1848

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.

1848

INDEXED
to page # 33
except page 29 & 30

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.

Wabash Freeway & Nile St Connection 2 - 23

Wabash Freeway Poplar Alt. Topog 24 - 28
Bancroft "P" Line Extension 31 - 33
Cross Sec. Wabash Ave Right Lane 34 - 38

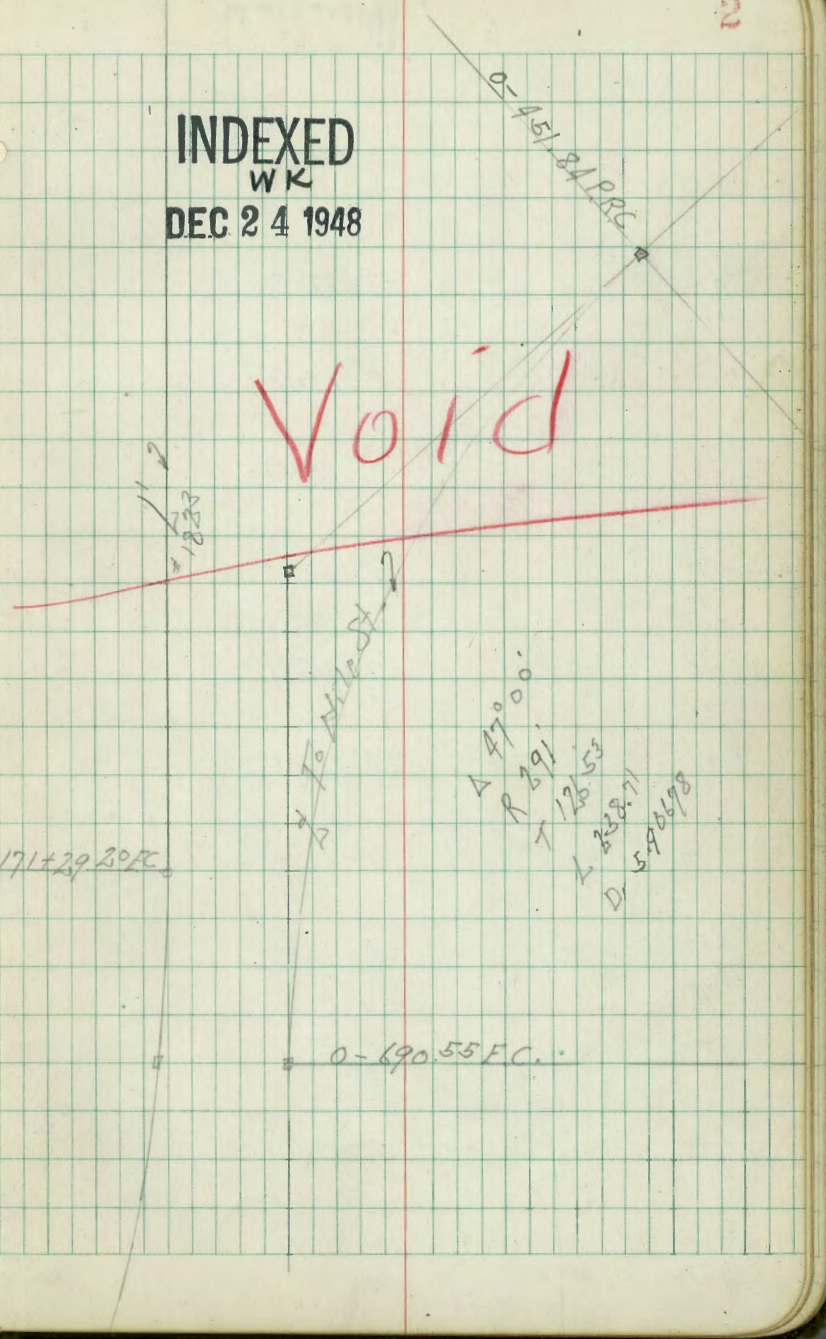
Cross-Sect. Nile ST - WABASH to QUINCE 39
See Pg 4-6 For Sketch of Alignment

NILE ST. CONNECTION to WABASH Blvd. 53

Alignment Wabash Freeway
And Hile St. Connection

0-375		14° 06.77'
0-400		17° 18.61'
0-425		20° 30.44'
0-451.84 PRC		23° 56.41'
0-475	2° 16.80'	
0-500	4° 44.47'	
0-525 P.O.C.	7° 12.14'	
0-550	9° 39.81'	
0-575	12° 07.48'	
0-600	14° 35.15'	
0-625	17° 02.82'	
0-650	19° 30.49'	
0-675	21° 58.16'	
0-690.55 E.C.	23° 30'	

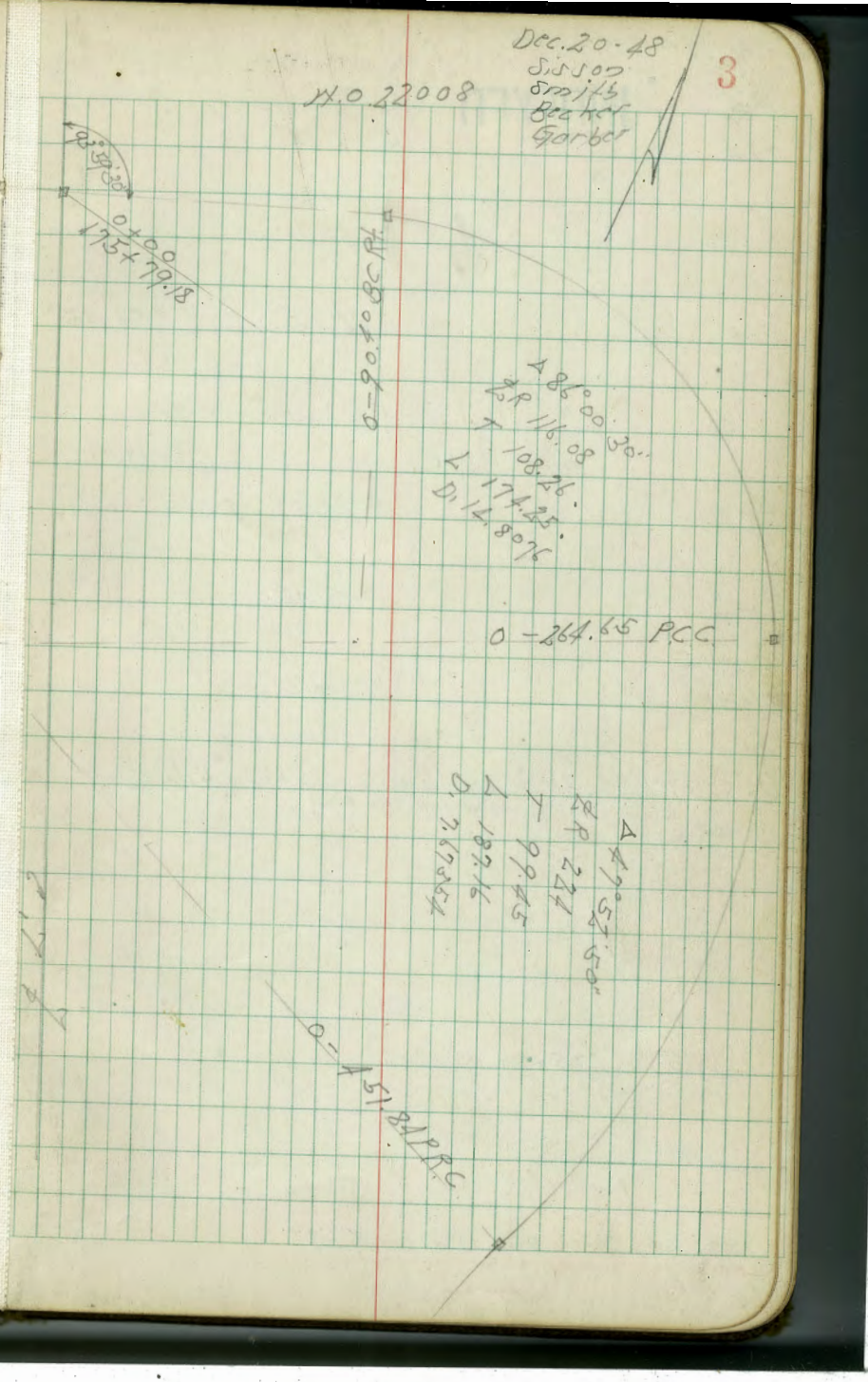
Void



Wabash Freeway & Hilest Connection

INDEXED

0+00 = 175+79.18 L'		
	Hilest 2	
0-90 40 B.C.R.t.		
0-100 P.O.C.	2° 22.15'	
0-125	8° 32.34'	
0-150	14° 42.53'	
0-175	20° 52.72'	
0-200	27° 02.91'	
-225	33° 13.10'	
-250	39° 23.29'	
0-264.65 P.C.C.	43° 00.25'	
0-300	1° 31.26	
-325	7° 43.10'	
-350	10° 54.93'	



Alignment Hile St.

INDEXED

Rt.

7+00 9° 06.14'.

+50 7° 40.20'.

6+00 6° 14.25'. Δ 89° 53' 45"

R 1000

+50 4° 48.31'. T 998.18

L 1568.98

5+00 3° 22.37'. D. 1.71887

+50 1° 56.42'.

4+00 0° 30.48'.

3+82.27 B.C. Rt. = Chisel X on Man Hole Cover
(Set 4 chx's on Rim)

0+00 = 175+79.18 P.O.T. L'

Note: For X-Sects: this AREA see Pg 39

4

Hile St. Connection

3+82.27 BC Rt
Set 4 chx's on Rim - T.C.
10-17-55

0+00

L' L'

89° 53' 45"

175+79.18 P.O.T. L'

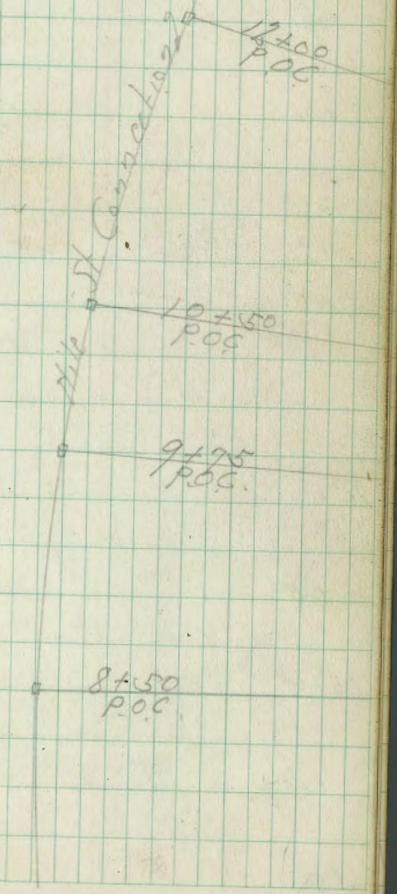
N

Mile St.

		Rt.
+50		27° 43.40'
13+0		26° 17.46'
+50		24° 51.52'
12+0	P.O.C.	23° 25.57'
+50		21° 59.63'
11+0		20° 33.69'
+50	P.O.C.	19° 07.74'
10+0		17° 41.80'
+75	P.O.C.	16° 58.83'
+50		16° 15.86'
9+0		14° 49.91'
+50	P.O.C.	13° 23.97'
8+0		11° 58.03'
7+50		10° 32.08'

14475

5

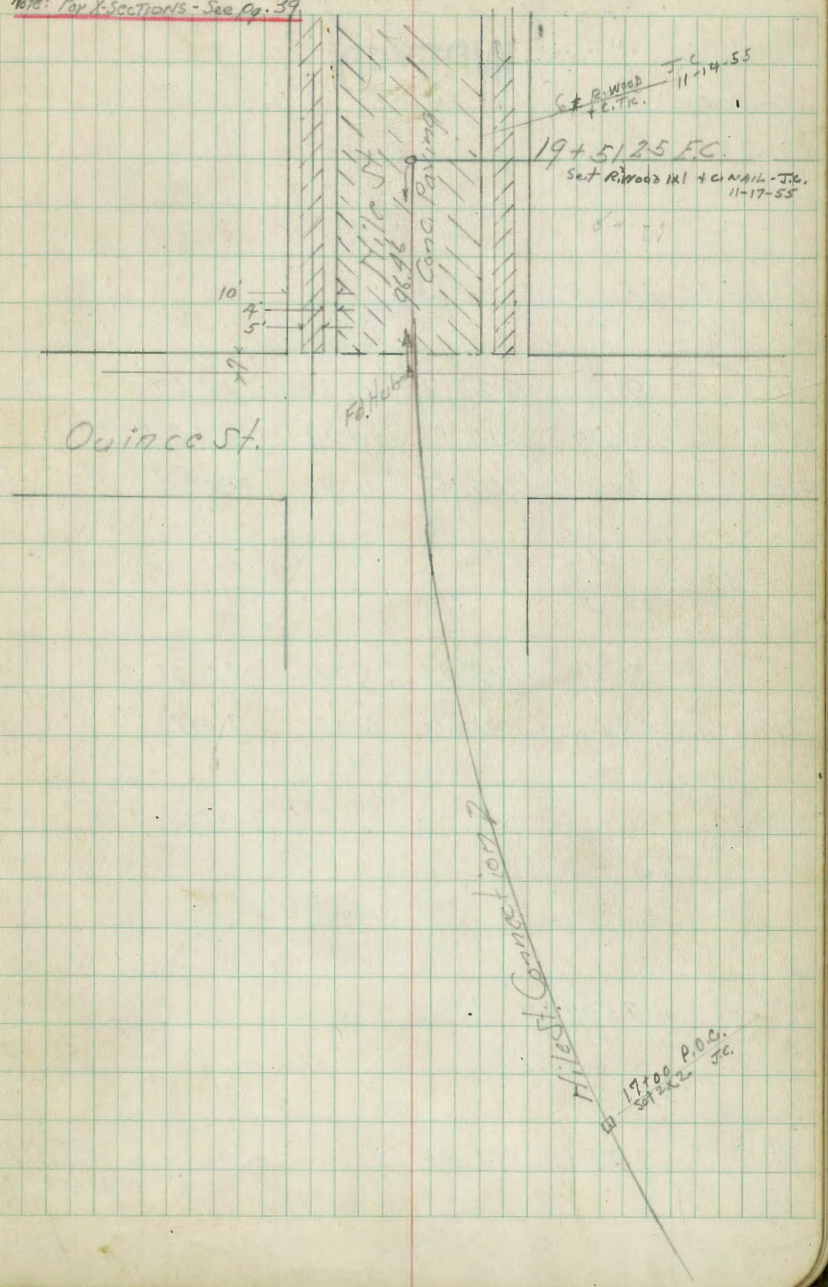


Mile St.

INDEXED

		Rt.
+51.25	E.C.	44° 56.87'
19+0		43° 28.78'
+50		42° 02.84'
18+0		40° 36.90'
+50		39° 10.95'
+25	P.O.C.	38° 27.98'
17+0		37° 45.01'
+50		36° 19.07'
16+0		34° 53.12'
+50		33° 27.18'
15+0		32° 01.24'
+75	P.O.C	31° 18.29'
+50		30° 35.29'
14+0		29° 09.35'

Note: For X-Sections - See pg. 39



Levels Wabash Freeway 42nd to Ile St. Connection Alignment Page 273

INDEXED

0-100				
0-90.40	BC Rt			
TP	9.21	225.88	0.33	216.67
TP	12.77	217.00	0.28	204.23
TP	13.18	204.51	1.09	191.33
0-42				
TP	12.14	192.42	0.92	180.28
TP	9.81	181.20	0.02	171.39
0-17				
0+0	= 175+79.18 Ahead			
B.M.	7.85	171.41		163.56

Chisel X on Rim Screw Hd 10' Rt 10+20 P.I. #1233-9

Dec. 21-48 S. Ross Smith Becker Gerber

7

225.88

3.8

221.1

216.36

9.53 on Hub

176.00

186.92

5.5

192.42

168.3

3.1

168.55

2.86 on Hub

171.41

0-250				
TP	12.81	225.93	0.43	213.12
0-225				
TP	12.50	213.55	0.79	201.05
0-200				
0-184				
TP	1.02	201.84	13.28	200.82
0-150				
TP	0.56	214.10	12.34	213.54
0-125				
		225.88		

2

217.3
88

225.93

206.8
47

213.55

196.5
53

188.4
13.4

201.84

203.7
104

214.10

214.7
112

225.88

0-400

0-375

0-350

0-325

0-300

0-2665 PCC

225.93

218.9
7.0

218.6
7.3

211.4
14.7

211.7
14.4

211.0
15.1

222.36
3.67

225.93

TP	0.47	178.92	12.74	177.95
0-550				
TP	0.82	190.69	12.34	189.87
0-525	P.O.C			
0-500				
TP	0.85	202.21	13.11	201.36
0-475				
TP	1.16	214.47	12.62	213.31
0-451.84	P.R.C			
0-425				
		22593		

2

838
69
19069
19391
8x30
0.35Ha
19944
38
20221
20492
553
21447
21451
1142
0.4Ha
21619
90

22593

BM			11.57	163.56	Chiseled X on Rim N.H. 10" RP, 10+90.0', 163.56
TP	1.12	175.13	11.99	174.01	
0-690.55 EC					
0-675					
TP	9.22	186.00	1.64	176.78 ✓	
0-650					
0-625					
0-600					
0-575					
		178.42			

181.9 NL
5.08
0-675 EC

180.6
5.4

186.00

184.5
5.9

180.1
8.3

172.4
6.0

175.6
2.8

178.42

Levels Milo St. Connection
Wabash Freeway to Milo St & Quincy St.
Alignment Page 4 to 6

Dec. 23-48
Sisson
Smith
Becker
Berger

12

INDEXED

+50				
+37				
1+15				
1+05	= Sewer Man Hole	3.36	169.82	Top of MH
+95				
+50				
0+0	= 175+79.18 P.O.T. L			
B.M.	962	178.18	163.56	C Street x 97 Rim MH. 10' Rt 10+20 P.O.T.

4.1	169.1	
4.7	168.5	
7.4	165.8	Back Tank
4.8	168.4	
4.0	169.2	
4.62	168.56	on Hub
	173.18	

4+0

+82.27 BC Rt

+50

3+0

TP 10.52 182.43 1.27 171.91

+50

2+0

178.18

176.7
5.7

176.36
6.07
07 Top Sewer Manhole

171.7
7.7

173.5
8.9

182.43

170.7
2.5

168.7
4.5

178.18

Nile St. Connection

6+11				
+95				
TP	990	191.23	110	181.33
+50				
+30				
5+0				
4+50				
		182.43		

2	
	181.8
	9.4 = Bottom of Wall
	183.4
	7.8
	191.23
	180.9
	1.6
	179.1
	3.3 = Bottom of Wall
	180.53
	1.9
	178.3
	4.1
	182.43

TP	11.94	247.60	0.45	235.66
1+60				
TP	12.64	236.11	1.78	223.47
TP	11.48	225.25	0.15	213.77
1+30				
TP	11.15	213.92	0.30	202.77
1+0				
0+75				
TP	12.37	203.07	0.53	190.70
0+50				
0+25				
		191.23		

247.6

226.7
9.4

236.11

213.8
0.1

213.92

202.0
1.1

193.1
10.0

203.07

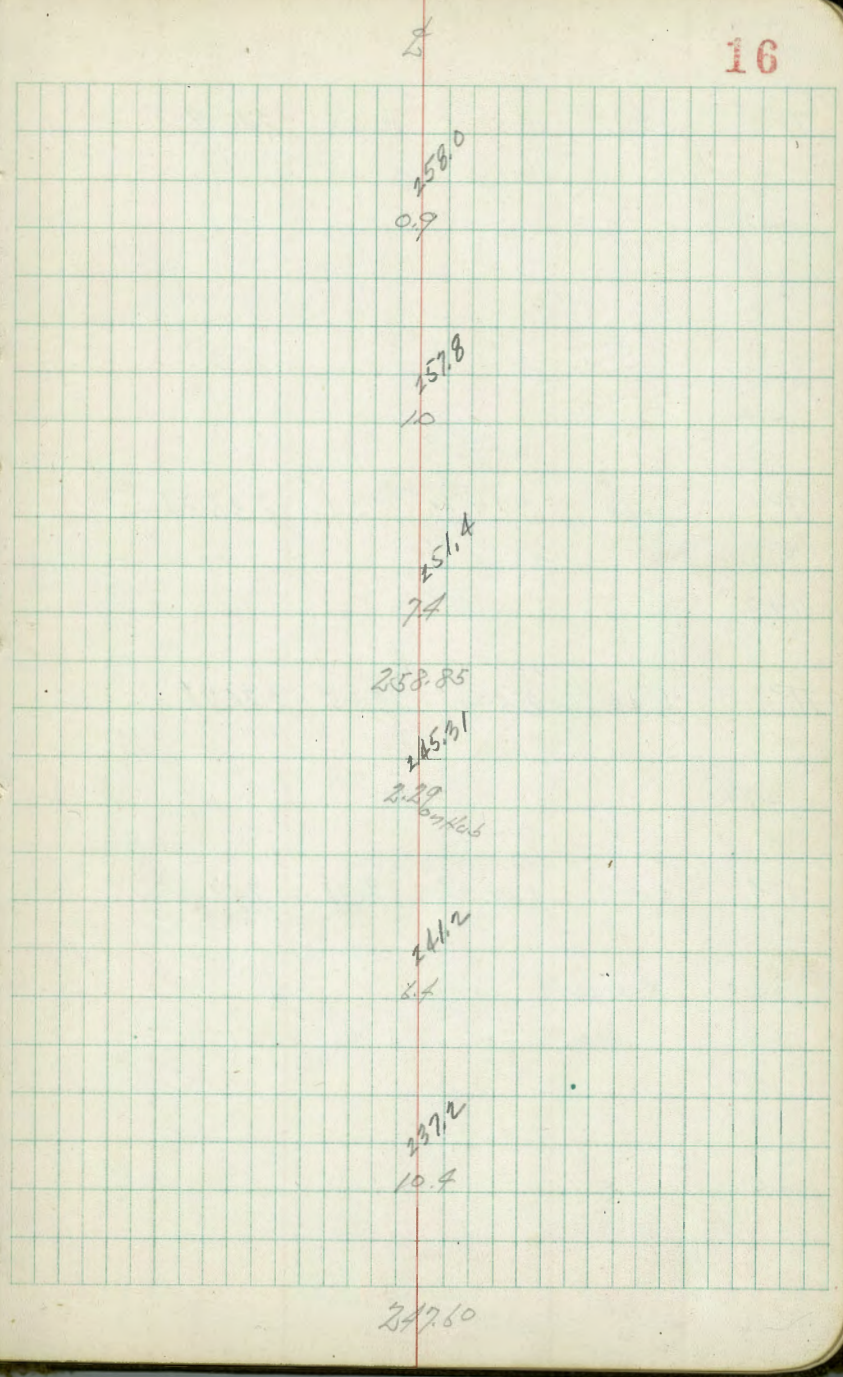
186.5
4.7

194.1
3.1

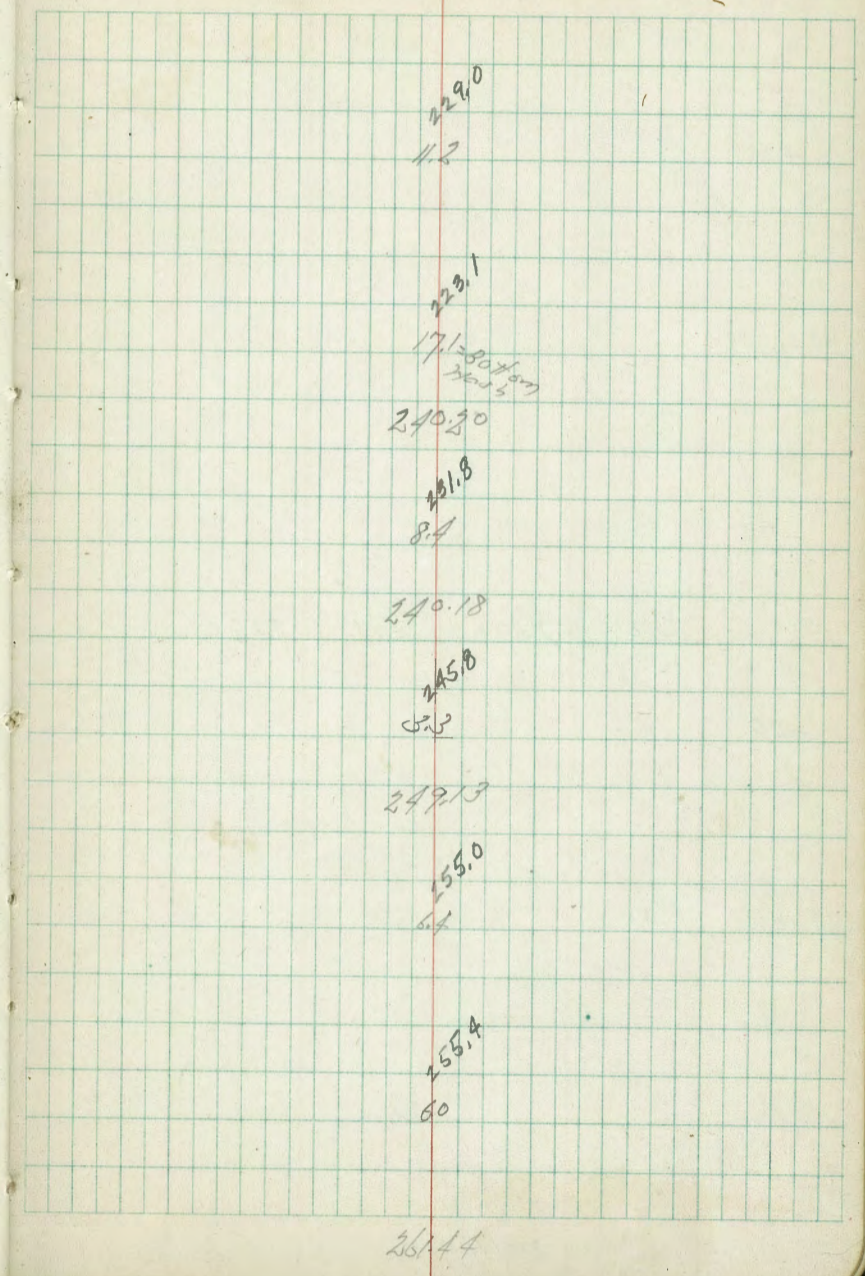
191.23

Nile St. Connection

TP	3.25	261.44	0.66	258.19
+75				
+50				
9+0				
TP	11.37	258.85	0.12	247.48
+50	P.O.C			
+25				
8+0				
		247.60		

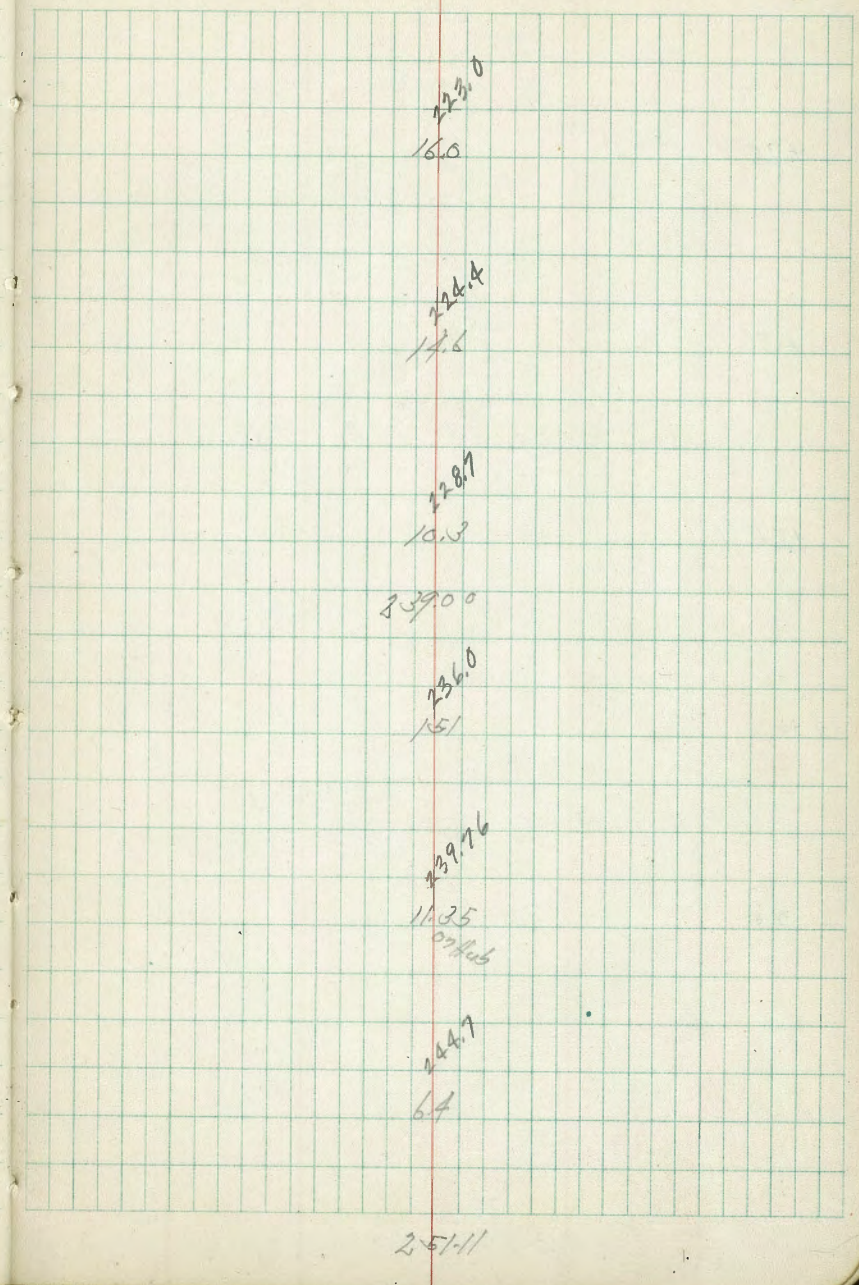


TP	10.92	251.11	0.01	240.19
+35				
+15				
TP	1.86	240.20	1.84	238.34
1140				
TP	3.40	240.18	12.35	236.78
+75				
TP	0.00	249.13	12.31	249.13
+50	Hub out			
1040				
		261.44		



Hi Cost Connection

+25				
13+0				
+75				
TP	1.00	239.00	12.11	238.00
+50				
12+0	P.O.C.			
11+60				
		251.11		



+75	P.O.C.			
+50				
TP	9.02	246.84	1.18	237.82
+25				
14+0				
+75				
13+50				

239.00

242.92
3.92
238.6

241.3
6.5

246.84

236.2
7.8

229.5
9.5

223.9
15.1

223.6
15.4

239.0.0

Hile St. Connection

TP	12.61	263.42	1.51	250.81
+25				
16+0				
+75				
TP	12.72	252.32	7.84	239.60
+40				
+15				
15+0				

246.84

247.0
5.2

243.7
8.6

238.4
13.9

252.32

239.6
7.2

228.8
18.0

236.44
10.4

246.84

1870				
+50				
+25	P.O.C.			
TP	8.48	283.80	0.24	275.32
1710				
TP	12.15	275.56	0.01	263.41
+75				
16+50				
		263.42		

277.3
6.5

276.0
7.8

275.64
8.16
0.36

273.7
1.9

275.56

262.3
1.1

255.8
7.6

263.42

TP	7.34	290.78	0.36	283.44
+50				
20+0				
+50				
19+0				
BM			4.10	279.70
+61	= Sly Improvements			
18+50				
		283.80		

M.E.B.P.
Quincy & Niles
279.69
1823-15

283.15
0.65
Conc. Pav.

281.99
1.81
Conc. Pav.

280.89
2.91
Conc. Pav.

279.75
4.05
Conc. Pav.

278.96
4.84
Conc. Pav.

278.8
5.0

283.80

23+0

+50

22+0

+50

21+0

290.78

288.31
2.47

287.41
3.37
0.78 Ex.

286.47
4.31
0.78 Ex.

285.49
5.29
0.78 Ex.

284.29
6.49
0.78 Ex.

290.78

Aligarmeal Habash Freeway Poplar St.
Topog.

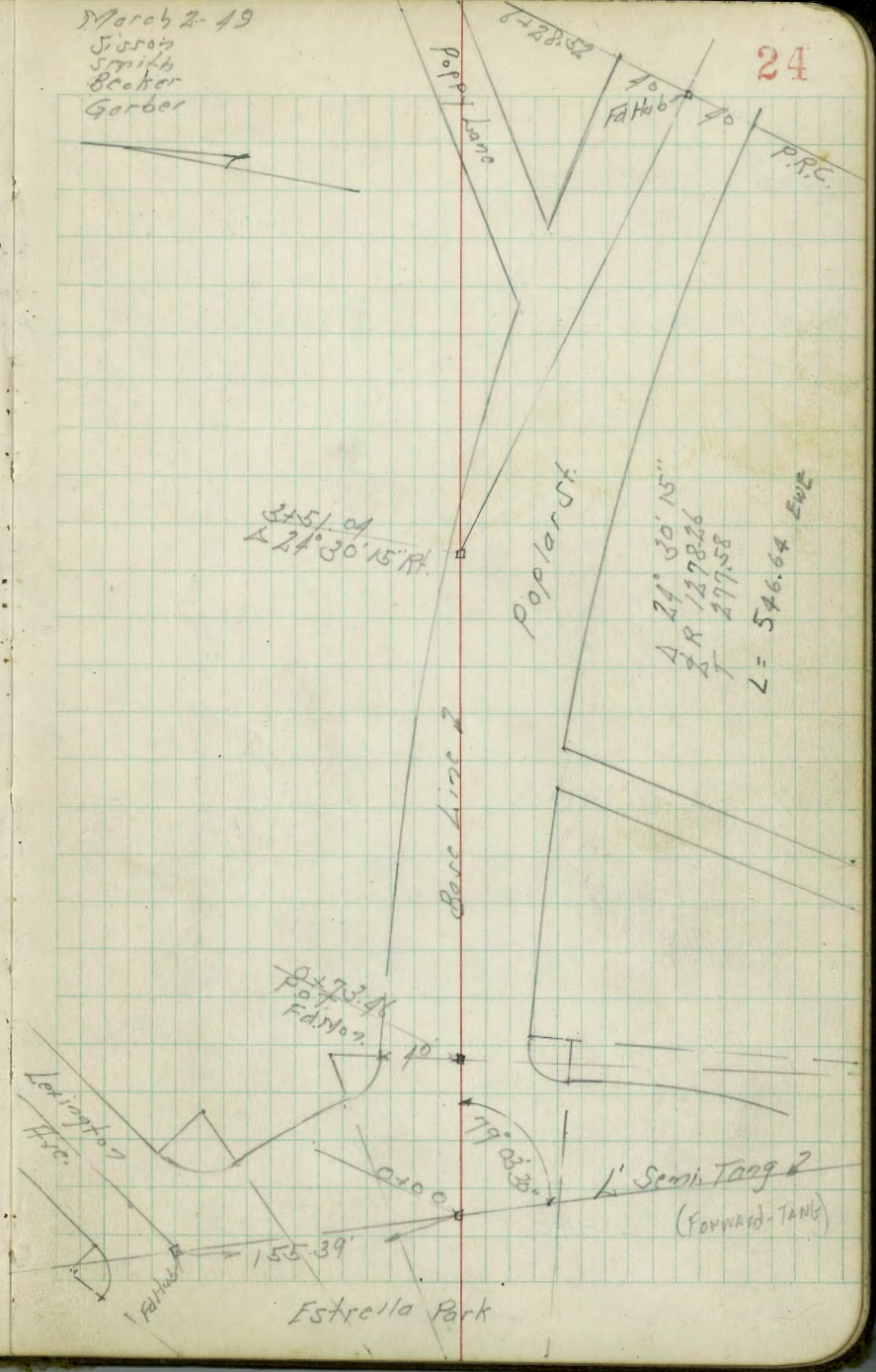
6+28.52 P.O.T. - P.R.C.

3+51.04 Δ 21° 30' 15" Rt.

0+73.46 P.O.T.

0+0 = Pl. Habash Freeway L' Semi Tang.

March 2-49
Sisson
Smith
Becker
Gerber

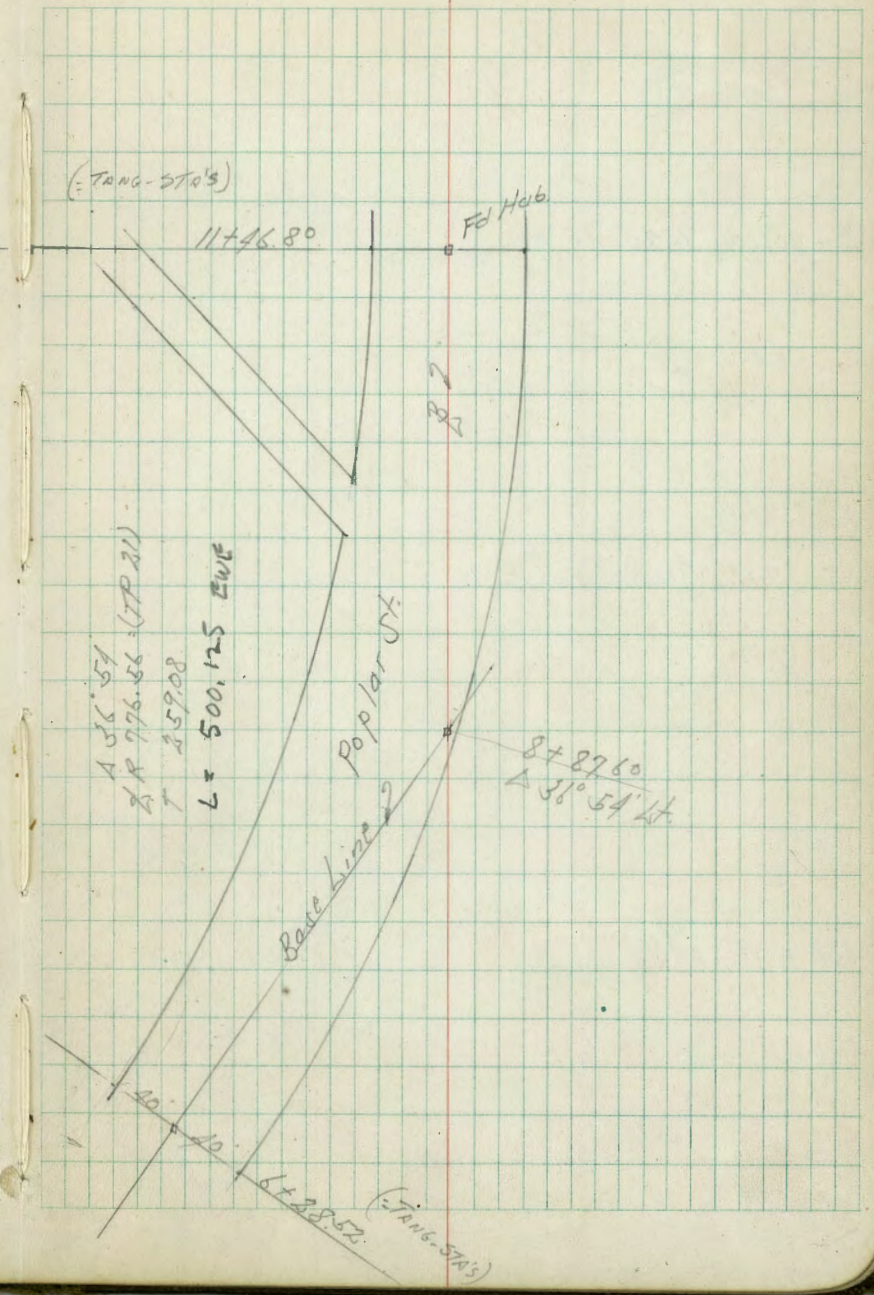


18+00 P.O.T

11+46.80 P.O.T. =

8+87.60 A 36° 54' Lt.

6+28.52 P.O.T. = P.R.C.

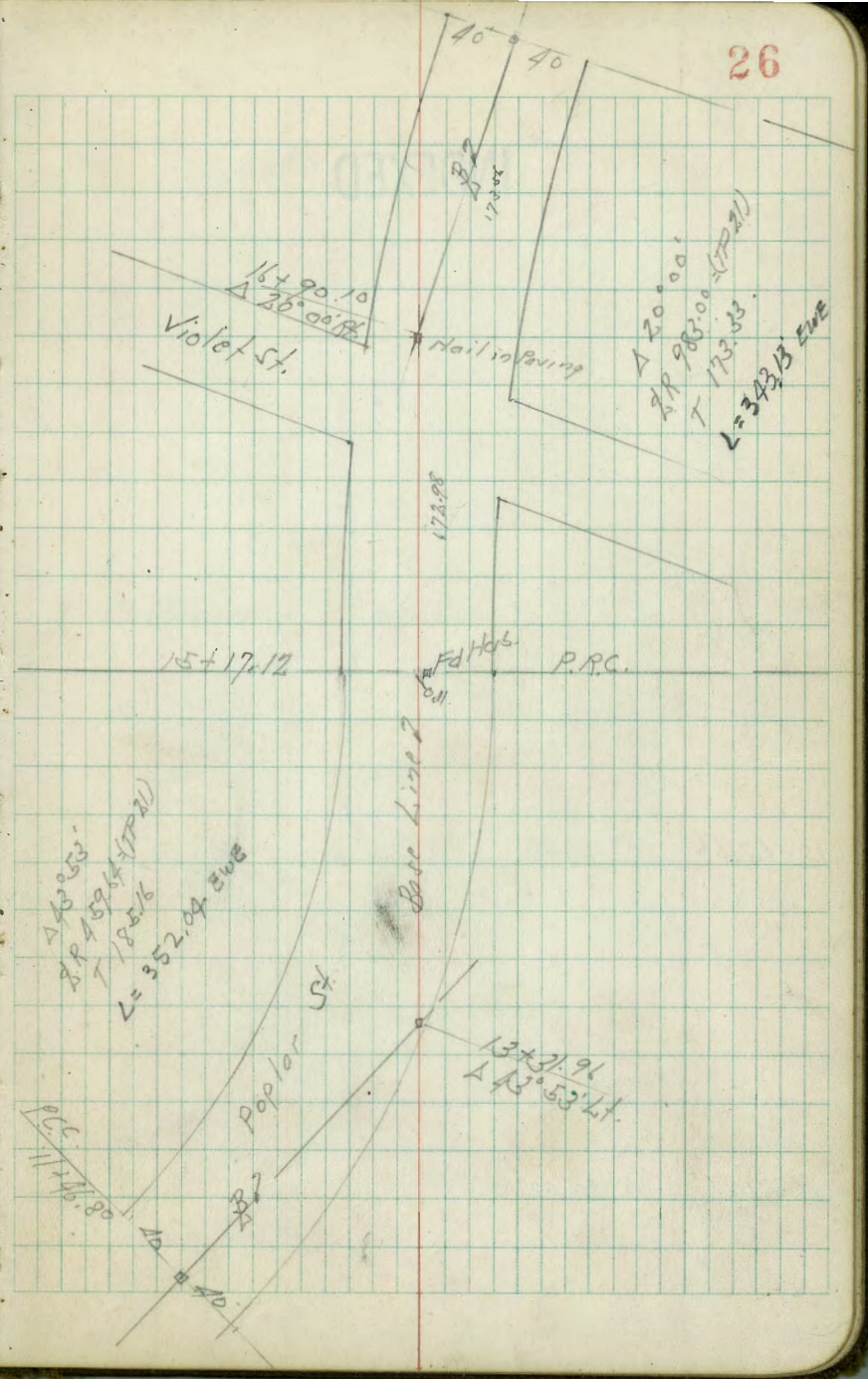


16+90.10 Δ 20° 00' Rt.

15+17.12 P.O.T

13+31.96 Δ 43° 53' Lt.

11+45.80

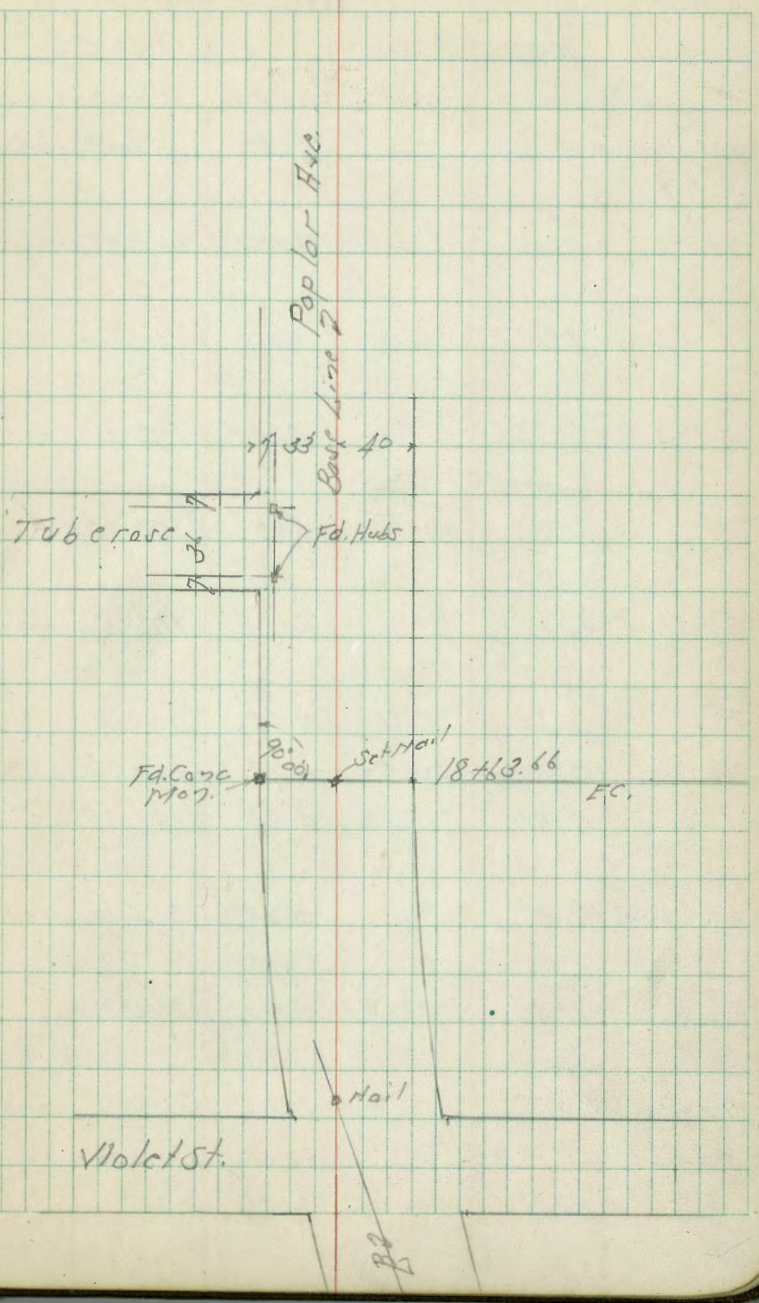


Alignment Wabash Freeway Poplar St
Topog.

INDEXED

18+62.66

16+90.10 Δ 30°00' Rt.



Control Levels Wabash Freeway
Poplar St. Topog.

March 3-49
Sisson
Becker
Gerbert

BM	11.92	165.87		153.95	Cross on MH Rim 45'Lt 2+60 P Line
			11.89	153.98	on Lt T Smart MH Rim
2+0	△ P'		10.40	155.47	on Hub
0+0			5.95	159.92	on Hub
TP	9.88	175.20	0.55	165.32	
0+73.46			4.29	170.91	on Cox Mon
TP	11.53	181.76	4.97	170.23	
3+51.04	△		5.61	176.15	on Hub
TP	10.20	188.61	3.35	178.41	
TP	12.57	200.44	0.74	187.87	
TP	12.51	212.10	0.85	199.59	
6+28.52	P.O.T.		0.00	212.10	on Hub
TP	11.37	222.68	0.79	211.31	
7+40	P.O.T.		3.54	219.14	on Hub
8+87.65	△		10.59	212.09	" "
TP	12.86	234.77	0.77	221.91	

234.77

TP	13.09	247.17	0.39	234.38	
TP	12.14	258.64	0.97	246.50	
11+46.80	P.O.T.		4.60	254.04	on Hub+Disc
TP	12.63	270.59	0.68	257.91	
13+31.96	△		13.53	257.06	
TP	11.77	281.76	0.60	269.99	
14+82.80			4.80	276.96	
16+17			6.41	275.35	
TP	12.72	294.06	0.42	281.34	
16+90.10	△		10.07	283.99	Nail in Pav
18+63.66	E.C.		4.60	289.46	Mon. on W. Lt. Poplar
TP	5.43	294.76	4.23	289.33	Top of Hyd
	1.90	292.84	6.82	287.94	
	9.93	302.18	0.59	292.25	
	5.58	305.80	1.96	300.22	SE BP Quincy & Fairmount 297.19
BM			8.57	297.23	

SURVEY - "D" LINE =

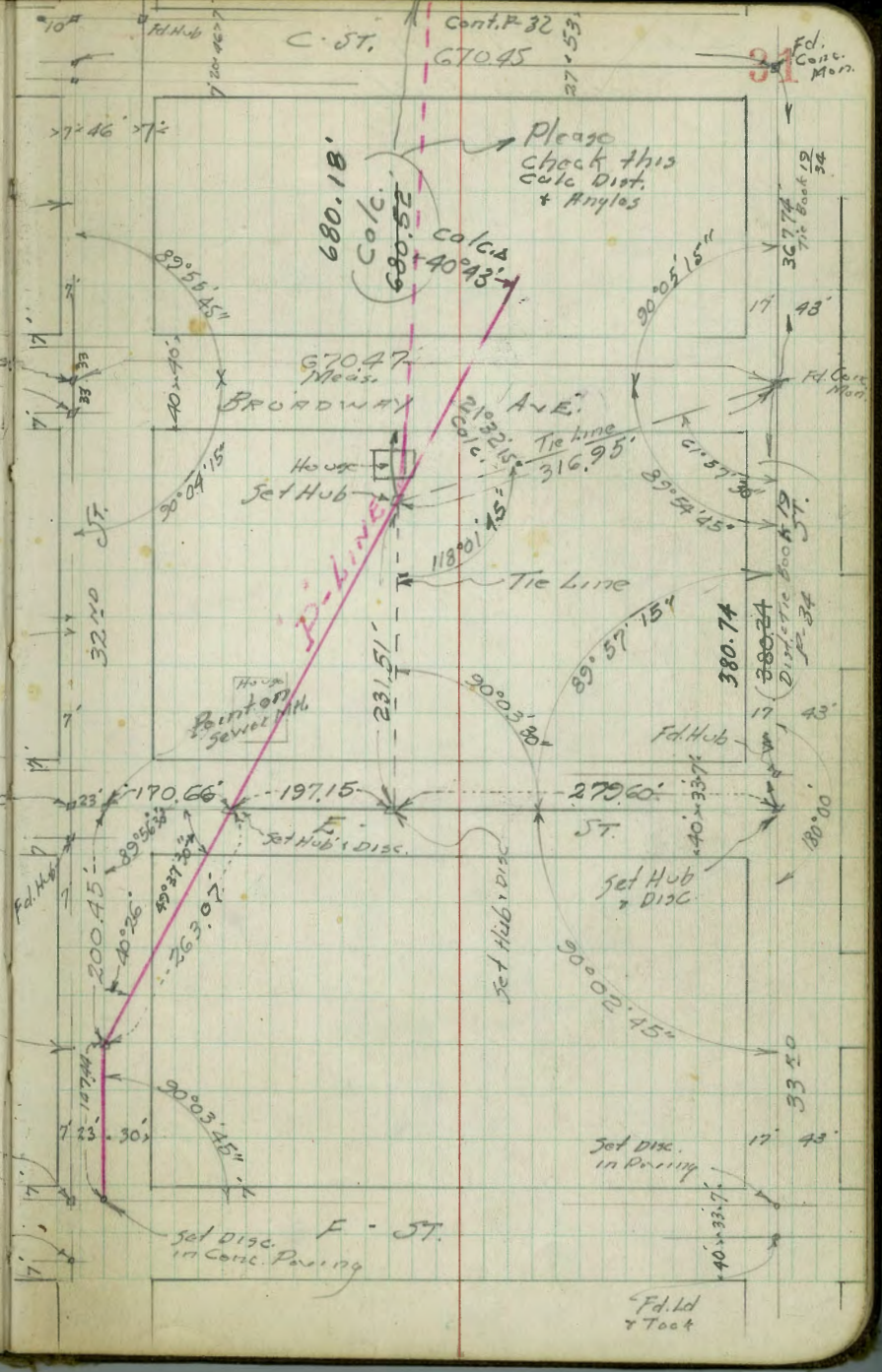
BANCROFT EXTENSION

FROM F ST. - W.O. 20607

- TO ASH ST.

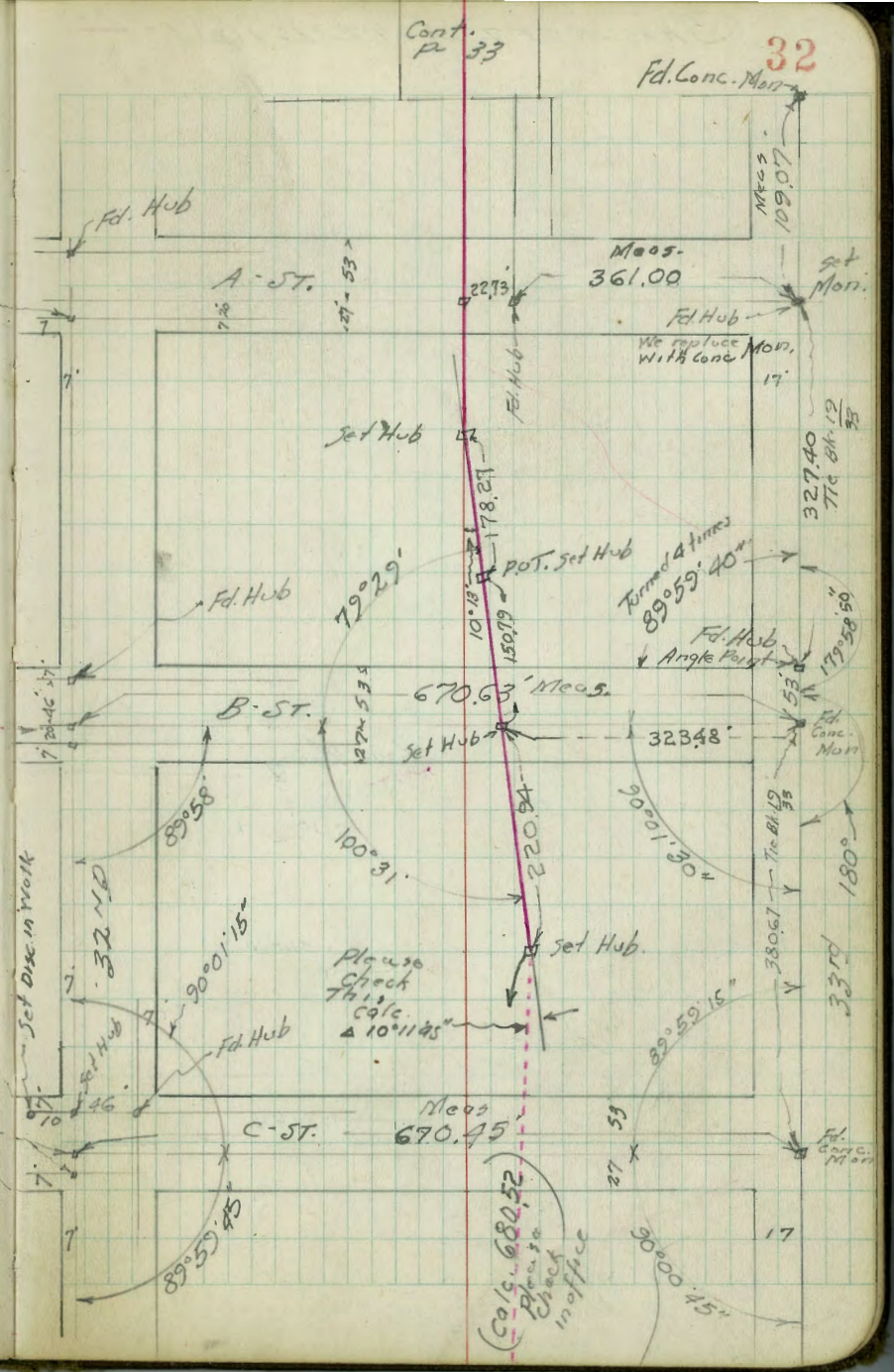
Walker
F. Gregory
G. Pope
R. Sisson
12-5-49

INDEXED
W.K.
DEC 8 1949



BANCROFT EXTENSION

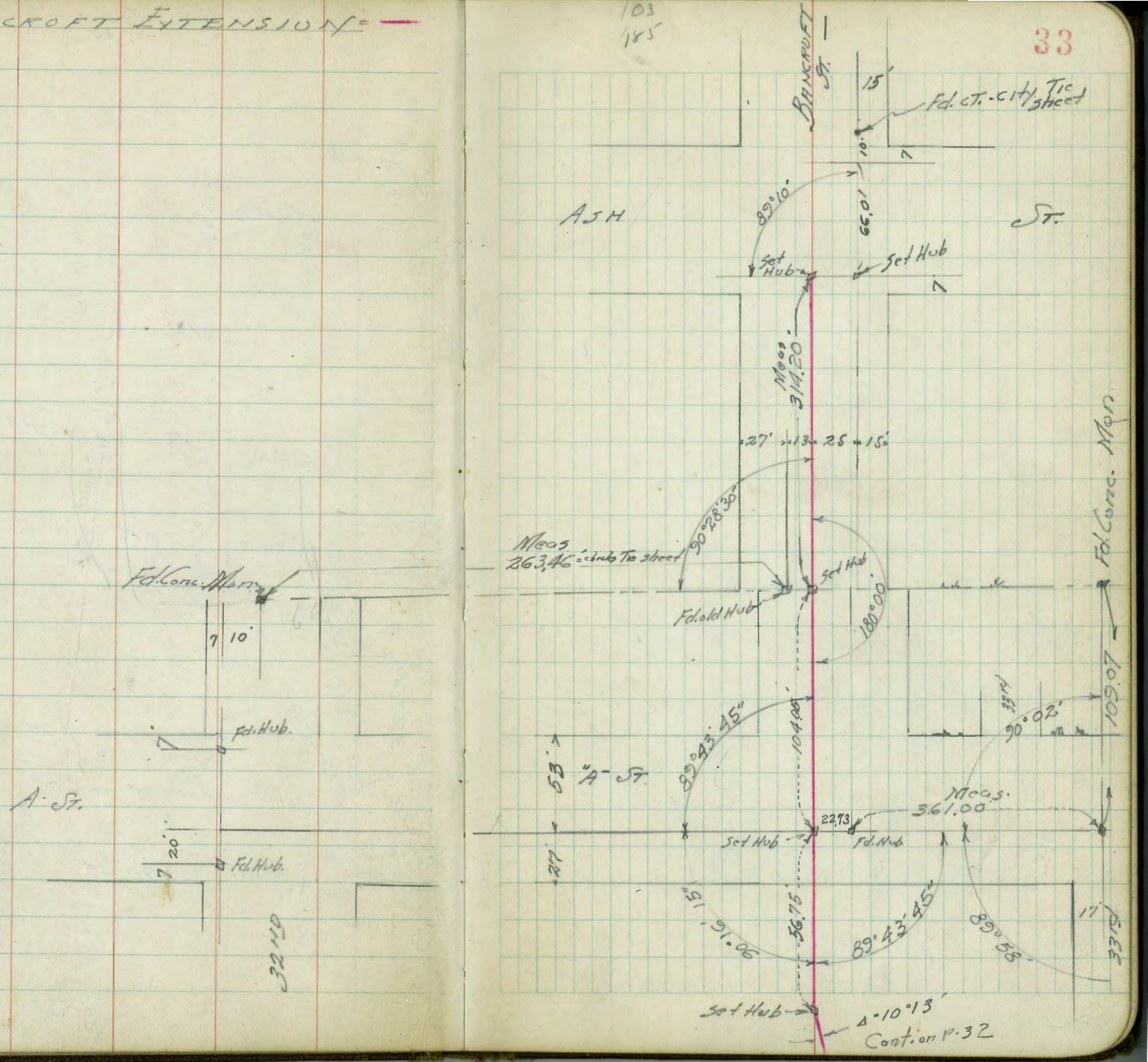
Cont. from P-31



BANCROFT EXTENSION

103
185

33



Wabash Blvd. Section of Wabash Ave
Interchange Cross Section Wabash Ave
Right Lane Sta 11+0 to 22+0 "C" Line.

Lt = West ℄ Rt = East

San 28-51
H.S. Sisson
Garber
Road

Slope Stake
= 2073

13+0

207.7 0.6 | 205.3 3.0 10 | 205 ★ 2.9 8.1 | 208.0 0.3 4.7 33° Slope

+76.26 EC

207.1 1.2 | 204.8 3.5 10 | 205.4 2.9 8.1 53° | 194.9

+50

206.3 2.0 6.8 35° Slope | 204.0 4.3 7 | 204.8 3.5 34 | 198.0 10.3 45° Tal

12+0

194.4 13.9 9.1 Toe Fill | 201.6 6.7 | 202.6 5.7 20 | 204.0 4.3 38 | 198.0 10.3 45° Toe of Fill

+50

194.0 11.3 9.0 | 203.3 3.0 | 201.0 7.3 1 | 201.5 6.8 20 | 202.4 5.9 37 | 199.9 8.4 40° Toe Fill

11+0 = End of Grading This Job

193.5 14.8 9.0 Toe Fill | 200.1 8.2 | 201.2 7.1 25 | 202.7 5.6 50

BM 6.87 208.27 201.90 S.W. RR. Culvert 18" Abilene 2072.2.9

208.27

Wabash Ave Right Lane

Lt Rt 35

15+0					
+50					
14+0					
+75					
+50					
TP	58°	206.20	787	200.40	4+0 M.H. Set Wabash Ave & Wabash Blvd
13+25					
		208.27			

2030 2010 2000 199.6 196.1
6.2 5.2 6.2 6.6 9.5
12-Hub 7-cut 22 30-Flag

199.8 198.6 198.0 196.3
6.4 7.6 8.2 9.9
7-Natural Ground 20 36-Natural Ground

197.3 198.8 199.3 197.1 202.2
8.9 7.4 6.9 8.5 4.0
10 12 21 32 on 3.5% Slope

196.2 202.4 202.1 202.4 205.8
10.0 3.8 4.1 3.8 0.4
12-Top 3 18 28 on 3.5% Slope

196.1 207.7 205.7 204.0 204.2 208.2
9.5 +1.5 0.5 2.2 2.0 +4.0
14-Top Fill 8. 15 10 24 34 on 3.5% Slope

206.20

207.5 204.6 204.8 208.3
0.8 3.7 3.5 0.0
12 29 40-Slope 3.5%

208.27

Mabank Ave. Right Lane

TP	6.89	221.32	1.35	214.43
18+00				
+50				
17+00				
+50				
16+00				
	9.84	215.78	0.26	205.94
15+50				
		206.20		

Lt. Ct. Rt. 36

208.3	211.8	212.3	213.7	212.0	214.3	214.6	206.0
7.5	10	5.5	2.6	6.8	1.5	1.7	9.8
52.-Toe F.11	45.	45	41.		15	33.	57.-Toe
207.7	211.4	211.6	211.8	212.3	212.1	206.4	
6.1	4.3	4.3	4.0	6.5	5.1	9.3	
54	44	40.		20.	38.	50.-Toe	
209.4	211.2	211.7	211.8	212.3	213.4	205.1	
6.4	4.6	4.1	4.0	3.4	2.3	10.7	
50.-Toe	44	40		20	38	50.-Toe	
209.2	210.2	211.3	212.1	205.0			
6.6	5.6	4.5	5.7	10.8			
40.	35.		33.	49.-Toe			
204.4	208.5	209.3	209.6	200.5			
11.4	7.3	6.5	6.2	15.3			
26.-Toe	15		30	47.-Toe Slope F.G.			
		215.78					
202.4	203.7	204.9	208.6	199.4			
3.8	2.5	1.3	3.6	6.8			
35.-Toe F.11	13		24	33.-Toe F.11 NG			
		206.20					

Wabash Ave. Right Lane

Lt. Δ Rt. 37

21+00

+50

20+00

+50

19+00

18+50

221.32

214.3 / 7.0 / 4.2
212.7 / 8.6 / 1.7
213.3 / 8.0
213.2 / 8.1 / 5.0
212.6 / 8.7 / 4.2 HG

215.3 / 6.0 / 4.5 HG
213.3 / 8.0 / 5.0
212.9 / 8.4
212.5 / 8.8 / 5.0
210.5 / 10.8 / 3.8 HG Bottom Ash

212.6 / 8.7 / 3.8 HG
213.8 / 7.5 / 5.8
213.7 / 7.6 / 1.6
210.9 / 10.4
210.7 / 10.6 / 6.5 EM Fill

211.7 / 9.6 / 5.0
213.9 / 7.4 / 3.7
215.8 / 5.5 / 1.6
210.2 / 11.4
209.1 / 12.2 / 5.5 EM Fill Has Bottom Ash

210.9 / 10.4 / 4.5 Top Fill Has Bottom Ash
213.2 / 8.1 / 4.0
214.6 / 6.7 / 2.5
219.4 / 1.9 / 1.7
220.1 / 1.2 / 1.4
217.5 / 5.8
209.0 / 12.3 / 1.7 Toe EM of Fill

211.3 / 10.0 / 4.5 Toe
212.6 / 8.7 / 4.1
212.1 / 8.6 / 3.7
214.1 / 7.2 / 1.2
217.9 / 3.4
218.0 / 3.3 / 1.2
201.0 / 14.3 / 13.3 Toe of Slope Has Bottom Ash

221.32

BM			3.48	318.04	H2073-11 on RP/Tub 754. 221+02 218.05.
TP	7.38	221.52	7.18	214.34	
220					
217 50					
		221.32			

214.4 6.9 50-115

214.3 7.0 20

215.5 5.8 115

215.3 6.0 20-115

215.1 5.6 30-115

214.9 6.4 18

213.1 8.2 20

213.1 7.6

214.4 6.9 20

213.2 7.6 21-115

221.32

Clark
Garber
O'Neil

11-25-55

W.O.

X-Sect. N/L E.S.T. & Wabash Freeway (175+79.18) to Quince

(See Alignement Pg 4-6)

For Ties to Bldgs see Pg 52

0+06.5 { 20.6 RT = S'ely
3.5 LT = N'ely Corn. Bent.

0+00 = (175+79.18 ℄ Wabash Freeway)

0-10.7 { 20.6 RT = S'ely Corn. Bent.
3.5 LT = N'ely Corn. Bent.

0-38.5 { 20.6 RT = S'ely Corn. Bent
3.5 LT = N'ely Corn. Bent (Conc. Bents Average 3.8' E-W West) x 2.5 N-S.

(See Const. Plans)

0-40.5 = E'ly Line Bridge - outs along Line Bridge

0-45.5 8' RT ℄ M.H

0-47 = Wiytac CUT along E'ly side Wabash

0-63 42.8' R.T. ℄ M.H

(outs From ℄ Nike Proj. B.L.)

Note: ON Sections All Plus, or Minus shots are shown As Rods in Reference to the H.I. & Not As + or - diff. relative to a ℄ elev.

T.P. #2	3.28	178.46	10.88	175.18
T.P. #1	1.68	186.06	12.89	184.38
B.M.	5.54	197.27		191.73 = B.P. W'ly Inlet 176+35 Wabash Freeway

LT. ℄ RT. 39

+10.6 50 | +11.2 28 TP. | 4.0 3 Edge Fill | 4.5 | 3.7 20 Edge Fill | +12.9 47 TP. | +12.5 60

1902 | 189.70 | 190.51 | 177.46 | 178.36 | 188.64 | El 175.8 | 178.94 | 188.94 | 176.4 | 178.4 | 192.04 | 191.20 | 191.1

+11.7 29 grd TP. Fill | +11.24 26.6 Gut. | +12.05 26.6 32y Edge Bridge CR. | 1.0 10 edge Fill | +9.90 3.5 over-head | +10.10 ℄ over-head | 2.7 ℄ grd | +10.48 8.55 over-head | +10.48 20.6 over-head | 2.1 20.6 grd | 1.1 28 | +13.58 43.5 42y Edge Bridge CB. | +12.74 43.5 Gut. | +12.16 48 grd

0.97 ℄ Rim

189.6 | 190.2 | 177.0 | 176.8 | 177.0 | 191.6 | 191.65 | 190.6

+11.1 50 | +11.7 29 TP. | 1.5 11 Edge Fill | 2.7 | 1.5 29 Edge Fill | +13.1 54 TP. | +3.19 42.8 Rim | +12.1 75

178.46

2+00

1+96.05 = 90° Tie to 1½" City Eng. Pipe 30' RT.

1+92 = B'K

1+20 = Approx. ℄ Exist. Wash (Nodef. Banks here)

1+05 0.35' LT ℄ M.H.

1+00

0+75 = W'ly Line – Toe, Fill – Wabash

0+50 = W'ly shoulder Fill – RT.

0+45 = W'ly shoulder Fill – LT.

0+40.5 = W'ly Line Bridge – outs along Line Bridge

0+34.6 { 20.6 RT = S'ely " "
3.5 LT = N'ly Corn. Bent

LT. ℄ RT.

11.5 100 | 10.5 60 | 10.4 30 | 9.8 | 8.8 30 | 8.7 60 | +7.8 100

18.1 180 | 11.4 60 | 11.0 30 | 10.2 | 11.3 15 | 10.4 20 | 10.0 30 | 9.7 60 | 9.1 100

167.0 | 161A

13.1 100 | 12.5 60 | 11.5 | 11.1 60 | 9.5 100

8.77 = 169.82
0.35 rim
(F.B 1848-12

165.6 | 166.0 | 168.4 | 166.7 | 168.0 | 169.3 | 170.4

12.9 100 | 12.5 60 | 12.1 30 | 11.8 | 10.5 30 | 9.2 60 | 8.1 100

10.8 100 | 9.8 60 | 9.5 30 | 7.8 | 7.5 30 | 7.9 60 | 9.4 100

+3.6 30 | 4.9 3 Toe | 5.3 | 4.6 19 Toe | +10.6 44 TP | +4.0 100

+9.6 100 | +10.0 30 TP | 4.8 3 Toe | 5.0 | 4.6 19 Toe

1883 | 189.78 | 190.62 | 188.64 | 174.0 | 188.62 | 173.7 | 199.01 | 182.7 | 189.06 | 192.14 | 191.28 | 190.4

+9.8 28 grd Tp. | +11.32 26.6 GoT | +12.16 26.6 CB S'ly edge Bridge | +9.98 35 overhead | 4.5 2 Toe Fill | +10.16 ℄ overhead | 4.8 ℄ grd | +10.55 8.55 overhead | 4.8 18 Toe Fill | +10.60 20.6 overhead | +13.68 43.5 CB N'ly Edge Bridge | +12.82 43.5 GoT | +11.9 44 grd

178.46

4+50

4+00
Sections Radial

T.P. #4	8.38	185.04	2.01	176.66
T.P. #3	4.38	178.67	4.17	174.29

3+90.87 = 90° Tie to ½" Pipe (R.I.E. 2718) 30' R.T.

3+88.88 = P.T. INT. N'ly Line Alloy

3+82.27 = B.C. = 44° 56.875 RT
℄ R = 1000'

3+81.64 = ℄ M.H.

3+50

3+00

2+50

LT. ℄ RT.

+26.6 145 | +19.6 130 | 6.7 76 Toe | 6.0 62 | 6.6 55 | 10.5 34 | 10.1 26 | 6.2 15 | 6.9 | 5.7 23 | 4.0 32 | +4.6 50 | +5.1 90 | +18.6 122 Rim Ridge | +18.7 137 BM-K | +11.2 197

9.9 100 Toe | 9.2 60 | 7.9 35 | 11.4 30 | 11.6 25 ℄ Wash | 10.8 13 | 7.2 13 | 8.4 | 7.3 7 | 8.1 20 | 7.9 30 | 7.9 60 | 7.2 90 Toe | 4.5 135 | 3.5 150

185.04

3.4 110 Toe Slope | 5.1 60 | 3.2 52 Brk | 3.1 41 Brk | 5.7 34 ℄ Wash | 4.8 30 | 3.0 27 | ~~3.4~~ 9.4 | 1.7 7 | 2.3 20 | 3.2 30 | 3.6 60 | 4.6 100 | 4.5 112 Toe of Slope

= 176.16 ← Soak 9.61

2.30 Rim (= 176.36 F.B. 1848-13)

4.3 100 | 3.2 60 | 6.6 45 ℄ Wash | 4.9 30 | 3.8 | 2.5 5 | 4.1 30 | 4.9 60 | 5.7 100 | 5.1 150 | 2.4 2.50 Toe w'ly Ridge

7.5 100 | 6.6 60 | 7.7 51 ℄ Wash | 4.8 30 | 5.3 | 5.6 30 | 6.1 60 | 6.1 100

10.5 100 | 8.7 60 | 7.5 30 | 8.5 | 7.4 30 | 7.4 60 | 7.3 100

178.46

6+50

T.P.#6 12.79 198.21 4.24 185.42 = Common 7' ℄ LT. STA. 6+53

6+22 29.3± LT = ℄ M.H.

6+00

5+65 = Mouth of N'ly canyon 56' RT.

5+50

T.P.#5 7.91 189.66 3.29 181.75

5+00

LT. ℄ RT.

+48.4 305 Rim | +27.2 219 | +9.2 149 | 11.1 109 Toe | 13.8 91 ℄ Wash | 12.0 77 | 13.7 25 | 11.8 | 8.1 22 | +26.2 87 | +34.2 133 | +39.4 167 | +36.5 194 | +32.2 204 | +49.4 233 | +59.7 295

198.21

4.89
29.3
Rim

+63.6 221 Rim | +47.9 176 | +38 93 | 3.6 61 Toe | 5.2 38 | 5.6 13 Brk | 8.9 12 | 8.7 6 ℄ Wash | 8.4 | 7.7 4 | 8.9 18 | 2.1 42 | +20.2 88 | +22.3 107 | +18.6 142 | +29.0 168 | +47.1 216 | +57.1 284 Rim

+81.8 235 Rim | 0.0 76 Toe | 6.2 51 | 9.0 12 | 11.0 8 | 11.7 4 ℄ Wash | 10.8 | 8.7 3 | 8.8 19 | 10.0 21 | 9.5 45 | 6.2 56 | +8.8 100 Brk | +32.2 145 Brk

+83.5 230 | +45.4 162 | 2.1 63 Toe | 9.0 10 | 10.7 6 ℄ Wash | 10.1 | 7.1 55 | 7.8 56 Toe | +14.1 87 | +29.9 131 | +38.4 243 | +33.4 290

189.66

+64.4 195 | +32.5 128 | 2.3 65 Toe | 5.4 37 Brk | 7.1 35 | 8.3 15 | 6.3 10 | 5.9 | 6.2 8 | 4.7 10 | 3.8 34 Toe | +18.6 80 Brk | +32.3 156 | +36.5 219 Rim | +31.5 279

185.04

8+50				
@+30	12.7 RT = ℄ m.H.			
8+00				
T.P. #11	12.61	248.07	0.48	235.46
T.P. #10	12.71	235.94	12.02	223.23
7+50				
T.P. #9	13.09	235.25	0.18	222.16
T.P. #8	12.70	222.34	0.05	209.64
7+00				
T.P. #7	12.76	209.69	1.28	196.93

LT. ℄ RT.

11.9 35.9 51.1 52.7 55.5 53.6 53.4 18.7 2.9 +11.1 +18.3 +21.7 +10.5 +10.15 +22.7
288 235 210 135 125 118 90 30 64 101 130 141 159 178
RIM Toe ℄ WASH toe

3.0
12.7
RIM

+7.5 29.3 38.7 52.1 55 55.3 58.1 56. 46.6 18.7 11.1 3.1 +6.3 +20.4 +16.3 +9.2 +17.9
315 254 232 207 199 163 113 95 74 26 34 94 147 169 185 207
RIM Toe ℄ WASH Toe

248.07

+21.7 34.6 44.3 45 45.6 39.7 24.4 12.1 +0.2 +14.3 +19.4 +24.4 +24.8 +19.4 +19.4 +25.4
318 208 159 120 115 90 44 51 113 154 177 207 248 260 277
RIM Toe ℄ WASH Toe BIK

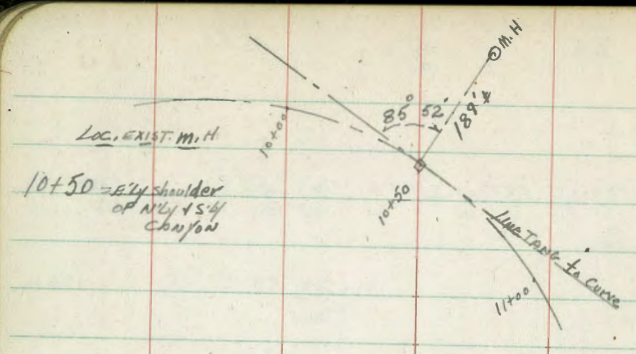
235.25

201.8 220.5 245.0 253.2 247.2 256.6

+61.6 4.1 21.8 22.2 21.5 7.9 +20.8 +35.3 +43.5 +37.5 +45.8
310 199 140 136 49 71 130 215 235 258
RIM BIK Toe ℄ WASH

209.69

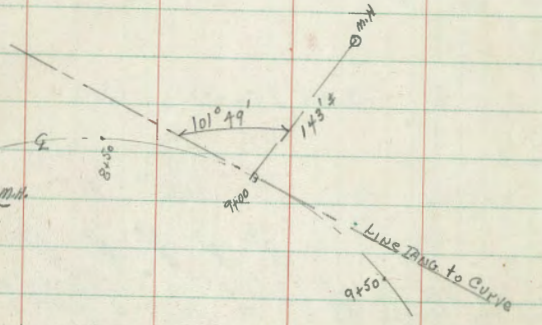
198.21



10+00

9+85 = Brk. ℄

9+50



9+00 = APPROX. ℄ N'ly 4 S'ly CANYON - LT.

T.P. #12	13.31	260.85	0.53	247.54

LT. ℄ RT. 44

56.9
189
Rim

								254.8	260.0	268.5	271.2	269.5	268.2	277.2
12.9	51.7	57.9	60.4	57.1	54.1	27.1	6.1	0.9	+7.6	+10.3	+2.6	+2.3	+16.3	
305	207	154	146	136	80	34		11	46	63	69	87	103	
	Toe		& Wash		Toe									

												278.6	280.7	
+2.4	6.0	53.5	59	62.8	61	29	6.0	1.3	+7.8	+12.6	+2.0	2.7	+18.8	
365	31.7	226	192	158	98	40		10	41	70	79	101	111	
	Brk	Toe		& Wash	Toe									

Rim N.I.E.S.T. Canyon N'ly Shoulder N+S canyon

60.1	60.1	16.9	3.1	+7.5	+14.2				
152	102	27		41	74				
	Toe								

31.	62.2	61.2	65.4	64.9	23.3	13.6	3.2	+8.0	+14.7	+15.0	+4.0	+3.2	+19.8	
291	226	145	121	118	55	35		54	67	80	92	111	132	
	Toe		& Wash	Toe										

Ory N'ly Slope N+S canyon

63.0
143
Rim

45.1	50.1	55.2	65.4	66.8	63.9	38.1	9.6	2.7	+5.1	+13.4	+13.4	+2.4	+1.1	+15.7
357	282	235	153	140	113	55		16	60	88	95	105	130	153
		Mast Ty Ory Canyon		& Wash	Toe									

260.85

12+50				
12+00				
4+67 = Brk ℄				
11+50				
T.P. #16	12.46	248.38	0.67	235.92
11+10 = Approx. ℄ N'ly + S'ly Canyon (Bottom) (extends N'ly)				
T.P. #15	1.02	236.59	11.00	235.57
T.P. #14	5.53	246.57	11.86	241.04
T.P. #13	0.94	252.90	8.89	251.96

LT. ℄ RT.

11.6 35.3 41.6 37.6 33.8 19.8 12.8 +21.7 +17.2 +17.2 +30.5 +34.7
19.5 142 89 56 11 10 64 77 84 103 149
Toe Brk

15.2 36 48.2 46.2 34.5 21.2 8.8 0.6 +18.2 +21 +44.6 +44.6 +20.1 0.1
21 158 117 83 64 23 16 49 67 75 89 93 187
on S'ly Slope Toe ℄ wash Toe Approx. ℄ N'ly + S'ly Canyon

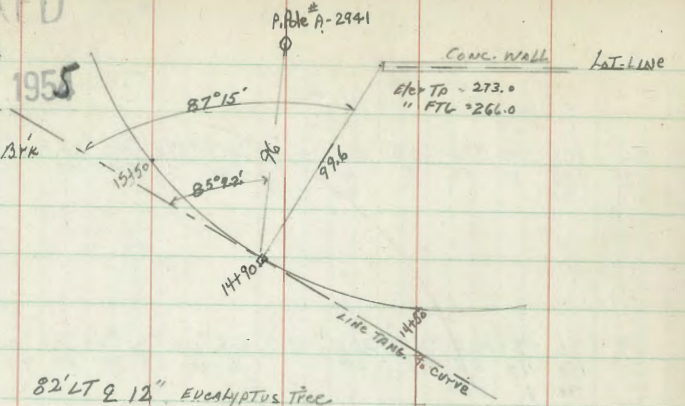
37.3 23.8 4.2 +22 +44 +38 +29 4.5
84 46 17 31 55 79 151
Toe

5.4 24.2 42.9 45.2 45.2 33 24.8 14.0 7.4 +22.6 11.2 +1.5 +10.6
27° 223 118 104 91 83 69 38 44 8.2 150 168
on S'ly slope Toe ℄ wash Toe W'ly Brow N'ly + S'ly Canyon ℄ N + S Canyon

248.38

15.2 18.7 31.1 35.1 31.1 23.8 19.7 14.0 10.6 6.4 +11.4 +23.3 +14.5 +25.3
22.7 176 142 131 126 63 36 19 25 55 75 100 126
on S'ly Slope Toe ℄ wash Toe
Mtc. Canyon

236.59



14+90 = 13' Bk

14+50

14+15 82' LT ℄ 12" EUCALYPTUS Tree

14+00

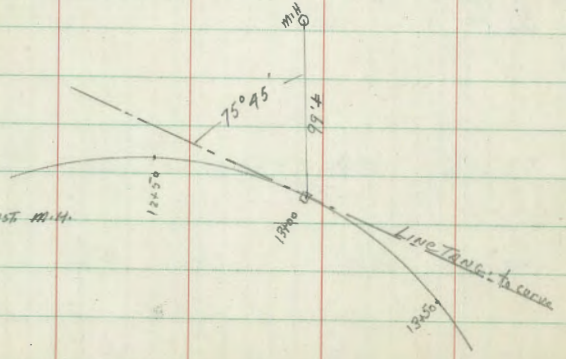
13+87 82' LT ℄ 12" " Tree

13+77 74 LT ℄ 12" EUCALYPTUS Tree

13+77 73 LT ℄ 12" " Tree

13+75 = LOCAL (℄ - 8' Bk)

13+50



13+00

LT. ℄ RT. 46

14.4	28	31.1	21.2	7.6		2.2	+17.9	+26.5			
168	130	109	38			22	93	138			
	brk	℄ wash	toe								

28.6	31.8	28.8	23.6	7.4		+13.2	+20.4	+18.1	+20	+24.4	
226	136	82	42			42.5	66	77	84	118	
	℄ wash & toe, sky		toe			brk					

20.1	31.8	35.6	33.4	28.3	49.3	28	+16	+19.2	+19.2	+24.7	+30.5
145	82	75	67	24		18	46	77	85	99	124
on slope	Toe	℄ wash		toe							

27.0

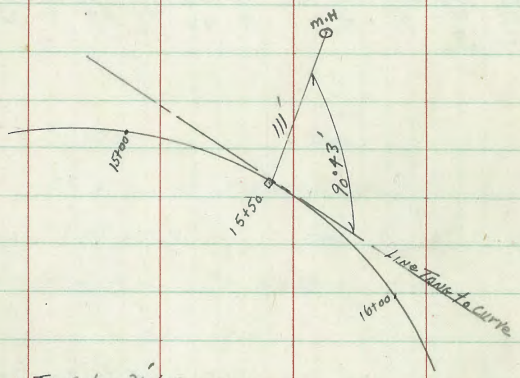
7.8	21.3	36.8	24.0		11.4	+10.5	+1.5	+11	+27.4	+32.7	
195	147	40			27	70	74	85	110	130	
	Brk	Toe & wash									

32.5
99.4
P.M.

24	33.6	38.2	23.7		7.0	+16.9	+16.9	+28.8			
155	113	34			35	78	80	105			
on slope	toe	Toe + ℄ wash									

248.38

T.P. #19	9.50	281.71	0.32	272.21
T.P #18	12.31	272.53	0.38	260.22
16+50				
T.P. #17	13.01	260.60	0.79	247.59
16+00				
15+50				
15+25	= TP Ridge 31' LT Rt Tends N+S'ly			
15+40 Brk				
15+27	102' LT & 12" Euc - Tree			
15+15 = E Gully				
15+08	107' LT & 15" Euc - Tree			



LT. ℄ RT.

229.1 21.5 186 on Slope
234.2 33.4 143 Toe
235.9 34.7 100 & Wash
240.1 29.9 56 Toe
255.5 5.1
260.60
273.0 +12.4 25
272.0 +11.4 50
273.0 +12.4 75
274.2 +13.6 125

243.5 4.9 185 on Slope
245.3 23.1 123 Toe
223.8 24.9 43 & Wash
238.3 20.4 19 Toe
234.5 13.9 13 Brk
243.5 4.9
251.1 +2.7 15
264.8 +13.4 26 TP
253.5 +11.1 41
252.8 +7.4 54
250.8 +5.4 67
247.5 0.9 81 Brk
253.8 +2.4 106
277.5 +29.1 136 Level LT

24.0 111 RIM on H
26.1 28 Toe
21.7 24 Brk
9.8
6.8 7 TP Ridge
12.7 4.9 Bott Gully

36.8 64 Toe Ridge
25.7 31 TP Ridge
26.4
27.5 15 Bott Gully
19 38 on Slope

2279
6.3 202
20.5 140 Toe
25.7 81
28.1 44 & Wash
25.3 81 Toe
16.2 10 20.7 Brk
8.9
11.4 15
13.5 46 Bott Gully
6.9 63 Brk
+26.7 125 Brk
+28.2 150

1.54 166
28.4 105 Toe
29.8 83 & Wash
24.7 56 Toe
19.6
5.7 35 Brk
+9.6 85 Brk
+24.4 102
+26.4 132

248.38

(8" STD. CB's & CONC. PAV'T. - 10' PKG - 5' WALKS, 4' BK CB - See Pg 4-6)

18+60.67 S'Ly Edge of Imp's Nile ST. + (Sect. along edge Pav't.)

All Roadings From + including 18+60.6 to end for are Actual elev's: Not Rods

Note: { CONTINUE SECTIONS WITH DIR. ELEV ROD: OFF B.M SHOWN IN CHK: & USING ELEV. 279.56

Chk: 2.15 279.56 = 279.70 = N.E. 13. P Nile & QUINCE

18+50

18+32 2.6' RT ℄ M.H

18+15 32.6 LT ℄ Pole # P-3499

18+03 19' RT end Fill - yd

18+00

17+50

16+93 = Brow Fill - ℄ - Nile - Canyon (N'Ly Slope)

LT. ℄ RT.

276.9 36 shoulder | 278.26 33.1 B.W. | 278.23 28.1 F.W. | 278.28 34.2 CB | 24.2 ℄ | 277.73 | 278.72 ℄ Bar | 278.80 | 278.86 16.05 G | 279.49 16.05 CB | 279.57 20 F.W. | 279.66 25 BK W. | 280.8 35 T yd

281.7 44 730 Brk | 284.4 36.3 103 | 285.5 22.2 73 | 278.2 9.5 32 | 277.8 3.9 22 | 278.81 3.2 | 278.3 3.0 30 | 279.5 2.2 50 | 280.3 0.9 75

3.34 2.6 RIM M.H

277.4 4.4 28 | 277.3 7.3 | 3.7 19 N'W'ly Corn's Fill (Toe) yd.

235.1 46.6 204 W'ly Toe | 283.6 48.1 164 | 284.8 51.9 157 Toe ℄ Wash | 256.1 25.6 91 | 265.2 16.5 56 Brk | 276.6 3.1 33 Brow Canyon | 277.3 4.4 28 Brk | 277.4 7.3 | 278.0 3.7 16 Brk Toe Fill yd | 281.6 0.1 19 Brk Toe Fill | 278.* 3.3 30 Brk Toe | 278.7 3.0 50 | 280.0 1.7 140

234.6 47.1 197 W'ly Toe | 282.3 48.9 175 | 278.6 53.1 133 Toe ℄ Wash | 280.3 21.4 64 Brk | 276.8 4.9 39 Rim Canyon | 276.0 5.7 | 276.0 5.7 8 | 278.6 3.1 11 Brk | 278.3 3.4 10 | 276.6 4.1* 69 | 277.5 4.2 76 | 277.0 4.7 96

279.1 51.6 153 Toe W'ly | 277.3 54.4 122 ℄ Wash | 279.9 49.8 93 Toe | 274.3 7.4 7 Brk Brow- | 274.5 7.2 | 274.5 7.2 10 | 275.1 6.0 27 | 275.1 6.0 62 | 274.1 7.6 65 Brn | 274.* 7.7 84

281.71

LT. ℄ RT.

19+93 29' RT ℄ 3' CON. WALK

19+51.25 = E.C.

19+30.9 19.7 RT ℄ 8' DRIVE

19+20.8 30.2 RT = W'ly end 3' high - 6" conc. wall (along LOT. LINE)

19+10.5 19' RT ℄ 8' CONC. DRIVE

19+00 (SECT. RADIAL)

Note: Loc. & Elev. Drives & gar.'s along Nile shown IN case of possible Lowering of EXIST grade Nile Blvd. (N'ly) of E.C

18+83.8 26.6 RT = ℄ 4.0 CONC. walk (3 steps { RISE per step AV. 0.6' DEPTH " " " 0.95'

18+66 17.7 RT ℄ Fire Hyd

282.54 29

285.11 39 Brk

271.7 50

280.1 30

280.29 28 Brk W

280.20 24 F W

280.35 20 CB

279.74 20 G

280.76

280.87 20 G

281.50 24 CB

281.46 24 F W

281.37 29 Brk W

281.8 30

284.3 40

284.6 50

284.50 19.7 Lip

281.10 23.6

281.08 28.C Brk W

283.25 39.6 Brk

284.35 50.5 FL gar.

279.6 30.2 Frg.

279.98 19 Lip

280.54 23 F.W

280.66 28 Brk W

282.13 36 Brk

282.57 52 Fl. gar

270.2 50 Brk

287.17 35 Brk

277.17

289.21 30.6 Brk W.

279.21

289.17 25.6 F. W.

279.17

287.14 21.7 CB

279.14

288.57 21.7 G

278.57

287.57 1.6 2 P.W.

279.57

279.61

279.69 18.55 G

280.33 18.55 CB

280.34 22.5 F.W

280.38 27.5 Brk W.

280.32 30

281.8 35

282.1 45

278.03 26.6 Lip

278.04 28.5 West face Step

281.83 Tip 3rd step & walk

282.12 1.0' Blc on W.

21+57.5	30' RT end CON. WALL
21+50	
21+22	29.7 RT Beg 4' CON. WALL - 8" wide
21+14.5	29' RT ℄ 6.5' CON. DR.
21+00	
20+50	
20+23.5	29' RT ℄ 3' CON. WALK
20+13.5	29' RT ℄ (8' CONC. WALL) RIBBON (2' wide) DRIVE
20+00	

Lt. ℄ Rt.

285.7 30 FTG

285.2 40 | 285.1 30 | 285.13 29 BK | 285.10 24 F W | 285.05 20 CB | 284.37 20 C | 285.31 | 285.38 20 C | 286.06 20 CB | 285.97 24 F W | 286.05 29 BK | 286.14 30 | 289.48 30 TOP WALL | 289.6 31 grd LEVEL

285.2 29.7 FTG

285.33 29 | 289.06 48 | 289.66 80 Fl. 99th

283.3 50 | 284. 30 | 284.40 29 BK | 283.93 24 F W | 283.92 20 CB | 283.23 20 C | 284.12 | 284.22 20 C | 284.86 20 CB | 284.90 24 F W | 284.94 29 BK W | 285.2 30 | 288.4 40 | 288.7 50

281.5 50 | 282.4 30 | 282.60 29 BK W | 282.60 24 F W | 282.71 20 CB | 282.10 20 C | 282.99 | 283.10 20 C | 283.70 20 CB | 288.79 24 F W | 283.80 29 BK W | 284 30 | 287.4 50

283.26 29 | 286.64 45 | 287.43 55

282.37 29 N½ | 282.27 29 S¼ | 286.50 45 N½ | 286.48 45 S¼ | 287.31 60 Fl. 99th.

276.8 50 | 281 35 | 281.3 30 | 281.35 29 BK W | 281.29 24 F W | 281.46 20 CB | 280.80 20 C | 281.82 | 281.98 20 C | 282.52 20 CB | 282.66 24 F W | 282.68 29 BK W | 283. 30 | 286.5 50

LT. ℄ RT

CHK

279.56 = 279.56
= 279.70 =

NE.B.P.
Niley QUINCE

Note: See pgs 52: For Ties to Bldg's-etc.

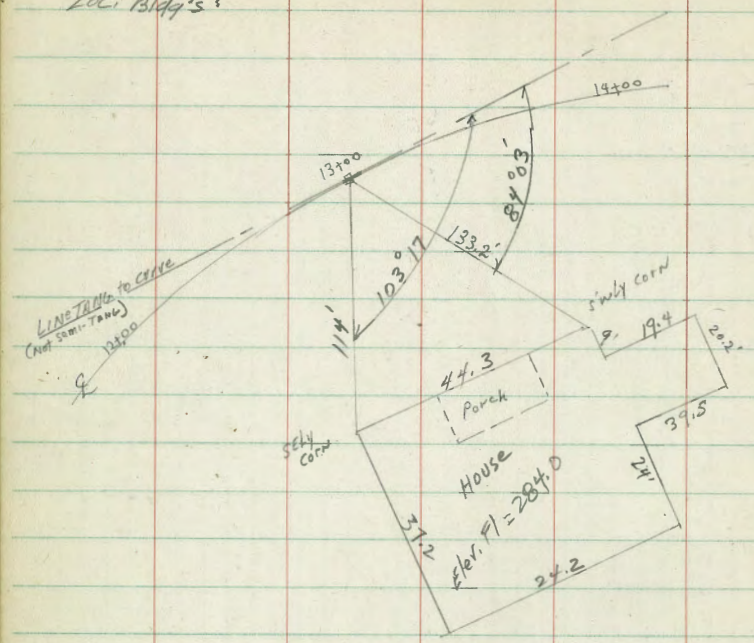
22+00

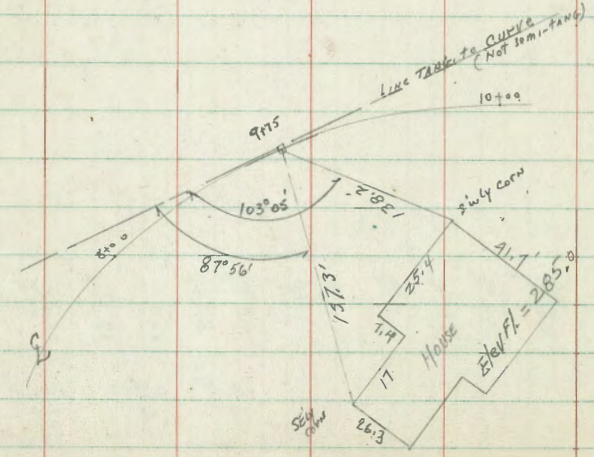
21+63 29' RT ℄ 10' Con. Dr.

286.1	286.16	286.09	286.05	285.85	286.29	286.37	286.99	287.10	291.15	287
30	29 BK	24 N	20 CB	20 G		20 G	20 CB	24 N	29 BK	30

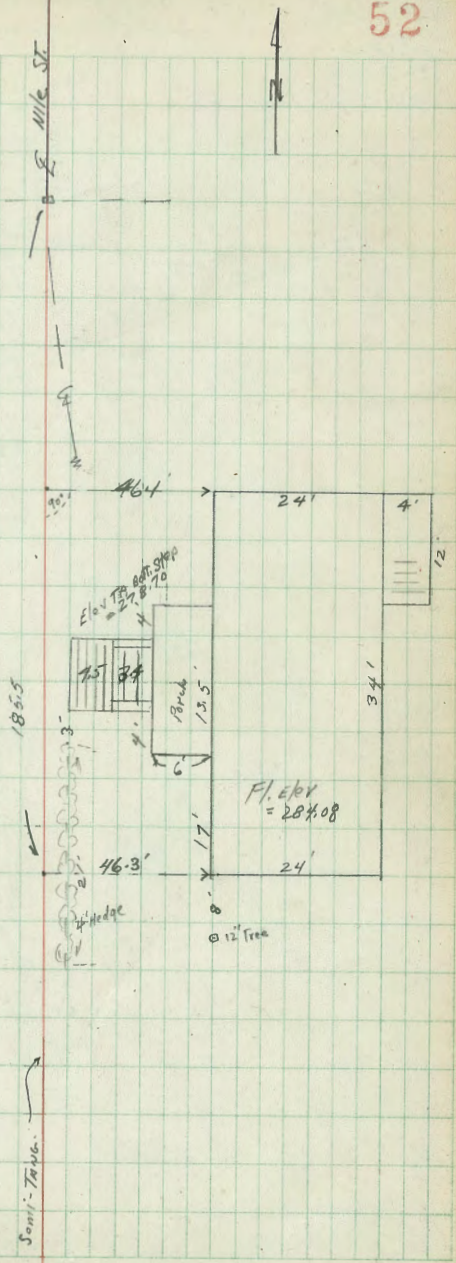
286.42	289.92	290.11
29	48	514 Fl. Gar.

Loc. Bldg's:



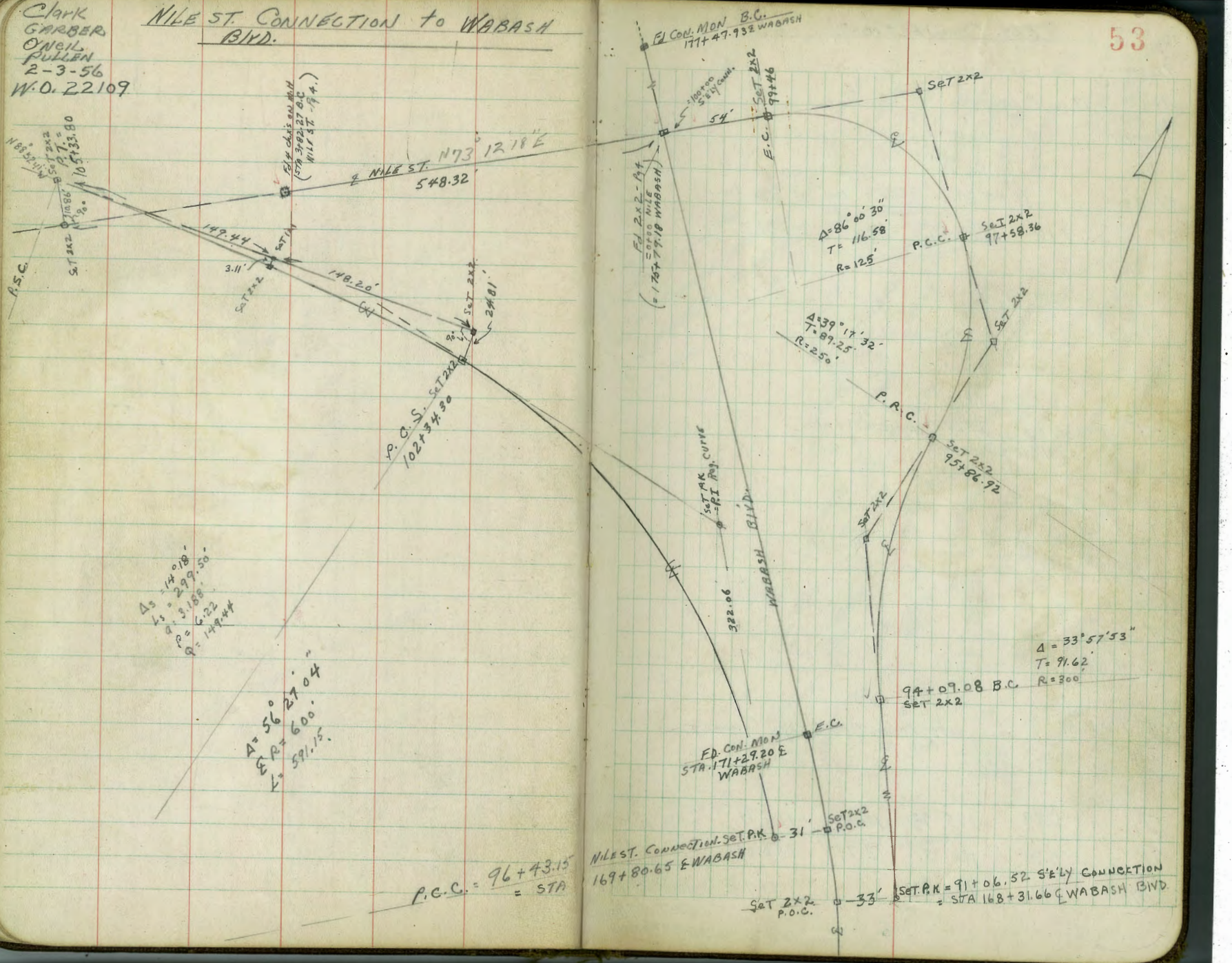


19+51.25 = E.C.



Clark
Garber
O'Neil
Pullen
2-3-56
W.O. 22109

NILE ST. CONNECTION to WABASH BLVD.



NILE ST. CONNECTION. SET P.K. = 169+80.65 ℄ WABASH

P.C.C. = 96+43.15 = STA

S'ELy CONNECTION

92+27 = ℄ 20.2 RT = to W. edge 4'x4' inlet.

92+38 97' RT ℄ Anchor-Pole

92+00

91+85 91' RT ℄ Pole # 3845 : 124' RT ℄ Deadman

T.P.	9.18	183.87	1.24	174.69

91+50

P.C.T. 91+06.52 (=168+31.66 ℄ WABASH) S'ELy CONNECTION

P.C.T. -30

P.C.T. -100

P.C.T (91+06.52) -200 outs from ℄ TANG. S'ELy Connection Proj. Bk.

T.P$_2$	5.99	175.93	10.41	169.94	= B.P. W'ly INLET 169+50 WABASH
T.P$_1$	0.30	180.35	12.79	180.05	
B.M.	1.11	192.84		191.73	= B.P. W'ly INLET 176+38 WABASH FREEWAY

LT. ℄ RT

54

Sections reduced by O.E.S. 2-14-56

183.87

175.93

(R 80 ℄ 57)

S'ely Connect.

95+00

94+75 = Toe Slope to RT.

94+72 18.6 LT to Fc Beg 8" Berm (See plans)
(inside)

94+50 (Sta T is Radial) on curve

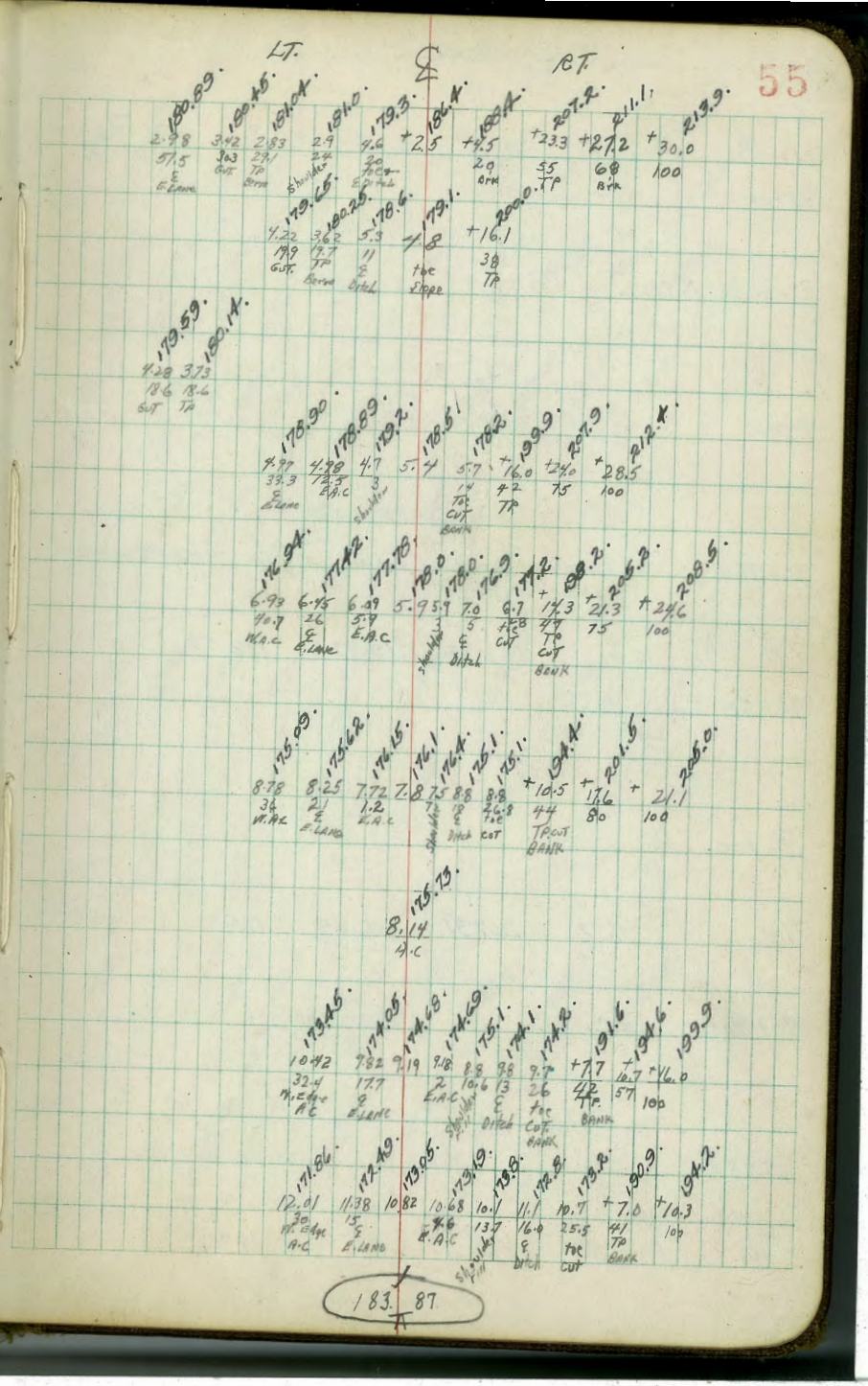
94+09.08 = B.C. - RT

93+50

93+35 = E Edge AC - E. Lane

93+00

92+50



S'ely Connect.

98+00

97+58.36 = P.C.C.

97+00

96+98 ± | ℄ X109.0 = LT. (to fc. headwall) | 24" Conc. Culvert | (STA 174+18 = ℄ WABASH)
headwall & Long

T.P.	0.41	192.99	14.73	192.58

96+50

96+00

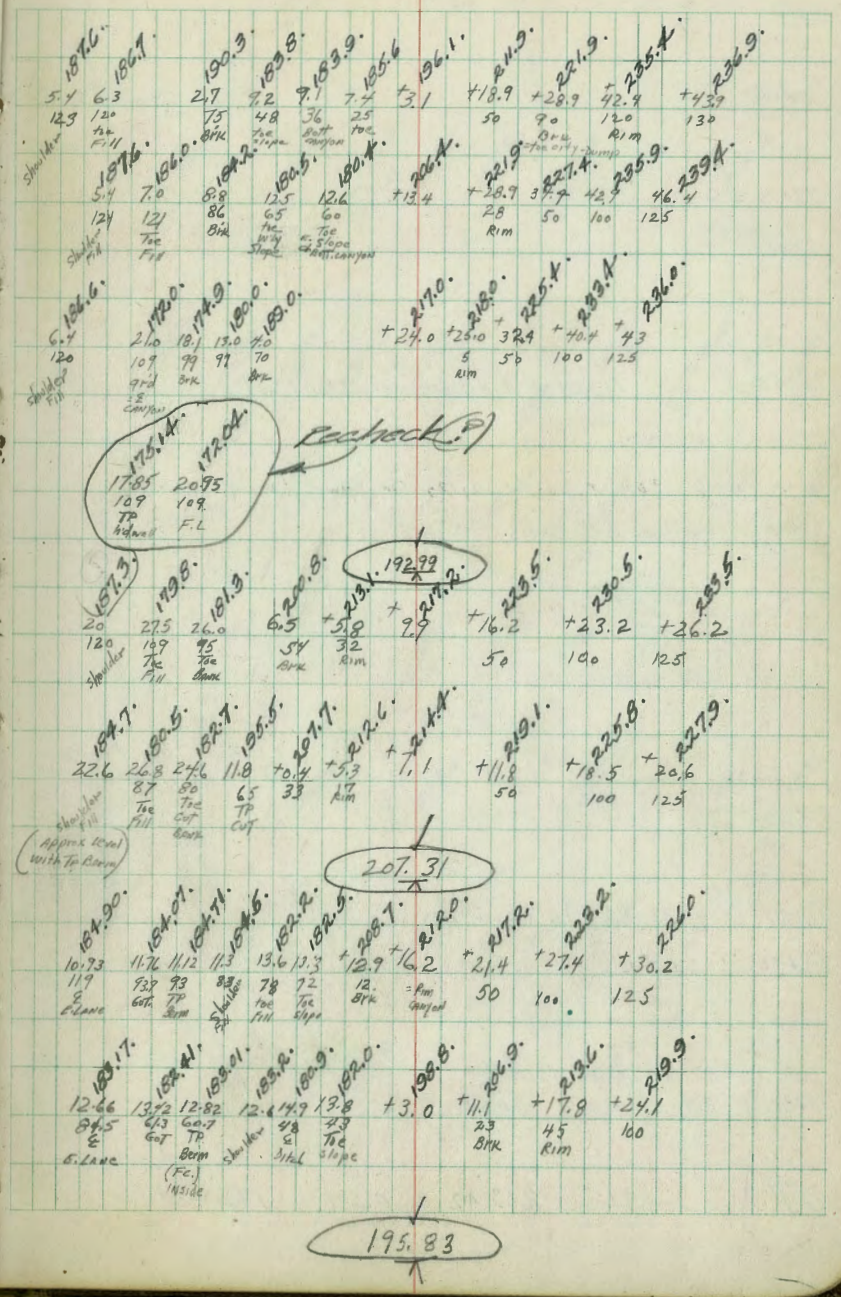
T.P.	11.92	207.31	0.44	195.39

95+86.92 = P.R.C.

95+50

T.P.	12.51	195.83	0.55	183.32

L.T. ℄ R.T.



S'ely Connect.

Note: For Sections Ahead see pg. 39

Chk: 11.71 191.71 = 191.73 = STG

99+46 = E.C

99+25 87' RT & M.H (Sewer) Flush with grd

99+20 = Toe Cut-Bank

99+00 = W'ly Rim Cut-Bank

98+90 = Rim Canyon at E

98+75

98+59 82' RT & 12" Pepper Tree

98+50

98+30 = 4' RT = & 48" Palm Tree Bott. E'ly + W'ly Canyon

TP	11.02	203.42	0.59	192.40

L.T. & R.T

B.M. (p. 39)

188.4. 15.0 100

190.8. 12.6 30 S'ly edge TP. CUT-BANK

178.5. 24.9 5 Toe

176.1. 27.3

177.2. 26.2 33 Brk

186.0. 17.4 61 Toe

202.6. 0.9 73 TP. N'ly edge CUT-BANK

192.3. 1A.1 80

198.3. 5.1 45

200.1. 8.3 30 Rim CUT

179.8. 23.6 7 Toe CUT-BANK

178.8. 24.6 23.8 179.6.

179.9. 23.5 10 Toe

191.4. 22.0 32 Toe CUT-BANK

226.8. +23.4 65 Rim CUT

234.1. +30.7 85 Brk

234.5. +31.1 125

198.2. 5.2 80 Brk

211.1. + 7.7 35 Rim CUT

218.6. + 15.2 10 Rim CUT

220.8. + 17.4 Rim CUT-BANK

227.9. +24.5 40 Brk

227.6. +24.2 Rim

234.4. +31 100

237.3 +33.9 125

Note: Shot on Rim CUT-BANK 14' Ahead of Shot At 46+87

198.2. 5.2 81 Brk

202.3. 1.1 60 Brk

210.4. + 1.0 37 Brk

220.1. + 16.7 Rim CANYON

224.7. +23.3 36 Rim CANYON

228.4. +25.0 50

233.3. +29.9 100

236.7. + 32.3 125

198.8. 4.6 78 Brk = Rim CANYON

204.4. + 3.0 50 Brk = Rim CANYON

210.6. + 1.2

211.8. +8.4 14 Brk

219.2. +15.8 44 Brk

229.3. +25.9 65 Rim CANYON

231.1. + 27.7 100

233.1. + 29.7 125

196.0. 7.4 80

197.9. 5.5 50

194.3. 6.1

203.6. +0.2 36 Brk

202.1. 1.3 50 = Approx Edge of Dump

209.9. +6.5 100

223.9. +20.5 150 Rim CANYON

193.2. 10.2 80 Brk

191.1. 12.3 36 Brk

186.8. 17.6 10 Toe

186.5. 16.9

190.4. 13.0 47 Toe

202.1. 1.3 127 = Toe of old City Dump at Head of CANYON

200 Rim CANYON old Dump

Note: See Sect. AT (97+58.36-P.I. C.C. - For grd 12.5' Lt & (187.6))

203.42

S'Wly Outer-Connection

98+00

97+58.8 = Gutt at ℄ Fc Berm 3.9' Ahead

T.P.	10.78	185.36	1.13	174.58

97+50

97+00

P.C.C. = 96+43.15 = 169+80.65 WABASH ℄
(Sections Radial on Curve.)

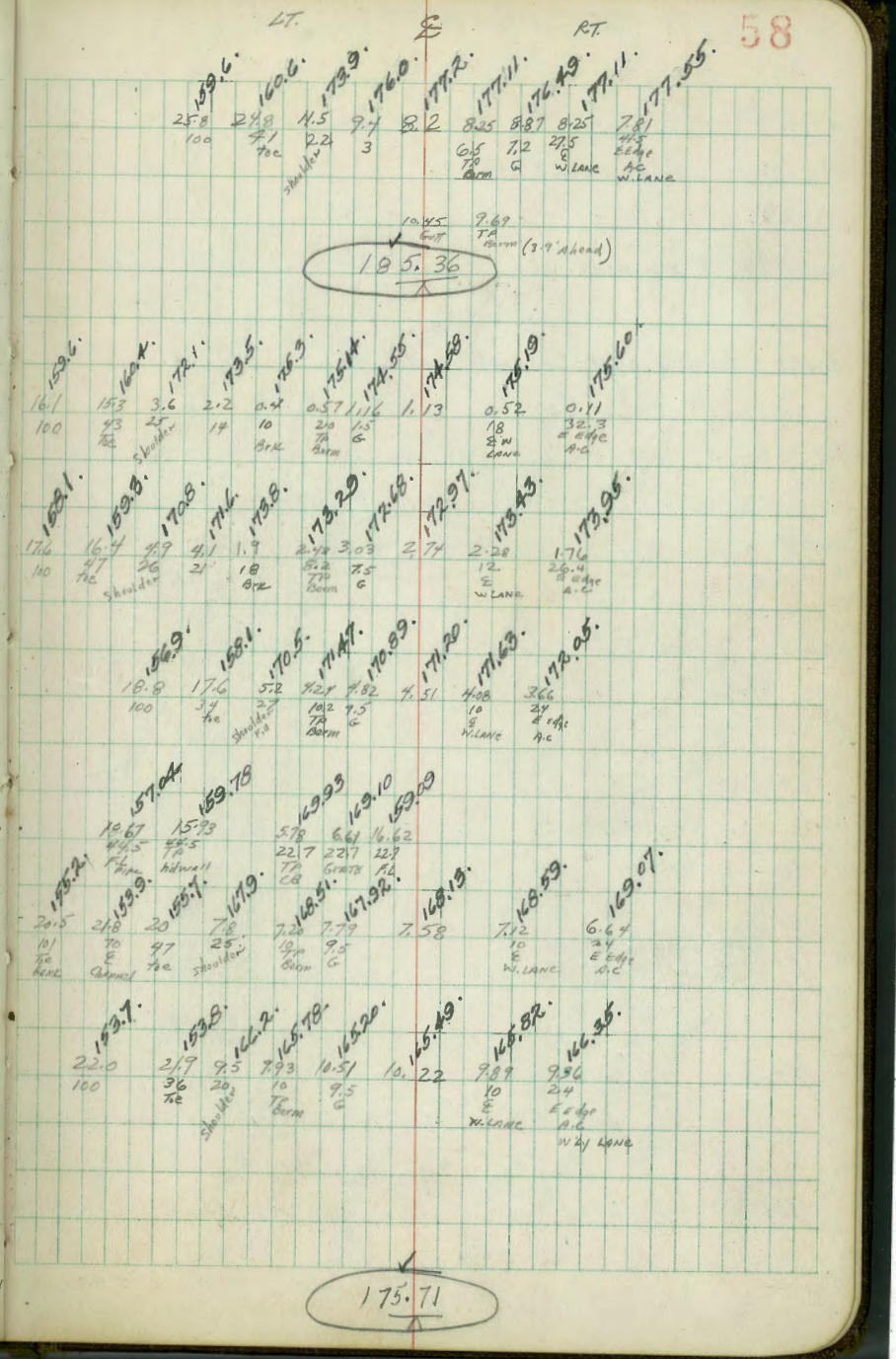
P.C.C - 30.6 ℄ 22.7 Lt. to Fc CB. Inlet : 44.5 Lt. Fc. hdwall Yend Culvert.
= 169+50 WABASH

P.C.C. -100

P.C.C -200 ℄ Rip-Rap 57' Lt (Rip-Rap Begs Approx 250' S'ly of Inlet)

Note: For All minus Sections A ℄ 31' Lt (W'ly) of ℄ WABASH was used for outs

B.M.	5.77	175.71	169.94	= T.P #2 - Pg 54



~ 5' W/y Connect.

101+00

100+97 78' RT & Pole # 2780

100+53 = TP W'ly BANK

100+51 = toe W'ly BANK-CHANNEL

100+50

100+48.5 ℄ 24" Culvert 93± RT. (Radial) = [STA 174+18 ℄ WABASH]

T.P.	7.51	180.99	11.88	173.48

100+00

99+50

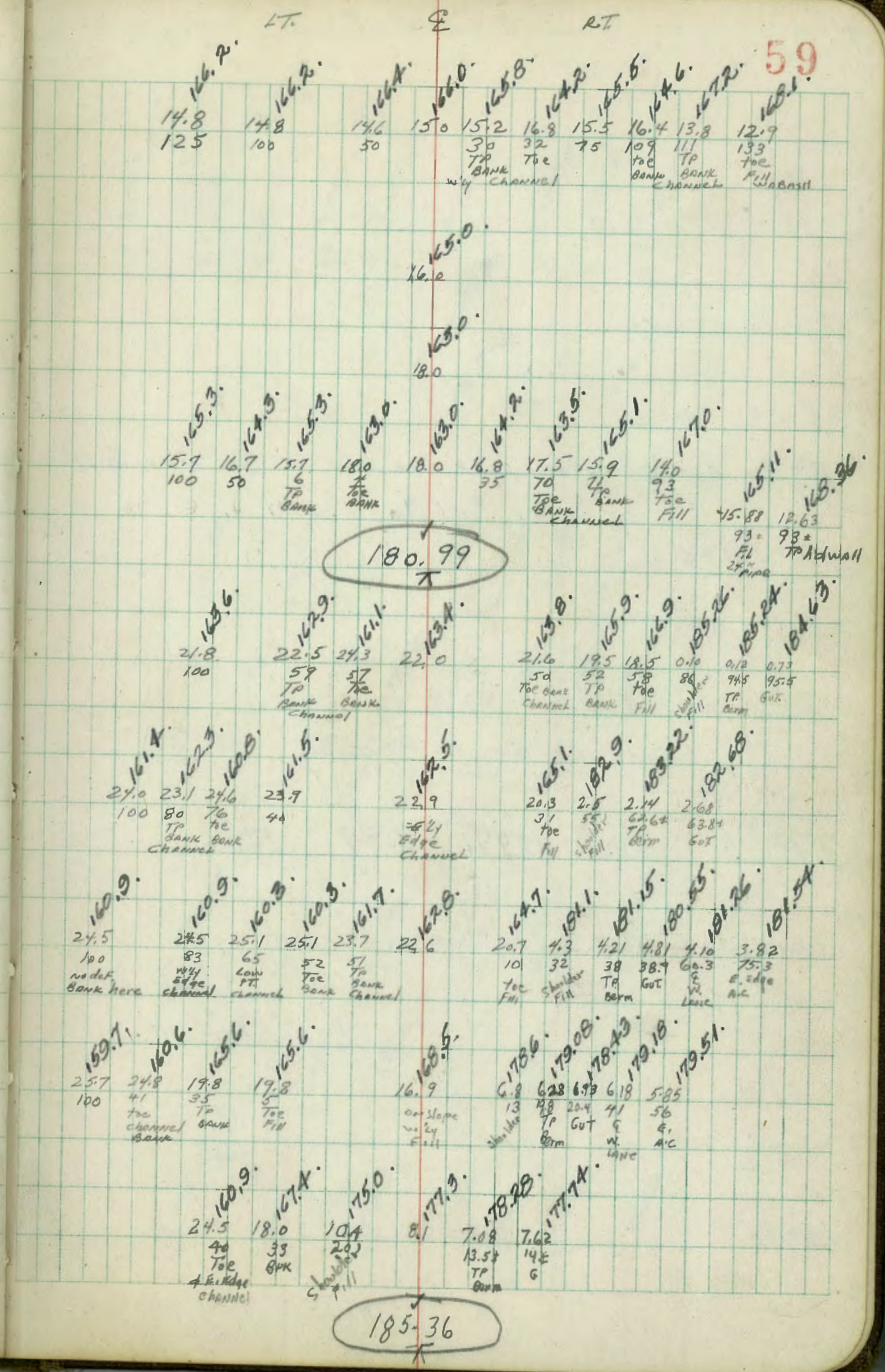
99+00

98+96 39.4' LT. = ℄ Deadman #

98+60 505' LT. = ℄ Pole 2706

98+50

98+30 = W'ly Edge FILL



Sixty Connect.

104+14 = #4 Spiral

104+07 = Brk ℄

104+06 = Brk ℄

Note: For Add. Notes this AREA See Nile St. Sections Pg 39 etc.

103+54.10 = #6 Spiral

102+94.20 = #8 Spiral

(Spiral in 10 Parts For Sections)
(Sections Radial)

T.P	10.86	189.46	2.39	178.60

102+34.30 = P.C.S. = (#10 on Spiral Curve)

102+00

101+50

60

LT. ℄ RT

182.7	176.5	176.2	177.4	176.0	174.7	175.7	178.8	178.6
6.8	13.0	13.3	12.1	14.5	14.8	13.8	10.7	11.0
50	32	31	7	6		15	16	46
on slope	toe	Brk	Top Bank	Toe Ditch		Toe Ditch	Top Bank	Toe Slope

	174.9
	14.6
	176.9
	12.6

186.0	174.9	173.8	176.3	172.7	174.7	176.2
3.5	14.6	15.7	13.2	16.8	14.8	14.3
80	60	32		12	20	50
on slope	1 Horiz. Toe Slope					

179.6	171.0	179.6	173.0	170.7	178.4	172.7
7.7	18.5	15.9	16.5	18.8	17.1	16.8
75	50	40		35	43	80
on Slope	1 Horiz. to Slope				Brk	

189.46

174.4	173.4	172.3	171.1	169.7	169.1
4.6	7.6	8.1	9.9	11.3	11.9
100	86 Toe	50		50	100

177.3	178.7	178.0	169.4	168.9	167.9
3.7	8.3	9.0	11.6	12.1	13.3
135 Toe Slope Cut/Fill	100	50		50	100

169.0	168.8	168.5	167.4	166.6	166.0
12.0	12.8	12.5	13.6	14.4	16.0
100	50		50	110+ Top Bank Ditch Channel	112 Toe Bank

180.99

S'W'ly Connect.

Note: For Extended Sections this Area See Pg 39 etc

Lt. ℄ Rt.

Chk. 4.53 191.71 = 191.73 = B.P. W'ly Inlet STA. 176+35 (℄ Wabash Blvd) STATION

T.P 11.89 196.24 5.11 184.35

Chk: 13.32 176.14 = Rim m.H
3+82.27 B.C. Nile St.
See Pg 41

105+33.80 = P.S.C.

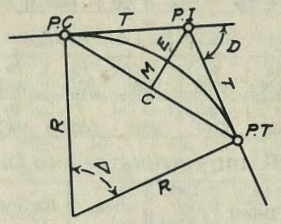
104+73.90 = #2 Spiral

187.6 181.8 179.7 181.4
1.9 7.7 9.8 8.1
77 44 57
Brk Brk toe

194.7 183.0 179.5 179.9 177.7 176.4 177.7 179.2 179.1 180.2 181.4
+5.2 6.5 10.0 9.6 11.8 13.1 11.8 10.3 10.4 9.3 8.1
80 50 35 26 24 9 2 20 40 53
on slope on slope toe slope Brk Brk Brk toe

189.46

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=Rtan$\frac{\triangle}{2}$ (3) Length of Curve=L=$100\frac{\triangle}{D}$ (4)

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

External=E=Ttan$\frac{\triangle}{4}$ (7)=R ÷ cos.$\frac{\triangle}{2}$—R (8)=Rexsec$\frac{\triangle}{2}$ (9)

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

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.=Sta. 161+60.35 to find Sta. of P. C. and P. T. △=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 △=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.