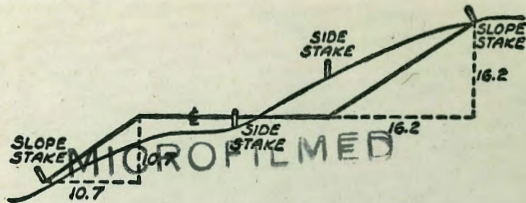


2109



DEC 31 1964

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

Wabash Blvd. Section "A"  
Levels For Monthly Estimate

Sta. 116+0 to 119+0

July 28 - 52  
Pt. A.S. 1117  
Garber  
Roxas  
Chavez  
116+0 to 145+0

+50

86.8

86.7

87.1

1.8  
76

1.9

1.5  
43

118+0

86.0

85.6

85.6

1.6  
76

1.0

1.0

44.0

+50

84.5

84.4

85.1

1.1  
48

1.2

1.5

117+0

83.4

82.9

82.3

1.5  
60

1.7

1.3

49

+50

81.7

81.3

81.9

1.9  
32

1.3

1.7

48

116+0

81.8

81.1

81.1

1.8

1.5

1.5

50-Top FH

47-Top FH

88.64

BM

9.38

88.64

79.26

x on Mt.  
Rim  
100' Lt 116+0

+50

121+0

+50

120+0

+50

TP

11.83

99.68

0.78

82.81

88.64

119+0

St.

8

Rt.

2

94.0

5.7  
15.0  
Fill

92.6

7.1  
46.0

91.3

8.4  
46.0

90.1

9.6  
47.

89.4

10.3  
45.0

88.2

0.4  
46.0  
Fill

94.5

4.2

92.6

7.1

90.1

9.6

89.6

10.1

88.8

10.9

99.68

87.6

1.0

88.64

93.9

5.8  
46.0=Bot  
Cut

92.2

7.5  
45=Bot  
Cut

91.0

8.7  
43=Bot  
Cut

89.5

10.3  
43.0=Top  
Fill

88.6

11.1  
43.0

87.8

0.8  
40.0

+50

104.4

105.4

105.8

105.5

107.1

107.5

5.5

4.5

4

4.4

2.8

2.4

50.0

30.0

30.0

30.0

51.0 Bottom cut

124+0

101.9

102.2

104.9

105.9

8.0

7.7

4.0

4.0

50.0

30

50.0

+50

100.4

100.0

103.6

104.8

9.5

9.9

6.0

5.9

50.0

19.0

50.0

120+0

98.1

100.5

99.9

11.8

9.4

10.0

54.0 = 80.1 cut

50.0

TP

117.5

109.90

1.53

98.15

109.90

+50

98.0

98.8

97.3

1.7

0.9

2.4

48.0

49.0

122+0

96.8

96.1

95.9

2.9

5.0

3.8

42.0 = 70.8 cut

48.0 = 80.1 cut

99.68

99.68

Lt.

S

Rt.

127+0

127+0

TP

4.35

105.00

92.5

100.65

95.0  
10.0  
58.0

94.8  
10.2  
11.0

99.2  
5.8

102.3  
2.7  
53.0

105.00

+50.

+30

126+0

+50

125+0

10990

93.1

93.8

103.1

103.3

103.8

16.5  
51.0  
53.0

16.1  
32.0

6.8  
7

6.6

5.1  
49.0  
Bot  
Cut

93\*

93.9

94.9

104.5

104.2

104.7

16.5  
51.0

16.0  
33.0

15.0  
26.0

5.1  
15.0

5.7

5.2  
50.0

93\*

94\*

98.9

105.0

104.7

104.8

16.5  
51.0

16.5  
38.0

11.0  
26.0

4.9  
26.0

5.2

5.1  
51.0

105.2

104.8

104.7

107.4

105.5

4.7  
34.0

5.1

5.2  
17.0

2.5  
20.0

4.1  
52.0

106.5

3.4  
35.0  
Bot  
Cut

105\*

4.5

105\*

4.5  
18.0

107.9

2.0  
25.0

108.5

1.1  
56.0  
Bot  
Cut

10990

+50

101.2	103.6	103.3	101.1	103.7
88	14	17	29	10
50.0		36.0	50.0	70.0
Full				

130 + 0

100.9	101.0	101.3
41	40	21
48.0		65.0

+50

101.0	100.8	100.7
1.0	43	10
47.0		56.0

129 + 0

100.7	100.2	100.3
1.2	48	17
46.0		50.0

+50

99.2	99.5	99.7
58	55	53
47		50.0

128 + 0

97.3	97.2	98.3
27	58	67
50.0		50.0

127 + 50

95.6	98.3	98.4
74	67	66
50.0		50.0

105.00

105.00

Lt      Δ      Rt

+50

110.3      109.9      100.2      100.5      102.6  
5.3      5.6      5.3      9.0      8.0  
42.0           40.0      47.0      75.0

133+0

109.5      109.2      109.5      107.8      108.1  
6.0      6.3      6.0      7.7      7.4  
42.0           42.0      49.0      55.0

B.M.

1108      104.42      107 MH  
132+50  
104.92

+50

108.9      108.6      108.2      106.7      106.6  
6.6      6.9      7.3      8.8      8.9  
42.0           43.0      46.0      56.0

132

107.7      107.1      108.0      105.1      105.4  
7.8      8.4      7.5      9.8      10.6  
42.0           40.0      47.0      67.6

+50

105.9      106.4      106.1      104.2      104.2  
9.6      9.1      9.1      11.2      11.2  
40.5           40.0      47.0      75.0

131+0

104.9      105.8      105.5      103.3      113.1  
9.6      9.7      10.2      12.2      11.4  
43.0           43.0      50.0      75.0

TP      10.88

115.50      0.28      104.62  
105.00

115.50



TP 11.60 126.05 10.5 114.45

+50

136+0

+50

135+0

+50

134+0

115.50

Lt

z

Rt

7

114.5 114.8 114.8 109.7 109.0  
1.0 0.7 0.7 5.8 6.5  
46.0 44.0 53.0 81.0

113.6 114.1 114.3 108.8 109.1  
1.9 1.1 1.2 6.7 6.1  
43.0 43.0 52.0 94.0

113.2 113.4 113.1 108.3 108.3  
2.3 2.1 2.1 7.2 7.2  
43.0 44.0 52.0 77.0

112.5 112.8 112.7 107.4 108.0  
2.0 2.7 2.8 8.1 7.5  
43.0 45.0 51.0 81.5

111.8 111.9 111.7 107.0 107.7  
5.7 2.8 3.8 8.5 7.8  
43.0 44.0 51.0 73.0

110.9 110.8 111.2 106.4 107.2  
4.6 4.7 4.3 8.6 8.3  
42.0 43.0 51.0 71.0  
115.50 115.50

140+0

+50

139+0

+50

138+0

+47

137+0

126.05

5.9  
46.0  
120.1

5.2  
48.0  
119.8

5.2  
42.0  
118.8

5.7  
41.0  
118.3

9.1  
43.0  
116.6

10.1  
43.0  
115.6

10.8  
42.0  
115.2

5.9  
46.0  
121.7

5.1  
45.0  
120.4

5.2  
42.0  
119.8

5.7  
41.0  
118.9

8.4  
44.0  
117.6

9.1  
44.0  
116.6

10.3  
44.0  
115.7

5.1  
48.0  
122.6 RT  
Cost

5.4  
46.0  
120.6

5.2  
46.0  
119.8

8.0  
45.0  
118.0

7.9  
45.0  
118.1  
35.197  
0.17

9.8  
44.0  
116.2

10.6  
44.0  
115.4

126.05

143+0

+49.59 BC Lt

142+0

TP 7.21

132.95

0.31

125.74

+50

141+0

140+50

136.05

Lt

R

Rt

9

123.6  
94  
130 = Top  
Fill

123.3  
97  
11.0

128.6  
11  
47.0 = 80%  
Cut

127.8

122.8  
10.2  
130 = Top  
Fill

122.5  
10.5  
14.0

128.9  
10  
34.0

129.0  
5.0  
128.0

129.7  
5.6  
48.0

121.7  
11.3  
150 = Top  
Fill

120.5  
12.5  
13.0

128.1  
49

122.0  
6.0  
48.0

132.95

120.3  
5.7  
44.0

121.0  
5.0  
10.0

124.4  
11  
50

125.2  
0.8

125.1  
0.9  
47.0

122.0  
10  
48.0

123.8  
22

124.1  
19  
48.0

120.4  
5.6  
47.0

122.4  
3.6

124.0  
2.0  
49.0 = Bottom  
Cut

136.05

Habash Blvd. Sec. H

Levels For Monthly Estimate

Sta. 116+0 to

July 27-80

Lt

145+0 to 176+40

Z

Pt.

10

1 116+0

127.3	127.8	129.0	132.3	134.4
12.3	14.8	10.6	7.3	5.2
44.0	34.0		10.0	45.0

Fill  
50%  
C.P.

+50

126.4	126.9	128.6	132.1	130.9
12.2	12.7	11.0	7.5	8.7
44.0	35.0		5.0	45.0

TP 9.60 139.57 2.98 129.97

139.57

1 145+0

	125.3	128.2	130.1	129.1
	7.7	7.8	2.3	3.2
	46.0		8.0	46.0

+50

123.9	124.1	123.6	129.1	128.0
9.1	9.3	9.4	5.9	5.0
45.0		4	13.0	45.0

144+0

124.3	122.6	122.6	127.7	127.6
8.7	10.4	10.4	5.0	5.1
43.0		9.6	15.0	45.0

142+50

124.4	122.3	121.9	126.9	127.0
8.6	10.7	11	6.1	5.9
43.0		9.0	16.0	45.0

Fill  
50%  
C.P.

132.95

132.95

TP 8.59 147.97 0.19 139.38

149+0

+50

148+0

+50

147+0

146+50

139.57

137.6

2.0  
30.0

133.2

6.4  
35.0

130.2

9.1  
44.0

129.5

10.3  
47.0

128.5

11.1  
44.0

127.9

11.7  
44.0

TOP  
FILL

131.4

8.2  
18.0

130.1

9.5  
32.0

129.2

10.4  
31.0

128.6

11.9  
37

133.4

6.2  
9.0

131.2

8.4  
13.0

130.4

9.2  
16.0

139.2

0.4

134.9

4.7

134.2

5.1

132.7

6.9

130.9

8.2

129.5

10.1

139.57

137.6

0.0  
17.0

136.7

2.9  
17.0

135.7

3.9  
17.0

134.8

4.8  
17.0

135.2

4.1  
16.0

135.2

4.4

Bottom  
Cut

152+0

140.3	140.0	141.1	145.0	144.0
77	8.0	59	50	40
170	20			160
Cut				Cut

+50

139.4	139.0	141.6	144.5	143.9
8.6	9.0	64	55	41
170	50		50	170

151+0

139.6	138.7	143.2	143.1
8.4	9.3	58	49
180		50	160

+50

140.9	140.0	142.5	141.8
7.1	8.0	55	65
50.0		80	170
Cut			

150+0

140.2	141.2	141.5
7.8	68	65
58.0		170

+75

140.6	141.1	141.5
7.5	69	65
52.0		170

149+50

141.1	141.3	141.0
6.9	6.7	70
27.0		148.0
		Cut

147.97

147.97

LT

Z

PT

13

155+0

146.9  
7.1  
47.0  
Box

146.5  
6.5

146.2  
6.8  
45.0 = Box

+50

146.9  
7.1  
48.0

145.1  
7.3

145.2  
7.8  
44.0

TP 8.64 153.05 3.56 144.41

153.05

154+0

146.2  
1.8  
49.0

145.7  
7.3

144.2  
5.8  
44.0

+50

145.0  
3.0  
49.0

146.0  
3.0

144.8  
5.2  
45.0

153+0

143.6 144.0  
4.4 4.0  
48.0 45.0

145.0  
3.0

146.7 144.4  
5.2 5.6  
45.0 45.0

152+50

142.4  
5.4  
48.0 = Box

142.5  
5.5

146.1 145.0  
1.9 3.0  
6.0 45.0 = Box

147.97

147.97

+25

158+0

+50

159+0

+50

156+0

155+50

15005

24

147.7

5.3  
43.0

147.1

5.9  
43.0

146.4

5.8  
44.0

145.6

7.4  
45.0

144.5

8.5  
44.0

144.5

8.5  
46.0

145.1

7.9  
40.0

Bot. Cut.

25

149.8

5.2

149.5

5.5

148.8

4.2

148.6

4.1

148.8

4.2

147.7

5.3

147.3

5.7

15005

Pt.

17

150.3

2.7  
44.0

Bot. Cut.

149.9

3.1  
44.0

Bot. Cut.

149.5

3.5  
44.0

148.3

4.7  
45.0

148.0

5.0  
45.0

148.4

4.6  
46.0

147.2

5.8  
48.0

Bot. Cut.



160+0

150.3  
9.0  
47.0

151.1  
8.2

153.5  
5.8  
45.0-Top  
Fill

+65

150.0  
9.0  
46.0

150.7  
8.6

153.0  
6.2  
45.0-44.0  
Fill

+50

149.1  
9.6  
46.0

150.9  
8.4

152.6  
6.7  
43.0

159+0

148.1  
10.6  
47.0

150.1  
9.2

151.5  
7.8  
47.0

+75

148.5  
10.8  
43.0-Top  
Fill

149.9  
9.4

151.0  
8.3  
47.0

TP

922

159.31 ✓

396

150.09

on stub  
8 ft from top  
2097.38  
150.02

159.31

158+45

148.4  
11.6  
43.0

150.0  
13.0

150.5  
2.5  
44.0-8.0  
Fill

15005

15005

163+0

155.0  
8.7  
44.0

156.0  
7.7

158.3  
5.1  
45.0 = TOP  
Fill

+50

154.0  
9.7  
46.0

154.6  
9.1

157.8  
5.9  
43.0

JR

9.29

163.66

5.04

154.27

SE COR  
H Inlet  
162+0 1/4

163.66

162+0

154.8  
6.5  
44.0

154.7  
5.6

156.9  
3.1  
42.0

+50

154.1  
7.3  
45.0

153.2  
6.1

156.0  
3.3  
43.0

161+0

151.6  
7.7  
45.0

152.0  
6.3

155.0  
4.3  
43.0

160+50

151.2  
8.1  
44.0 = TOP  
Fill

152.2  
7.1

154.0  
5.3  
43.0 = TOP  
Fill

159.31

159.31

TP 11.24 174.56 / 0.24 163.32

166.40

159.1 140.9 162.6  
4.0 2.8 1.1  
41.0 44.0

165.0

158.6 160.5 161.9  
5.1 3.2 1.8  
41.0 42.0

165.0

158.6 159.9 161.5  
5.1 3.8 2.2  
42.0 42.0

BM

98° 152.86 / 4+TMMH  
70.2142  
164.65  
152.85

158.0 159.7 160.9  
5.9 4.0 2.8  
42.0 42.0

165.0

164.0

157.6 158.8 160.2  
6.1 4.9 3.5  
42.0 42.0

162+50

156.3 157.1 159.5  
7.4 6.0 1.2  
42.0 = TOP  
51.1 44.0 = TOP  
51.1

163.66

163.66

LT

Z

RT

17

169+0

+50

168+0

167+50

+25

167+0

166+50

174.56

LT

167.0  
76  
55.0  
57.0

165.8  
8.8  
55.0

164.8  
9.8  
53.0

163.8  
10.8  
50.0

162.2  
11.4  
49.0

162.6  
12.0  
46.0

161.3  
12.3  
43.0  
45.0  
51.0

167.5  
71  
33.0

164.5  
10.1  
28

163.2  
11.4  
28.0

162.8  
11.8  
27.0

162.0  
10.6

162.5  
12.1  
174.56

RT

170.1  
85  
171.4  
83.2  
38.0

167.7  
69  
51  
18.0

167.3  
73  
61  
55.0

166.1  
85  
7.3  
56.0

165.7  
89

164.0

163.1

18

171.1  
35  
58.0  
Bottom  
cut

169.8  
48  
56.0  
Bottom  
cut

170.6  
40  
36.0

169.2  
54  
76.0

167.3  
73  
70.0

166.0  
86  
50.0

163.1  
10.9  
45.0  
TOP FILL

+50

173.7	176.0	176.6	177.6	178.5	181.0	182.07
9.2	6.9	6.8	5.2	4.4	4.9	5.6
35.0	49.0	30.0		38.0	46.0	77.0
Top Fill						Bot Cut

+29.20 EC

173.3	175.4	176.7	177.7	180.9	181.8
9.6	7.5	6.2	5.2	3.0	1.9
69.0	39.0		23.0	26.0	7.0

171.70

173.0	174.4	176.5	176.5	177.9	181.0
9.8	8.5	7.1	6.4	3.0	1.9
62.0	33.0		20.0	38.0	25.0

+50

171.9	172.4	173.2	178.4	178.6
11.0	10.5	9.7	4.5	3.4
60.0	32.0		30.0	26.0

170.70

169.7	170.0	171.8	173.9	175.8	176.9	177.3
13.2	12.9	11.0	9.0	7.1	6.0	5.6
38.0	35.0	7.0		10.0	44.0	65.0 = Bot Cut

JP      12.43      182.87      412      170.44      182.87

169.50

168.0	169.2	169.9	170.8	171.7
6.6	5.4	4.7	3.8	2.9
56.0 = Top Fill	33.0		27.0	58.0 = Bot Cut

174.56

174.56

174+0

+50

TP

419

186.46

0.60

182.27

173+0

+50

172+0

171+75

182.87

Lt.

S

Rt.

20

182.6  
3.9  
16.0  
Fill

183.0  
3.5  
17.0

184.0  
2.5

185.8  
0.7  
30.0

184.1  
3.4  
13.0

182.9  
3.6  
13.0

183.5  
3.0

183.8  
2.7  
17.0

186.46

182.2  
0.7  
14.0

182.2  
0.7

182.4  
0.5  
13.0

180.7  
2.2  
13.0

180.6  
2.3

180.9  
2.0  
13.0

178.5  
1.1  
15.0

179.2  
0.7

179.5  
5.4  
16.0 = Top  
Fill

177.2  
5.7  
17.0 = Top  
Fill

177.7  
5.2  
10.0

178.5  
4.1

180.1  
2.8  
30.0

180.9  
2.0  
30.0 = Bot  
Cbk.

182.87

176+22.44

+79.18 = 2 Mile St

B.M

8.39

149.67

176.40

169.64

+52.9

TP

1.82

178.06

13.22

173.24

+20

175+0

174+50

186.46

Lt.

2

Rt.

21

175.0

174.4

174.8

174.9

175.9

176.9

3.1  
67.0

3.7  
54.0

3.2  
30.0

3.2

2.2  
30.0

4.2  
40.0 = Bot  
Cut.

173.2

173.4

173.8

174.6

175.0

4.9  
67.0

4.7  
33.0

4.3

3.5  
25.0

5.1  
43.0 = Bot  
Cut.

172.6

172.9

173.3

174.9

5.5  
66.0

5.2  
30.0

4.8

3.2  
43.0 = Bot  
Cut.

172.06

173.2

173.2

173.1

172.7

1.3  
62.0

1.3  
30.0

1.4

1.8  
31.0 = Bot  
Cut.

174.6

174.3

174.3

177.5

179.0

185.6

186.4

1.9  
60.0

1.2  
38.0

1.2  
21.0

9.0

7.5  
26.0

9.9  
26.0

9.1  
21.0 = Bot  
Cut.

179.0

179.5

182.6

184.4

7.5  
52.0

7.0  
20.0

3.9

7.1  
26.0

5.1  
20.0 = Bot  
Cut.

186.46

July 28-50  
176+40 to 197+0

Lt.

5

Rk.

22.

+50

192.5  
7.6  
49.0

193.2  
5.9

195.3  
1.8  
16.0

194.8  
5.3  
75.0  
C. Bot

178+0

190.4  
9.7  
57.0

190.9  
9.2  
9.0

193.0  
7.1

194.3  
5.8  
44.0

+50

186.2  
13.9  
55.0

186.5  
12.6  
26.0

191.4  
8.7  
18.0

192.6  
7.5

193.5  
6.6  
44.0

TP

9.33

200.06

0.33

190.74

200.06

177+0

181.5  
9.6  
61.0

180.5  
10.6  
32.0

186.8  
4.3

191.1  
2.0  
20.0

192.2  
4.1  
43.0

+60

177.2  
13.9  
64.0

176.3  
14.8  
35.0

180.6  
10.5

189.8  
1.3  
15.0

191.1  
2.0  
41.0 = Bot-Cut

TP

13.33

191.07

0.31

177.75

191.07

176+40

175.1  
3.1  
26.0 = Top Cut

175.4  
3.7  
36.0

176.2  
1.9

176.7  
1.4  
36.0

177.5  
0.6  
58.0 = Bottom Cut

178.06

178.06



+50

TP 962 206.38 330 196.76

181+0

+50

180+0

+50

179+0

200.06

196.9	197.4	199.6	198.1	196.5
95	90	68	83	99
790	270	760		750

206.38

196.1	197.5	199.5	198.5	196.3
24	26	26	16	38
710	120	70		750

196.2	197.5	196.3
39	26	38
670		750

195.8	197.1	196.2
43	30	39
580		750

196.2	196.4	195.7
49	37	44
520		750

194.2	195.2	195.2
59	49	49
500		450

TPP  
= 71

200.06

450 = Botour.

Lt.

Z

Rt.

+50

TP

12.80

214.70 448

201.90 183.450

0281.0  
3205 Rt.

206.7

8.0  
11.0  
21.0  
Cant

207.2

7.5  
57.0  
8.2  
Cant

214.70

184.0

202.3

4.1  
8.1  
11.1  
Cant

203.9

7.5  
17.0

202.3

4.1  
50.0

+50

Right Lane Head

199.4

7.0  
20.0

200.0

6.1

198.0

8.1  
46.0

183.0

199.2

7.2  
107.0

198.2

8.2  
52.0

194.3

13.1  
34.0

198.6

7.8

196.6

9.8  
48.0

+50

198.7

7.7  
56.0

196.5

9.9  
41.0

198.4

8.0  
32.0

198.1

7.7

196.2

10.5  
45.0

182.0

197.4

9.0  
86.0  
Flop

197.0

9.4  
38.0

199.0

7.4  
38.0

198.4

8.0

195.8

10.6  
45.0  
Bot  
Cant

206.28

206.28

Abash Blvd. Sec A Right Lane

+50

219.6

216.3

6.8

10.1

110.0

140.0

100.0

100.0

187+0

216.3

216.4

10.1

9.5

10.0

85.0

+50

214.7

215.2

11.7

11.2

10.0

82.0

186+0

214.8

214.0

11.6

12.1

10.0

82.0

TP

12.50

226.41 ↓ 0.79

213.91

226.41

+50

212.4

212.9

12.2

18.0

10.0

80.0

185+0

210.7

210.5

10.0

12.0

10.0

68.0

214.70

214.70

100.0

100.0

Right Lane

2

pt.

26

+50

221.3

223.3

8.4

6.1

24.1

58.0-80.0 cut

TP

5.81

229.67

0.55

225.86

229.67

190+0

224.9

224.6

1.5

1.8

31

60.0

+50

226.1

225.2

0.5

1.5

39.0

65.0

189+0

225.0

224.6

1.4

1.8

34.0

66.0

+50

223.6

223.6

3.8

7.8

37.0

57.0

188+0

221.8

222.8

1.6

1.2

58.0-71.0 cut

65.0-80.0 cut

226.41

226.41

Right Lane

27

TP 10.20 229.64 10.23 219.44

+50

219.3

219.3

217.4

10.4  
4.0 bot  
cut

10.4

12.0  
47.0 = bot  
cut

193+0

218.8

218.7

218.4

10.9  
6.0

11.0

11.0  
47.0

+50

218.7

218.4

210.1

11.0  
4.0

11.0

10.6  
47.0

192+0

218.9

218.6

219.4

10.8  
5.0

11.1

10.0  
47.0

+50

219.1

218.9

220.6

10.6  
9.0

10.8

9.1  
50.0

191+0

220.1

220.3

221.5

9.6  
8.0 = bot  
cut

9.4

8.9  
59.0 = bot  
cut

229.67

229.67

Right Lane

BM

744 J 202 214  
 222.20 75.67  
 197+80  
 222.11

28

197+0

222.0  
 76

223.0  
 66  
 7.0

PT

220.9

87

14.0

Bot  
 Cont

150

220.9

87

221.8

78  
 7.0

218.9

107

44.0

196+0

219.4

89

220.5

91  
 7.0

218.1

115

45.0

150

219.9

97

217.5

121

35.0

195+0

218.4

112  
 4.0

218.5

111

216.6

130

45.0

150

218.2

114  
 7.0

218.2

114

216.3

133

44.0

194+0

219.0

116  
 9.0

219.2

104

216.2

132

45.0

Bottom  
 Cont.

22964

22964

199+13.76  
198+97.93 EC

+50

198+0

197+50

BM

11.58

233.78

222.26 x on M.H. Road  
75.51  
197+80

H.

S

Sunday July 30. 50  
H.S. 5.00 29  
Rt Garber  
Rorer  
Pore

~~228.44~~  
5.34  
on 5.00

228.0  
5.8  
1.0

226.8  
7.0  
4.0

226.0  
7.8  
4.0

225.7  
8.1  
4.1

224.4  
9.1  
4.0

224.5  
9.3  
4.0 - Top Hill

221.6  
11.2  
4.0 - on Hill  
cut

233.78

Wabash Blvd Sec "H" Left Lane

Lt

Rt

Rt

30

727

198.2	197.9	198.8	198.1	198.1
104	107	98	105	105
92.0	57.0	52.0		5.0

18570

198.6	199.2	198.3	198.3
11.0	94	103	103
92.0	57.0		4.0

750

199.4	198.8	199.5	198.3
9.3	98	91	103
82.0	6.0	3.0	

18470

199.4	199.0	199.0
9.2	9.6	76.144
78.0	50.0	TOP FILL

750

199.1	198.6	196.6
9.5	100	12.0
75.0	50	

18370

199.0	198.1	194.0
9.6	10.5	14.6
72.0	13.0	

BM

672

20862

20190

07 cut thru  
Rt/83450

TOP FILL

208.62



Left Lane

188+0

+50

TP 12.49 211.64 9.47 199.15

187+0

+50

186+0

185+50

208.62

Lt.

Rt.

Rt.

200.8 200.6 199.7 199.4

19.8 11.0 11.9 12.2

5.0-Top Fill 37.0 17.0-Top Fill

198.8 197.0 199.0

12.8 12.6 12.6

7.2 13.0 13.0

211.64

199.4 198.5 198.6

9.2 10.1 10.0

65.0 63.0 63.0

198.1 198.2 198.6

9.5 10.4 10.0

57.0 10.0 10.0

198.9 198.0 198.4

9.7 10.6 10.2

52.0 9.0 9.0

198.1 198.1 197.8

10.5 10.5 10.8

5.0-Top Fill 7.0-Top Fill

208.62

Left Lane

TP 18.20 224.72 0.12 211.52

191+0

+50

190+0

+50

189+0

188+50

211.64

Lt.

Rt.

Rt.

208.4

3.2  
590  
Fill

206.9

4.7  
370

207.9

2.7

208.9

2.7  
760=TOP  
Fill

208.1

3.5  
570

207.2

4.1  
370

207.3

4.3

207.8

3.8  
170

208.2

3.4  
680

207.1

4.5  
350

207.1

4.5

207.4

4.2  
170

207.0

4.6  
690

207.1

4.5  
650

207.2

4.4

207.4

4.2  
150

205.3

6.0  
70.0

204.7

6.9  
250

204.1

7.5

203.8

7.8  
170

202.7

8.9  
70.0  
Fill

202.6

9.0  
25.0

201.2

10.4

201.0

12.6  
20.0=TOP  
Fill

211.64

Left Lane

Lt.

2

Rt.

194+0

229.4

227.0

2.5  
16.0  
Fill

1.9  
5.0 = Top Fill

+30

228.2

226.2

3.7  
48.0

5.7  
4.0

192+0

226.3

225.2

5.6  
50.0

6.7  
30

TP

7.29

231.86

0.15

224.57

231.86

+50

222.7

222.8

223.0

3.0  
54.0

1.9  
27.0

1.7  
0.5 Top Fill

192+0

217.7

217.7

219.6

219.6

7.0  
60.0

7.0  
60.0

5.1

5.1  
5.0

191+50

211.9

212.3

213.1

213.1

12.8  
66.0 = Top Fill

12.4  
48.0

11.6

11.0 = Top Fill

224.72

224.72

Leaf Lano

750

19740

750

19640

750

19540

194450

231.86

67

225.3

16  
75.0

223.9

80  
180  
5.7  
5.7

226.1

5.8  
180

227.3

16  
75.0

228.4

25  
14.0

229.5

2.4  
14.0

229.8

2.1  
150 = Top  
Fill

225.4

5.5  
2.0

223.9

80  
80 = Top  
Fill

221.7

10.2

223.2

8.7  
80

225.1

5.8  
5.8

227.3

16  
70

227.7

1.5  
6.0

227.4

1.5  
150 = Top  
Fill

231.86

Left Lane

Lf

R

Rf

+50

231.6

230.4

229.9

228.7

9.8  
13.0 = TPFF 11

10.0

11.5  
31.0

11.7  
41.0 = Botcut

199+ 13.76 Hbroad  
200+ 21.16 Back

230.9

230.7

10.5  
15.0

10.7  
5.0

12.9  
25.46

+50

229.2

229.5

12.2  
11.0

11.9  
5.0

TP 12.81 241.36 2.31 228.55

241.21

199+0

228.7

228.4

5.2  
13.0

3.5  
4.0

+50

227.4

227.3

11.5  
11.0

11.1  
1.3

198+0

226.8

226.5

5.1  
15.0  
1.79

5.1  
1.0 = TOP  
1.11

231.86

231.86

Lx

S

Rt.

+50

243.6

243.8

243.7

9.2  
46.0

9.0

9.1  
45.0

202+0

241.5

241.9

241.5

11.2  
45.0

10.9

11.8  
46.0

TP

11.79

252.81

0.34

241.02

252.81

+50

239.2

239.8

239.6

7.2  
45.0

1.6

1.8  
44.0

201+0

237.0

237.2

237.0

4.4  
44.0

1.2

4.4  
44.0

+50

234.4

234.9

234.4

6.9  
45.0

6.5

7.0  
43.0

200+0

233.0

233.1

232.2

8.4  
43.0

8.2

9.9  
37.0

241.36

241.36

TOP  
FILL

TOP  
FILL

TP

0.24

252.57

✓ on R.F. 505  
10' 50" H/100ft  
0784  
204 + 50

204 + 0

250.9

1.9  
16.0

249.9

2.9

250.5

2.3  
15.0

B.M.

8.19

244.62

✓ x on M.H. Rd  
125' W 205 + 80  
244.52

+ 50

248.3

1.5  
15.0

247.9

1.9

247.8

1.0  
15.0

203 + 0

245.9

1.9  
15.0

245.4

7.1

245.8

7.0  
15.0 = Top  
Fill

252.81

252.81





Clark  
Shephard  
Brewer  
Bryson

3-19-52  
W.O. 20008

Brow-Line, WABASH

See sketch - Pg. 66

2+50

2+00

1194 Beg. Steel Wire Fence 17.6 RT.

1147

1+20 2' CONC. WALK

1+08.69 1/4 RT  
8° 26' 45"

1+00

0+50

0+00 of Brow-Line

= 2.16 + 50.27 of WABASH

86.21' LT of WABASH ON Radial Line

1.26 333.41

332.15 - B.M. B.P. NE 40th & LANDIS

333.41

326.7

6.7

321.2

6.2

326.4

7.0

319.2

14.2

319.0

13.5

319.2

14.2

310.7

22.7 (hand-level)

302.7

30.7 (hand-level)

Brow-Line, WABASH

£

5150 NW CorN 3' CONC WALK 4' RT.

5136 Deadman 8' RT.

5124 Pole P-3949 5' LT.

5115 Deadman 4' RT.

T.P. 3.01 329.91 6.51 326.90 ✓

5100

329.91  
~~327.2~~  
 6.2

4165 END Fence 14' RT.

4150

327.5  
 5.9

4140 8" EUCALYPT tree 1' LT.

4100

327.9  
 5.5

3150

328  
 5.4

3100

328.3  
 5.1

2191

327.0  
 6.4

323.41  
 1

Brow-Line, WABASH

£

T.P. 2.37 321.85 10.43 319.48

320.5  
9.4

8+00

7+94 End CONC. WALL 15' LT

7+81 8' tree 5' LT.

7+77 end steel wire fence 0.5' LT. OFFSET LINE

7+71 Beg CONC. WALL 2' LT. OFFSET LINE

7+70 £ 3' CONC. WALK ON £ OFFSET LINE

7+50 30" Palm tree 5' LT. OFFSET LINE

325.4

6.5

324.3

5.6

7+00

6+50

325.3

4.6

6+38 W/W CORN. HOUSE 3.5' LT. OFFSET LINE

6+00

326.3

3.6

6+01 N/W CORN. garage 5' LT. OFFSET LINE

5+78 L. RT. Steel wire fence 4' LT. OFFSET LINE

5+62 N/W CORN. house 2.5' LT. actual £

5+56.72 £ OFFSET RT. 5' AT 90° TO BK. TANG. 4.15 LT. OF TOP CUT BANK  
£ FORWARD TANG. 3°42'40" RT.

5+55 Beg. Steel wire fence 14' RT.

NOTE: MKR requested this area be skipped but LINE WAS RUN through to afford tie. ahead.

329.91

Brow-Line

11+38 Brk

11+13.41 1/4 RT 1° 40' 30"

11+00

10+82 Brk

10+66 Brk

T.P. 0.12 298.77 11.52 298.65 ✓

10+50

10+14 End steel wire fence 100' RT  
24' RT to top cut-bank

10+00

T.P. 0.27 310.17 11.95 309.90 ✓

9+50

9+00

8+56 Beg steel wire fence 6' RT

8+54 Return to actual Browline from 5' offset line  
1/4 RT 03° 00' 00" 26' RT to shoulder cut.

Σ

281.8

11.0

290.8

8.0

291.9

6.9

294.3

5.9

295.9

2.9

299.77

298.5

11.7

305.0

5.2

310.17

30.6

11.3

315.0

6.9

317.4

4.2

321.85

BROW-LINE

19+00

229.6  
16.9 (hand level)

18+50

229.1  
16.8 (hand level)

18+26.54 ON BROW LINE = E.C. 200+01.16 ON WABASH  
58.26' RT. to WABASH

96° 52' South of RADIAL LINE  
= S 27° 01' 33" W

230.4  
16.1 (hand level)

STATIONING WABASH  
ADDED TO BROW-LINE  
STATIONS BETWEEN  
TIE-PTS.

11.67 246.50 234.83 = B.P. 15. IN 107 200+25 WABASH 246.50

12+58.08 DEF. RT 76° 59' 30" to LINE radial to STA 204+ 48.22 WABASH  
72.36' RT. to WABASH

243.9  
21.1 (hand level)

12+50 Toe of slope

244.5  
20.5 (hand level)

check 7.86 255.09 = 255.24 B.P. 1/16 at sta. 204+50 ON RT, WABASH

T.P. 0.01 264.95 11.90 264.94

264.95

11+87 B.K.

7.3 267.5

T.P. 0.93 276.84 12.29 275.91

276.84

T.P. 1.48 288.20 12.05 286.72

288.20

11+60.87 L.R.T. 9° 41' 30"

281.6  
17.2

BROW-LINE

22+00

232.1  
1.4

21+50

289.4  
4.1

21+18

Big steel wire fence 5' RT

(21+16.57

L. RT def = 49° 01' 30" OFF BK TANG.

281.8  
5.7

21+00

285.2  
8.3

T.P. 11.82 293.50 0.04 281.68 ✓

293.50

T.P. 12.02 281.72 0.25 269.70 ✓

260.2

20+50

9.8

T.P. 12.24 269.95 0.46 257.71 ✓

269.95

T.P. 11.78 258.17 0.11 246.39 ✓

238.3

20+00

8.2

19+69.40 L. LT. DEF 41° 12' OFF BK TANG.  
69.52' RT. + ♀ WABASH

230.3

16.2 (hand-level)

19+50

229.5

17.0 (hand-level)

246.50

## BROW-LINE

T.P.	1.04	283.76 ✓	11.72	282.72	283.76 ✓
25+00					283.9
					10.5
24+72.58	L: LT	Def = 10°28'	OFF BK LINE		285.2
					9.2
24+50					287.1
					7.3
24+00					289.6
					4.8
23+62.93	L: LT	Def = 17°02'	OFF BK TANG.		289.9
					4.5
T.P.	3.52	294.44 ✓	2.58	290.92 ✓	294.44
23+00					290.1
					2.8
22+61.49	POT				291.5
					2.0
					293.50

## BROW-LINE

E

28+00

266.6  
5.6

27+50

2.03  
1.9

T.P. 0.13 272.19 11.70 272.06 ✓

272.19  
↑

27+00

273.6  
10.2

26+50

275.6  
8.226+39.22 L. LT. Def 7°23' 8.41 275.35  
T'RT to Fence275.3  
8.525+86 Bottom Dip, possible As Down-Drain would necessitate use  
of pipe, - cliff, or cut, very steep + APPROX depth cut = 6.5'272.9  
10.9

25+76 Shoulder Small Dip

.3  
271.3  
6.5

25+50

280.1  
3.7283.76  
↑



## BROW-LINE

31+03.14 End steel wire fence 5' RT.

31+00

T. P. 0.49 249.31 12.18 248.82

30+50

30+00

29+50

T. P. 0.36 261.00 11.55 260.64

29+00

28+50

244.2

5.1

249.31

250.4

10.6

255.2

5.8

258.5

2.5

261.00 ✓

259.8

12.4

261.7

10.5

272.19

BROW-LINE

33+22 toe bench area

202.8  
5.3

33+00

209.2  
+1.1

T.P. 2.18 208.11 11.80 205.93

208.11 ✓

T.P. 0.34 217.73  
217.05 10.99 217.39

217.73  
~~217.05~~

32+44.96 L.R.T. Def = 5°45'30" OFF BK LINE Shoulder of bench area

226.2  
2.2

T.P. 1.68 228.38 11.63 226.70 ✓

228.38

32+00 toe bench area

226.5  
11.8

T.P. 0.84 238.33 11.82 237.49 ✓

238.33

31+27 shoulder

242.1  
7.2

249.31

BROW-LINE

♀

233.9

6.9

232.8

8.0

240.78

3.0 230.4

227.8

5.6

225.9

7.7

233.41 ✓

X

195.91

12.14 on chx

208.11

X

36+00

35+50

T.P. 8.84 240.78 1.47 231.94

35+00

34+50

34+37.13 L. RT. DEF = 42° 42' 15" OFF BR TANG LINE  
Req. old cut. - LINE RUNS ALONG BOTTOM OF CUT  
old cut approx. 30' wide & average depth approx 4-10'.  
Could serve as brow ditch

T.P. 10.50 233.41 0.28 222.91 ✓

T.P. 11.79 223.19 1.03 211.40 ✓

11.69 212.43 200.74 B.P. INLET LT. 183+10 ♀ WABASH

check = 7.39 200.72 = 200.74 E/OV. B.P. INLET LT. STA. 183+10 ♀ WABASH

INT. L = 115° 32' 30" LT. to FORWARD TANG. OFF RADIAL LINE

33+72.54 = chx ON E/OV INLET RT LANE

44.60' RT to ♀ WABASH

112° 20' 15" = INT. L to LINE Radial to STATION 183+10 ♀ WABASH  
OFF BACK TANG.

BROW-LINE

Σ

240.0

5.6

242.7

2.9

243.2

2.4

245.64

237.2

3.6

231.2

9.6

230.8

10.00

233.6

7.2

232.7

8.1

232.6

7.2

240.78

Σ

39+50

39+25

38+99.60 L.R.T. DEF = 1°58'30" OFF-BACK LINE

T.P. 6.25 245.64 1.39 239.39

38+50

38+10 top of slope on Browline

38+00 small dip

37+50

37+00 END old ditch

36+50

BROW-LINE

42+62

Bottom of DRAW RUNNING N/E

Check 4.20 191.66 = 191.73 = B.P.

LT. INLET STA. 176+35 & WASH

179.2  
16.7

T.P. 1.72 195.86 12.15 194.14

195.86 ✓

T.P. 0.18 206.29 11.48 206.11

T.P. 0.33 217.59 11.15 217.26

T.P. 1.31 228.41 8.93 227.10

227.1

41+10.69 L. RT. DEF. 24° 34' 30" OFF BK LINE

8.9

Water can be drained into draw at this pt.

ATTN shoulder of draw running N/E

230.8

40+70

5.2

40+63

233.03  
3.0

T.P. 1.37 236.03 10.98 234.66

236.03 ✓

40+52.59 L. RT. DEF. 15° 28' 30" OFF BACK LINE

238.2

12.4

40+00

237.3

8.3

245.64

Brow-Line

47+00

198.8  
12.4

46+50

208.2  
9.0

45+93.64 L: RT 71° 38'

206.9  
4.3

45+74 Top Brow

204  
7.2

T.P. 7.88 211.18 0.20 203.30

211.18 ✓

DEF. RT. ahead = 24° 42' off BK sight on POT = 174+35.4 WABASH

45+32.38 Brow Line = 172+03.04 WABASH  
62.79 RT to WABASH + 90° to WABASH

Bottom small draw, possible drain 244.2 (hand-level)

193

90° E. Def. Ang. Wabash to Brow-Line Sta. between Tie-pt.

11.77 203.50

191.73 = B.P. 17 INLET

176+35.4 WABASH

203.50 ✓

Elev. inlet, top headwall 20.8 175.06 approx.

42+78.43 L: RT 66° 36' 15" DEF BK LINE to chx on F/ly inlet = 174+18 WABASH  
38.95' RT to chx on inlet

181.4  
14.5

195.86 ✓

BROW-LINE

	Steele	6.54	154.22 = 154.25	BPM	Sp. Conv. H. inlet LT	162+00 E. Wabash	
T.P.	2.69	160.76	8.94	158.07			
T.P.	0.63	167.01	12.03	166.38			
49+82.36	Def = 89° 32' 30" RT, to LINE RADIAL to (Bottom CANYON)					162.4	
	93.04' Pt. to E Wabash STA 168+00-P.O.C. E NH Wabash					161.0	(hand-level)
T.P.	0.69	178.41	✓	12.23	177.77	178.41	✓
49+33	To shoulder CANYON running N/E					6.7	
	Water can be DRAINED INTO CANYON at this Pt.					183.3	
49+28.47	P.O.T.	6.34	183.61				
T.P.	1.04	189.95	✓	11.72	188.71	189.95	
49+00						185.3	
						15.3	
48+50						180.8	
						10.8	
48+00						191.3	
						9.3	
47+50						195.4	
						5.2	
T.P.	1.06	200.63	✓	11.61	199.57	200.63	✓

BROW-LINE

60+00

23  
169.7

59+50

170.7  
63

59+00

170.2  
68

58+69.31 L. RT DEE = 9°45'

170.8  
62

58+50

167.2  
78

T.P.

1111 176.99 ✓ 0.62 165.88

176.99 ✓  
56 160.9

58+00

DEE AHEAD - 82°49'30" PART OFF RADIAL LINE

BROW-LINE  
57+82.36 = 160+00 P.O.C. OF WABASH

159.0  
8.5

= 65.95' RT to E WABASH ON RADIAL LINE

ADD. DISTANCE ALONG  
WABASH TO BROW-LINE  
STA. BETWEEN THE PTS.

57+82.36 - 82.36

153.6  
12.9

12.25 166.50

154.25 = Elev SE corner H INlet LT at 162+00 E Wabash

166.50



## BROW-LINE

64+00

172.3

9.8

53+50

172.8

9.3

T.P. 9.67 182.09 ✓ 4.57 172.42

182.09

63+09.64 1/2 RT DEF. 7°40'

4.8 172.2

62+79.64 1/2 11' CONC Headwall 6' RT.

4.9 172.1

62+57.8 1/2 MH 8' RT.

6.0 171.0

62+50

5.9 171.1

62+00

171.5

5.5

61+50

171.4

5.3

61+00

172.4

4.6

60+83.41 1/2 RT DEF. 3°06' 4.41 172.58

172.6

4.4

60+50

172.3

4.7

176.99

4.7

BROW-LINE

Σ

172.3

4.7

69+09

T.P. 4.58 176.97 9.70 172.39

176.97

183.1

19.0

170.6

11.5

176.2

5.9

177.6

2.5

178.2

3.9

68+73 Bottom DRAIN - (Possible 'DOWN-DRAIN')  
NOT advisable AS no ditch alongside edge of VAD  
PAV. in this area. Approx HT. OF CUT 25'

68+50

68+23 BIK

68+00

67+50

67+08.86 L. RT DEF 3° 01'

177.0

5.1

174.8

7.3

66+50

175.1

9.0

66+00

171.4

10.7

65+50

171.7

10.4

65+00

9.9

172.2

64+50

182.09

↑

## BROW-LINE

Σ

166.8

71+91 Bk shoulder draw

102

168.4

71+69.36 L. RT. 12° 11' 15" - DIV LINE ahead

8.6

DEF. RT. 97° 46" to LINE Radial to P.O.C. = 146+ 50 Σ Wabash

96.98' RT. Σ Wabash

169.2

71+50

78

170.6

71+00

64

170.9

70+72.19 L. RT. 6° 12'

61

171.9

70+50

61

172.7

70+00

43

173.1

69+50

3.9

173.1

69+24.04 L. RT. DEF. 6° 15' 15"

3.9

176.97

BROW-LINE

⊙

73+35

157.2  
8.4

73+08.41  $\angle$  RT. Def. =  $1^{\circ}06'45''$

Brk. Shoulder Draw

159.8  
5.8

253.2 ~~165.55~~

163.02 = rkv 3" pipe

165.55 ✓

Check 7.15 127.86 - 127.88 = B.M. B.P. H inlet LT. 145+71 & Wabash

T.P. 0.97 135.01 11.23 134.04

P.O.T. 72+50.72 Def. RT.  $86^{\circ}57'$  to LINE (Bottom Draw)  
(see sketch p. 69) RADIAL to Wabash at 145+71 - P.O.C.  
91.72' RT to S. Wabash

141.7  
3.6

T.P. 0.41 145.27 11.46 144.86

145.27 ✓

T.P. 0.10 156.32 11.97 156.22

Set B.M. 3" pipe 11.51 T. at approx 73+08.41  
5.17 163.02  
Brow Line

T.P. 2.09 168.19 10.87 166.10

BROW-LINE

2

148.5

5.4

153.90

150.5

15.1

151.1

14.5

152.9

12.7

152.6

12.9

153.6

12.0

150.6

15.00

152.8

12.8

156.1

9.5

168.55

1

76+50

T.P. 0.11 153.90 11.76 153.79

76+00

75+50

75+00

74+77.56  $\angle RT = 00^{\circ} 18' 30''$

74+50 OK

74+00

73+75 OK

73+50

## BROW-LINE

79+50 Bottom DRAW

1331  
14.6

79+34 BRK, shoulder small DRAW

1384  
9.3

79+00

1394  
8.3

78+50

1398  
7.9

T.P. 4.94 147.68 11.16 142.74

147.68

78+00

1450  
8.977+80.03 L.R.T.  $\approx 1^{\circ} 55'$ 1464  
7.5

77+50

147.7  
6.2

77+00

148.2  
5.776+86.62 L.R.T.  $\approx 1^{\circ} 51' 30''$ 148.0  
5.9

153.90

## BROW-LINE

81+35

T.P. 0.73 117.55 119.6 116.82 ✓

81+14 Brk

T.P. 2.68 128.78 11.99 126.10 ✓

80+81.15 / RT DEF 7° 57'

80+50

80+00 Brk

T.B.M. <sup>1.89</sup> 79+75.54 ✓ 138.09 11.48 136.20

79+65 Brk - Shoulder DRAW. Water from DRAW reaches Wabash approx.  
 30' ahead inlet at 138+50 - WABASH ✓

♀

111.5

6.1

117.55 ✓

121.2

7.6

128.78 ✓

129.6

8.5

132.1

6.0

137.7

0.4

138.09 ✓

130.5

11.2

## BROW-LINE

97+95 Bk

$$\begin{array}{r} 126.5 \\ 5.3 \end{array}$$

T.P. 11.58 130.78 0.14 119.20 ✓

130.78 ✓

97+50

$$\begin{array}{r} 108.0 \\ 11.3 \end{array}$$

97+24.77

$$\begin{array}{r} 100.7 \\ 18.6 \text{ (hand-level)} \end{array}$$

12.16 119.34

107.18 = B.P. H INlet LT. 131+0 Wabash

119.34

Add dist. along Wabash & to  
STATIONING on BROW-LINE  
between tie-pt.

Check: 1046 107.09 - 107.18 = B.P. H INlet LT 131+0 Wabash

81+59.30

DEF RT.  $79^{\circ}41'30''$  to 136+73.49 P.O.T.  
60.09' RT. to E Wabash

E Wabash

$$\begin{array}{r} 111.5 \\ 6.1 \end{array}$$



Brow-Line

2

95+50

113.3

6.9

116.6

3.6

95+00

T.P. 1.30 120.16 11.92 118.86

120.16 ✓

117.3

94+50

13.5 (hand level)

94+02.43 P.O.T.

122.2

8.6

93+50

123.0

7.8

93+00

123.8

7.0

92+50

125.1

5.7

92+09.43  $\angle$  RT. DEF = 28° 11' 45" 35% 127.37

127.4

3.4

130.78

BROW-LINE

Cont. P. 63

END-LINE

9791.39 D<sub>1</sub>E = 73°10'30" RT to 120+50 E WABASH  
52.11" RT to E Wabash  
7' RT to inlet rim See P. 70

93.6

6.8

T.P. 1.18 100.38 11.96 99.20

100.38

97+50

98.6

12.5

97+10 BK

103.1

8.0

96+86 BK

108.6

2.5

T.P. on 4 1.21 111.06 10.31 109.85

111.06

↓

96+75.77 L RT D<sub>1</sub>E 10°47'15"

109.9

10.3

96+50

110.5

9.7

96+00

111.2

9.0

120.6

check 1.56 98.82 = 98.84 B.P. inlet LT. 125+50 Wabash

35' Ahead, end Brow-Line // Wabash

89.8

10.6

Elev. Flow-Line Inlet <sup>(Wabash)</sup> 120+50 R.T. 102 89.40

Note: A good deal of sediment might clog drain at 120+50 if  
 water is brought off brow and emptied into drain at this pt.  
 By continuing ditch 35' // to Wabash, water can be  
 drained into BASIN area alongside Wabash + could there be  
 drained out through culvert at 117+50 (Wabash). Elev to headwall  
 = 89.67'

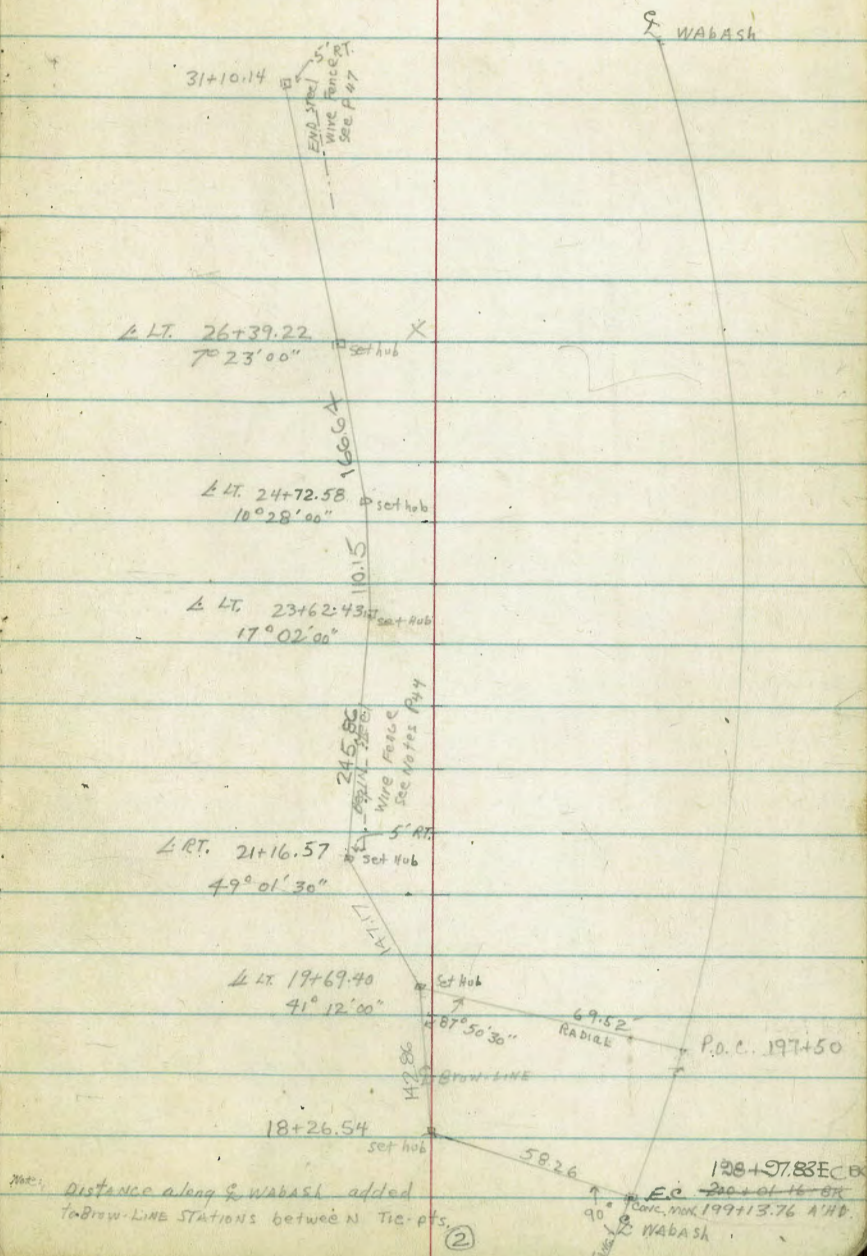
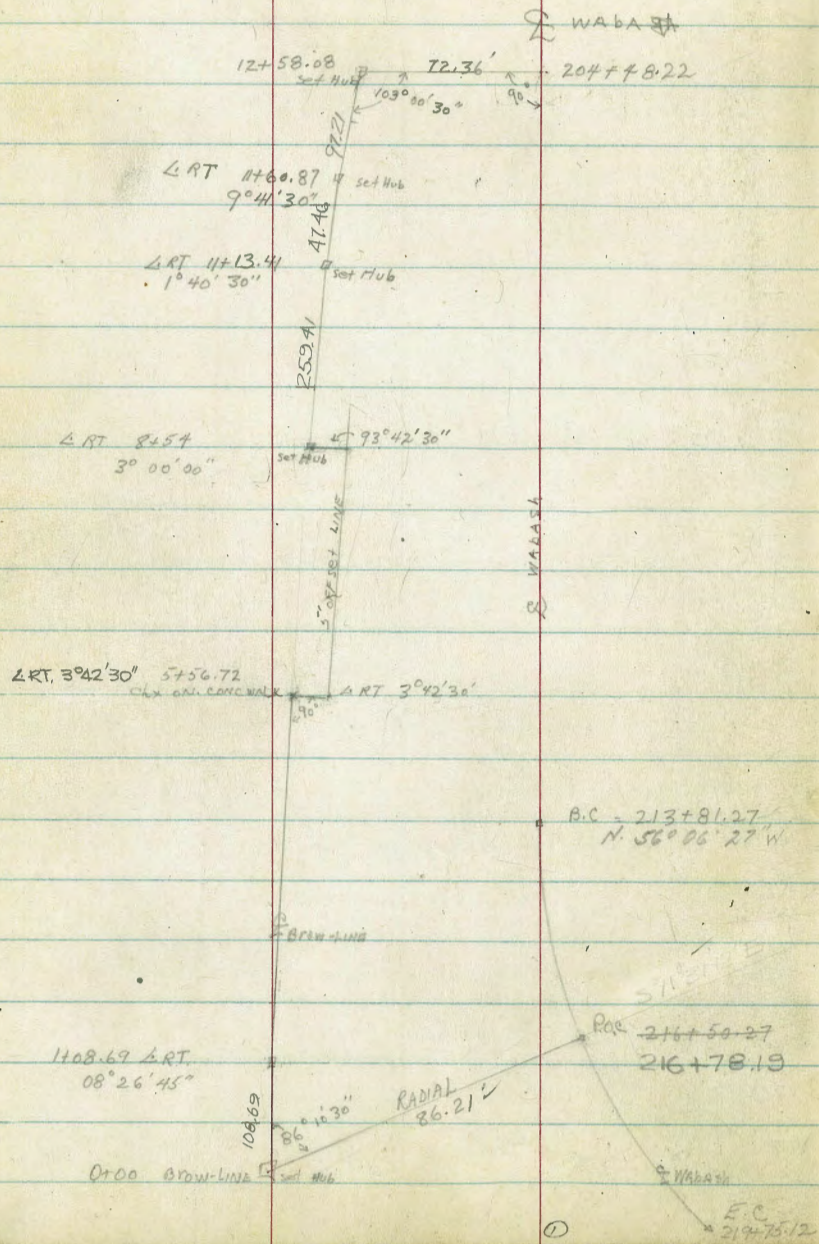
100.38

Clark  
Shepherd  
Byrner  
Bryson

3-19-52  
W.O. 20008

BROW-LINE  
(Not to Scale)

Cont. P. 67



Dist. along WABASH added  
to BROW-LINE STATIONS between Tie-pts.

BROW LINE

CONT. R.68

42+78.43  
 See P.52  
 36.95' <sup>clx on e/ly rim box</sup>  
 113°23'45"  
 57.00  
 P.O.T. 174+18  
 90°

L. RT. 41+10.69  
 24°34'30" <sup>set hub</sup>  
 58.10  
 L. LT. 40+52.59 <sup>set hub</sup>  
 15°38'30"

L. RT. 38+79.60 <sup>set hub</sup>  
 1°58'30"

B.C. 181+80.03

L. RT. 34+37.17 <sup>set hub</sup>  
 47°42'15"  
 148'92'15"  
 115°42'30"

33+72.54  
 Clx on e/ly rim inlet box  
 49.60  
 112°20'15"  
 Radial  
 P.O. 183+10

L. RT. 32+44.96 <sup>set hub</sup>  
 5°45'30"

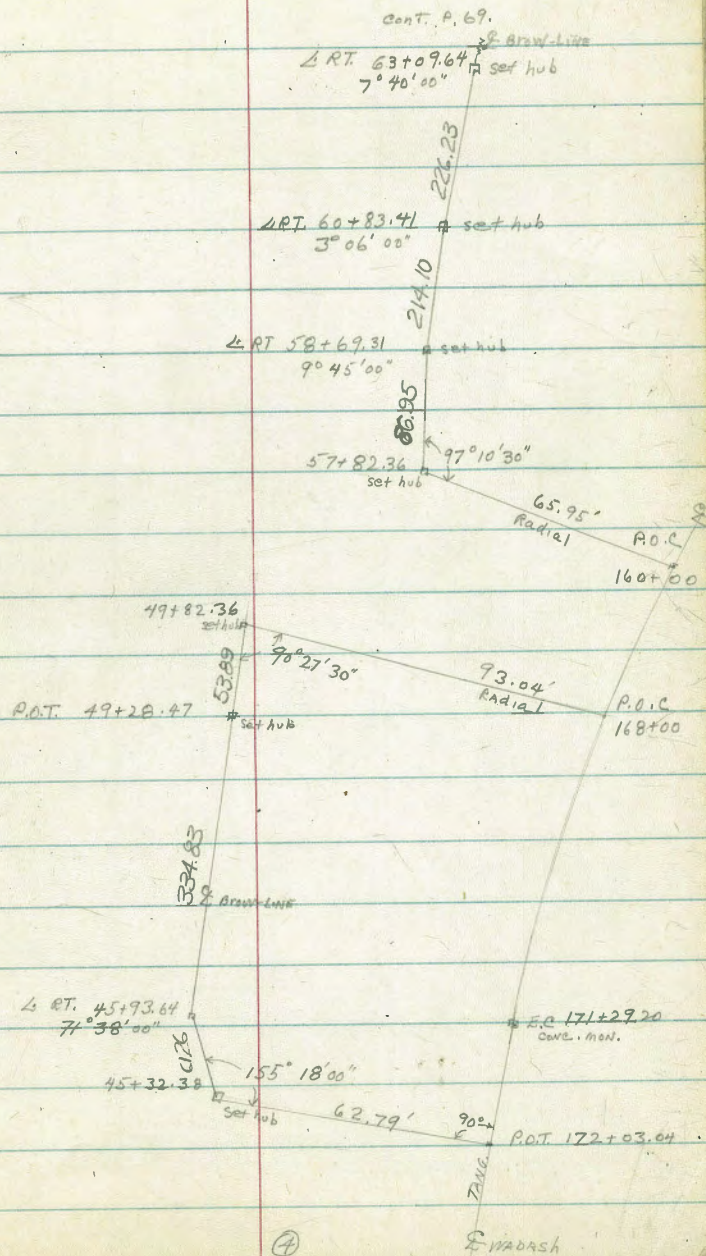
P.O.T. 31+10.14

6101-LMP

③

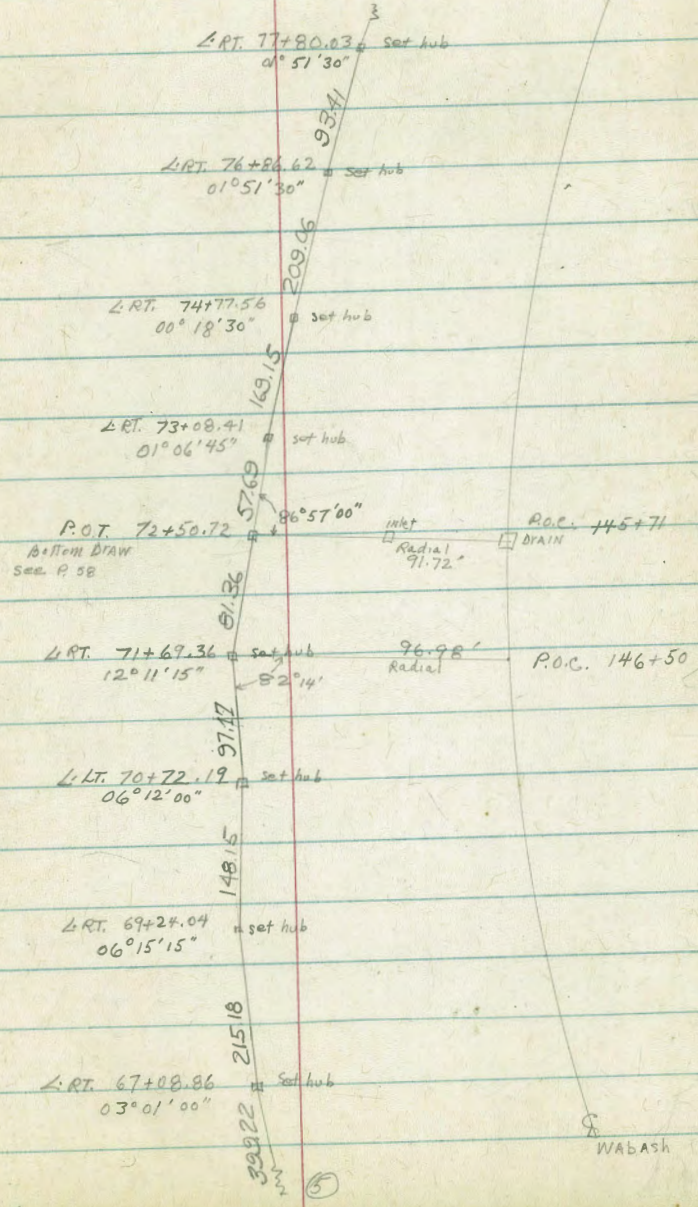
ITALASH

BROW-LINE



BROW-LINE

CONT. P. 70



BROWN LINE

WABASH

Culv. 120+50 P.O.C.

97+91.39  
106' 49' 30"

115.62

L.R.T. 96+75.77  
10° 47' 15" set h.b.

272.84

P.O.T. 94+02.93 set hub

E.C. 122+77.33  
conc. man.

193.50

L.R.T. 92+09.43  
28° 11' 45" set hub

84.66

91+24.77  
117° 29' 30" set hub

52.00' 90°

127+08.02

81+59.30 set hub

78.15

L.R.T. 80+81.15  
07° 57' set hub

105.00

P.O.T. 79+75.54 set hub

60.09'

136+73.49

126.51

WABASH

⑥





Proposed Down Drain  
Yabashi Blvd. Sec H

149+36

+ 86.3 =	68+73 Clark	3.7	163.4
+ 58.14 =	Stub Top Cut	9.20	157.94
TP	153	167.14	11.65 165.61
BM	192	177.28	177.34
			8" R 12+796 Page 55
+ 45 =	Stub Bot. Cut	2.14	135.41
+ 35 =	Fly RC North Lane	2.41	135.14
+ 09 =	W/4 RC " "	3.36	134.19
0+0 =	Yabashi Blvd		

BM 9.67 137.55 127.88

BP H 12/17  
11 145+71

Nov. 21-54  
H. Simon  
Garber  
Chapman  
Keller

72

0+65.43

156.70 -  $\frac{7.16}{3.51}$   
 $\frac{10.50}{10.50}$

0+58.70

$\frac{8.13}{5.38}$   
 $\frac{2.78}{10.50}$  155.70 FL

B.M. 55.88 162.82

157.94 stub 2  
0+58.14

149+36  
P.O.C.

Cut Slope 3/4:1

149+36  
P.O.C.  
10' 10'  
3' 3" 1' 0" CMP  
3' 1' 1' 0" Drain 1' 1' 1' 0"

0+45.50  
0+58.70  
0+55.13  
10' 10'  
10' 10'  
3' 3" 1' 0" CMP  
3' 1' 1' 0" Drain 1' 1' 1' 0"

0+86.3  
68+73 Clark  
1' 1' 1' 0"

0+58.7 Bend

155.70 FL

0+45.50 = Fly side  
Box  $\frac{1.68}{1.56}$  Top  
 $\frac{10.50}{10.50}$  137.20

134.20 = Bottom  
 $\frac{3.12}{1.56}$   
 $\frac{1.56}{1.56}$

BM 9.44 137.32

127.88 BP H 12/17  
11 145+71

Proposed Down Drain  
Wabash Blvd Sec. H

155+56

0+82.24 = 1% / ft

2.86  
5.86  
4.83  
70.50 166.60 F.L.

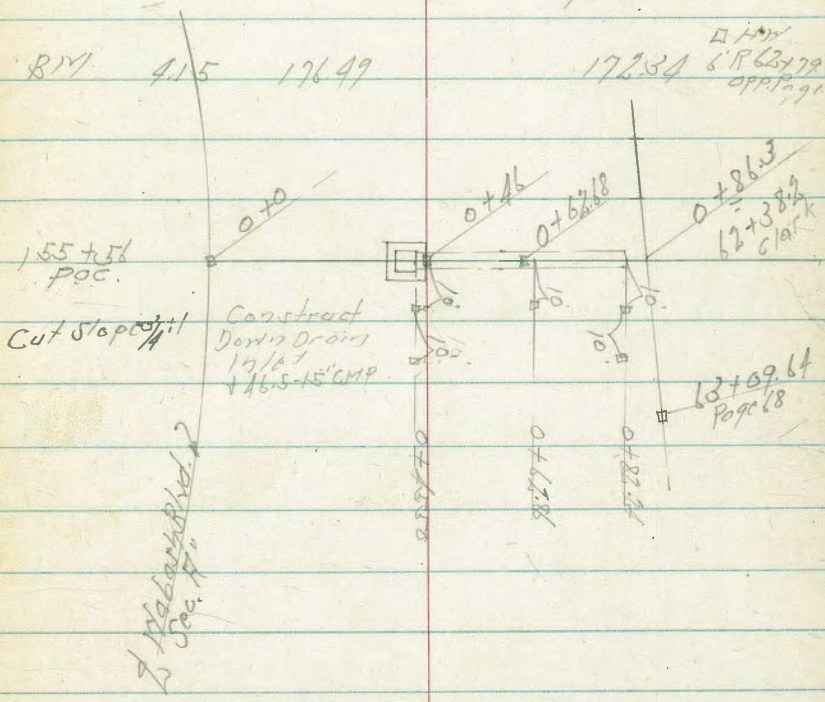
0+62.86 =

12.78  
9.57  
3.7  
70.50 163.70 F.L.

+86.3	2.0 North	2.7	171.0	Natural Ground
+86.3	2.0 South	2.7	171.0	" "
+86.3		61	167.6	= Bot. Marsh
+62.68	5.0 North	7.5	166.2	Natural Ground
+62.68	3.0 South	7.4	166.3	" "
+62.68	= Stub Top Cut 1% Ditch	10.12	163.58	= Bot. Marsh Chisel D.H.W.
BM	1.36	173.70	172.34	6" R. 62+79.6 Page 55

+46	= Stub Bot. Cut	5.51	145.24
+33	= Fly H.C. North 10% C	5.58	145.17
+09	= Fly H.C. " "	6.52	144.23
0+10	= 1/2 Wabash Blvd		

BM	201	150.75	148.74	BP H. inlet 17 158+65
----	-----	--------	--------	--------------------------



0+45.50	= Fly Inside Box	3.08 5.05 Fl. 7.97	147.10 TOP	144.10 = Bot. Top 70.50
const. BM	1.44		150.18	BM 17 158+65 148.74

Proposed Down Drain  
Wabash Blvd. Sec H

179+15

For Const.  
Nov. 26-54  
H. S. Foster  
Garber  
Chipman  
Kelley

74

181+80.03  
B.F.P.T.

0+71.27 = 191.61

212.50  
11.25  
223.75  
62.76  
16.50

For Check  
38+0 Clark

6.6 230.8 Page 50

0+64.67

14.15  
1217 209.60 F.L.  
CL 28  
16.50

1+08 3.8 233.6

TP 13.06 237.36 0.27 234.30

BN 12.42 223.75

211.33 0.54 us  
0+132.10

+88 0.5 234.30

0+63.60 = Top Cut 13.24 211.33 on 56.5

179+15  
P.O.T.

TP 0.27 224.57 12.52 224.30

236.82 Brit Ford  
Page 95

+46 = Stub Bottom Cut 5.71 195.27

+53 = Fly HC 5.40 195.58

+09 = WY HC 5.05 195.93

0+00 = Wabash

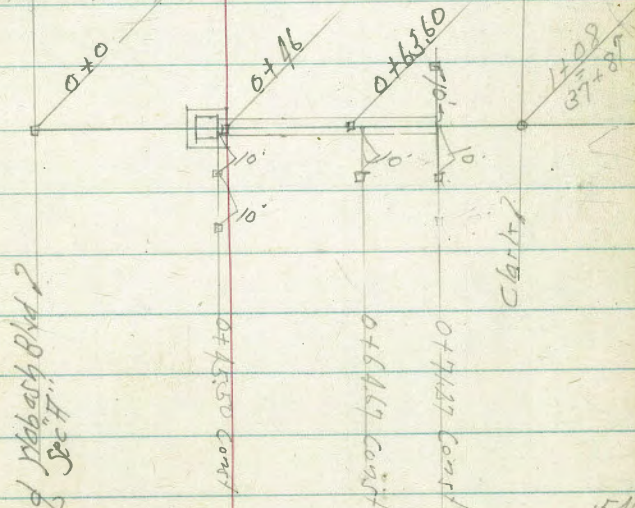
BN 9.25 200.98 191.72 B.P.H. inlet  
176.35

0+155.0 Fly  
Inside Box 216  
225 197.30-16P  
F. 2.19  
10.5

194.30-F. 546  
295  
60.51  
185

Br. 803 199.76

191.73 B.P.H. inlet  
176.35



Proposed Ditch Drain  
Hobart Blvd. Sec. 4

Grades for Cont 75  
Nov. 26. 54  
H. S. 5507

183+10

B.M. 227.17 <sup>on Hub</sup>  
227.17 <sub>For Top</sub>  
B.M. 209.74 <sup>H.M. 183+10</sup>  
212.80 <sub>at base</sub>

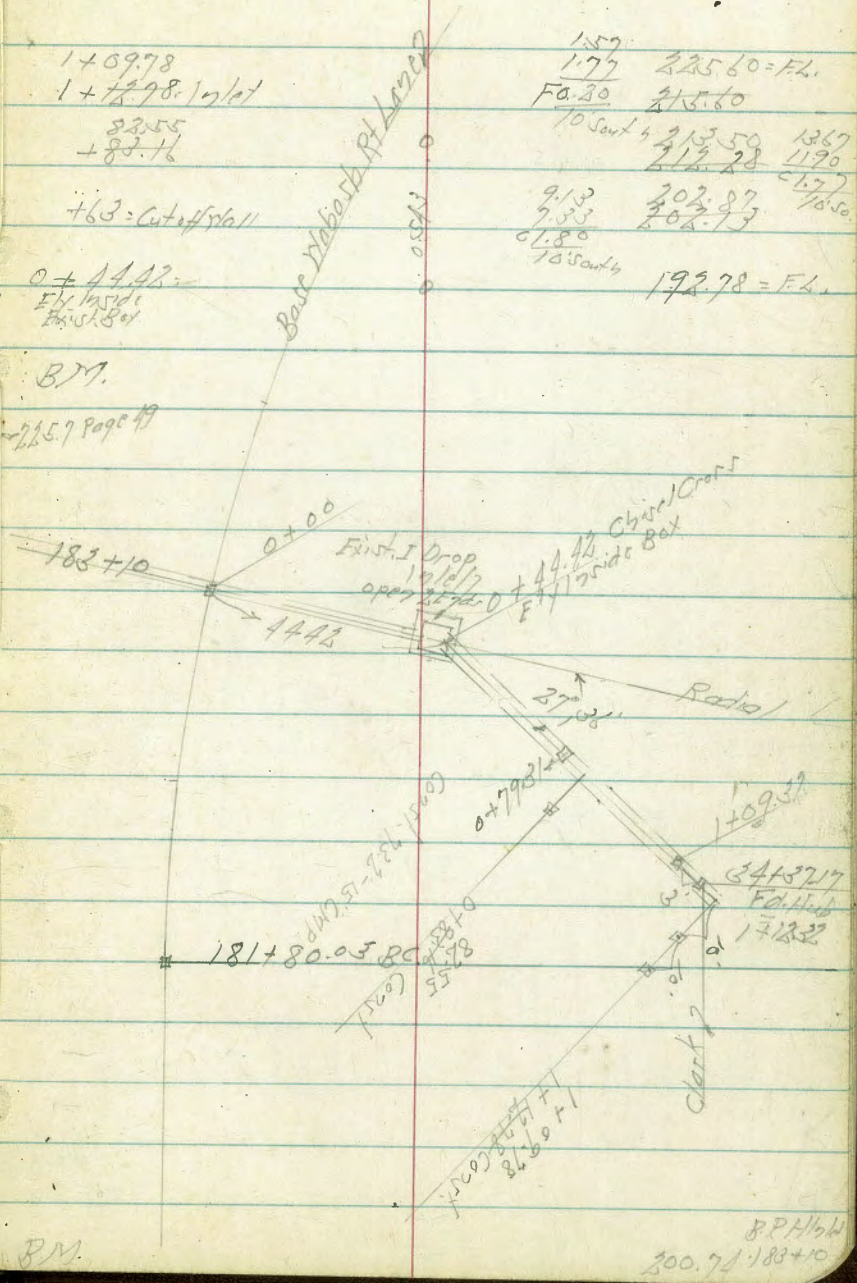
1+09.78  
1+12.98. 1/2 lot  
83.55  
+83.16

+63 = Cut off wall  
0 + 44.42 =  
Fly inside  
First 1/2 lot

1.57  
1.77 225.60 = F.L.  
Fa. 30 215.60  
10' cut 213.50 1367  
212.28 1190  
9.13 202.87  
7.53 202.73  
61.80  
10' cut 192.78 = F.L.

TP	225	236.82	2.69	234.57
+12.32 = 24	27.17		9.52	227.74 <sup>on Hub</sup>
1+09.32			10.09	227.17 <sup>on Hub</sup>
TP	12.66	237.26	0.76	224.60
+79.31			11.4	214.0.
TP	12.15	225.36	0.12	213.21
B.M.	1260	213.34		200.74 <sup>B.P. H. 1/2 lot 183+10 at base</sup>
+53			5.2	198.3.
+44.42			10.76	192.78. Bottom
+44.42 = Fly inside Box			7.55	195.99. Top
+63 = Fly FC.			6.98	196.56.
+09 = Fly FC.			5.22	198.26.
0+0 = 1/2 Rt Lane				

B.M. 2.80 202.51 200.74 <sup>B.P. H. 1/2 lot 183+10 at base</sup>



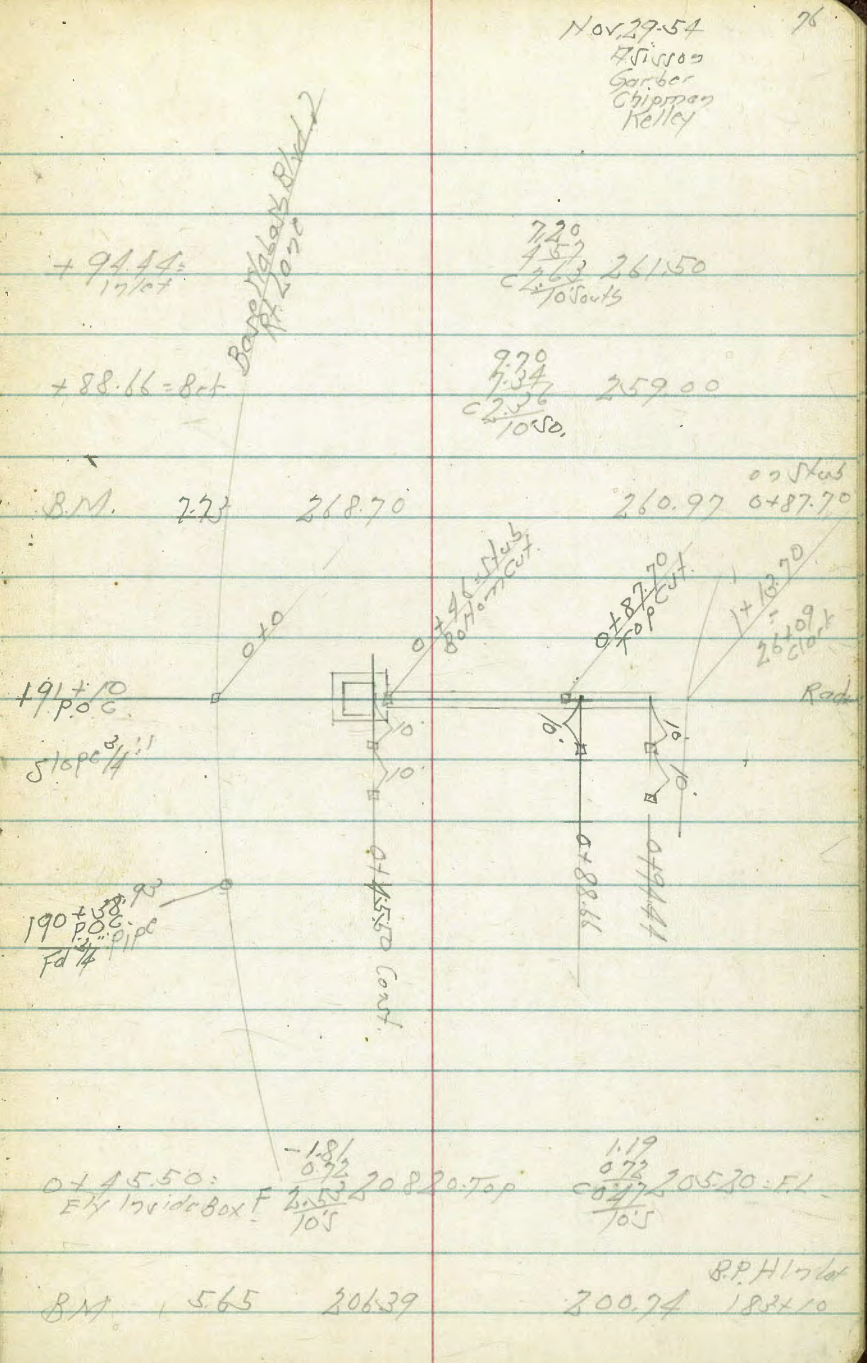
B.M.

B.P. H. 1/2 lot  
200.74 183+10

Proposed Down Drain  
Wabash Blvd. Sec. "A"

191+10

+ 13.7 = 26+09 cbrk	2.3	273.2	
1 + 04.9 = Cyclone Fence	6.2	269.3	
+ 82.70 = Stub Top Cut	14.56	260.97	
TP	4.25	275.53	10.79 271.28
B.M.	6.72	282.07	275.35 <sup>on Stub</sup> <sub>268.92</sub> <sub>Page 46</sub>
+ 46 = Stub Bottom Cut	6.50	206.17	
+ 33 = Fly H.C.	6.01	206.66	
+ 09 = Wly H.C.	4.52	208.15	
0+60 = 4" RT Laze			
TP	9.41	212.67	219 202.26
B.M.	5.71	206.45	200.74 <sub>B.P.H. in lot</sub> <sub>183+10</sub>



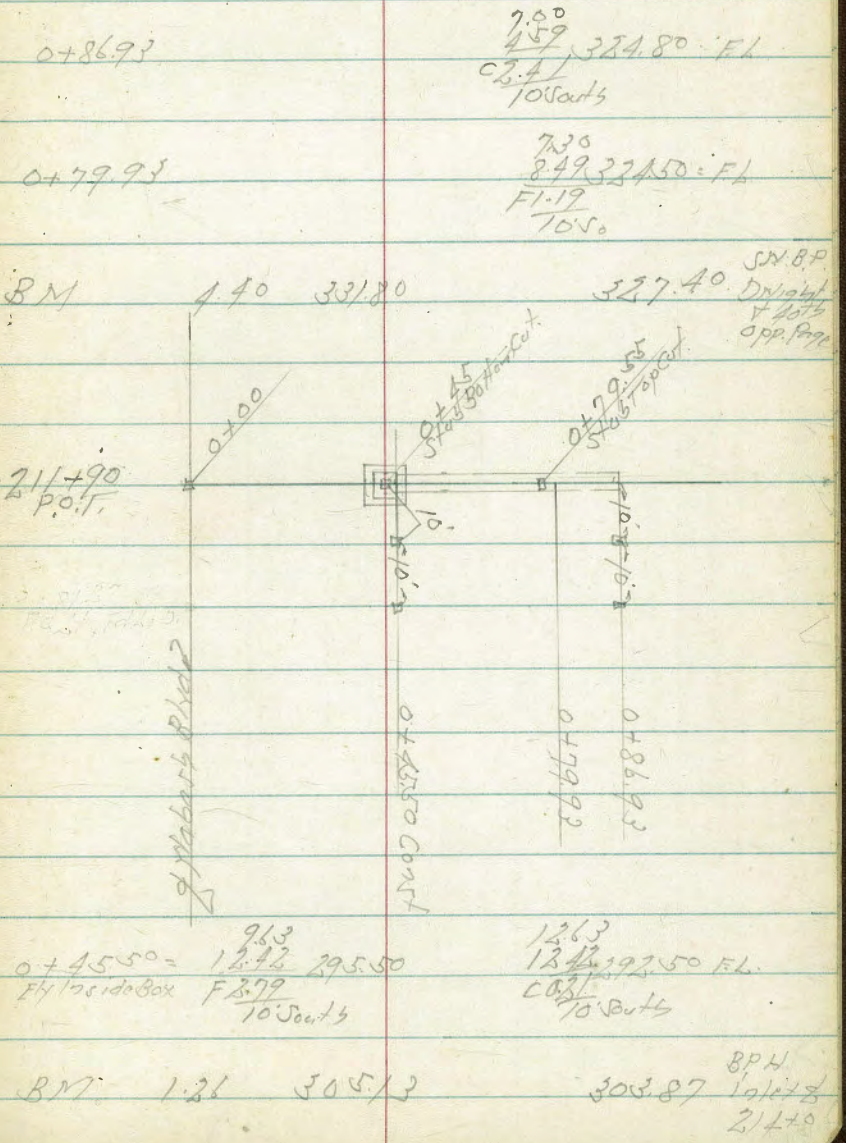
Nov. 29.54  
F. J. J. J.  
Garber  
Chippman  
Kelley

+ 94.14 = 17' lot			
+ 88.66 = 8' cut			
B.M.	7.23	268.70	260.97 <sup>on Stub</sup> <sub>6+87.70</sub>
190+58 P.O.C. Fly pipe			
0+15.50 = Fly Inside Box			
B.M.	5.65	206.39	200.74 <sub>B.P.H. in lot</sub> <sub>183+10</sub>

Proposed Deyrn Drain  
 Habash Blvd Sect A

211+90

BM	1.62	327.40	S.N.B.P. Deyrn Drain + 40th (327.33)
+95	50	327.0	
+83.7 = Guard Fence	51	326.9	
+79.55 = Stub Top Cut	51.0	326.92	
			332.02 at Ford Page 78
+45 = Stub Bottom Cut	1045	293.52	
+33 = Fly AC	1086	293.11	
+09 = Wly AC	11.33	292.64	
0+0 = 1/2 Habash Blvd			
BM	0.10	303.97	B.P.H. 17/07/8 214+0



0+86.93

7.50  
2.57  
C.B. 10% Slope  
324.80 FL

0+79.93

7.30  
8.49  
F.I. 19  
10% Slope  
324.50 FL

BM 1.40 331.80

327.40  
S.N.B.P.  
Deyrn Drain  
+ 40th  
Opp. Page

211+90  
P.O.T.

Habash Blvd

Deyrn Drain

Proposed Down Drain  
Wabash Blvd. Sec 'H'

Cont.  
Nov. 29. 54  
H. SIMON

78

214+0

0+67.61-1st

7.25  
3.29 324.00 FL  
C.S. 76  
/1050.

0+59.04 = 2nd

8.05  
2.87 323.20 FL  
C.S. 87  
/1050.

B.M. 6.12 331.25

00 H.  
325.12 0+57.51

TP 4.19 332.02 1.68 327.83

+9.5 2.9 326.6

+66.3 = Cyclone Fence 3.7 325.8

+59.51 = Stus Topcut 4.38 325.13

TP 12.65 329.51 0.25 316.86

+37.6 14.46 307.65 = FL 18' ROP

+37.6 = Ely/Inside Box 11.44 305.67 on top

0+0 = Grate of H Inlet 13.96 302.15 = Grate

0+0 = of Wabash

BM 13.24 317.11

503.87  
B.P. H.  
Inlet  
224+0

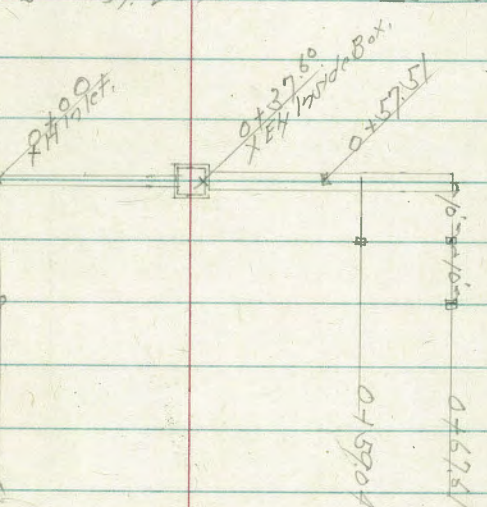
214+0  
P.O.C.  
cut slope 1:1

21.3+81.27  
B.C. Lt  
for pipe & Ditch

Wabash Blvd

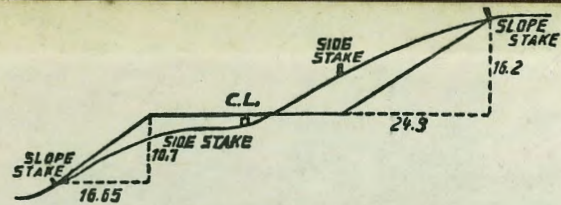
07.37.60 - Exit 1st

302.15 FL









DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.  
SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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