5.80	7.80	8.30	8.60	12.1
	7.7 / 100	5.2 / 77	10.9 / 66	11.5 / 40	6.7 / 12	8.8	9.1 / 25	7.7 / 37	5.7 / 50	5.2 / 75	4.9 / 92	1.4 / 100
	5.80	8.90	2.50	2.10	1.80	4.60	4.20	4.20	4.50	4.20		
	7.7 / 100	4.6 / 80	11.0 / 70	11.4 / 50	11.7 / 20	8.9	9.3 / 11	9.3 / 25	9.0 / 50	9.3 / 67	=W.H. House over Dog garage Dirt floors	
	7.10	8.60	2.50	2.40	2.60	3.10	3.90	4.50	6.80	9.30	16.30	
	6.4 / 100	4.9 / 87	11.0 / 70	11.1 / 50	10.9 / 25	10.4	9.6 / 25	9.0 / 40	6.7 / 55	4.2 / 75	+ 3.0 / 100	
	2.40	2.20	2.10	2.10	2.90	3.70	4.10	6.40	10.00			
	11.1 / 100	11.3 / 75	11.4 / 50	11.3 / 25	10.6	9.8 / 25	9.4 / 50	7.1 / 73	+ 4.5 / 100			
	2.40	2.20	2.30	2.00	2.20	3.50	4.30	4.40	5.30	12.70		
	11.1 / 100	11.3 / 75	11.2 / 50	11.5 / 25	11.3	10.0 / 25	9.2 / 50	9.1 / 75	8.2 / 88	5.8 / 100		
	3.00	2.40	2.20	2.30	3.30	2.70	3.40	3.90	5.40	8.10		
	10.5 / 100	11.1 / 75	11.3 / 50	11.2 / 25	10.2	10.8 / 25	10.1 / 50	9.6 / 75	8.1 / 95	5.4 / 100		

+35		
25+0		
+75		
+70	17' Δ to ℄ = Ely Tel. Pole # D107837	
+59	14.5 Rt to ℄ = Δ Senoco WH 8.40	on Rim
+50		
+18	6.5 Δ to ℄ = Ely Power Pole # 1052	
+33	48' Rt to ℄ = WH 48' Palm Tree	
24+0		
37+50		

13.50

13.50

26+76.8

26+76.8 = N Curb Line of National Taken on Line of National

26+50.8 = ℄ National Ave Taken on Line of National

26+24.8

26+24.8 = S Curb Line of National Taken on Line of National

26+10.8 = S'ly of Imp on National Ave Taken on Line of National

26+08 155 W of ℄ Ely Power Pole " "

25+60

13.50

13.50

Wabash Freeway ℄

29+0	400				
+50	28' Lt of ℄ = Ely Tel. Pole # 300510 H				
+36	1.5' Lt = ℄ Sewer MH	10.94			on Rim
TP	11.30	18.11	6.69	6.81	SF BP National Ave +34th St
28+0	420				
+91	21' Rt " " = Wly Anchor Pole 21' Lt of ℄ = Ely Power Pole #950				
27+50					
27+25	480		Taken 90°		
26+908	= Nly Imp. National Ave. Taken on Line of National				

15.50

				Lt.		℄			Rt.			
	7.11 11.0 100		7.11 11.0 75	7.31 10.8 50	7.31 10.8 25	7.31 10.8	7.41 10.7 25	9.31 8.8 50		11.41 6.7 75	14.21 3.9 100	
	7.11 11.0 100		7.51 10.6 75	7.21 10.9 50	7.21 10.9 25	7.21 10.9	7.61 10.5 25	9.01 9.1 50		9.91 8.2 75	12.21 5.9 100	
						18.11						
	7.40 6.1 100		7.30 6.2 75	7.20 6.3 50	6.90 6.6 25	7.00 6.5	7.70 5.8 25	8.60 4.9 50		9.50 4.0 75	11.10 2.4 100	
	7.40 6.1 100		7.20 6.3 75	6.90 6.6 50	6.90 6.6 25	6.70 6.8	7.00 6.5 25	7.90 5.6 50		8.70 4.8 75	9.40 4.1 100	
	7.10 6.4 100		6.80 6.7 75	6.90 6.6 50	6.70 6.8 25	6.50 7.0	6.90 6.6 25	8.60 4.9 50		9.80 3.7 75	11.00 2.5 100	
6.10 7.4 125	6.50 7.0 75	6.60 6.9 50	6.60 6.9 25	6.22 7.28 156 = H/Cb.	5.87 7.63 156 = Gut	6.18 7.32 = Pav.	6.25 7.25 4.5	6.10 7.40 24.3 = Gut.	6.81 6.69 24.3 = H/Cb	8.00 5.5 50	9.40 4.1 75	10.90 2.6 100

15.50

	Lt	℄	Rt.
32+00			
31+50	Sec 1682-59		
31+0	260		
+80			
+50			
+10			
30+0	320		
29+50	27 Lt of ℄ = Fly Anchor Pole		

	Lt	℄	Rt.
	5.61	9.81	7.81
	12.5 100	8.3	10.3 25 8.3 12
	6.31	9.81	11.31
	11.8 75	8.3	6.8 25
	5.91	9.81	15.11
	12.2 50	8.3	10.3 50
	7.81	9.81	18.71
	10.3 25	8.3	+0.6 75
	9.81	9.81	22.11
	8.3	8.3	+1.0 100
	5.31	7.31	13.81
	12.8 100	8.8	4.0 50
	5.71	7.31	16.41
	12.4 75	8.8	2.0 25
	6.61	7.31	15.50
	11.5 50	8.8	+2.0 100
	8.21	7.31	
	9.9 25	8.8	
	9.81	7.31	
	8.3	8.8	
	6.91	9.01	11.51
	11.2 100	9.1	6.0 50
	7.11	9.01	13.21
	11.0 75	9.1	4.9 75
	7.41	9.01	15.11
	10.7 50	9.1	3.0 100
	8.01	9.01	
	10.1 25	9.1	
	9.01	9.01	
	9.1	9.1	
	5.11	8.71	10.41
	12.0 100	9.4	7.7 50
	5.41	8.71	11.21
	12.7 75	9.4	6.9 75
	6.11	8.71	13.21
	12.0 50	9.4	4.9 100
	7.11	8.71	
	11.5 25	9.4	
	8.71	8.71	
	9.4	9.4	
	5.71	8.61	9.71
	12.4 100	9.5	8.4 50
	5.81	8.61	12.31
	12.3 75	9.5	5.8 75
	6.11	8.61	14.71
	12.0 50	9.5	3.4 100
	7.11	8.61	
	11.0 25	9.5	
	8.61	8.61	
	9.5	9.5	
	7.51	8.01	10.11
	10.6 100	10.1	8.0 50
	7.41	8.01	12.31
	10.7 75	10.1	5.8 75
	7.51	8.01	15.31
	10.6 50	10.1	2.8 100
	7.51	8.01	
	10.6 25	10.1	
	8.01	8.01	
	10.1	10.1	
	8.21	8.61	
	9.9 25	9.5	

8:00 Boulders Back Dirt

18.11

18.11

Cross Section of Wasatch Freeway L'

53+58.71 to

54+00					
+75					
53+53.71	B.C. Rt.				
TP	10.91	25.80	6.41	14.89	
TP	9.36	21.30	5.79	16.94	
B.M.	◄———		2.73	20.00	SET L+T Disconnected +34.45 ft. 19.98 1658.38
TP	8.28	22.73	1.88	14.45	
TP	5.32	15.83	6.30	10.51	
TP	7.27	16.81	9.37	9.54	
BM	12.10	18.91		6.81	SFBP National + Pin

Lt. L Rt

Surveyed 48
Sisson
Smith
Riley
Solomon

14

14.2	14.9	14.6	16.2	19.2	21.6	23.0	31.7	36.6	37.3
-7.4 / 100	-6.7 / 75	-7.0 / 50	-5.4 / 32	-2.9 / 18	4.2	+1.4 / 15	+10.1 / 40	+15.0 / 78	+15.7 / 94

14.2	14.7	14.9	19.2	21.0	23.9	30.2	32.8	30.8
-6.8 / 100	-6.3 / 75	-6.1 / 50	-1.8 / 16	4.8	+2.9 / 25	+9.2 / 50	+11.8 / 66	+9.8 / 104

12.8	13.5	15.6	18.6	20.04	22.2	23.5	25.7	26.9
-7.7 / 110	-6.5 / 50	-4.4 / 30	-1.4 / 18	5.76 / 74.6	+2.2 / 25	+3.5 / 50	+5.7 / 77	+6.9 / 100

25.80

Note:- From Sta. 53+53.71 North, Rt + Lt. are + Above L - Below L.

Wabash Freeway L'

					Lt.									Rt
					14.8	14.0	15.3	21.2	30.1	30.69	24.7	35.2	36.7	39.5	43.1
+50				16.2	-15.9	-16.7	-15.1	-9.5	-0.6	4.1	+4.5	+6.0	+8.8	+12.4	
				-14.5	82	51 - 2' Bottom	40	20	7		13	28	27	13	
				114		Wash									
			16.5	10.7	14.2	17.3	24.7	25.2	27.9	30.29	24.3	34.8	35.0	37.9	39.5	39.3
56+40			-13.8	-19.6	-16.1	-13.0	-5.6	-5.1	-2.4	4.5	+4.5	+4.7	+7.6	+9.2	+9.0	
			112	95 - Bottom	72	40	27	20	15		17	26	45	79	107	
				Wash												
						13.0	14.7	17.5	25.1	30.13	24.4	32.7	35.0	37.0	37.9	39.3
+50	P.O.C.					-17.1	-15.4	-12.6	-5.0	4.66	+2.6	+4.9	+6.9	+7.8	+9.2	
						99 - 2' Bottom	77	39	23	Shed	16	31	40	81	102	
						Wash										
					10.7	14.7	15.6	22.8	24.0	27.59	29.5	33.3	36.2	38.2	97.5	
55+40					-16.9	-14.9	-13.0	-4.8	-3.6	7.2	+1.9	+5.7	+8.6	+10.6	+9.9	
					98 - 2' Bottom	76	46	27	10		12	25 - MH / House	42 - EH House	75	100	
					Wash											
TP	11.33	34.79	2.34	23.46						34.79						
					10.9	14.3	15.0	21.7		23.5	28.3	28.8	34.1	36.7	39.0	
+68					-12.6	-9.2	-8.5	-1.8		2.3	+4.8	+5.5	+10.6	+13.2	+15.5	
					110 - 2' Bottom	93	48	24			14	20	33 - MH Bldg Corridor	41	100	
					Wash											
					14.2	15.0	15.1	20.2	22.3		28.0	31.9		37.2	38.9	
54+60					-8.1	-7.3	-7.1	-2.1	3.5		+5.7	+9.6		+14.9	+16.6	
					100	80	50	23			17	32		8	100	
		25.80														

25.80

Lt. | ℄ | Rt.

		19.3	19.3	15.3	16.7	15.8	14.56	17.4	22.0	39.5	41.6
+50		+4.7 105	+4.7 87	+0.7 73	+2.1 50	+1.2 25	10.8	+2.8 22	+7.4 35	+19.9 75	+27.0 98
		18.0	15.4	16.8	15.8	14.0	14.44	19.5	21.4	22.0	33.5	35.2
58+0		+3.5 95	+0.9 71	+2.3 55	+1.3 18	-0.5 7	10.9	+5.0 14	+6.9 24	+7.5 48	+19.0 81	+20.7 103
		19.2	15.1	16.9	15.3	14.3	19.36	21.4	24.7	34.8	36.6
+60		-0.2 102	-4.3 82	-2.5 50	-4.1 32	+5.1 10	6.0	+2.0 25	+5.3 56	+15.4 90	+17.2 110
		17.7	15.2	15.5	14.1	17.66		21.3	23.9	35.9	
+30		0.0 116	-2.5 88	-2.2 50	-3.6 22	7.7		+3.6 25	+5.7 49	+18.2 108	
TP	8.07	25.36	12.50	22.29							
		17.0	16.1	13.8	15.3	16.9	24.29	26.3	28.0	35.2	37.1
57+0		-7.3 106	-8.7 74	-10.5 40	-9.0 30	-5.1 12	10.5	+2.0 25	+3.7 50	+10.9 83	+12.8 119
		16.2	14.4	14.2	16.1	20.6	30.39	30.9	34.2	36.1	37.0
56+73		-14.3 109	-16.0 80	-16.2 46	-14.3 23	-9.8 20	4.1	+0.5 8	+3.8 25	+5.7 62	+6.6 109

3479

34.79

Wabash Freeway L

					Lt	℄	Rt
+50					21.8 +3.2 100	21.0 +2.4 84 Top West Bank	16.2 -2.4 60 West Toe
61+0					19.8 +2.9 118	19.7 +2.8 85	20.7 +3.8 60
TP	11.52	27.43	9.45	15.91			
+50					20.1 +4.1 102	20.8 +4.8 80	18.9 +2.9 50
60+0					19.7 +3.1 103	20.2 +3.6 81	18.1 +1.5 50
+50	P.O.C				19.7 +3.8 107	20.2 +4.3 73	17.5 +1.6 50
59+0					18.6 +2.0 106	18.7 +1.8 87	17.6 +1.0 50

					Lt	℄	Rt
					16.0 -2.6 42 Toe East Bank	18.1 -0.5 28 Top East Bank	18.63 8.8
					16.1 -0.8 30	16.93 10.5	17.6 +0.7 25
					16.9 +0.9 29	15.96 9.4	17.8 +1.8 25
					16.6 0.0 25	16.56 8.8	15.1 -1.5 22
					15.9 0.0 21	15.88 9.18 Surface	14.8 -1.1 23
					16.4 -0.2 25	16.56 8.8	18.6 +2.0 28

					Lt	℄	Rt
					17.1 -1.5 33	18.7 +0.1 50	24.0 +5.4 66
					18.2 +1.3 50	19.5 +2.6 75	26.9 +10.0 87
					18.1 +2.1 50	18.6 +2.6 75	27.0 +11.0 89
					17.0 +0.4 32	18.7 +2.1 63	25.7 +9.1 75
					14.8 +1.1 45	30.0 +14.1 69	43.7 +27.8 101
					17.6 +1.6 50	33.1 +16.5 71	46.3 +29.7 112

					Lt	℄	Rt
					26.1 +7.5 109		
					28.8 +11.9 110		
					31.0 +15.6 123		
					45.8 +29.2 139		
					43.7 +27.8 101		
					46.3 +29.7 112		

2536

2536

Lt. | ℄ | Rt.

	Lt.				℄				Rt.
7+35	20.0	19.8	19.1	19.1	20.43	23.7	24.0	24.7	24.8
	-0.4	-0.6	-1.3	-1.3	7.0	+3.3	+3.6	+4.3	+4.4
	106	83	50	25		12	25	50	80
6+40 P.O.C.	20.1	21.4	19.4	18.9	18.8	18.23	19.4	23.8	24.5	29.3	26.2
	+1.9	+3.2	+1.2	+0.7	+0.6	9.2	+1.2	+5.6	+6.3	+6.1	+8.0
	97	67	60	50	25	on Hub	16	30	49	75	119
7+60	16.5	21.6	19.3	18.1	16.53	16.5	22.8	21.7	23.1
	+0.0	+5.1	+2.8	+1.6	10.9	+0.0	+6.3	+5.2	+6.6
	107	78	50	25		16	30	73	106
7+40	18.6	16.8	19.7	19.7	17.6	162	23.0	21.0	24.1	23.1	20.4
	+2.4	+0.6	+3.5	+3.5	+1.4	11.2	+6.8	+4.8	+7.9	+6.9	+4.2
	110	93	70	50	25		17	31	50	80	100
6+20	18.4	16.7	18.8	16.8	17.21	17.5	17.5	22.2	21.2	17.9	20.9
	-4.0	-5.7	-3.6	-5.6	3.0	-4.9	-4.9	-0.2	-1.2	-4.5	-1.5
	105	75	50	23		15	34	47	78	98	110
6+95	15.9	17.7	17.9	18.0	17.4	17.4	19.8	20.7	16.2	22.7
	-1.5	+0.3	+0.5	+0.6	10.0	+0.0	+2.4	+3.3	-1.2	+5.3
	105	87	50	25		28	40	54	72	102

West side of House

27.43

27.43

TP	12.36	43.15	1.20	30.79
45+0				
BM			2.81	29.68
65+0				
88+7 = South Curb Line Imperial Ave				
45+0				
64+0				
TP	7.00	31.99	2.44	24.99
62+50				

BP N Rail & Bridge W of 34th St Imperial 29.57

27.43

Lt. ℄ Rt

Sour

26.8	27.2	27.6	27.9	28.1	34.2	37.0	38.4	38.2	42.8	43.8	47.0	
-1.1	-0.7	-0.3	4.1	+0.2	+6.3	+10.5	+10.3	+14.9	+15.9			
100	50	25		4	17	36	59	69	94			
	On Paving	On Paving	On Paving		Toe of Bank					South Rail		
23.7	25.7	26.8	27.1	27.2	27.0	27.8	28.4	34.1	34.9			
-3.5	-1.5	-0.4	+0.1	1.81	+0.6	+0.6	+1.2	+6.9	+7.7			
110	90	50	15		25	50	74	86	106			
			Westerly End of Curb									
23.3	25.3	26.3	26.9	27.1	26.9	27.6	28.0	28.6	34.2			
-4.1	-2.1	-1.1	-0.5	4.58	-0.5	+0.2	+0.6	+1.2	+6.8			
108	78	50	25		Top Cu	Gutter	25	50	87	104		
22.0	21.8	24.2	25.5	26.4	27.0	27.2	27.0	28.0	27.4	28.2	28.3	
-4.8	-5.0	-2.6	-1.3	-0.4	5.2	+0.8	+0.2	+1.2	+0.6	+1.4	+1.5	
100	85	75	50	25		Box Concrete Gas Pump Island	25	46	Gutter	77	100	
								Curb				
	19.7	19.7	24.9	27.1	27.6	26.9	26.4	26.4	28.5	28.4		
	-6.7	-6.7	-1.5	5.6	+0.2	+0.5	+0.0	+0.0	+2.1	+2.0		
	100	68	27		Conc Floor	35	50	74	86	86	107 curb	
										Cobblestone Wall		
20.2	19.9	19.2	19.2	20.0	27.1	24.7	25.0					
-3.2	-3.5	-4.2	-4.2	-3.4	4.0	+0.7	+1.3	+1.6				
103	75	50	25	7		16	47	79				
							West Side of Shed	West Side at House				

31.99

27.43

Wabash Freeway L

67+50	Stub		5.34	61.02
67+00				
TP	11.32	66.36	0.10	55.04
66+55				
TP	12.96	55.14	0.97	42.18
66+40				
66+15				
66+00				
65+80				
		43.15		

Lt. 41.6 47.6 56.5 62.3 62.1 64 59.8 58.7 56.4 53.3 Rt

-19.5/102 -13.5/90 -4.6/68 +1.2/45 +1.0/23 5.3 -1.3/25 -2.4/38 -4.7/70 -7.8/105

36.0 37.1 49.4 55.6 57.8 58.9 58.1 54.8 53.7 53.9

-22.9/107 -21.8/80 -9.5/55 -3.3/35 -1.1/20 7.5 -0.8/25 -2.1/47 -5.2/68 -5.0/94

WEST SIDE STUCCO HOUSE

66.36

30.8 35.7 37.7 38.4 43.7 50.1 54.1 55.3 55.1 53.1 52.0 50.7

-22.3/101 -17.4/78 -15.4/59 -14.7/35 -9.4/17 -3.0/9 2.0 +2.2/25 +2.0/36 +0.0/50 -1.1/89 -2.4/108

SOUTH RAIL

55.14

27.3 35.7 37.4 36.2 40.1 43.5 51.8 54.6 52.6 50.8

-16.2/119 -7.8/65 -6.1/44 -7.3/32 -3.4/8 +0.4 +8.3/8 +11.1/36 +9.1/60 +7.3/100

SOUTH RAIL

26.3 36.3 37.6 36.7 41.9 51.7 51.9 50.3

-10.4/96 -0.4/45 +0.9/14 6.4 +5.2/19 +15.0/37 +15.2/7 13 +13.6/102

26.8 27.6 32.6 37.3 37.0 37.8 36.8 41.8 52.7 50.8 49.8

-10.2/107 -9.4/82 -4.4/50 +0.3/21 6.1 +0.8/7 ON SOUTH RAIL -0.2/23 +4.8/38 +15.7/61 +13.8/86 +12.8/101

27.8 27.5 27.4 34.2 37.5 38.2 37.1 37.8 37.1 48.5 47.8

-9.7/118 ON PAVING -10.0/88 ON PAVING -10.1/43 -3.3/22 5.6 +0.7/13 -0.4/20 +0.3/37 -0.4/52 +11.0/92 +10.3/105

SOUTH RAIL

43.15

70+30		-3.9 /100	-1.4 /93	-0.8 /78	-0.7 /50	-0.3 /25							
70+00													
69+50													
69+00													
68+65													
T.P.	11,61	6505	12.92	53,44									
68+30													
68+00													

66.36

50.2 53.1 Δt. 55.8 56.6 52.9 Δt. 57.85 59.0 Pt. 63.1 69.2 72.3 73.0

+7.0 /104 -4.1 /95 -1.4 /78 -0.6 /50 -0.3 /25 7.9 +1.8 /25 +5.9 /45 +12.0 /68 +15.1 /90 +15.8 /106

55.1 56.2 55.5 55.6 55.55 57.2 59.3 61.6 72.8

-0.5 /108 +0.6 /78 -0.1 /50 +0.0 /25 9.6 +1.6 /25 +3.7 /50 +6.0 /73 +17.2 /115

54.0 53.1 52.2 52.1 59.25 59.4 56.3 58.0 60.8

+0.7 /110 -0.2 /78 -1.1 /50 -1.2 /25 11.8 +1.1 /25 +3.0 /50 +4.7 /75 +7.5 /99

47.1 49.7 51.9 54.1 59.6 55.4 56.7 60.1

-7.0 /102 -4.4 /50 -2.2 /25 10.9 +0.5 /25 +1.3 /50 +2.6 /80 +6.0 /106

48.0 50.1 53.1 54.2 55.7 56.6 57.4 57.1 57.8

-8.6 /102 -6.5 /72 -3.5 /50 -2.4 /34 -0.9 /25 8.4 +0.8 /25 +0.5 /53 +1.2 /80

West Side Frame House

65.05

52.9 55.5 57.0 58.4 59.8 60.4 58.8 58.4 58.2

-6.9 /100 -4.3 /75 -2.8 /50 -1.4 /25 6.6 +0.6 /25 -1.0 /50 -1.4 /85 -1.6 /108

51.8 55.6 61.5 60.8 61.3 60.6 58.7 58.5 58.6

-9.5 /109 -5.7 /95 +0.2 /62 -0.5 /25 5.1 -0.7 /25 -2.6 /50 -4.8 /85 -4.7 /108

66.36

T.P.	12.93	86.46	0.01	73.53
72+50				
72+07	Stub		6.21	67.33
72+00				
71+50				O.K →
71+00		-4.2 /09	-4.5 75	-3.1 50	-3.7 27	61.64 0.0
T.P.	10.38	73.54	1.89	63.16
70+48.62	M.J. Point	-4.1 /00	-3.2 92	-2.6 68	-1.8 50	-1.2 25	59.26 0.0

65.05

Lt. 4 Rt.

64.6	67.6	68.4	68.8	70.44	72.7	73.9	79.4		81.2
-5.8 /08	-2.8 78	-2.0 50	-1.6 25	3.1	+2.3 25	+3.5 40	+9.0 63		+10.8 95
60.0	62.3	64.2	65.4	67.04	69.4	73.6	79.7		
-7.0 /04	-4.7 80	-2.8 54	-1.6 25	6.5	+2.4 25	+6.6 47	+12.7 76		
	60.4	61.0	62.8	64.84	66.8	69.8	76.1		79.9
	-4.4 90	-3.8 73	-2.0 25	8.7	+2.0 25	+5.0 48	+11.3 63		+15.1 85
						N.E. corner of FRAME BARN			
	57.4	59.4	59.2	56.0	61.64	63.0	64.1	68.0	69.2	70.2	73.6
	-4.2 /09	-7.0 75	-7.4 50	-5.6 27	11.9	+1.4 25	+2.5 38	+6.4 40	+7.6 65	+8.6 76	+13.0 80
								West side FRAME ABUT.			
					73.54						
47.2	49.6	54.1	55.3	58.0	59.25	61.2	65.2	70.9		73.9	
-12.1 /13	-9.7 92	-5.3 68	-4.0 50	-1.3 25	5.8	+1.9 25	+5.0 45	+11.6 70		+14.6 98	

65.06

Wabash Freeway L'

74+50				
T.P.	3.25	76.71	13.00	73.46
74+15				
74+00	stub		5.86	80.60
73+75				
73+50				
73+00				

86.46

Lt. Δ Rt. 23

43.7	48.2	53.9	62.2	67.9	73.41	79.6	87.6	92.5	104.0
-29.7	-25.2	-19.5	-11.2	-5.5	3.3	+6.2	+14.1	+19.1	+30.6
114	84	57	34	13		17	33	60	102

76.71

41.0	50.5	59.6	74.0	80.74	85.4	88.9	94.4
-39.8	-30.3	-21.2	-6.8	5.7	+4.6	+8.1	+13.6
124	84	54	20		25	51	88

44.2	52.8	64.3	73.6	78.8	80.56	87.3	87.9	91.4	93.8
-36.4	-27.8	-16.3	-7.0	-1.8	5.9	+3.7	+7.3	+10.8	+13.2
119	86	51	26	14		25	49	74	89

57.7	63.6	74.6	76.6	78.86	82.1	85.6	89.2	92.4
-21.2	-15.3	-4.3	-2.3	7.6	+3.2	+6.7	+10.3	+13.5
100	75	38	25		25	48	75	103

66.8	74.3	74.5	75.2	76.86	79.5	81.2	83.6	89.4
-10.1	-3.5	-2.4	-1.7	9.6	+2.6	+4.3	+6.7	+12.5
100	75	50	25		25	47	54	100

69.1	73.3	73.3	73.56	74.6	77.2	78.3	80.4	84.2
-4.5	-0.3	-1.0	12.9	+1.0	+3.6	+4.7	+6.8	+10.6
105	50	25		13	25	50	79	110

86.46

Note - From Sta. 53+53.71 NORTH - Rt. & Lt. ARE + ABOVE ℄, - BELOW ℄.

76+60																					
		48.3	Lt.	51.1		53.5		56.2		58.5	℄	69.4		73.0		78.5	Rt.	76.3		87.7	99.3
		-20.1		-17.3		-14.9		-12.2		-9.9		1.2		+4.6		+10.1		+7.9		+19.3	+35.9
		128		97		66		31		12				16		51		76		104	127
76+20		47.3		50.1		52.7		56.2		57.8		60.74		65.0		71.7		83.1		99.7	
		-13.5		-10.7		-8.1		-4.6		-3.0		8.8		+4.2		+10.9		+22.3		38.9	
		131		101		73		40		20				25		62		98		130	
76+00		47.1		48.8				57.1		57.2		60.46		63.8		68.7		74.9		92.7	
		-13.4		-11.7				-6.4		-3.3		9.1		+3.3		+8.2		+14.4		+32.2	
		132		107				54		25				25		49		73		114	
75+50		43.8		46.6		48.7		52.2		55.1		58.76		63.5		74.7		81.7		99.6	
		-15.0		-12.2		-10.1		-6.6		-3.7		10.8		+4.7		+15.9		+22.9		+40.8	
		142		110		79		50		25				22		53		81		113	
75+25		42.2		44.7		47.0		50.6		54.4		59.96		64.7		72.0		80.7		90.8	
		-17.8		-15.3		-13.0		-9.4		-5.6		9.6		+4.7		+12.0		+20.7		+30.8	
		145		116		88		59		31				23		53		80		106	
75+00		40.6		45.0		49.5		55.3		61.1		62.66		66.2		71.9		79.9		89.2	93.7
		-22.0		-17.6		-13.1		-7.3		-1.5		6.9		+3.6		+9.3		+17.3		+26.6	+31.1
		139		103		71		43		12				7		21		45		70	92
T.P.	5,35	69,56	12.50	64.21								69.56									
74+75		40.8		44.9		48.4		54.2		63.0		67.61		78.1		89.4		95.2		96.8	
		-26.8		-22.7		-19.2		-13.4		-4.6		9.1		+10.5		+21.8		+27.6		+29.2	
		138		107		86		36		22				41		41		71		101	

76.71

76.71

78+50				
78+00				
77+75				
T.P.	1260	82.12	0.04	69.52
77+50				
77+25				
77+00				

69.56

Lt. Ω Rt.

	45.0	51.9	68.5	72.6	77.62	82.6	86.6	90.3	96.2	98.1
	-32.6 / 121	-25.7 / 89	-9.1 / 49	-5.0 / 25	4.5	+5.0 / 16	+9.0 / 38	+12.7 / 68	+18.6 / 95	+20.5 / 114
44.8	46.7	65.0	71.3	76.82	79.1	78.0	74.6	80.3		
-32.0 / 119	-28.1 / 88	-11.8 / 52	-5.5 / 25	5.3	+2.3 / 11	+1.2 / 28	-2.2 / 55	+3.5 / 105		
46.6	49.7	62.0	69.3	75.72	70.2	70.6	73.3	79.5		
-28.6 / 110	-25.5 / 83	-13.2 / 57	-5.9 / 28	6.9	-5.0 / 23	-1.6 / 52	-1.9 / 82	+4.3 / 130		
47.2	49.7	56.6	62.6	65.1	82.18	65.1	67.6	72.1	76.6	
-21.4 / 119	-18.9 / 93	-12.0 / 73	-6.0 / 50	-3.5 / 34	1.0	-3.2 / 20	-1.0 / 47	+3.5 / 83	+8.0 / 109	
	47.6	49.1	51.5	57.3	60.5	61.86	64.1	77.8	85.0	90.2
	-14.3 / 120	+12.8 / 104	-10.4 / 79	-4.6 / 50	-1.4 / 25	7.7	+2.2 / 25	+15.9 / 64	+23.1 / 103	+28.3 / 115
48.2	50.5	53.3	58.1		60.56	74.0	75.3	96.8		
-13.4 / 127	-10.1 / 99	-7.3 / 68	-2.5 / 30		9.0	+13.4 / 26	+34.7 / 63	+36.2 / 97		

69.56

Wabash Freeway L'

June 15-48
S. Sgon
Smith
Becker

Lt. 2 Rt. 26

+98				
+22				
TP	1.12	85.94	4.91	84.82
80+00	HUB		4.91	84.82
79+85				
79+50				
T.P.	8.11	89.73	0.50	81.62
79+15				
79+00		For Profile 10.3		71.8
78+86				

82.12

		60.7	63.8	68.4	68.7	69.9	74.7	75.6	75.7		77.3
		-9.2	-6.1	-1.5	-1.2	16.0	+4.8	+5.7	+5.8		+7.4
		98	56	50	35		11	40	90		111
60.0	61.5		65.0	70.4	84.0	85.1	85.4	82.0	80.9	81.5	85.3
-25.1	-23.6		-20.1	-14.7	-1.1	0.8	+0.3	-3.1	-4.2	-3.6	+0.2
136	97		52	39	13		13	24	50	82	112

S.W. CAR FRAME HOUSE

85.94

59.1	65.5	71.2	80.8	84.4	84.82	4.91 ON HUB	85.4	89.8	91.6		92.4
-25.7	-19.3	-13.6	-4.0	-0.4	4.91		+0.6	+5.0	+6.8		+7.6
101	85	69	32	29			35	50	72		102
55.0	63.4	69.9	77.6	61.0	53.8	84.23	84.2	86.2	91.3	92.2	92.6
-22.2	-20.8	-14.3	-6.6	-3.2	-0.4	5.5	+0.0	+2.0	+7.1	+8.0	+8.4
110	93	73	46	27	18		13	48	54	80	100

WEST SIDE FRAME HOUSE

89.73

57.6		67.3	69.5	72.82	76.3	79.9	84.6	86.3	92.0		
-20.9		-5.2	-3.0	9.6	+3.8	+7.4	+12.1	+13.8	+19.5		
103		53	22		17	30	42	61	71		

WEST SIDE FRAME GARAGE

42.5	48.3	57.0	64.1	74.42	79.4	90.3	103.7				
-31.9	-26.1	-17.4	-10.3	7.7	+5.0	+15.9	+29.3				
138	104	74	32		21	52	104				

82.12

Lt. ℄ Rt.

TP	1264	97.92	0.66	85.28
82+00				
+50				
+38				
+25				
81+00				
80+75				

85.94

						82.4					
	81.1	80.4	79.9	79.4	3.5	87.8	94.3	100.5	105.7	110.7	
	-2.3 / 103	-2.0 / 72	-2.5 / 40	-3.0 / 15		+5.4 / 22	+11.9 / 42	+18.1 / 65	+23.3 / 87	+28.3 / 113	West side of 64th St.
	66.5	68.6	69.0	70.1	75.5	79.1	84.9	89.2	97.7	102.5	
	-12.6 / 119	-10.5 / 93	-10.1 / 69	-9.0 / 43	-3.6 / 20	6.8	+5.8 / 28	+10.1 / 53	+18.6 / 89	+23.4 / 115	
	63.7	65.0	65.8	68.1	74.4	78.7	80.3	75.1	82.2	91.2	99.4
	-15.0 / 118	-13.7 / 98	-12.9 / 70	-10.6 / 50	-4.3 / 27	7.2	+1.6 / 7	-3.6 / 25	+3.5 / 50	+12.5 / 75	+20.7 / 106
	60.0	60.8	62.7	65.0	67.0	69.0	70.9	75.3	87.3	95.7	
	-9.0 / 113	-8.8 / 96	-6.3 / 75	-4.0 / 50	-2.0 / 25	16.9	+1.9 / 21	+6.3 / 37	+18.3 / 65	+26.7 / 101	
	58.6	61.3	64.6	66.7		69.2	71.2	84.0	89.3		
	-10.6 / 113	-7.9 / 93	-4.6 / 50	-2.5 / 30		16.7	+2.0 / 38	+14.8 / 72	+20.1 / 103		
	60.7	62.8	64.7	67.7		69.2	70.2	71.2	82.7	82.3	
	-8.5 / 109	-6.4 / 75	-4.5 / 46	-1.5 / 26		16.7	+1.0 / 25	+2.0 / 50	+13.5 / 93	+13.1 / 123	

85.94

80+40	= N C6 Line Marked	12.12		Top Curb
84+20				
5 +99	= S C6 Line Marked	14.01		Top Curb
+87				
+75				
IP	1.45	93.90	12.60	92.45
+50				
IP	1.20	105.05	12.04	103.85
+20	POC			
83+10				
IP	9.69	115.89	1.58	106.20
IP	10.40	109.78	0.54	97.38
82+50				

97.92

81.1 L 77.8 78.3 80.1 L 81.25 82.9 84.3 R 89.8 86.1

-0.7 110 | -4.0 70 | -3.5 50 | -1.7 25 | 12.12 | +1.1 25 | +2.5 50 | +3.0 78 | +4.3 103

73.1 75.1 77.2 78.9 80.65 82.2 83.2 84.7 85.8

-7.5 105 | -5.5 81 | -3.4 50 | -1.7 25 | 13.25 Loop In | +1.6 25 | +2.6 50 | +4.1 84 | +5.2 112

73.0 76.2 77.8 79.9 81.8 83.4 83.7 86.1

-6.9 101 | -3.7 50 | -2.1 25 | 14.0 | +1.9 25 | +3.5 50 | +3.8 78 | +6.2 109

71.5 74.2 74.7 76.4 78.2 80.2 83.9 86.8 84.3 84.2 86.0

-8.7 113 | -6.0 70 | -5.4 70 | -3.8 50 | -2.0 25 | 13.7 | +3.7 25 | +6.6 44 | +4.1 50 | +4.0 84 | +5.8 97

Gutter | Top of Curb

71.1 74.1 78.2 83.3 86.8 88.5 5.74 93.0 89.7 83.9 87.0

-17.4 121 | -14.4 82 | -10.3 66 | -5.2 41 | -1.7 30 | 4.5 42 | -3.8 50 | -4.6 75 | -1.5 100

84.5 90.0 94.7 97.4 93.90 102.5 105.6 84.7 81.6 112.6

-15.9 109 | -10.4 69 | -5.7 50 | -3.0 25 | 4.7 | +2.1 25 | +5.2 50 | -15.7 56 | -18.8 125 | +12.2 129

W. Rim of Cut 35th St. | W. Side Bottom of Cut | E. Side Bottom of Cut | E. Rim of Cut

98.1 92.4 105.9 107.4 109.40 110.4 113.7 86.7 85.1 116.1

-11.3 108 | -7.0 80 | -3.5 50 | -2.0 25 | 6.49 | +1.0 25 | +4.3 65 | -22.7 70 | -24.3 140 | +6.7 144

Ox Hub | W. Rim of Cut 35th St. | W. Side Bottom of Cut | E. Side Bottom of Cut | E. Side Rim

106.3 109.4 107.7 106.3 108.0 109.3 113.3 115.3 91.3 87.5 117.5

-1.7 105 | +1.4 73 | -0.3 50 | -1.7 25 | 7.9 | +1.3 25 | +4.0 50 | +7.3 78 | -16.7 83 | -20.5 143 | +9.5 145

115.89 | W. Rim of Cut 35th St. | Bottom W. Side | E. Side Bottom | E. Rim East Side

96.0 95.6 94.8 91.8 91.8 95.9 101.7 110.2 105.3 85.6

+1.2 123 | +3.8 95 | +3.0 65 | +0.0 28 | 6.1 | +4.1 25 | +9.9 53 | +18.4 82 | +13.5 78 | -6.2 90

West Rim of Cut 35th St. | Bottom of Cut W. Side 35th St.

97.92

7+70				
BM		3.55	114.93	on Hub 80+11.05 P 114.91 1658-37
7+50	P.O.C.			
7+25				
85+70				
7+70				
TP	13.02	118.48	0.20	105.46
TP	12.50	105.66	0.74	93.16
84+52				
		93.90		

Lt. 2 Rt.

	92.8	103.9	113.1	114.6	114.9	115.1										97.7	95.1	97.7	116.9	117.4						
	-22.3	-11.2	-2.0	-0.5	-0.2	3.4										-17.4	-20.0	-17.4	+1.8	+2.3						
	108	8	62	53	28											2 W. Bottom	25 Center Bottom	48 E. Bottom	56 E. Rim	115						
			106.2	114.5	114.7	114.6	115.01		115.3							95.2	94.1	95.1	115.0	109.0						
			-8.8	-0.5	-0.3	-0.4	3.47		+0.3							-19.8	-20.9	-19.9	+0.0	-6.0						
			95	73	50	25	674 Lt.		7 W. Rim							9 W. Bottom	25 Center Bottom	55 E. Bottom	72 E. Rim	118						
		113.1	113.3	114.2	114.4	114.4			114.6							92.3	89.3	93.0	109.3	104.1						
		-1.3	-1.1	+0.2	+0.0	4.1			+0.2							-22.1	-25.1	-21.4	-5.1	-10.3						
		100	78	50	25				10 W. Rim							14 of Cut W. Bottom	48 Center of Cut	68 E. Bottom of Cut	77 E. Rim	116						
	110.1	110.6	110.1	112.6	112.4	112.8			113.4							89.5	86.8	88.0	101.6	96.7						
	-2.7	-2.2	-2.7	-0.2	+0.4	5.7			+0.6							+23.3	-26.0	+24.8	-11.2	-16.1						
	110	98	72	51	25				13 W. Top of Cut							15 W. Bottom of Cut	45 Center of Cut	63 E. Bottom of Cut	75 E. Top of Cut	109						
	98.2	99.5	100.6	100.8	93.3	100.9	102.1		102.7							85.4	86.3		87.2							
	-3.9	-2.6	-1.5	-1.3	-8.8	-1.2	16.1		+0.6							-16.7	-15.8		-14.9							
	106	93	54	33	23	14			15 W. Rim							22 W. Bottom of Cut	85 E. Bottom of Cut		119							
									3.5% St.																	
								118.48																		
	91.0	91.1	90.9	85.1		84.1	82.9		84.4								84.1	84.8	85.9							
	+8.1	+8.2	+8.0	+2.2		+1.2	1.0		+1.5	(52 CURB)							+1.2	+1.9	+3.0							
	113	90	72	50		24			34.5 Top of Curb								50	77	96							
		93.90																								

Wabash Freeway ℄

Lt. ℄ Rt.

+13.53 E.C — 38.7 −65.9/140 · 56.6 −48.0/107 · 62.6 −42.0/93 · 74.4 −30.2/79 · 77.4 −27.2/55 · 84.3 −20.3/37 · 96.2 −8.4/18 · 104.63 5.76 on Hub · 112.8 +8.2/20 · 116.0 +11.4/50 · 119.3 +14.7/95 · 125.1 +20.5/137

87+0 — 41.9 −60.8/146 · 59.6 −43.1/121 · 72.3 −30.4/98 · 83.7 −19.0/80 · 90.2 −12.5/70 · 96.2 −6.5/58 · 99.4 −3.3/40 · 100.2 −2.5/20 · 102.7 7.7 · 110.4 +7.7/24 · 114.5 +11.8/37 · 114.7 +12.0/67 · 120.4 +17.7/100

TP	3.43	110.39	11.52	106.96

110.39

+50 — 79.9 −30.5/100 · 89.7 −20.7/83 · 102.0 −8.4/62 · 112.1 +1.7/38 · 110.4 8.1 · 110.8 +0.4/17 · 114.3 +3.9/30 · 114.7 +4.3/50 · 116.6 +6.2/78 · 118.9 +8.5/105

+30 — 79.2 −35.5/111 · 89.2 −23.5/87 · 102.3 −10.4/65 · 112.7 +0.0/45 · 112.7 5.8 · 113.4 +1.7/25 · 115.1 +2.4/50 · 117.7 +5.0/82 · 119.5 +6.8/111

86+05 — 88.6 −26.2/97 · 101.9 −12.9/72 · 114.4 −0.4/47 · 114.3 −0.5/27 · 114.8 3.7 · 101.8 −13.0/5 W. Toe · 99.8 −15.0/15 Center Bottom · 99.7 −15.1/36 E. Toe · 115.7 +0.9/46 E. Rim · 119.0 +4.2/93 · 120.4 +5.6/125

85+90 — 81.5 −33.4/124 · 92.2 −22.7/99 · 102.6 −12.3/74 · 114.9 +0.0/50 · 114.7 −0.2/30 · 114.9 ⓘ3.5/5 · 96.5 −18.4/17 · 95.9 −19.0/38 · 101.1 −13.8/48 E. Toe · 116.4 +1.5/50 E. Rim · 117.7 +2.8/80 · 120.1 +5.2/123

Elvs. are tn from 5' Lt of ℄ Pnt

118.48

118.48

+10 +20					38.7
TP	0.68	8.613	13.24	85.45	-40.0 / 136
88 +90 89 +0					36.5
TP	1.18	98.69	12.88	97.51	-59.5 / 138.0
+65 +75					
+40 +50					
88 +15 +25					
87 +90 88 +0					
65 87 +75					

110.39

38.2 50.6 53.8 57.6 70.0 78.2 86.3 92.1 114.2

-40.5/115 -28.1/98 -24.9/80 -21.1/61 -8.6/22 7.4 +7.6/24 +13.4/49 +35.5/108

86.13

36.2 51.5 56.9 71.3 82.4 87.0 96.2 103.8 114.7 120.3

-50.8/120 -35.5/101 -30.1/84 -15.7/47 -4.6/15 11.7 +9.2/27 +16.8/60 +27.7/99 +33.3/138

98.69

46.8 61.0 71.5 90.1 99.1 104.0 109.1 112.1 117.6

-52.3/116 -38.1/97 -27.6/59 -9.0/22 11.3 +4.9/15 +10.0/37 +13.0/76 +18.5/104

46.5 60.0 77.0 91.5 102.5 108.4 112.9 116.1 120.6

-56.0/122 -42.5/92 -25.5/54 -11.0/21 7.9 +5.9/15 +10.4/46 +13.6/81 +18.1/116

44.5 59.9 80.4 96.3 105.7 110.3 113.5 116.2 121.4

-61.2/128 -45.8/99 -25.3/54 -9.4/21 4.7 +4.6/10 +7.8/40 +10.5/75 +15.7/112

39.3 56.1 71.3 89.5 99.3 106.6 107.1 115.1 116.6 121.2 124.0

-67.3/136 -50.5/101 -35.3/69 -17.1/32 -2.3/16 3.8 +0.5/12 +8.5/47 +10.0/62 +14.6/108 +17.4/140

39.9 61.3 70.7 89.5 104.0 114.0 117.5 120.2 126.1

-64.1/133 -42.7/98 -33.3/62 -14.5/26 1.4 +10.0/27 +13.5/63 +16.2/99 +22.1/149

110.39

TP	1.50	91.51	12.45	90.01
90+10	P.O.C			
TP	4.95	102.46	0.98	97.51
TP	12.42	98.49	0.06	86.07
89+43				

42.2

86.13

Lt. Rt.

40.0	39.7	44.2	62.4	74.5	81.0	90.3	104.2	111.6	114.3	112.6	111.0	
-41.0	-41.3	-36.8	-18.6	-6.5	10.5	+9.3	+23.2	+30.6	+33.3	+31.6	+30.0	
136	116	73	45	20		17	39	50	75	108	125	

91.51

36.8	40.4	41.4	59.6	85.1	90.6	98.7	108.0	108.5	105.5	105.4		
-53.8	-50.2	-49.2	-31.0	-5.5	11.9	+8.1	+17.4	+17.9	+14.9	+14.8		
140	98	86	62	22		17	30	53	91	130		

36.4	38.3	71.4	84.6	98.7	102.46	103.6	98.0	90.2	90.7	96.8		
-65.7	-63.8	-30.7	-17.5	-3.4	0.98	+1.5	-4.1	-11.9	-14.4	-5.3		
137	99	59	38	17	37 446	18	44	81	99	124		

102.46

42.8	54.8	71.9	82.3	90.2	9/10	86.4	78.8	99.5	99.1			
-48.2	-36.2	-19.1	-8.7	-.8	7.5	-4.6	-12.2	+8.5	+8.1			
107	88	61	43	25		23	56	70	110			

98.49

37.8	40.7	57.8	71.1	78.5	80.2	78.3	76.8	74.6	86.3	103.4		
-41.1	-38.2	-21.1	-7.8	-.4	+1.3	7.20	-2.1	-4.3	+7.4	+24.5		
143	113	84	65	43	23	37 446	25	37	66	109		

38.4	38.5	52.9	64.5	67.6	69.4	68.4	75.9	88.7	107.2			
-30.0	-29.9	-15.5	-3.9	-.8	+1.0	17.7	+7.5	+20.3	+40.8			
141	117	92	74	60	28		31	59	112			

86.13

Wabash Freeway L'

TP	0.06	66.87	12.93	66.81
92+40 ~~+50~~				
91+90				
92+0	P.O.C.			
+40 ~~+50~~				
91+20 ~~+30~~				
TP	1.32	79.74	13.09	78.42
90+90 ~~91+0~~				
90+70 ~~90+80~~				

91.51

Lt. 8 Rt. 33

45.9 39.5 41.1 44.8 57.5 68.6 80.2 90.3 93.9 99.9 118.2 131.8

-22.7 -29.1 -27.5 -23.8 -11.1 11.1 +11.6 +21.7 +25.3 +31.3 +49.6 +63.2
116 98 70 43 18 17 45 63 83 95 123

BOTTOM OF WASH

39.0 39.6 42.2 45.6 61.6 73.59 84.9 113.5 129.5 140.6 141.9

-34.6 -34.0 -31.4 -28.0 -12.0 6.15 +11.3 +39.9 +55.9 +67.0 +68.3
112 98 75 44 18 16 55 95 121 140

CENTER OF WASH

38.7 40.3 41.8 45.4 64.4 75.1 88.9 105.8 123.6 125.1

-36.4 -34.8 -33.3 -29.7 -10.7 4.6 +13.8 +30.7 +48.5 +50.0
128 113 95 45 16 23 48 94 125

CENTER OF WASH

38.8 42.2 44.2 45.0 63.5 77.7 92.8 110.0 121.5 125.0

-38.9 -35.5 -33.5 -32.7 -14.2 2.0 +15.1 +32.3 +43.8 +47.3
129 109 73 49 20 26 61 77 124

CENTER OF WASH

79.74

38.8 40.9 41.2 45.8 58.9 66.2 75.7 87.6 102.5 119.6 122.7

-36.9 -34.8 -34.5 -29.9 -16.8 -7.5 5.8 +11.9 +26.8 +43.9 +47.0
127 114 97 60 34 15 24 42 74 125

CENTER OF WASH

40.4 39.5 41.1 45.3 70.1 82.4 93.8 116.4 118.6 117.9 117.6

-42.0 -42.9 -41.3 -37.1 -12.3 9.1 +11.4 +34.0 +36.2 +35.5 +35.2
140 124 108 63 24 22 53 83 116 130

CENTER OF WASH

91.51

Lt. Rt.

Note: From Sta. 53+53.71 North - Rt. & Lt. are + above ℄; − below ℄.

+70 ~~+80~~	P.O.C.				
+40 ~~+50~~					
+20 ~~+30~~					
93+90 ~~94+0~~					
+40 ~~+50~~					
IP	4.10	58.42	12.55	54.32	
92+90 ~~93+0~~					

66.87

42.24 53.74 43.04 43.24 54.14 45.64 54.24 53.74 55.14 55.54 60.24 83.74 95.74

-11.5 +0.0 -10.7 -10.5 +0.4 -8.1 +0.5 4.68 +1.4 +1.8 +6.5 +30.0 +42.0
131 131 98 57 57 29 29 20 0 55 93 128

ON GROUND | ON DECK OF BRIDGE | ON GROUND | ON GROUND | ON BRIDGE DECK | ON GROUND UNDER BRIDGE | EASTERLY 24' DECK OF BRIDGE

52.8 42.5 42.0 43.5 50.4 49.9 52.6 54.7 70.9 96.3

+2.9 -7.4 -7.9 -6.4 +0.5 3.5 +2.7 +4.8 +21.0 +46.4
143 120 75 43 28 17 38 65 107

50.6 42.6 41.9 43.1 45.4 47.1 50.7 56.6 74.6 91.3 101.9

+3.5 -4.5 -5.2 -4.0 -1.7 1.3 +3.6 +9.5 +27.5 +44.2 +54.8
143 113 85 53 24 19 38 67 94 115

46.1 41.5 42.0 44.0 48.0 50.5 55.2 52.6 83.8 97.3

+0.7 -6.6 -6.0 -4.0 10.4 +2.5 +7.2 +11.6 +35.8 +49.3
116 97 60 19 14 24 40 80 105

47.6 41.0 41.3 45.3 51.4 67.6 85.3 99.2 109.3

-3.8 -10.1 -10.1 -6.1 7.0 +16.2 +33.9 +47.8 +57.9
110 98 69 27 39 58 93 123

W. EDGE OF ROAD | E. EDGE OF ROAD

58.42

46.7 39.7 43.3 46.8 61.5 76.8 91.3 100.9 114.2 127.8

-14.8 -21.8 -18.2 -12.7 5.4 +15.3 +29.8 +39.4 +52.7 +66.3
111 90 42 22 23 45 78 131

CENTER OF MARSH

66.87

Lt · Rt

+10
~~+20~~

TP 7.57 54.04 11.95 46.47

95+90
96+0

+65
~~+75~~

+32
~~+42~~

+10
~~+20~~

BM 6.65 51.77 NW BP Federal Blvd + 55 57.87

94+90
95+0 = Paving Federal Blvd

58.12

out

			46.5	43.7	43.5	43.3	48.2	46.0	45.3	46.6	48.5	55.1	
			-1.7 105	-4.5 88	-4.7 45	-4.9 12	10.2	-2.8 28	-2.9 37	-1.6 65	+0.7 100	+6.8 115	
45.5	45.2	42.7	43.3	43.2	46.7	47.3	45.5	46.5	49.1	54.8	54.8		
-1.8 112	-2.1 102	-4.6 90	-4.0 50	-4.1 20	-0.6 12	11.1	-1.8 17	-0.8 35	+2.2 65	+7.5 79	+7.5 108		
45.0	44.4	42.7	42.2	45.1	45.7	46.5	54.6	54.6	54.9				
-0.7 122	-1.3 91	-3.0 82	-3.5 36	-0.6 26	12.7	+0.8 10	+8.9 36	+8.9 59	+9.2 93				
48.7	45.2	42.2	44.5	44.8	54.2	54.0	54.7	54.7	55.4				
-5.3 140	-8.8 122	+11.8 90	-9.5 67	-9.2 33	+0.2 32	5.2	+0.7 54	+0.7 90	+1.4 113				
	44.56		43.56		45.66	54.36	54.36	54.56	55.16	66.16	97.06		
	-9.8 125		-10.8 75		-8.7 31	1.8	+0.0 25	+0.2 54	+0.8 77	+11.8 104	+42.7 133		

PAVING EDGE

PAVING EDGE

N.E. CORNER OF BRIDGE

S. EASTERLY OF PAVING

ON PAVING

ON PAV

GROUND

GROUND

GROUND

58.12

Wabash Freeway L

Sept. 10-48
Sisson
Smith
Becker
Garber

36

+50

98+0

+65.01 AHD
55.01 BK
F.C.

40
+50

Note: Extended sections on page 52

6+90
97+0

+40
96+50

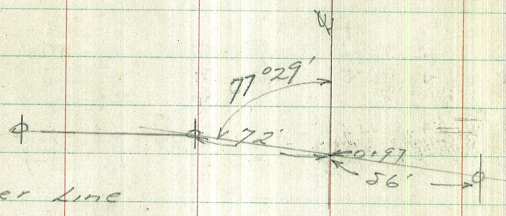
54.04

54.04

101+0

+65

+25



100+0

0+97 Power Line

TP 12.74 65.86 0.92 53.12

+50

99+0

5404

49.56 57.16 62.36 61.76 55.46 57.36 54.26 54.36

-4.8 +2.8 +8.0 +7.4 +1.6 1.6 -1.0 0.0

100 86 65 44 24 50 100

50.46 51.06 53.86 56.56 56.06 54.16 54.76 55.26 54.96 54.76

-4.3 -3.7 -0.9 +1.8 +1.2 -0.6 1.1 +0.4 +0.8 0.0

105 90 72 68 54 42 50 67 10

51.06 58.26 64.46 64.06 57.26 55.26 54.56 55.36 53.56

-6.2 +1.0 +7.2 +6.8 0.6 -2.0 -2.2 -1.9 -3.7

105 97 60 22 10 50 78 100

52.96 49.26 51.86 52.56 51.76 52.66 52.7 51.46 52.36 52.7

+0.3 -3.4 -0.8 -0.1 -0.3 1.3 0.0 -1.2 -1.3 0.0

101 90 72 50 21 6 22 50 106

51.6 52.1 49.3 50.1 52.1 51.8 52.14 52.3 50.6 50.2 49.6 52.6 52.6

-0.4 0.0 -1.8 -1.2 0.0 -0.4 1.9 +0.2 -1.4 -1.9 -2.4 +0.5 +0.4

100 77 57 42 30 15 15 22 50 90 95 100

49.84 50.24 50.34 50.44 48.24 51.44 50.94 49.74 50.84 49.24 48.74

-1.1 0.0 -0.6 -0.4 -2.7 +0.4 -1.1 -1.2 -0.2 -1.7 -2.2

100 90 68 50 28 24 23 35 50 100

5404

450		Note; corrected page 54		
10370				
+50				
TP	13.24	91.11	0.39	77.87
10270				
+58				
TP	12.80	78.26	0.90	65.46
10143L				
		65.86		

Lt. Ld Rt.

64.11 75.11 81.31 84.81 85.91 85.91 87.41

-21 -10 -14 -11 5.2 0 +1

100 91 69 34 50 100

Rim

70.71 75.51 83.41 85.11 84.91 84.61 82.61 82.11

-14 -9 -17 6.00 -0 -10 -2 -3

106 60 21 Hub 50 69 77 100

Rim

67.61 68.61 74.51 79.81 83.81 83.81 80.61 77.81 75.51

-12 -11 -5 14.3 +20 +22 +0 -2 -4

109 100 35 17 58 50 50 100

91.11

64.66 66.16 69.26 71.56 72.36 66.76 60.76

-6 -5 -2 6.7 +0 -4 -10

100 85 34 42 77 100

62.86 64.66 67.36 66.46 64.46 60.36 55.76 55.06

-3 -1 +0 11.8 -2 -6 -10 -11

100 80 18 22 41 84 100

78.26

61.46 65.66 67.16 65.86 61.26 57.46 56.16 54.86

+0 +4 +5 +4 46 -3 -5 -6

100 75 20 16 25 50 100

65.86

Wabash Freeway L

39

Lt. — ℄ — Rt.

+50				
PT	9.50	98.84	1.77	89.84
106+10				
R=3000				
+49.75	B.C.Rt			
105+10				
+50				
104+10				
103+91	Power Pole # 35Rt		35' Lt.	

91.11

62.5 61.5 85.2 93.6 98.7 101.5 102.1
-31.1 -26.1 -8.4 5.2 +5.1 +7.9 +8.5
100 72 36 52 38 66 100

98.84

63.6 79.3 77.9 83.1 88.9 93.4 94.4
-25.3 -9.6 +1.9 -5.1 4.3 +4.1 +5.1
108 82 77 43 50 100

70.8 76.4 80.5 87.9 89.4 90.5 91.6
-18.6 -13.0 -8.5 -1.1 1.7 +1.1 +2.2
100 82 55 16 46 45 100

69.1 73.0 81.6 87.9 89.2 90.5 90.2
-20.1 -15.1 -7.6 -1.1 1.9 +1.3 +1.0
100 60 40 17 33 100

69.8 80.6 86.8 86.3 88.9 90.0
-18.5 -7.7 -1.5 1.8 +0.6 +1.2
100 50 22 50 100

64.5 70.5 71.7 81.1 84.8 86.8 87.4 87.7
-22.3 -16.3 -15.1 -5.7 -2.0 1.3 +0.6 +0.9
106 105 92 63 47 50 100
Rim

See Page 52 for additional widths

91.11

108+05				
+93				
+50				
+15				
TP	8.14	8.66	13.22	72.52
TP	1.01	86.74	13.11	85.73
107+0	P.O.C.			
106+75				

98.84

See page 52 for additional sections.

98.84

Cont 1995-1

111+00					
+50					
110+00					
TP			0.32	81.34	on stub ℄ 109+80
+50					
109+00					
108+50					

see pages 52 for extensions.

81.66

Lt. ℄ Rt.

Note: From Sta. 53+52.71 North - Rt ℄ Lt. are + above ℄; - below ℄

69.5	68.6	67.83	67.53	79.23	106.33	118.23	129.5	135.5
$\frac{-9^{7}}{96}$	$\frac{-10^{6}}{64}$	$\frac{-11^{4}}{49}$	$\frac{-11^{7}}{16}$	79.23	$\frac{+27^{1}}{36}$	$\frac{+39^{0}}{61}$	$\frac{+50^{3}}{82}$	$\frac{+56^{3}}{102}$

69.6	69.5	67.1	68.2	73.22	86.22	115.92	130.42	136.42
$\frac{-16^{6}}{110}$	$\frac{-16^{2}}{67}$	$\frac{-19^{1}}{59}$	$\frac{-18^{0}}{28}$	$\frac{-13^{0}}{25}$	86.22	$\frac{+29^{7}}{51}$	$\frac{+44^{2}}{83}$	$\frac{+50^{2}}{103}$

69.27	68.97	67.27	66.57	69.17	83.37	109.67	127.57	133.57
$\frac{-14^{1}}{107}$	$\frac{-14^{4}}{78}$	$\frac{-16^{1}}{66}$	$\frac{-16^{8}}{38}$	$\frac{-14^{2}}{28}$	83.37	$\frac{+26^{3}}{45}$	$\frac{+44^{3}}{83}$	$\frac{+50^{3}}{95}$

67.66	67.36	66.76	67.66	79.86	101.76	110.76	124.46	132.16
$\frac{-12^{3}}{100}$	$\frac{-12^{5}}{86}$	$\frac{-13^{6}}{57}$	$\frac{-12^{2}}{26}$	1.8	$\frac{+21^{9}}{37}$	$\frac{+30^{7}}{52}$	$\frac{+44^{6}}{83}$	$\frac{+52^{6}}{100}$

67.96	66.86	64.66	66.16	72.56	78.16	105.46	124.66
$\frac{-10^{2}}{106}$	$\frac{-11^{3}}{80}$	$\frac{-13^{5}}{75}$	$\frac{-12^{0}}{15}$	$\frac{-0^{6}}{4}$	3.5	$\frac{+27^{3}}{50}$	$\frac{+46^{5}}{95}$

65.86	66.06	64.76	66.56	65.46	71.66	76.76	95.86	105.76	111.76	112.76
$\frac{-10^{9}}{104}$	$\frac{-10^{7}}{75}$	$\frac{-12^{0}}{68}$	$\frac{-10^{2}}{38}$	$\frac{-11^{3}}{16}$	$\frac{-5^{1}}{11}$	49	$\frac{+19^{1}}{42}$	$\frac{+29^{0}}{65}$	$\frac{+35^{0}}{85}$	$\frac{+36^{0}}{100}$

81.66

Wabash Freeway "L"

114+00	73.40
+50	72.30
113+00	70.06
+50	71.63
112+00	69.45
+50	69.06
111+42	73.69

1+50	79.44
117+00	79.09
1+50	78.58
116+00	77.91
1+50	75.25
115+00	75.94
114 +50	75.01

118-00

79.83

Bench Levels Wabash Freeway L
From Federal Blvd. to 40th & Londis

B.M.	5.545	57.315		(51.77)	N.W. Cor. Federal Blvd & 35th St. Page 35
	4.065	57.240	4.14	53.175	
	5.987	59.442	3.785	53.455	
	8.53	66.07	1.902	57.54	
B.M.			1.04	65.031	35th AND "B" ST. ¾" PIPE OUT
	8.55	71.19	3.43	62.64	
B.M.	5.58	75.54	1.23	(69.96)	CHISEL "X" M.H. RIM 75' LT. STA. 109+00 ℄
	10.30	83.77	2.07	73.47	
B.M.	6.435	85.695	4.51	(79.26)	CHISEL "X" M.H. RIM 100' LT. OF ℄ STA. 116+00
	7.20	89.60	3.295	82.40	
	4.65	93.725	0.525	87.075	
B.M.	4.85	97.375	1.20	(92.52) 92.525	CHISEL "X" M.H. RIM 200' LT. ℄ 124+0 STA.
	7.36	97.50	7.135	90.24	

Note! - Use Elevations in Parentheses (51.77)
For Bench Marks

See Page 77

5184 L 1685+30 Record 51.87

	+ Side	Shot	H.I.	B.M.	
	12.29		82.25	69.96	
T.P.		-0.86	81.39		℄ STUB STA. 109+80
			(81.34 Page 41)		

		H.I. 97.50			
	6.575	103.145	0.93	96.57	STUB ℄ STA. 128+57 9659
	5.795	104.97	3.97	99.175	STA.
B.M.	3.945	108.365	0.55	(104.42)	CHISEL "X" M.H. RIM 60' LT. ℄ STA. 132+50
	7.565	114.52	1.41	106.955	
	12.505	124.145	2.881	111.64	STUB 137+75 (111.67 Book 1995 Page 11)
	10.925	134.935	0.135	124.01	STUB STA. 138+43 (124.04 Book 1995 Page 12)
	SIDE	SHOT	1.17	133.765	STUB STA. 140+93 3' RT (133.80 Book 1995 PAGE 13)
	1.295	132.855	3.375	131.56	℄ HUB B.S. L+ STA. 142+49.59
B.M.	SIDE	SHOT	12.745	(120.10) 120.11	CHISEL "X" M.H. RIM 300' LT STA. 144+00
	12.905	143.85	1.91	130.945	OVER NITE TURN STUB 3' LT STA. 145+35
	11.82	153.43	2.24	141.61	
	8.885	162.00	0315	153.115	℄ Hub Sta 152+50
			4.76	157.24	check on ℄ Hub Sta. 150+50 (157.30 old Elev.)

Bench Levels Wabash Freeway L'

Oct. 20-48
S. Sisco
Garber

		162.00			
	4.605	159.755	6.85	155.15	
	0.62	147.28	13.095	146.66	
	3.70	138.895	12.085	135.195	
B. M.	3.51	139.73	2.675	(136.20) 136.22	Chisel X on M.H. Juniper & Wabash St.
	7.345	146.12	0.955	138.775	
	8.685	151.515	3.29	142.83	T.P. & Hub Sta. 160+00
	10.755	161.190	1.08	150.435	& Stub 162+68 150.63
			5.82	155.37	on Hub 2+36.69 Pt 155.54
B M	8.55	162.415	7.325	(153.85) 153.865 8.55	Lt. Sewer M.H. 20' Lt. 164+85
	8.15	164.53	6.035	156.38	on M.H. X 20' Lt 6+45 P'
B M	7.175	170.585	1.12	(163.39) 163.41	X on Rim M.H. 10' Rt. 10+20 P' 163.56
B.M	6.52	176.195	0.91	(169.69) 169.675	X on Rim M.H.
			7.23	168.965	169.11

100' Lt 172+60 L'

100' Lt 176+0

on Hub 174+0 P' 0+0 Nipple 182.35

		176.195			
	3.03	180.255	0.97	175.225	
BM	7.64	187.665	0.23	(179.99) 180.025	x on MH Rim
	6.605	193.835	0.485	187.23	
	9.59	202.175	1.25	192.585	on Pin
B.M.	10.175	210.615	1.735	(200.40) 200.44	Lead + Disc Rim Sewer MH Set Hubbard + Victoria 200.53. 1823-9
	10.80	220.80	1.115	209.50	
	7.615	227.34	0.575	219.725	
	10.98	237.03	1.29	226.05	on Stake 20+70 L' 226.20
	11.075	245.645	2.46	234.57	
BM	7.71	252.295	1.09	(244.52) 244.555	x on MH Rim 135' Lt of 205+86
	8.945	260.43	0.81	251.485	
	7.19	266.92	0.70	259.73	
BM	8.87	272.70	2.59	(264.29) 264.33	264.39

120' Lt 181+50 L'

3' W of Sem Tang + M 7' Line of Redwood Opp 188+78

9.945 202.53 192.585

Stake 188+78 L' 2.18 200.35 200.53 1995-33

Chisel x on Sewer MH 16' Rt 53+25 P' 264.39

Bench Levels Wabash Freeway
Federal Blvd. to 40th & Landis

		272.70					
	11.135	282.33	1.505	271.195			
	12.55	294.68	0.20	282.13			
	12.975	307.29	0.365	294.315			
	12.855	319.145	0.68	306.61			
	11.545	330.685	0.325	319.14			
	4.26	333.915	1.03	329.655			
				(330.33)			
BM	2.44	332.795	3.56	330.355	N.W.B.P.	Landis & 40th St.	330.28 Rec. 330.41 L'
					2.98		2.26
BM	0.92	328.295	5.42	327.375	S.W. B.P.	Dwight & 40th St.	327.63 Rec.
					9.38		9.05
BM	0.13	318.125	10.30	317.995	N.W. B.P.	Myrtle & 40th St.	318.18 Rec.
	1.29	307.085	12.33	305.795			
					15.235		15.21
	7.10	308.655	5.53	301.555			
BM			5.895	302.76	N.W.B.P.	Redwood & 40th	302.97 Rec 303.05 L 1685 Pg 71

Check Levels Juniper St. Wabash Freeway
P.L. line to L'Line

Oct. 21-18
Sisson
Gregory

B.M.	1.293	232.313		231.02	Mon. 41S Std. South 163841
	0.40	219.628	13.085	219.228	
	0.535	207.993	12.17	207.458	
	1.163	196.203	12.953	195.040	
	0.077	183.680	12.600	183.603	
	0.267	171.690	12.257	171.423	
	1.973	160.410	13.223	158.467	
	0.253	147.588	13.205	147.335	
	4.107	139.390	12.305	135.283	
B.M.			3.16	136.23	Obiset X on Rim of MH Wabash St. & Juniper 136.23 Page 49

Nov. 12-48 S. 5507 Garber

Check Levels

BM	5.725	308.485		302.76	NW BP Page 50
	10.665	309.905	9.245	299.240	
	10.025	319.805	0.625	309.280	15.185
BM	10.035	327.980	1.360	317.945	NW BP 9345
BM	5.410	332.72	0.67	327.310	SW BP 294
BM			2.45	330.27	NW BP

Redwood x 40 ft SF.

Myrtle x 40 ft

DW. 95 f x 40 ft

Loudis x 40 ft

Wabash Freeway "L" Additional Cuts
97+50 to 109+50 Lt

A. Sisson
D. Smith
W. Becker
W. Garber

Dec. 1, 1948

Extended cross sections on "L" line from Sta. 97+00 to 108+00

	Lt						Rt						
97+50	53.9	54.1	50.5	51.7	51.1	51.3	52.1	48.6	49.4	50.0	50.0	50.1	48.3
	+1.8 260	+2.0 235	-1.6 230	-0.4 190	-1.0 145	-0.2 115	0.2 113	-3.5 123	-2.7 152	-2.1 175	-2.1 213	-2.2 250	-3.8 280
99+00	52.8	53.3	49.4	49.8	51	50.6	49.7	48.4	50.9	49.1	49.4	46.2	52.2
	+1.2 280	+2.4 230	-1.5 220	-1.4 180	+0.4 155	-0.3 123	-1.2 130	-2.5 143	0.2 155	-1.8 165	-1.5 193	-4.2 208	+1.3 225
98+50	53.5	52.4	52	52.5	50.4	50.2	48.0	48.0	48.3	49.3	45.5	50.8	45.5
	+1.2 335	+3.1 295	+2.2 260	+3.2 220	+1.2 205	+0.2 160	-1.2 143	-1.3 111	-1.3 137	0.0 150	-3.8 162	+1.5 175	-3.8 193
98+00	52.6	52.7	52.4	51.3	48.4	48.9	47.3	49.9	44.7	45.4	45.5	48.1	
	+5.2 296	+5.3 262	+5.2 220	+4.2 170	+1.5 134	+2.2 105	+0.4 121	+3.2 135	-2.2 153	-1.5 185	-1.4 225	+1.2 240	
97+65.01 EC	51.4	50.5	49.3				43.16	44.2	44.5	47.9	44.5		
	+8.2 219	+7.3 173	+6.1 120				10.88	+1.0 142	+1.2 175	+4.3 184	+1.3 191		
97+50	51.6	49.3	49.6	49.3			43.4	45.2	43.1	46.4	44.6		
	+8.2 185	+5.2 143	+6.4 138	+5.2 118			10.16	+1.2 132	-0.3 150	+5.2 165	+1.2 170		

	Lt						Rt						
1.9	47.6	46.5	47.4	56.1	58.4		47.6	46.5	47.4	56.1	58.4		
	-1.5 330	-5.6 380	-4.7 432 = Ft Control	+4.0 452	+6.3 488	= Rt Pt	-1.5 330	-5.6 380	-4.7 432 = Ft Control	+4.0 452	+6.3 488	= Rt Pt	
3.1	45.8	53.4	57.0	58			45.8	53.4	57.0	58			
	-5.1 368	+2.5 400	+6.1 420	+7.1 448	= Rt Pt		-5.1 368	+2.5 400	+6.1 420	+7.1 448	= Rt Pt		
4.7	45.2	46.6	58.0	57.6	57.5		45.2	46.6	58.0	57.6	57.5		
	-4.1 315	-2.7 330	+8.7 398	+8.3 382	+8.2 395	= Rt Pt	-4.1 315	-2.7 330	+8.7 398	+8.3 382	+8.2 395	= Rt Pt	
7.1	45.7	46.7	59.4	57.2	57.1		45.7	46.7	59.4	57.2	57.1		
	-1.7 255	-0.2 300	+7.5 320	+10.3 347	+10.2 361	= Rt Pt	-1.7 255 = Ft Control	-0.2 300	+7.5 320	+10.3 347	+10.2 361	= Rt Pt	
10.88	45.2	50.6	55.8	56.8			45.2	50.6	55.8	56.8			
	+2.0 245	+7.4 265	+12.6 300	+13.6 330	= Rt Pt		+2.0 245 = Ft Control	+7.4 265	+12.6 300	+13.6 330	= Rt Pt		
10.16	45.2	43.1	46.4	44.6			43.4	45.2	43.1	46.4	44.6		
	+1.2 132	-0.3 150	+5.2 165	+1.2 170			10.16	+1.2 132	-0.3 150	+5.2 165	+1.2 170		

HI 540

Lt

101+58

HI 78.26

101+36

101+00

See cross sections Book # 1844 p 37,38 also
Book # 1863 p 26, 27, 28, 29
For intersection

100+65

100+25

55.1	52.8	51.7	52.1	51.4
+0.3	-2.0	-3.4	-2.1	+1.6
260	213	170	138	111

100+00

55.2	52.4	51.1	49.9
+2.5	-0.8	-1.6	-0.7
260	215	195	170

HI 65.86

Rt

64.44
17.8

61.26
4.6

57.26
8.6

54.36	54.3	55.0	56.1	54.1	49.6	49.9	49.2	52.3
11.5	-0.4	+0.6	+2.3	-0.3	-4.8	-4.5	-5.2	-2.1
	113	135	160	193	190	230	270	233

54.76	54.7	54.6	55.3	51.0	50.4	51.4	52.0
11.1	-0.1	-0.8	+0.5	-3.8	-4.4	-3.4	-2.8
	111	140	172	200	223	265	300

52.66	57.6	53.0	52.5	54.4	52.1	48.5	51.0	51.5	42.1	41.7	46.5	46.9
13.2	+1.3	+0.2	-0.2	+1.2	+1.9	-4.2	-1.7	-1.2	-3.6	-5.2	-6.4	-5.8
	127	143	160	168	176	210	242	277	350	325	345	380

46.9 − 3.3 = 43.6

46.2 − 4.5 = 41.7 Channel

50.8 + 1.1 = 51.7

50.1 + 1.4 = 51.5 = WH Pav.

LT

104+50	61.7	61.3	59.8	58.1	55.8	57.1	59.4	56.3	58.3	61.0	62.1	68.0
	-26 E	-27 D	-29 C	-30 C	-32 C	-31 B	-28 B	-30 B	-30 B	-27 B	-26 B	-20 B
	321	308	302	262	248	214	206	173	148	138	122	110
104+00	60.4	59.6	59.0	57.5	57.1	54.9	56.7	59.5	59.0	57.0	57.6	58.6
	-26 E	-27 D	-27 C	-29 C	-29 C	-31 B	-30 B	-27 B	-27 B	-29 B	-29 B	-28 B
	320	293	269	266	249	247	215	178	160	142	127	112
103+50	59.1	60	56.5	57.3	53.9	55.5	57.7	56.4	55.3	56.3	56.0	51.5
	-26 E	-25 D	-29 C	-28 C	-32 C	-30 C	-28 B	-29 B	-30 B	-29 B	-29 B	-28 B
	312	299	273	252	249	227	177	158	148	132	116	103
103+00	59.9	58.3	58.1	52.9	53.9	56.1	56.6	55.9	56.2	60.5		
	-25 E	-27 E	-27 C	-32 B	-31 B	-28 B	-28 C	-29 B	-28 B	-15 B		
	303	273	243	238	223	206	163	159	123	105		
102+50												
102+00												

HI 91.11

RT

88.3	88.2	16.3	59.6	56.3	57.1							
2.8	-0 A	-12 C	-28 B	-32 B	-30 B							
	140	168	200	216	239							
86.8	86.8	71.1	58.1	56.6								
4.3	0 C	-15 A	-28 B	-30 B								
	137	168	194	225								
85.91	87.1	87.1	86.8	85.4	72.3	58.0	58.0	55.8	57.5	57.4		
5.2	+12	+12	+0 C	-0 A	-13 B	-27 B	-27 B	-30 B	-28 B	-28 B		
	51	100	110	135	164	191	207	224	241	259		
85.11												
6.00												
79.11												

	Lt.	℄	Rt.
107+00 P.O.C.	61.9 62.9 61.0 -33^{7} -32^{7} -34^{6} 205 170 135	.6 96.57 3.27 on 4ta	108.4 108.9 110.2 106.9 100.3 89.8 +12.8 +13.3 +14.6 +11.3 +4.7 −5.8 125 150 195 228 212 300
106+75	60.3 61.3 61.1 -35^{1} -34^{1} -34^{3} 201 168 144	95.4 3.4	104.9 104.8 106.2 105.5 102.1 95.3 87.1 75.8 +9.5 +9.4 +10.8 +10.1 +6.7 −0.1 −8.3 −19.1 125 150 175 200 225 258 292 340
106+50	60.6 63.1 62.6 63.6 -33^{0} -30^{5} -31^{0} -30^{0} 206 167 150 110	93.6 5.2	101.1 99.8 101.6 99.8 96.8 81.2 70.4 63.1 $+8^{1}$ $+6^{2}$ $+8^{0}$ $+6^{8}$ +3.2 −12.4 −23.2 −30.5 112 135 165 201 225 290 332 357
106+00	61.9 63.5 63.3 63.9 -27^{0} -25^{4} -25^{6} -25^{0} 204 164 134 113	88.9 2.2	94.1 95.1 93.1 91.8 80.0 60.4 59.1 $+5^{8}$ $+6^{8}$ $+4^{8}$ $+2^{9}$ −8.9 −28.5 −29.8 126 155 182 200 247 311 364
105+49.75 3000 Rad. BC Rt.	58.0 59.8 57.5 61.9 62.6 62.1 61.8 -31^{4} -29^{6} -31^{9} -27^{5} -26^{8} -26^{1} -17^{6} 262 241 219 213 158 139 104	89.4 1.72 on 4ta	92.8 89.9 81.9 71.4 59.4 58.2 $+3^{4}$ $+0^{5}$ -7^{5} -18^{0} -30^{0} -31^{2} 135 175 201 226 268 305
105+00	59.2 56.1 56.0 61.6 62.5 61.3 63.9 67.1 -30^{2} -32^{5} -33^{2} -27^{6} -26^{7} -27^{9} -25^{3} -21^{5} 255 243 229 208 187 153 136 122	88.2 1.9	91.2 90.0 77.5 66.0 60.5 $+2^{0}$ $+0^{8}$ -11^{7} -23^{2} -28^{2} 130 153 183 207 226

10940				
+50				
108405	66.0 -13⅄ 200	66.0 -13⅄ 168	64.0 -15⅄ 160	64.0 -15⅄ 133
+93	65.6 -4⅄ 200	63.6 -6⅄ 180	64.1 -6⅄ 148	63.2 -7⅄ 138
+50	62.9 -2⅄ 200	64.1 -1⅄ 162	61.5 -4⅄ 147	61.6 -4⅄ 130
107+15	61.1 -11⅄ 203	63 -9⅄ 172	62.4 -11⅄ 170	60.7 -12⅄ 150

78.2	133.0 +54.8 125	136.3 +58.1 150	131.9 +59.7 200		
76.8	128.2 +51.4 125	130.2 +53.4 150	133.1 +56.3 200		
79.1	123.7 +44.6 125	125.0 +45.9 150	126.1 +47.0 200		
70.2	122.6 +52.4 125	123.6 +53.4 150	124.9 +54.7 200		
65.7	116.2 +50.5 125	117.3 +51.6 150	117.9 +52.2 193	118.4 +52.7 230	116.4 +50.7 253
72.7	111.0 +38.3 125	111.4 +38.7 150	112.0 +39.3 203	109.9 +37.2 234	100.1 +27.0 277

109+50

799

136.5
+56.6
193.5

141.0
+61.1
150

Wabash Boulevard Section "H"
Market St. + Federal Blvd. Intersection

INDEXED
NK
JUN 30 1949

June 7-49
#5-1550
Gerber
Cota
Chavez
W.O. 22008

58

□ = Hub Set
x = Chisel Cross x

Δ 26° 27' 02"
RHL 197
L 90.96
D: 8.7252
8 Parts 11.37
□ = Stub Set

58

Δ 72°
R 247
T 182.66
L 314.56
D: 6.959

Δ 57° 44' 15"

7+43.62 B.C.
35.2' Lt.

Market St.

45.00

17° 27' 45"

Base Line Q

0+00

1+00

10+57.48 P.R.C.
1863-86

Federal Blvd.

R 300.2
5' Lt.

R 332.03

321.29

82° 29' 30"
10' Ext. Jct. Curb

Δ 25° 17' 48"
R 200
T 44.88
L 88.30
D: 8.5944

3+74.98 F.C.

3+88.06 B.C.
5+80.68

Δ 25° 15' 01"
R 200
T 44.80
L 88.14
D: 8.594

3+77.26 P.C.C.

Cross Section Wabash Blvd. Section "A"
Market St. + Federal Blvd. Intersection

TP	1.88	73.17	11.59	71.29
+25				
		Reduced 6-17-49 H.G.H.		
1+00				
+75				
+50				
+25				
0+00				76.87
BM	1.41	82.88	81.47	S.W.S.P. Market & 32nd

Lt = North

Rt = South

Baseline

70.73	70.64	69.99	70.65	70.85	70.59	70.38	71.03	71.16	72.5
12.15	12.24	12.89	12.33	12.03	12.39	12.50	11.85	11.72	10.4
80=Conc Wall	74-Cb	74-Gut	54	40	14	6-Gut	6-Cb	0.0	10
71.95	71.88	71.24	71.87	72.10	71.87	71.66	72.23	72.36	74.4
10.93	11.00	11.64	11.01	10.78	11.01	11.33	10.65	10.53	8.5
80	74-Cb	74-Gut	54	40	14	6-Gut	6-Cb	0.0	10
73.20	73.11	72.49	73.07	73.28	73.07	72.83	73.43	73.56	73.8
9.68	9.77	10.39	9.79	9.60	9.81	10.05	9.45	9.32	9.1
80	74-Cb	74-Gut	54	40	14	6-Gut	6-Cb	0.0	10
74.42	74.35	73.70	74.36	74.56	74.32	74.06	74.68	74.79	75.0
8.46	8.53	9.18	8.52	8.32	8.56	8.82	8.20	8.09	7.9
80	74-Cb	74-Gut	54	40	14	6-Gut	6-Cb	0.0	10
75.65	75.59	74.96	75.63	75.77	75.50	75.25	75.92	76.04	76.2
7.23	7.29	7.92	7.25	7.11	7.38	7.63	6.96	6.84	6.7
80	74-Cb	74-Gut	54	40	14	6-Gut	6-Cb	0.0	10
76.86	76.21	76.85	77.04	76.75	76.55	77.14		77.36	78.2
6.02	6.67	6.03	5.84	6.13	6.33	5.74		5.52	4.7
74-Cb	74-Gutter	54	40 old	14	6-Gut	6-Cb		0.0 Conc Wall	10

82.88

Lt.

B

BM 60

+57.3 = 1+14 Cb. Return	2°45'35"	Taken Radial	64.42	64.45	63.88	64.34	64.42	63.86	63.41	63.17	63.70	63.60	63.00
			8.25	8.22	9.29	8.84	8.75	9.31	9.76	10.0	9.47	9.57	10.17
			80	78	78	54	40	14	6	8.0 Out	6 Cb	11.3 Cb	11.3 Sky Line
			Sky Line	Cb.	Out.							2 Sky	
+38.06 = BC Lt.			64.93	65.00	64.50	64.99	65.13	64.94	64.47	65.06	65.13	65.1	
			8.34	8.17	8.67	8.18	8.04	8.33	8.70	8.11	8.04	8.1	
			80	78	78	54	40	14	6	6		10	
			Sky Line	Cb.	Out.								
+25			65.73	65.76	65.19	65.65	65.13	65.55	65.31	65.88	65.97	66.1	
			7.44	7.41	7.98	7.52	7.44	7.68	7.86	7.39	7.20	7.1	
			80	74	74	54	40	14	6	6		10	
2+0			67.02	66.96	66.33	66.97	67.23	66.90	66.62	67.29	67.33	67.6	
			6.15	6.21	6.84	6.20	5.94	6.27	6.56	5.88	5.84	5.6	
			80	74	74	54	40	14	6	6		10	
+75			68.26	68.16	67.53	68.14	68.41	68.13	67.90	68.57	68.58	68.9	
			4.91	5.01	5.64	5.03	4.76	5.04	5.27	4.60	4.59	4.3	
			80	74	74	54	40	14	6	6		10	
1+50			69.48	69.34	68.77	69.40	69.65	69.40	69.17	69.87	69.84	70.0	71.8
			3.69	3.81	4.40	3.77	3.52	3.77	4.00	3.35	3.33	3.2	1.4
			80	74 Cb	74 Out	54	40	14	6 Out.	6 Cb		6	10
			Sky Line										

7317

7317

+86.68	B.C. Rt.		56.3	55.9	59.7
			7.8	8.2	4.3
			100	86	76
+75			60.7		
			3.1		
			100		
+50					
+42.4	16' Rt of Baseline = Outlet Conc. Culvert Flow Line		46.23 17.88		
+26.20	E.C.	12°37.50'			
TP	2.28	64.11	11.34	61.83	
3+0		8°52.34'			
2+82 = E.C. Return		6°17.64			

Lt. | ℄ | Rt.

59.69	59.19	59.31	59.14	58.74	58.54	59.09	58.4	58.0	52.4	50.3	49.7
1.42	1.92	1.80	4.97	5.37	5.57	5.02	5.7	6.1	11.7	13.6	14.4
61	65	50	41	26	15	15			10	10	10
	C.B.	Gut.			Gut.	Gut.	C.B.				
60.4	60.26	59.70	59.60	59.43	58.97	59.38	58.3	56.6	51.8	49.3	
3.7	3.85	4.41	4.31	4.68	5.14	4.73	5.8	7.5	12.3	14.8	
81	82	82	42	29	15	15	3		10	10	
	C.B.	Gut.			Gut.	Gut.	C.B.				
61.44	61.38	60.65	60.92	61.06	60.62	59.88	60.43	60.0	57.4	51.6	47.2	46.1
2.67	2.73	3.46	3.19	3.05	3.49	4.23	3.68	4.1	6.7	13.5	16.9	17.4
77	30	30	61	50	32	14	14	3		10	17	10
	C.B.	Gut.				Gut.	C.B.					
62.28	62.48	61.48	61.95	62.22	61.49	60.83	61.41	60.4	53.7	49.9	51.1	
1.83	1.63	2.63	2.16	1.89	2.71	3.38	2.50	3.7	10.4	14.2	13.0	
79	76	76	65	60	25	14	14		10	10	30	
	C.B.	Gut.				Gut.	C.B.			50.0	45.7	
								64.11		14.1	18.4	
										37	40	
63.19	63.15	62.51	62.67	63.01	62.39	61.67	62.27	63.2	59.9	54.1		
9.98	10.02	10.80	10.20	10.16	10.78	11.50	10.90	10.0	13.3	18.5		
81	78.8	78.8	68	48	24	12	12		10	30		
	C.B.	Gut.				Gut.	C.B.					
63.57	63.67	63.03	63.52	63.46	62.89	62.66	63.12	62.17	63.12	62.05	63.4	63.1
9.60	9.50	10.14	9.65	9.71	10.28	10.51	10.05	11.00	10.05	11.4	9.8	10.1
86	99	99	54	40	14	9	0.0	0.0	25.3	25	10	20
	C.B.	Gut.					C.B.	Gut.		Gut.		

23.17

7.17

BM			0.67	68.54	0.0 Hub 18+57.18 BRC-54 in 18.68
TP	11.32	69.21	0.24	57.89	1863-93
5+84	= W.L. 33rd	A150	C6 BC on N or Lt		
5+0					
				68.9	67.0
+74.98	E.C.		12°38.9'	+10.8 80	+8.9 62
				75.3	72.7 51.3
+50			9°04.19'	+17.2 160	+14.6 0.8 55 54
TP	1.95	58.13	7.93	56.18	
				73.6	73.2
+25			5°29.33'	+9.5 98	+9.1 63
4+0			1°54.47'		

64.11

Lt. ℄ Rt.

52.5	52.6	52.60	52.02	52.18	52.17	51.85	51.82	52.02	51.9	
5.6 70	5.5 50	5.53 40-CB	6.11 40-Gut	5.95 30	5.96 20	6.30 10	6.31 0.0-Gut	6.11 0.0-CB	6.3 10	
53.0	53.8	53.65	53.07	53.30	53.36	53.01	52.94	53.31	53.1	
4.3 51	4.48 40-CB	5.06 40-Gut	4.83 30	4.77 20	5.07	5.79 0.0-Gut	4.82 0.0-CB	5.0 10		
56.1	54.7	54.75	54.15	54.44	54.63	54.28	54.05	54.61	54.6	55.8 55.9
3.0 62	3.1 47	3.38 40-CB	3.98 40-Gut	3.69 30	3.60 20	3.85 10	4.08 0.0-Gut	3.52 0.0-CB	3.35 0	3.3 3.2 10 20
56.4	56.14	55.49	55.84	55.8	55.73	55.23	55.85	55.9	55.9	56.8 56.0
1.7 51	1.99 42-CB	2.64 40-Gut	2.27 30	2.3 20	2.40 13	2.90 0.0-Gut	2.38 1.6-CB	2.5	2.3 0	1.3 1.4 10 20
					58.13					
58.5	57.54	56.88	57.08	57.10	57.02	56.62	57.18	56.94	57.4	57.0
5.6 60	6.57 48-CB	7.23 48-Gut	7.03 38	7.01 29	7.09 15	7.49 0.0-Gut	6.93 6.4-CB	7.17 0.0 Gut	6.7 10	7.1 20
63.1	61.0	59.2	58.96	58.38	58.52	58.16	58.03 57.03	58.39	57.9	57.6 54.0 51.5
10 100	2.1 90	4.9 66	5.15 57.8-CB	5.23 53.8-Gut	5.59 50	5.96 36	6.08 0.0-Gut	5.74 1.3-CB	6.2 3	5.5 1.9 1.6 10 33

64.11

Cross Section Access Road
Wabash Blvd. 34th to 35th St. North of Broadway
Alignment #1863-67

INDEXED
WK
JUN 30 1949

REDUCED 8/1/49 JKM

+50				
1+0				
+50				
0+0	=B.C. Lt.			
0-50				
0-100				
BM	4.18	108.67	99.19	NE Mon. Broadway & 34th St.

June 9.49
Sisson
Gerber
Cota

Lt = N

Rt = S

63

	98.0 5.7 10	96.8 6.9 20	95.07 8.6	92.8 10.9 13	92.8 10.9 20	91.4 12.3 40
	99.3 4.4 40	97.9 5.8 20	97.2 5.5 4	95.77 7.9	95.1 8.6 20	92.3 11.4 40
	99.1 4.6 40	98.2 5.5 20		97.17 6.5	95.7 8.0 20	94.0 9.7 40
	99.6 4.1 40	98.6 5.1 20		97.97 5.7	97.2 6.5 20	95.3 8.4 40
	99.2 4.5 40	98.9 4.8 20		98.37 5.3	97.8 5.9 20	96.8 6.9 40
	100.6 3.1 40	101.1 2.6 64	100.4 3.3 20	99.57 4.1	99.5 4.2 20	98.8 4.9 40
				103.67		

+95.93 = E.C.

+50

210

103.67

95.4 94.1 92.37 90.7 88.9

8.3 9.6 11.3 13.0 14.8

40 40 40 40 40

96.2 93.6 91.87 91.0 88.9

7.5 10.1 11.8 12.7 14.8

40 40 40 40 40

97.6 95.5 93.07 91.4 89.1

6.1 8.2 10.6 12.3 14.0

40 40 40 40 40

103.7

Cross Section. Access Road
Wabash Blvd Rnd 365+55 St.
Alignment #1863-71

7+55.47	P.C.			
7+85				
9+00				
9+75				
10+50				
8+28.67	P.C.C.			
BM	10.87	67.85	56.98	07 Hub 9+28.9 #1863-75

Sec 10-99
A.S. Tso
W Gerber
Cota
Chavez

65

Lt. W				Rt. E				
63.1	60.3	60.1	58.54	60.5	60.9	58.9	59.5	
4.7 / 40	7.5 / 33	7.7 / 20	9.3 / 07 Hub	7.3 / 8	6.9 / 26	8.9 / 34	8.3 / 15	
62.8	60.3	59.7	59.35	57.5	59.3	60.1	57.6	57.5
5.0 / 15	7.5 / 35	8.1 / 20	8.5	10.3 / 9	8.5 / 18	7.6 / 30	10.3 / 38	10.3 / 40
62.8	60.9	60.5	59.85	58.7	56.9	58.1		
5.0 / 16	6.9 / 38	7.3 / 20	8.0	9.1 / 25	10.9 / 33	9.1 / 40		
63.2	62.2	60.3	59.65	60.2	58.1	58.8		
4.6 / 40	5.6 / 39	7.5 / 24	8.2	7.6 / 15	9.1 / 21	9.0 / 40		
62.2		62.5	61.75	61.4	58.1	59.0		
5.6 / 40		5.3 / 20	6.1	6.1 / 6	9.1 / 20	8.8 / 40		
	62.4	62.4	62.25	61.8	61.7			
	5.4 / 40	5.4 / 20	5.60 / 07 Hub	5.9 / 20	6.1 / 40			

67.85

	Lt.	℄	Rt.
11+07	65.8 / 2.0 / 10	66.1 / 1.7 / 30	65.65 / 2.5	65.1 / 2.7 / 20	61.8 / 5.9 / 35
+80	65.2 / 2.6 / 30	65.1 / 2.7 / 20	65.45 / 2.4	61.5 / 5.9 / 15	62.1 / 5.3 / 35	60.6 / 7.2 / 35
+50	64.6 / 3.2 / 10	65.4 / 3.4 / 24	59.5 / 8.3 / 6	59.75 / 8.1	60.7 / 7.1 / 20	61.2 / 6.6 / 40
+25	64.1 / 3.7 / 15	64.2 / 3.6 / 32	59.3 / 8.5 / 43	60.85 / 7.0	61.6 / 6.3 / 20	62.6 / 5.4 / 40
10+00	63.6 / 4.2 / 47 / Road	64.2 / 3.6 / 35	59.2 / 8.6 / 27	61.15 / 6.7	61.2 / 6.6 / 20	62.2 / 5.6 / 35
+74	℄ : ℄ Trap Man Hole	6.8				
		61.3				
9+71	A.S. Rt of ℄ Sewer Man Hole.	6.5				

67.85

67.85

Check Levels Wabash Freeway 5th List
Marked to 35th & Broadway

BM	1.42	82.89		81.47	S.W. B.P. Market & 32nd
	0.88	70.86	12.91	69.98	
	12.43	80.99	2.30	68.56	on Hub 16+57.18 PRC 1863-43 68.58
	11.82	87.76	5.05	76.94	
BM	8.69	95.81	0.64	87.12	S.W. Top F Hyd F+33 Mkt. 87.19
	9.38	104.46	0.73	95.08	
	7.55	102.88	9.13	95.33	
BM	1.24	100.56	3.56	99.32	N.E. Mon Broadway & 34th St 99.26
	1.13	88.65	13.04	87.52	
	0.99	76.81	12.83	76.82	
	0.46	66.54	10.73	66.08	
	2.87	56.96	12.45	54.09	
BM			4.96	52.00	N.W. B.P. Federal + 35th St (Rec. 5/18/) 51.77. Page 36

Cross Sections
#1863-41

W.O. # 22008

Surf 28-49
H.S. Nor
Gorber T.
Cola Rod
Chorus Pag

67

Re Cross Section Habors Freeway L' Line
Federal Blvd North & Sta. 95+42 to 101+36

July 25 49
45-1550 Gorber
Cota Chavez

Original Sec. Page 35
Alignment #1823-66

68

Lt. = West. ℄ Rt. = East.

97+0					44.6	42.3	42.9	43.5	44.4	44.0	43.9	43.9
					9.2 / 115	11.5 / 80	10.9 / 47	10.3 / 30	9.4	9.8 / 39	9.9 / 46	9.9 / 90
+50					44.8	44.4	43.1	43.1	43.1	44.0	44.2	47.1	49.3
					9.0 / 108	9.4 / 84	10.1 / 54	10.1 / 28	10.1 / 10	9.8	9.6 / 65	6.7 / 15	4.5 / 36	3.9 / 50	3.1 / 80
+20					44.3	43.8	43.3	43.4	43.3	45.8	46.4	46.8	47.1	47.1	47.0
					9.5 / 120	10.0 / 85	10.5 / 50	10.4 / 22	10.5 / 8	8.0	6.4 / 8	5.0 / 26	5.7 / 38	5.7 / 50	5.8 / 80
98+0					44.1	44.2	43.3	43.3	46.9	47.9	47.8	46.2	45.2	47.
					9.7 / 102	9.6 / 87	10.5 / 60	10.5 / 15	6.9 / 9	5.9	6.0 / 15	8.6 / 28	8.6 / 50	6.8 / 80
TP	7.08	53.79	12.18	46.71						58.79				
+75					44.3	43.7	43.3	43.4	45.4	48.7	48.0	47.4	44.8	46.8	50.3	55.0
					14.4 / 134	15.2 / 97	15.6 / 86	15.5 / 31	13.5 / 19	10.3	10.9	11.5 / 11	14.1 / 33	12.1 / 50	8.6 / 65	3.9 / 78
+57	For Profile		10.1													Elevation Top
99+42					44.5	42.6	43.1	44.1	50.4	58.9		54.3	54.6	54.1	54.2	54.6
					14.4 / 130	16.3 / 118	15.7 / 53	14.7 / 33	8.3 / 19	6.0		4.6 / 28	4.3 / 48	4.8 / 50	4.7 / 60	4.4 / 70
BM	7.12	58.89		51.77						58.89						

N.W. BP Federal Blvd. +35.5 ℄ Page 35

SWI AC Top

SWI Conc Top

					48.3	51.9	44.9				
+50					9.0	5.9	12.9				
					156 Orig Ground	150	135				
TP	7.56	57.83	3.51	50.48							
					49.1	50.8	45.0				
+35					4.7	3.0	8.8				
					154 Orig Ground	150	138				
					49.3	51.6					
+15					1.5	2.2					
					155 Orig Ground	150					
					51.2	54.6					
98+0					2.4	1.6					
					156 Orig Ground	145					
+65.01	FC										
97+50											

53.79

44.3	44.0	44.0	44.3	43.7	46.2	55.3	51.1	52.3	51.0		
6.5	13.8	13.8	16.5	14.1	11.6	2.5	0.7	5.5	6.8		
100	75	50	30	5		21	38	58	100		
					57.83						
43.0	42.8	43.8	43.6	43.4	53.1	50.3	54.4	51.5	50.5	47.6	
10.8	11.0	10.0	10.2	10.4	0.7	6.5	+0.6	-2.3	3.0	6.2	
100	78	50	25		19	48	56	86	81	100	
43.4	42.4	42.8	43.1	42.2	42.1	41.1	42.3	45.0	50.4	47.7	45.8
10.4	11.4	11.0	10.7	11.6	11.7	12.7	11.5	8.8	3.4	6.1	8.0
132	100	75	50	25		12	39	46	64	81	100
44.2	42.6	43.0	42.7	42.2	41.7	41.9	45.8	46.8	50.3	46.8	47.7
9.6	11.2	10.8	11.1	11.6	12.1	11.9	8.0	7.0	3.5	7.0	6.1
127	100	86	50	25		15	30	50	68	75	100
42.5	41.7	41.6	43.0	43.2	44.0	46.1	46.0	47.7			
11.3	12.1	12.2	10.8	10.6	9.8	7.7	7.8	6.1			
100	75	45	18		17	62	60	100			
43.2	42.3	42.6	42.3	43.0	45.6	45.5	45.1	47.5			
10.6	11.5	11.2	11.5	10.8	8.5	8.3	8.1	6.3			
100	80	58	36		25	50	70	100			

58.79

						Lt					℄	Rt.					
+75			52.2 5.6 208 =Orig Ground	44.7 13.1 197	45.4 12.4 158	49.0 8.8 100	48.3 9.5 77	51.2 6.6 50	51.0 6.8 31		51.8 6.0	52.0 5.8 14	51.6 0.2 29	56.1 1.1 40	52.6 5.2 50	51.8 6.0 72	53.0 4.8 100 old
+65			51.5 6.3 212 =Orig Ground	45.0 12.8 195	46.0 11.8 141	48.4 9.4 100	48.3 9.5 70	50.8 7.0 50	50.9 6.9 15		52.0 5.8	51.8 6.0 19	54.7 3.1 34	50.0 7.8 50	51.7 6.1 74	52.3 5.5 100	
+50	50.1 7.7 223 =Orig Ground	54.5 3.3 210	46.3 11.5 198	45.3 12.5 171	46.5 11.3 143	47.8 10.0 100	48.4 9.4 68	51.0 6.8 45	50.8 7.0 25		50.3 7.5	50.3 7.5 25	49.4 8.4 50	49.4 8.4 79	53.6 4.2 91	52.6 5.2 100	
9 +25		49.7 8.1 223	52.8 5.0 216	46.0 11.8 198	46.3 11.5 140	47.1 10.7 100	46.8 11.0 75	46.3 11.5 43	45.5 12.3 16	51.0 6.8 8	50.6 7.2	49.2 8.6 30	49.2 8.6 50	48.5 9.3 75	48.8 9.0 85	52.6 5.2 97	
99+0	49.8 8.0 214 =Orig Ground	49.7 8.1 202	50.3 7.5 180	44.8 13.0 154	46.1 11.7 136	46.1 11.7 100	45.3 12.5 75	44.2 13.6 41	45.3 12.5 37	46.7 11.1 8	50.3 7.5	49.8 8.0 25	48.7 9.1 50	48.1 9.7 75	48.1 9.7 100		
9 98+75		49.9 7.9 160	53.3 4.5 153		45.8 12.0 142	44.7 13.1 100	44.8 13.0 75	44.8 13.0 42	45.0 12.8 17		48.1 9.1	49.9 7.9 5	49.2 8.6 27	53.6 4.2 43	48.7 9.1 75	48.1 9.7 100	

57.83

57.83

Lt ℄ Rt

101+0

TP 7.77 64.54 6.98 56.77 on Z Hub 22+60 = 56.81 - 1863-26

+75 54.5 (9.3 / 263) 47.9 (15.9 / 231) 46.2 (17.6 / 198) 48.8 (15.0 / 175) 49.2 (14.6 / 150)

+50 53.4 (10.4 / 251) 47.6 (16.7 / 220) 49.8 (14.0 / 176) 48.5 (15.3 / 165) 48.2 (15.6 / 130) 49.8 (14.0 / 96) 56.1 (7.7 / 87)

TP 7.68 63.75 6.77 56.07 on Conc. Mon. Broadway 7+62.5 = 63.75 - 1863-26

+25 52.5 (10.3 / 206 = Orig Ground) 51.3 (11.5 / 158) 56.2 (6.6 / 144) 53.3 (9.5 / 112) 49.1 (13.2 / 106)

TP 8.27 62.84 5.26 54.57

100+0 51.1 (6.7 / 204 = Orig Ground) 45.3 (12.5 / 192) 46.3 (11.5 / 141)

57.83

46.1 (17.7 / 130) 50.3 (13.5 / 94) 51.4 (6.4 / 89) 63.8 (0.0 / 81) 63.6 (0.2 / 45) 57.9 (5.9 / 43) 57.6 (6.6 / 6) 57.5 (6.3 / 8) 52.3 (14.5 / 20) 47.1 (16.7 / 42) 49.2 (14.6 / 95) 45.6 (18.2 / 110) 46.2 (17.6 / 150) 46.5 (17.3 / 178)

53.3 (10.5 / 196)

61.1 (2.7 / 87) 59.6 (4.2 / 53) 59.5 (4.3 / 50) 55.5 (8.3 / 37) 55.7 (8.1 / 23) 52.4 (11.4 / 7) 52.0 (11.8) 52.0 (11.8 / 26) 51.0 (12.8 / 60) 50.6 (13.2 / 70) 46.2 (17.6 / 79) 46.1 (17.1 / 100) 46.9 (16.9 / 178)

63.75

16.1 / 182 11.5 / 200

50.4 (12.4 / 86) 56.0 (6.8 / 72) 55.6 (7.3 / 50) 54.0 (8.8 / 41) 53.7 (9.1 / 6) 54.8 (8.0) 55.4 (7.4 / 52) 53.1 (9.1 / 110) 54.2 (8.6 / 155 = Orig Ground)

62.84

50.9 (6.9 / 160) 51.8 (6.0 / 75) 55.4 (2.4 / 22) 51.1 (6.1 / 38) 54.1 (5.7 / 25) 52.1 (5.1) 52.3 (5.5 / 35) 52.2 (5.6 / 50) 52.8 (5.8 / 75) 52.5 (5.3 / 100 - Orig Ground)

57.83

Re Cross Section Federal Blvd
Broadway "A" Line
33+45 to 41+46.86

TP 11.35 75.62 0.27 64.27

+75

57.6 54.6 52.9
6.9 9.9 11.6
20? = Orig Ground

+70

51.9 54.2
6.6 10.9
20? = Orig Ground 19.5 = Hit Bottom

+65

57.5 54.3
7.0 10.2
21.6 = Orig Ground 20.0 = Hit Bottom

64+0

+60

33+45

6454 Bartford Page 71

July 27-49 Orig. Cross Sec = 1863
Simon
Gerber
Cato
Chavez

Lt. North

Rt. South

72

50.6 51.9 53.1 52.7 56.3 59.8 57.1 50.5 50.6
139 126 11.4 118 8.7 4.7 6.8 14.0 10.9
125 100 50 68 25 13 50 100

52.2 52.0 51.2 52.2 52.0 54.1 56.2 52.9 50.4 50.1
123 125 133 123 125 10.4 8.3 11.6 14.1 14.4
150 125 100 150 38 25 13 50 100

53.3 52.1 51.1 52.8 51.9 51.0 51.3 48.5 48.0 48.0 46.3
11.2 12.4 12.8 11.7 12.6 13.5 12.2 15.0 16.5 16.5 18.2
150 100 75 150 25 51 50 25 100

53.1 53.5 55.0 54.0 51.5 51.4 49.0 49.1 49.0 47.2 47.8
10.8 11.1 9.5 10.5 12.9 13.1 15.5 15.4 15.5 17.3 16.7
100 74 70 50 41 25 25 50 25 100
Bottom Mud

57.9 56.7 54.8 52.9 51.3 51.2 49.4 47.6 47.3
6.6 7.8 9.7 11.6 13.3 13.7 15.1 16.9 17.2
10? = Orig Ground 75 50 25 25 50 76 100

56.4 56.9 55.1 55.3 54.0 53.1 51.9 47.3
8.1 7.6 8.8 9.2 10.5 11.4 12.6 17.3
10? = Orig Ground 30 50 25 25 50 95

6454

TP	4.51	60.41	7.65	55.90	
87+0					
+83					
+50					
86+25					
85+97.72					
TP	0.44	63.55	12.59	63.11	
TP	2.58	75.70 78.62	2.50	73.12	87 & Hub 86+50 78.22 1863-28

Lt: N

Rt: S

53.3 46.8 45.6 49.8 50.2 53.5
10.3 16.8 18.0 12.8 13.4 10.1
44 57 65 78 95 110

17.0
130

54.9 44.2 47.1 50.1 50.1
8.7 19.4 16.5 13.5 12.5
58 60 88 100 105

51.6 58.4 53.3 46.0 46.1 48.3
6.0 5.2 10.3 17.6 17.5 15.3
54 58 70 81 100 115

51.3 58.8 52.2 47.0 47.3 50.0
6.3 4.8 11.4 16.6 16.3 13.6
64 82 100 105 121 143

51.0 51.4 52.4 51.8 54.2
6.6 6.2 11.2 11.8 9.1
94 118 128 150 178

63.55

Lt. Z Rt.

+74

+63

+40 54.3 51.2
6.1 9.2
150 138

+08 For Profile 13.2

38+00

+70

37+33

60.41

50.8 50.2 48.3 50.0 55.3 56.1 58.8 48.9 46.7 47.1 53.6
9.6 10.2 12.1 10.4 5.1 5.3 1.6 11.5 13.7 10.3 6.8
132 100 80 58 32 16 84 85 80 87

58.9 51.0 48.2 50.4 51.5 51.8 53.6 49.3 48.2 47.6 54.6
1.5 9.4 12.2 10.0 8.9 8.6 6.8 11.1 12.2 12.8 5.8
150 133 78 38 27 30 50 83 97

51.1 50.4 49.8 51.9 52.2 46.7 48.1 48.1 46.6 53.6
9.3 10.0 10.6 8.5 8.2 13.7 12.3 12.3 13.8 6.8
100 88 58 50 29 27 30 98 106

55.8 57.2 53.3 47.8 48.4 50.3 47.0 47.9 48.4
4.6 3.2 7.1 12.6 12.0 10.1 12.4 12.5 12.0
32 22 53 58 73 100 128
Graphic

7.8
187

53.3 48.4 47.0 49.1 46.3
7.1 12.0 13.4 11.3 14.1
22 53 69 86 144

56.1 49.0 49.5 50.1 52.9 51.3
4.3 11.4 10.9 10.3 7.5 13.1
9 13 55 95 100 114

12.0
137

60.41

Lt. 2 Rt. 75

+19				59.4	49.2	49.4	47.6	46.1	45.4	47.3	50.7
				5.3	15.5	15.3	17.1	18.0	19.3	17.4	14.0
				90	66	50	36	11		37	34
				= Top Hot Spike							
40+06				61.2	55.2	54.1	52.9	48.1	48.1	47.9	50.1
				3.5	9.5	10.0	11.8	16.0	16.1	16.8	14.6
				78	63	50	28	9		28	38
				= Top Hem Pile							
+87				61.1	53.2	58.4	58.9	61.0	49.0	48.6	49.2
				3.6	10.5	6.3	5.8	0.7	15.7	16.1	15.5
				87	60	40	32		15	38	38
				= Top Pile Hem							
+60				58.1	50.9	59.9	60.9	54.5	51.7	54.8	50.0
				6.6	13.8	4.8	3.8	10.2	13.0	9.9	5.7
				88	66	45	38	25	13		9
				= Top Hem Pile							
+30				59.6	50.1	50.4	56.1	57.1	49.1	49.4	55.2
				5.1	14.6	14.3	8.0	7.6	15.0	15.3	9.5
				103	83	64	56	46	31	10	
TP	9.10	64.66	48.5	55.66							64.17
89+0				57.1	50.6	52.9	48.9	49.8	53.5	56.9	48.5
				3.3	9.8	7.5	11.5	10.6	6.9	3.5	11.9
				93	81	50	18			8.	31
		60.41									60.41

+19											
40+06											
+87											
+60											
+30											
TP											
89+0											
		60.41									60.41

BM			8.05	62.08	07 L+D 4657 8.79 Base Line 1823 84-33 62.18
TP	11.84	65.13	1137	53.29	07 Hub 41+46.86 B.C. Lt.
+46.86	B.C. Lt.				
41+0					
+72					
+60					
40+44					
		64.66			

54.0 54.1 53.1 53.3 53.3 53.1 53.0 52.9 56.1
10.7/100 10.6/80 11.0/50 11.4/33 11.4 11.6/30 11.7/50 10.8/84 8.6/100

53.2 53.0 58.5 56.2 57.1 53.1 53.9 54.1 53.8 54.8 58.3
11.5/100 11.7/82 6.2/86 8.5/50 7.6/90 11.0/30 10.8 10.6/21 10.9/50 9.9/88 6.4/103

54.2 55.0 54.4 53.5 54.0 56.8 53.1 53.7 53.1
10.5/100 9.7/50 10.3/33 11.2 10.7/24 7.9/30 11.6/43 11.0/80 11.6/100

54.1 54.8 54.7 54.5 48.4 49.1 53.8 53.5 55.1 55.1 52.9 53.5
10.6/100 9.9/55 10.0/50 10.7/27 16.3/12 15.6 10.9/8 11.7/28 9.0/67 9.6/43 11.8/50 11.2/100

55.1 47.5 49.1 50.0 49.3 48.8 49.2 55.1 53.0 53.4 55.1 53.0 52.9
9.6/100 17.2/82 15.5/50 14.7/33 15.4/21 15.9 15.5/8 9.6/16 11.7/24 11.3/87 9.6/50 11.7/57 11.8/100
Top Rib

1
64.66

Check Bench Levels Wabash Blvd: Freeway
From Federal Blvd to

BM	5.555	57.325		(51.77)	
	8.120	62.175	3.27	54.055	
	6.950	66.915	2.21	59.965	
	7.400	70.755	3.56	63.355	
BM	5.03	74.995	0.79	69.965	(69.96)
	9.92	82.96	1.955	73.040	
BM	6.525	85.785	3.70	(79.26)	79.26
	10.675	93.820	2.64	83.145	
BM	8.02	100.540	1.30	(92.52)	92.525
	5.55	103.08	3.01	97.53	
	6.96	107.59	2.45	100.63	
BM	8.16	112.575	3.175	104.415	(104.42)
	10.37	119.345	3.60	108.975	
	7.455	124.145	2.355	116.990	
BM	8.01	128.095	4.360	120.085	(120.10)
	8.95	135.155	1.89	126.205	
	6.10	138.565	2.69	132.465	
BM	5.345	141.52	2.39	136.175	(136.20)
	9.94	147.97	3.49	138.03	
	12.77	157.965	2.775	145.195	
	9.795	158.19	9.57	148.395	
			2.855	155.335	
BM	4.93	158.76	4.36	153.83	(153.85)
	8.715	162.175	5.30	153.46	

Note: Use Elevations in Parenthesis (51.77) For Bench Marks
See Page 45

Flag 25-49
A Sisson
Garbett
Rod
Cota
Chavez
Peg

77

MM B.P. Federal Blvd 435 45 St.

Chisel Cross on MH Rim 75' Lt 109+0 L' 69.96 Page 45

Chisel Cross on MH Rim 100' Lt 116+0 L' 79.26 " "

Chisel Cross on MH Rim 200' Lt 134+0 "L" 92.525 " "

Chisel Cross on MH Rim 60' Lt 132+50 L' 104.42 " 46

Chisel Cross on MH Rim 200' Lt 144+0 L' 130.11 " 46

Chisel Cross on MH Rim Wabash & Sunipee 136.22 P 47

on Hub 2+30.69 P'

Lead & Tack Sewer Man Hole 70' Lt. 164+65 L' Page 47

		162.175				
	6.36	166.565	1.970	160.205		
BM	6.695	170.05	3.21	163.355	(163.39)	Chisel Cross on Man Hole Rim 100' Lt. 172+60 L' Page 47
BM	6.805	176.405	0.45	169.60	(169.64)	Chisel Cross on MH. Rim 100' Lt 176+0 L' " "
	7.685	183.045	1.045	175.36		
BM	6.29	186.235	3.10	179.945	(179.99)	Chisel Cross 120' Lt 181+50 L'
	8.555	192.865	1.925	184.310		
	12.015	202.10	2.780	190.085		
BM	7.20	207.545	1.755	200.345	(200.40)	Lead & Disc Rim Sewer MH. Sch. Wabash & Victoria Page 48
	12.17	218.27	1.445	206.100		
	6.085	221.955	2.40	215.870		
	9.725	228.830	2.85	219.105		
	10.390	237.020	2.20	226.630		
	11.28	246.58	1.72	235.30		
BM	7.52	251.995	2.105	244.475	(244.52)	Chisel Cross Man Hole 125' Lt 205+80 L'
	9.575	260.200	1.37	250.625		
	8.260	267.565	0.895	259.305		
BM	13.455	276.705	3.315	264.250	(264.29)	Chisel Cross Man Hole 16' Rt. 52+25 P' Page 48
	10.41	286.530	0.585	276.120		
	12.94	298.170	1.300	285.230		
	11.34	307.045	2.465	295.705		
	12.075	317.600	1.52	305.525		
	12.940	329.91	0.63	316.970		
	8.23	334.52	3.62	326.290		
BM			4.21	330.31	(330.33)	N.W. BP Landis + 40th St.

Location & Levels Test Holes
Wabash Freeway L' at Federal Blvd.

Oct. 2-49
A. Sisson
Garber
Cota
Chavez

BM	7.61	59.38		51.77	17.14 B.P. Federal + 35½
95+55	18' Lt. of ℄		11.0	48.4	Ground
96+96	44' Rt of ℄		14.3	45.1	Ground
96+50	68' Rt of ℄		9.0	50.4	Ground
97+05	29' Lt of ℄		15.6	43.8	Ground

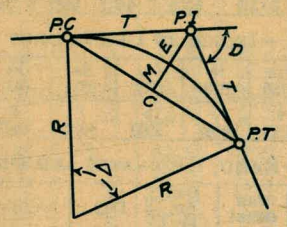
Car & Grades for Concrete Wall
Market St North Line At Bancroft

Oct 17-49
R.S. Sipe
Garber
Cofa
Chains

	stakes offset			
+90.97		66.19	16.75 / 1.03	c 2.72
+82.70		66.66	16.28 / 1.30	c 1.98
+74.43		67.12	15.82 / 1.68	c 3.14
+66.16		67.70	15.24 / 10.41	c 4.83
+57.89		68.17	14.77 / 8.77	c 6.06
+49.62		68.64	14.30 / 8.33	c 5.97
+41.35		69.21	13.73 / 8.18	c 5.55
+33.08		69.69	13.25 / 10.91	c 2.34
+24.81		70.13	12.81 / 5.06	c 7.75
+16.54		70.58	12.36 / 4.78	c 7.58
+08.27		71.02	11.92 / 4.30	c 7.72
6+0 = BC		71.46	11.48 / 7.31	c 4.17
BM	1.57	82.94	81.37	Sta BC 158 + 45.50

Indexed
10-21-49
W.K

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

Radius=R=$\frac{50}{\text{sin. } D/2}$(1) Degree of Curve=D and sin. $\frac{D}{2}=\frac{50}{R}$ (2)

Tangent=T=R tan $\frac{\Delta}{2}$ (3) Length of Curve=L=100$\frac{\Delta}{D}$ (4)

Middle ordinate=M=R(1—cos. $\frac{\Delta}{2}$) (5)=Rvers $\frac{\Delta}{2}$ (6)

External=E=T tan $\frac{\Delta}{4}$ (7)=R ÷ cos. $\frac{\Delta}{2}$—R(8)=R exsec $\frac{\Delta}{2}$ (9)

Long Chord=C=2 R sin. $\frac{\Delta}{2}$ (10) Δ=Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.=Sta. 161+60.35 to find Sta. of P. C. and P. T. Δ=62° 10′ D=8° 20′. From Table IV for 1° curve T=3454.1 and ÷8⅓=414.49 ft. From Table V correction=.36 or T=414.85 ft. P. C.=Sta. P.I.—T=157 +45.50. Also from (4) L=746.00 and P. T.=Sta. P. C.+L=164+91.50.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft.=7.27 ft. Distance=158—Sta. P. C.=54.50, hence offset=7.27 $(54.50 \div 100)^2$=2.16 ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2 \div (2 \times 688.26)$=2.16 ft.

Deflections.—Deflection angle=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′ +8° 20′ ÷2=6° 26.2′, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve E=960.6 for 8° 20′=960.6 ÷8⅓=115.27 and from Table V correction=.10 or E=115.37 ft. Or suppose Δ=32° and E is measured and found to be 42 ft. What is D? From Table IV E=230.9 and ÷42=5.5 or D=5° 30′.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9+(20—16)+2 or 2 ft. added to 41.9 =43.9. For slopes of 1 on 1 see inside of front cover.

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