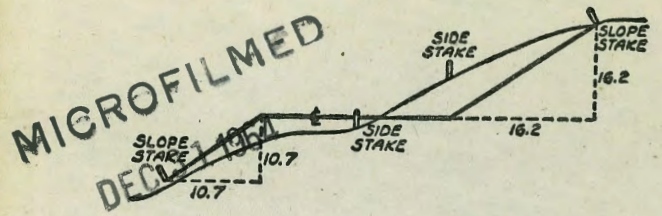
2110



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.

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	Degree of Curve													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	03	.06	09	13	16	19	.22	.25	.28	.31	34	38	42	.46
15°	04	10	14	19	24	.29	.34	.39	45	.51	.53	58	.63	.68
20°	06	.13	19	.26	.32	.39	.45	.51	.58	.65	.72	79	.84	.90
25°	.08	16	24	.33	40	49	.58	67	.75	.83	90	.99	1.06	1.14
30°	10	19	.29	39	49	.59	.69	79	.89	.99	1.09	1.20	1.29	1.39
35°	11	22	.34	47	.58	.69	.70	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	15	.30	44	60	76	91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	19	38	.57	76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	21	42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	23	46	.69	.93	1.16	1 40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	25	.51	76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	30	.61	.91	1.22	1.53	1.84	2.15	2.46	2 78	3.10	3.44	3.78	4.12	4.46
85°	33	66	1.00	1.33	1.68	2.02	2.36	2 70	3.05	3.40	3.77	4.14	4.55	4 89
90°	36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	39	79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4 76	5.31	5 86	6.43	7 01	7 60
120°	62	1.25	1 93	2.52	3.16	3.81	4 45	5.11	5.77	6 44	7 12	7.80	8.50	9 22

FOR EXTERNALS ADD

Central Angle	Degree of Curve													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	036	.046	.056	.065	.074	.083	.093	.106	120	127	135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.985	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

INDEX

Pg

Cross Section Federal Blvd. Interchange
Wabash Blvd. Section "A"
21+0 to 42+0

Saturday Aug. 5-50
FS. 5500
Garber
Rorer
Pope

Lt. | ℄ | Rt

+50					4.8 / 51.0 = Bot. Cut	6.7 / 25.0	8.1	11.2 / 37.0 = Bot. Cut.			
26+0					3.4 / 49.0	4.0 / 35.0	6.8	9.7 / 37.0			
+50					2.1 / 50.0	3.2 / 33.0	5.7	8.2 / 37.0			
25+0					1.1 / 49.0		4.5	7.0 / 37.0 = Bot. Cut			
+50					0.9 / 49.0	1.9 / 35.0	3.6	4.7 / 18.0	8.7 / 46.0		
24+0					0.0 / 48.0 = Bot. Cut	2.0 / 26.0	4.3	5.3 / 1.5.0	8.5 / 33.0	9.7 / 53.0	
TP	3.14	90.47	12.07	87.33			90.47				
BM	0.51	99.40		98.89							

				Lt.	℄	Rt.
7+50						
				7.1 / 37.0	8.6	5.5 / 39.0 : 8% Cut
TP.	0.72	81.01	10.18	80.29	81.01	
29+0				10.7 / 37.0	11.2	13.9 / 20.0 — 14.4 / 38.0
7+50				8.8 / 37.0	9.5 / 15.0	11.1 — 11.9 / 17.0 — 14.4 / 37.0
28+0				NWOC 6.8 / 38.0	8.7 / 23	11.0 — 12.0 / 17.0 — 13.8 / 38.0
7+50				4.2 / 60.0	6.7 / 30.0	10.5 — 13.0 / 38.0
27+0				5.5 / 56.0 : 8% Cut	7.3 / 30.0	9.1 — 12.0 / 37.0 : Bottom Cut
		90.47			90.47	

Federal Blvd.

				Lt.		Rt	
50+				7.1 47.0 Fill	7.1 25.0	7.3	7.3 25	9.1 47.0=Top Fill
32+0				5.6 19.0	5.9 30.0	6.9	7.2 25.0	9.6 50.0
45.83 E.C.				3.8 50.0	5.1 25.0	6.1	6.8 25.0	7.5 50.0
TP	2.98	71.66	12.33	68.68		71.66		
31+0				9.4 44.4=Top Fill		12.2		13.4 46.0=Top Fill
50+				3.8 37.0	5.0 17.0	6.9		8.4 33.0
30+0				3.0 37.0		4.6		5.9 37.0=Bot Fill
		81.01						

Lt. 2 Rt. 4

Structure

35+00					
TP	11.68	7491	8.43	63.23	
34+00					
33+00					
		71.66			

7+83					
			7.5 / 47.0	9.7	12.1 / 15.0
	10.4 / 50	11.0 / 35.0	12.1	12.5 / 31.0	13.0 / 60.0
			7491		
7+50					
	8.2 / 50.0	8.3 / 30.0	9.5	9.0 / 30.0	9.1 / 67.0
	7.9 / 50.0	8.3 / 30.0	9.0	9.1 / 70.0	8.7 / 65.0
7+50					
	8.8 / 47.0	8.2 / 25.0	8.2	8.7 / 25.0	9.3 / 65.0
33+00					
	7.5 / 50.0 = Top Fill	7.8 / 25.0	7.5	8.5 / 30.0	9.7 / 60.0 = Top Fill
			71.66		

Federal Blvd.

Lt. | Rt 5

39+00				3.2 / 47.0	3.8 / 25.0	4.1	4.6 / 25.0	5.2 / 49.0	
+50				4.4 / 54.0	5.5 / 30.0	6.5	7.5 / 24.0	9.0 / 48.0	
38+00				7.0 / 63.0	7.5 / 25.0	8.6	10.0 / 27.0	11.7 / 48.0	
TP	8.82	70.40	13.33	61.58		70.40			
+50				7.9 / 52.0	8.6 / 25.0	11.6	14.3 / 23.0	19.0 / 49.0	70.0 / 51.1
37+00				2.0 / 48.0	5.1 / 35.0	5.1 / 13.0	7.8	12.0 / 18.0	13.2 / 20.0	15.7 / 56.0
36+63					6.0 / 45.0		8.4	12.0 / 30	14.2 / 50.5	
		74.91					74.91		

				Lt.		Rt.
				2		6
B.M.	8.27	62.13	L 70 ISC Pl. Federal + Paving 62.12			
42+00				11.4 / 50.0	11.2 / 25.0	11.7	12.1 / 25.0	11.1 / 55.0
+50				9.7 / 50.0	9.1 / 25.0	9.1	8.8 / 25.0	8.5 / 50.0
41+00				7.3 / 47.0	7.5 / 25.0	7.6	7.6 / 25.0	7.2 / 49.0
+50				5.4 / 44.0	5.6 / 25.0	5.7	6.0 / 25.0	5.9 / 48.0
40+00				4.1 / 44.0	4.3 / 25.0	4.3	3.9 / 25.0	3.7 / 45.0
39+50				3.6 / 45.0 = Top Elev	3.5 / 25.0	3.8	3.9 / 25.0	3.7 / 45.0 = Top Elev
	70.40				70.40			

Cross Section Access Road
Wabash Blvd + Federal Blvd Interchange

							℄			
8+50						3.4 / 5.0: Top Fill	3.6	4.1 / 20.0: Top Fill		
BM	8.41	70.62	62.21	on R.P. Hub 50' Lt 8+28.3			70.62			
+95.93 F.C.						8.7 / 15.0	8.0	5.7 / 15.0	7.5 / 30.0	6.5 / 35.0
+50						6.7 / 14.0	6.2	6.0 / 15.0	6.4 / 40.0	5.0 / 42.0
2+0						3.4 / 12.0	3.4	3.2 / 14	5.1 / 18.0	
TP	1.18	87.31	12.93	86.13			87.31			
+50						9.2 / 15	9.6	9.8 / 14.0		
1+0						1.5 / 14: Bottom Ditch	2.5	3.2 / 15.0		
BM	0.17	99.06	98.89				99.06			

Access Road

Lt.	℄	Rt.
		8
11+07 = End		
4.7 / 13.0	5.2	4.8 / 12.0
5.1 / 12.0	5.7	5.4 / 11.0
5.6 / 12.0	5.8	6.2 / 12.0
4.8 / 14.0	5.6	5.6 / 15.0
5.0 / 17.0	5.5	4.9 / 16.0
3.6 / 15.0 = Top Fill	4.0	3.8 / 11.0 = Top Fill

+80

+50

10+00

+72 9.3 Lt of ℄ MH 6533 Pavg = 5.29 / 6.00 / Fill

+50

9+00

7062

70.62

Cross Section North West outer Conn.

Hog 7-50
HS 17 00
Garber
Rorer
Bench

Lt. | ℄ | pt. | 9

6+0

5.5 / 380-Bot Cut | 4.9 / 15.0 | 3.7 | 3.8 / 10.0 Top Fill

7+50

5.0 / 40.0 | 3.9 / 20.0 | 2.8 | 3.5 / 10.0 | 4.7 / 40.0

5+0

4.1 / 40.0 | 3.1 / 20.0 | 2.2 | 0.0 / 9.0 | 0.0 / 40.0

77.77

TP 1.86 77.77 11.40 75.91

4+50

17.3 / 40.0 | 11.4 / 20.0 | 10.5 | 10.5 / 5.0 | 9.0 / 9.0 | 9.2 / 40.0

4+0

10.9 / 40.0 | 10.5 / 20.0 | 9.7 | 9.5 / 6.0 | 7.0 / 9.0 | 8.7 / 35.0

3+50

9.7 / 380 Bottom Cut | 9.5 / 30 | 8.5 | 7.7 / 8.0 | 9.1 / 11.0 | 7.5 / 30.0

8731

8731

H. d Rt

9+0

5.1 17.0 = Top Fill

5.0

5.4 20.0 = Top Fill

BM 9.54 62.18 Opp 50 Lt. 8+28.39 PCC Access 62.21

+46.54 = Opp 8+28.39 Access

4.1 31.0

5.5

5.7 20.0

8+0

3.9 40.0

1.9 20.0

5.5

5.6 20.0

71.72

9+0

TP 4.66 71.72 10.71 67.06

+5.0

9.9 42.0

10.7 20.0

10.4

10.3 18.0

7+0

9.6 42.0

8.7 20.0

8.4

8.0 15.0

6+5.0

5.7 37.0 = Top Fill

5.5 15.0

5.6

6.6 14.0 = Top Fill

77.77

77.77

Northwest Outer Conn.

	Lt.	℄	Rt.
+50	3.9 21.0 = Top Fill	4.1	3.7 17.0 = Top Fill
12+00	5.0 21.0	4.9	4.6 20
+50	5.0 20.0	5.0	5.2 18.0
11+00	5.2 17.0	5.8	5.8 20.0
+50	6.6 21.0	6.9	6.7 17.0
10+00	5.9 20.0	6.6	6.7 20.0
9+50	5.1 17.0 = Top Fill	4.9	5.3 20.0 = Top

71.72

71.72

			Lt.	℄	Rt	
+50			5.0 24.0 Top Fill	℄	4.5 20.0	6.8 37.0 Top Fill
15+0			5.8 24.0	℄	6.8 13.0	8.5 38.0
+50			6.0 23.0	℄	7.8 20.0	
14+0			7.2 26.0	℄	8.5 20.0	
+50			7.8 19.0	℄	8.5 18.0	
TP	8.72	77.26	8.18	68.54	77.26	
13+0			8.2 20.0 Top Fill	℄	3.4 17.0 Top Fill	
		71.72			71.72	

North West Outer Connection

Lt. Rt. Lt. Rt. 13

+91.97 = 0 pp 114+13.64				
	2.2 / 28.0 = 700 Fill	2.2	1.9 / 26.0	1.8 / 80.0
+50	3.5 / 30	3.9	3.9 / 30.0	3.8 / 30.0
18+0	3.3 / 29.0	3.1	3.4 / 32.0	4.1 / 50.0
+50	3.1 / 30.0	2.9	3.8 / 27.0	4.3 / 45.0
17+0	3.1 / 26.0	3.6	3.8 / 22.0	4.7 / 45.0
+50	3.8 / 28.0	4.0	4.5 / 20.0	5.1 / 52.0
16+0	4.3 / 25.0 = 700 Fill	4.1	5.3 / 20.0	6.0 / 43.0 = 700 Fill
	77.26		77.26	

Cross Section Wabash Blvd. Sec. "A"

97+65.01 to 107+0

Lt = W | ℄ | Rt = E

100+0

61 / 52.0 | 7.1 | 6.6 / 44.0 = Top E. 11

7+50.80

8.4 / 43.0 | 7.9 | 7.9 / 44.0

99+0

8.7 / 43.0 | 8.5 | 8.5 / 45.0

+50

7.9 / 45.0 | 8.7 | 8.5 / 46.0

98+0

7.4 / 44.0 | 8.4 | 8.6 / 48.0

97+65.01 EC

7.8 / 43.0 = Top E. 11 | 8.6 | 9.0 / 50.0 = Top E. 11

60.75

B.M. 8.35 60.75 5.03 52.50 B.F.H.H.Hyd. 72" Calv. Stn. 4

T.P.

B.M. 5.76 57.53 51.77 Mid BR Federal +3 6th

103+0				
TT	13.35	70.98	0.02	57.73
+50				
102+0				
+50				
101+0				
100+50				
		60.75		

Lt. Z Rt.

61.7 62.7 61.8 61.4

9.3 8.3 9.3 9.6

58.0 25.0 54.0

70.98

59.1 58.8 59.1 57.9 58.0

1.7 2.0 1.7 2.9 2.8

56.0 27.0 33.0 58.0

57.2 57.4 57.1 57.2 57.9

2.9 3.4 3.7 3.6 3.9

60.0 30.0 28.0 58.0

3.9 4.9 4.6 4.6 4.1

57.0 26.0 30.0 58.0 = Bot. Ext.

5.0 5.4 5.1 4.8

56.0 = Bot. Ext. 28.0 44.0

54.9 55.5 54.4

5.4 5.9 5.3 5.9

59.0 = Top Ext. 33.0 44.0

60.75

Wabash Blvd.

+49.75 BC. Rt

TP 11.72 93.49 0.79 81.77

10.5+0

+50

10.4+0

103+81.27

TP 12.72 82.56 1.14 69.84

103+50

70.98

Lt. Rt. Aug. 8. 50

16

14.2 14.9 81.9 81.10 82.0

14.3 13.6 11.6 12.5 11.5

53.0 33.0 37.0 70.0 - 80.4 Cent

93.49

79.7 78.4 76.4 78.0 80.3 80.1

3.4 4.3 6.3 4.6 2.3 3.5

53.0 33.0 31.0 42.0 72.0

76.1 76.4 74.3 73.8 75.3 76.9 77.6

6.5 6.2 8.3 9.4 7.3 5.7 4.9

72.0 47.0 11.0 31.0 46.0 71.0

71.4 70.4 70.8 71.8 73.1

11.3 11.9 14.8 10.8 9.5

70.0 39.0 38 68.0

70.4 68.8 70.4 68.9 71.2

13.1 13.8 13.2 13.7 11.4

69.0 28.0 35.0 46.0

82.56

67.6 66.6 67.2 67.8 67.7

3.4 4.4 3.8 3.2 3.3

63.0 - 80.4 Cent 28.0 28.0 62.0 - 80.4 Cent

70.98

Wabash Blvd.

112+10				
111+50				
TP	6.21	123.58	0.66	117.37
TP	13.17	118.03	0.05	104.86
107+10				
+80	= PL of slope on Rt			
TP	12.28	104.91	0.86	92.63
+50				
106+10				

9349

17

Lt. — ℄ — Rt

108.3 — 109.6
11.3 — 14.0
68.0 = Rt Cut — 79.0 = Rt Cut

118.7 — 119.1
1.9 — 4.5
34.0 = Rt Cut — 86.0 = Rt Cut

123.58

92.6 — 94.6 — 94.2 — 98.1
12.3 — 10.3 — 5.7 — 6.8
= Rt Cut — 48.0 — 7.7 — 103.0

88.9 — 90.1 — 92.3 — 95.1 — 94.4 — 95.3
16.0 — 14.8 — 12.6 — 9.7 — 10.5 — 9.6
10.0 — 31.0 — 57.0 — 84.0 — 103.0

104.91

86.2 — 87.9 — 91.5 — 90.4
7.3 — 5.6 — 2.0 — 3.1
33.0 — 12.0 — 71.0

81.1 — 82.6 — 84.1 — 83.1 — 84.4
12.4 — 10.9 — 8.8 — 9.8 — 9.1
52.0 — 28.0 — 31.0 — 70.0

9349

Cross Section North East Outer Conn. Wabash Blvd. & Federal Blvd. Interchange

Aug. 8-50 Lt = E
H.S. Sisson
Garber
Rarer
Bunch

Rt = W

(18)

		108.8	109.9	110.3	110.1
		4.0	2.9	2.5	2.7
		56.0	30.0		12.0 = W11 Cut
		Cut Bot			
PT	1.86	112.75	1269		110.89
				112.75	
		111.6	112.4	112.9	
		12.0	11.2	10.7	
		61.0	37.0	4.0	
		113.6	114.1	116.0	
		10.0	9.5	7.6	
		60.0	40.0	8.0	
		115.1	116.3	117.7	
		8.5	7.3	5.9	
		60.0	37.0	14.0	
		117.1	117.9	118.7	
		5.9	5.7	5.4	
		60.0	37.0	19.0	
		118.4	118.6	118.6	
		5.5	5.0	5.0	
		60.0 = Bot Cut	36.0	12.0 = W11 Cut	

Abandoned

0+00 = Opp 110+94.17 Wabash

130.58 Rt. Ford.

133.58

North East Outer Conn.

540				
TP	0.84	88.79	12.87	88.55
+50				
+25				
440	= P.I. Slope on Rt.			
TP	1.77	101.42	13.10	99.65
+50				
340				
		112.27		

Lt.			Rt.	
88.0	86.4	85.1	84.7	84.8
0.8 / 39.0	2.4 / 18.0	3.7	4.1 / 12.0	4.0 / 25.0 = Bot Ext.

88.79

93.2	91.6	91.0		90.6
8.2 / 45.0	9.8 / 22.0	10.4		10.8 / 28.0

94.9	94.6	94.3	94.0	93.6
6.5 / 45.0	6.8 / 24.0	7.1	7.4 / 14.0	7.8 / 30.0 = Bot Ext.

97.6	97.3	97.2	98.1	95.3
3.8 / 48.0	4.1 / 28.0	4.2	3.3 / 14.0	6.1 / 48.0 = Bot Slope to South 1:1

101.42

100.7	101.2	101.5	103.3	102.8
12.5 / 50.0	11.6 / 25.0	11.3	9.5 / 22.0	10.0 / 50.0

104.5	105.7	106.1	106.6	106.0
8.3 / 50.0 = Bot Ext.	7.1 / 25.0	6.7	6.3 / 25.0	6.8 / 45.0 = N.H. Ext.

112.75

North East Outer Conn.

TP	3.66	67.36	12.64	62.70
7+50				
7+0				
6+50				
6+0				
TP	0.76	76.34	18.21	75.58
5+75				
5+50				
		88.79		

Lt.	℄	Rt.
62.8 13.5 20.0=Top Fill	64.2 13.1	64.5 11.8 13.0=Top Fill
65.8 10.5 12.0	66.2 10.1	66.5 9.8 11.0
69.4 6.9 8.0	69.6 6.7	69.9 6.4 7.0
73.8 2.5 8.9 5.0=Top Fill	73.1 2.6 76.34	74.2 2.1 7.0=Top Fill
76.9 11.9 7.0	76.4 12.4	77.1 11.7 10.6
80.6 8.2 18.0	79.1 9.7 88.79	79.1 9.7 18.0=Bottom

BM	5.23	62.13	4+00 P.I. Federal Freight Rm 62.12		
4+50				57.2 / 10.2 / 20.0	56.7 / 10.7	56.2 / 11.2 / 30.0
10+00				58.0 / 9.4 / 20.0	57.9 / 9.5	57.6 / 9.8 / 24.0
4+50				60.3 / 7.1 / 20.0	60.0 / 7.4	60.2 / 7.2 / 16.0
9+00				61.9 / 5.5 / 20.0	61.9 / 5.5	61.8 / 5.6 / 14.0
4+50				62.9 / 4.5 / 18.0	63.2 / 4.2	63.4 / 4.0 / 13.0
8+00				63.2 / 4.2 / 18.0 = Top Elev	63.1 / 4.3	64.0 / 3.4 / 13.0 = Top Elev
	67.36				67.36	

Cross Section South East Inner Loop
Wabash Blvd + Federal Blvd
Interchange

Aug 9-50
45 Station
Gerber
Borer
Bunch

Indexed

Lt: E

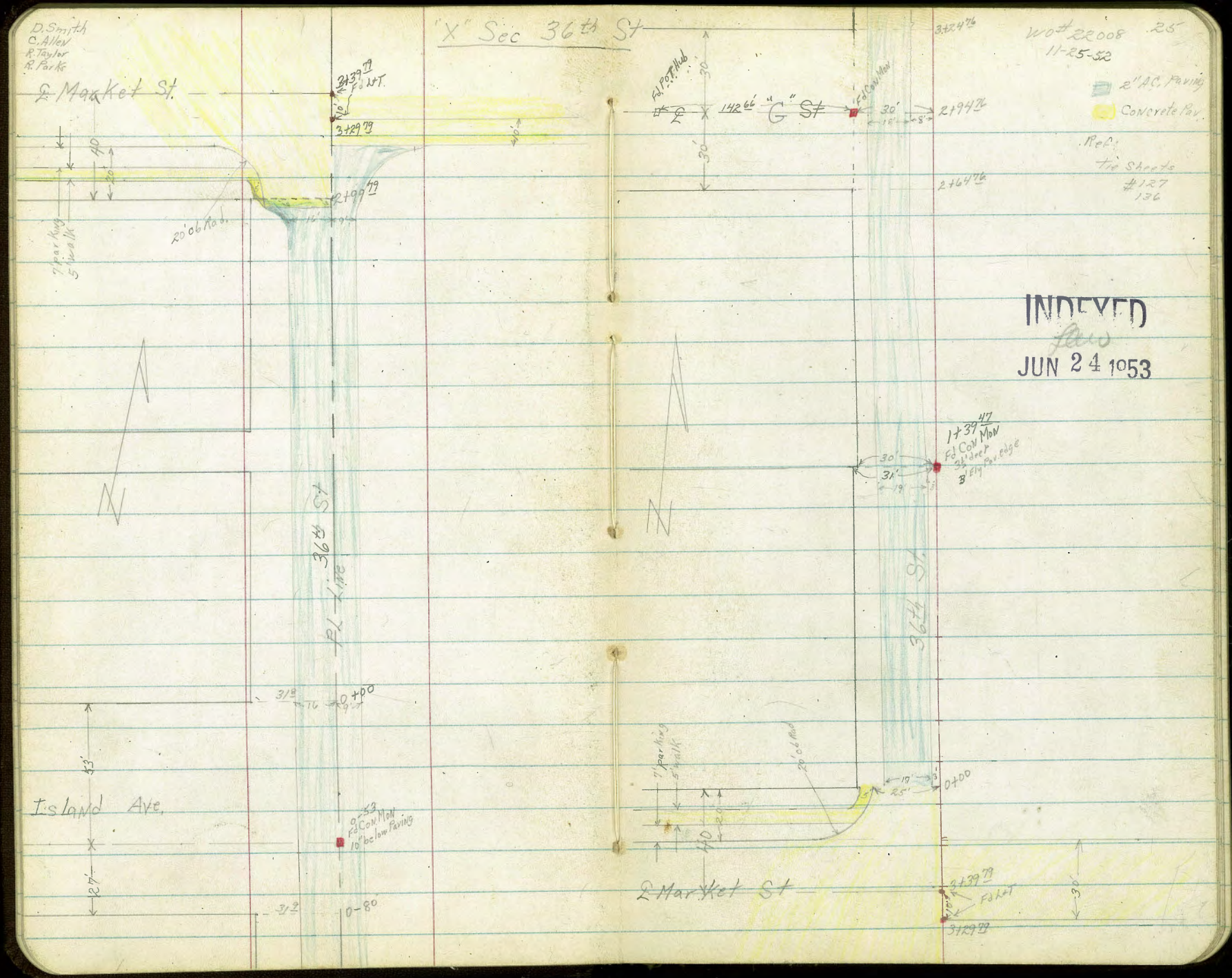
Rt: W

22

7+50				5.1 / 18.0	4.5	4.8 / 16.0
8+0				5.9 / 17.0	5.2	4.6 / 13.0
7+50				6.3 / 17.0	5.6	4.9 / 14.0
17+0				6.6 / 16.0	5.9	4.8 / 16.0
7+50				6.0 / 14.0	5.6	5.7 / 14.0
0+0 = BC.				4.8 / 17.0	4.3	3.8 / 12.0
BM	6.01	58.51	52.50	BP. NW RW 72 Oak. SWIL		58.51

	Lt.	℄	Rt.
6+10	2.0 30.0 = Top Fill	0.6	0.5 27.0 = Top Fill
+50	3.1 31.0	1.8	2.0 26.0
5+10	2.9 33.0	3.0	3.7 26.6
+50	4.3 25.0	6.7	2.9 25.0
4+10	5.0 24.0	3.7	3.1 24.0
+50	4.3 15.0	3.9	3.3 23.0
3+10	5.6 20.0 = Top Fill	4.0	3.0 14.0
	58.6	68.6	

					Lt.		Rt.	
8+10.6 F.C.					10.2 / 13.0 = Top Fill	9.6 / 27.0	7.5 / 21.0	6.9 / 9.0	4.0 / 0.0
+75					10.6 / 15.0	8.6 / 20.0	6.7	5.4 / 11.0	
+50					9.7 / 41.0		6.1	5.2 / 11.0 = Federal Fill	
7+0					9.5 / 41.0		5.9	4.8 / 11.0 = Federal Fill	
6+50					8.5 / 38.0 = Top Fill		6.0	5.7 / 28.0 = Top Fill	
TP	8.88	64.65	2.24	56.27			64.65		
		58.51							


D. Smith
C. Allen
R. Taylor
A. Parks
"X" Sec 36th St
Wo# 22008 .25
11-25-52
2" AC. Paving
Concrete Pav.
Ref:
the Sheets
#127
136
E. Market St.
Island Ave.
36th St.
"G" St
INDEXED
JUN 24 1953

Lt. West — Pt. Line — Rt = East

0+02 31.5 Lt & 6" Anchor Pole

0+00 Nly Island Ave

0-24

0-28

0-40 & Island

0-53

0-80 Sly Island St

BM 4.50 126.76 — 122.26 — NWBP 364 Market

127.96	128.26	121.7	121.8	122.1	121.7	121.8	122.5		
+1.2	+1.5	5.4	5.10	4.64	5.05	5.0	4.3		
32	27	24	13 pav. edge		10 pav edge	25	50		
123.7	123.9	121.5	121.2	121.3	121.5	121.1	121.5	122.5	
3.4	2.2	5.3	5.4	5.12	5.30	5.68	5.3	4.3	
50	39	37	32	14 pav edge		11 pav edge	25	50	
121.9	121.0	121.2		121.2	121.0	121.5	122.4		
4.2	5.8	5.53		5.42	5.75	5.3	4.4		
50	32	14 pav edge			11 pav edge	25	50		
121.2	120.7	120.7	120.9	120.7	121.0	122.0			
5.6	6.1	6.04	5.84	6.08	5.8	4.8			
50	32	15 pav edge		11 pav edge	25	50			
121.2	120.2	120.2	119.4	120.2	120.5	121.4	122.0		
5.6	6.6	6.56	7.35	6.57	6.3	5.4	4.8		
50	32	15 pav edge		11 pav edge	30	35	50		
117.1	117.4	119.2	119.4	118.9	119.3	119.0	119.8	120.2	
9.7	9.2	7.6	7.4	7.21	7.44	7.80	7.0	6.6	
50	32	25	20	14 pav edge		11 pav edge	20	40	

TI 126.76

Lt = West PL Line Rt = East

1+75	156.8	123.6	123.4	123.8	123.6	123.4	123.4
	+30	3.2	3.4	2.2	3.2	3.4	3.4
	35	23	15 pav. edge		10 pav. edge	25	50
1+50	156.3	123.6	123.6	124.0	123.8	124.0	124.0
	+29.5	3.2	3.2	2.8	2.8	2.8	2.8
	39	22	15 pav. edge		10 pav. edge	25	50
1+25	153.16	123.9	123.7	123.90	123.8	124.1	123.7
	+26.4	2.9	3.4	2.86	2.99	2.1	3.4
	36	22	16 pav. edge		10 pav. edge	25	50
1+00	147.3	123.5	123.2	123.5	123.3	122.5	122.2
	+20.5	3.3	3.56	3.22	3.49	4.3	4.6
	36	25	16 pav. edge		10 pav. edge	25	50
0+75	141.9	127.9	123.3	123.2	122.8	122.2	121.7
	+15.1	3.2	3.77	3.56	3.97	4.6	5.1
	33	24	15 pav. edge		10 pav. edge	25	50
0+50	137.2	137.1	122.6	122.6	123.0	122.5	122.2	121.7
	+10.4	+10.3	4.2	4.19	3.78	4.25	4.6	5.1
	32	30	25	16 pav. edge		10 pav. edge	25	50
0+25	133.0	137.8	122.4	122.3	122.6	122.2	122.2	121.1
	+6.2	+6.0	4.4	4.57	4.12	4.58	4.6	5.7
	32	29	24	16 pav. edge		10 pav. edge	25	50
0+08	31.5 Lt of dead man							

T 126.76

Lt = West PL Line Rt = East

2+99.77 Sly Market St

127.7	127.6	127.6	127.9	127.3	127.3	127.5	127.7	
5.4	5.53	5.55	6.17	5.84	5.86	5.56	5.4	
50	31	26	260		145	25	50	
	dk walk	ct curb	cut		pav edge			

2+92

~~140.8~~	128.1	123.0	127.1	127.4	127.3	127.6	123.9	
+12.7	0.0	5.1	5.28	5.75	5.84	5.5	5.2	
58	41	33	21 pav edge		12 pav edge	25	50	

2+75

~~142.6~~	128.5	127.1	127.0	127.6	127.4	127.6	123.1	
+14.5	+0.4	6.0	6.12	5.49	5.72	5.5	5.0	
57	38	28	20 pav edge		8 pav edge	25	50	

TP. 5.61 128.10 4.27 122.49

↑ 128.10

2+50

~~149.7~~	122.6	122.3	127.9	122.6	123.0	123.1		
+22.4	4.2	4.46	3.83	4.15	3.8	3.7		
42	26	19 pav edge		9 pav edge	25	50		

2+25

~~152.44~~	122.5	122.6	123.2	122.9	123.3	123.2		
+25.1	4.3	4.12	3.58	3.86	3.5	3.6		
44	25	16 pav edge		10 pav edge	25	50		

2+00

~~155.66~~	123.0	123.0	123.5	123.34	123.3	123.3		
+28.9	3.8	3.74	3.25	3.42	3.5	3.5		
39	24	15 pav edge		10 pav. edge	25	50		

↑ 126.76

SW Ret 20' Rad

35.3' Length 5 parts 7.06 ea

	CL	gut
CL End	5.55	6.17
4/5	5.64	6.25
3/5	5.72	6.27
2/5	5.79	6.30
1/5	5.83	6.41
BC Market	5.88	6.45
	CL	gut

0+01 27° Lt & 10' Power Pole # 600

0+05.5 ↗

3+79.79 → Nly Market St

3+59.79 Nly CL Line Market St

3+39.28 E Market

3+19.22 Sly CL Line Market St

Lt = West PL Line Rt = East 29

NW Ret 20' Rad 32' Length 4 parts 8' ea.

	CL	gut
CL End	5.43	6.04
3/4	5.51	5.99
1/2	5.55	6.08
1/4	5.66	6.22
BC Market	5.80	6.43
	CL	gut

123.40 127.8 122.7 122.1 122.2 123.50 124.70 124.4 123.7

47 5.35 5.43 6.04 5.87 4.6 3.4 3.7 4.4

50 30 ft wtr 20 CL end. 25 gut NL CON. 5 8 25 50

121.0 120.3 122.3 121.7 122.0 122.1 122.4 122.3 122.3 122.0

7.15 7.80 5.80 6.43 6.15 6.09 5.66 5.81 5.85 6.07

95 CL 95 gut. 45 CL BC. 45 gut 31 25 15 25 30

120.4 122.1 122.3 122.40 122.80 122.7 122.6 122.4

7.23 6.01 5.76 5.71 5.30 5.45 5.51 5.74

95 45 31 26 15 25 50

120.5 119.9 122.7 121.7 121.8 121.9 122.4 122.3 122.7 122.0

7.64 8.19 5.88 6.45 6.29 6.20 5.72 5.83 5.85 6.12

95 CL 95 gut 45 CL BC. 45 gut 31 26 15 25 30

↗ 1380

Lt=West PL Line Rt=East

1+50	145.9	141.7	139.4	138.3	138.0	137.5	137.2	137.8	126.6
	+7° 50	+2.8 30	+0.5 25	0.65 20 Pav. edge	0.20 35 Pav. edge	1.4	9.1 13	11.4 25	12.3 35
1+25	143.4	139.8	136.8	136.4	135.9	135.8	135.2	131.7	129.0	127.3	126.5
	+4.5 50	+0.2 31	2.1 23	2.52 21 Pav. edge	3.02 35 Pav. edge	3.1	3.7 3	7.2 6	9.0 14	11.6 25	12.4 35
1+00	142.8	140.6	134.9	134.4	134.2	133.5	129.1	126.8
	+3.2 50	+1.7 31	4.16 20 Pav. edge	4.52 35 Pav. edge	4.7	5.4 9	9.8 20	12.1 35
0+75	141.6	141.0	135.2	132.5	132.1	132.5	132.2	129.5	128.4
	+2.7 56	+2.1 31	3.7 26	6.44 20 Pav. edge	6.82 35 Pav. edge	6.4	6.7 8	9.4 15	10.5 25
0+50	139.7	137.8	129.8	129.6	129.3	129.4	128.6	127.8
	+0.8 50	1.4 31	9.4 23	9.37 20 Pav. edge	9.66 35 Pav. edge	9.5	10.3 15	11.1 25	1.7
0+25 25° Lt & Dead man	138.9	137.8	137.4	126.4	126.5	125.8	128.0	127.1	126.8
	0.0 50	3.1 31	11.5 21	12.52 19 Pav. edge	12.43 43 Pav. edge	13.1	10.2 4	11.8 15	12.1 25
0	137.2	133.2	124.5	123.6	123.3	123.7	125.0	124.9	123.6
0+04	1.2 50	5.2 34	14.4 24	15.36 20 Pav. edge	15.66 9 Pav. edge	15.2	13.2 15	14.0 25	15.3 50
TP2 11.73	138.92	0.21	127.19						

170
380
550

T 138.92

BM			5 40	102 07
TP 8	3 07	107 47	12 84	104 40
TP 7	0 18	116 64	12 76	116 46
TP 6	1 29	129 21	13 21	127 92
TP 5	0 82	141 13	13 32	140 81
TP 4	6 77	153 63	3 53	146 86
3+24 76	Nly "G" St			
2+94 76	E "G" St			
2+64 76	Sly "G" St.			
2+30				
2+00				
1+75				
TP 3	11 48	150 39	0 21	138 71

90 ft Hub 102.40 Proc. Fd # 186 3/56

Com. Mon. E "G" St W. Prop 36 ft St

Lt = West Pt Line Rt = East 31

151.6 147.7 146.8 146.4 146.4 145.9 136.7 135.3

+41 2 1 3 6 3 97 3 97 4 5 13 7 15 1

50 30 27 24 Pav. edge 7 Pav. edge 17 35

149.7 147.5 147.0 146.6 142.6 136.6 132.9

0 7 2 9 3 40 3 84 7 8 13 8 17 5

50 30 25 Pav. edge 8 Pav. edge 14 35

153.0 150.3 148.2 146.5 146.1 141.4 135.3 132.0

+12 6 0 1 2 2 3 91 4 30 9 0 15 1 18 4

50 34 30 24 Pav. edge 7 Pav. edge 13 35

151.8 149.4 147.3 145.4 144.9 144.6 140.5 132.7 130.8

+11 4 1 0 3 1 5 0 5 49 5 75 9 8 17 7 19 6

50 36 30 25 22 Pav. edge 6 Pav. edge 14 35

149.0 144.7 142.3 142.30 142.1 138.3 130.3 128.8

1 4 5 7 8 1 8 09 8 34 12 1 20 1 21 6

50 30 25 21 Pav. edge 6 Pav. edge 20 35

146.8 142.3 140.3 140.2 139.9 137.4 130.99 128.7 127.4

3 6 8 1 10 1 10 23 10 59 13 0 19 4 21 7 23 0

50 30 26 21 Pav. edge 35 Pav. edge 10 25 35

T 150 39

D. Smith
C Allen
R. Taylor
R. Parks

Alignment S.E.O.C.

Wabash to Federal Blvd.

32

W.O. #22008

91790 New P.O.C. Fd Hub

0768 P.O.T. set Hub

S 73° 25' 17" E

91700 New P.O.C. Fd Hub

set Hub

radial

33.49'

0700 set Hub

85.92' tie out

set Hub

90700 P.O.C. New Fd Hub

89763.32 B.C. Lt Fd Hub

= S

89753.32 New Ahead

Wabash

Set Hub P.O.S.T.

Set Hub P.I.

Intersected tan extended

73.21

266.04

44300.16 E.C. on tangent extended

4400 P.O.C. set Hub

Lt Pav. Edge

Δ 21° 00' 15"

R = 600

L = 219.95

T = 111.20

D = 2° 86.48

111.20

24160.51 S.C. Rt set Hub

Lt Pav. edge S.E.O.C.

0768 P.O.T. set Hub

Δ = 20°22'45"
R = 567.75
T = 102.05
L = 201.94
D = 3.02.75'

Reset PK nail
old PI

set PK nail

← Lt paving edge SEOC

Δ = 20°22'45"
R = 567.75
L = 201.94
T = 102.05
D = 3.02.75

Reset PK nail BC
old Federal

set PK Nail

P.O.T. (Lt paving edge SEOC)
1379/90

Fd Nail 50+50
S/a
FB2070-9

22.89

48+50

26.0°

Fd PK nail
47+97.48 E.O.A"

FB2090-9 S
1863-65 20+33.67 S/A

26.00

set PK nail
18+86.23 SEOC. Line Lt paving edge

Fd chisel 'X'
5785.36 P.O.T. SEOC.

FB1863-35 S

Reset EC PK nail
18+11.24 S"

existing CL 1st

15+93.84
Lt paving edge SEOC.
Set Hub

Lt = West Lt par. edge SEOC. Rt = East

1+00

87.1 92.8 98.9 101.6 111.3 122.8 128.4 129.8 131.5 132.3
-8° -2° 95.05 +3° +6° +16° +27° +33° +34° +36° +37°
15 5 12 22 45 70 83 100 125 150

0+80

91.7 96.7 104.3 107.7 115.7 127.4 129.0 130.1 130.6
-7° -3° 99.54 +4° +8° +15° +27° +29° +30° +31°
15 5 12 22 37 75 98 125 150

0+68 POT Hub

91.9 96.7 105.4 109.1 117.3 125.9 131.1 131.3 131.4
-6° -1° 99.83 +5° +9° +17° +26° +31° +31° +31°
15 5 12 22 43 68 103 125 150

0+50

90.7 96.9 102.1 106.3 114.9 124.3 126.1 126.1 127.4 129.6
-6° -1° 96.77 +5° +9° +18° +27° +29° +31° +31° +31°
15 5 12 20 38 62 75 100 125 150

0+25

85.8 92.7 101.1 106.3 113.7 123.1 126.2 127.1 127.8 128.7
-9° -2° 95.06 +6° +11° +18° +28° +31° +32° +32° +33°
18 5 12 21 35 52 75 100 125 150

~~0+00 53'Rt Main Wabash~~
=S
0+00 SEOC.

82.8 89.5 98.7 103.0 111.6 120.4 122.7 124.1 124.4 124.7
-8° -2° 91.72 +6° +11° +20° +28° +30° +32° +32° +33°
17 5 12 19 33 46 75 100 125 150

BM 102.14 on Hub 90+10 POC. L' Line
PB 1844 1863
32 56

Station		
2+50	1° 53.131'	
c=25.00		
2+25	0° 41.511'	
c=14.49		
2+10.51 B.C. Rt. 21°	0°00'	
2+00		
1+75		
1+50		
1+25		

Δ=21°00' 15"
R=600
L=219.95
T=111.20
D=2°.8648

Lt=West | Lt pav. edge S.F.O.C. | Rt=East

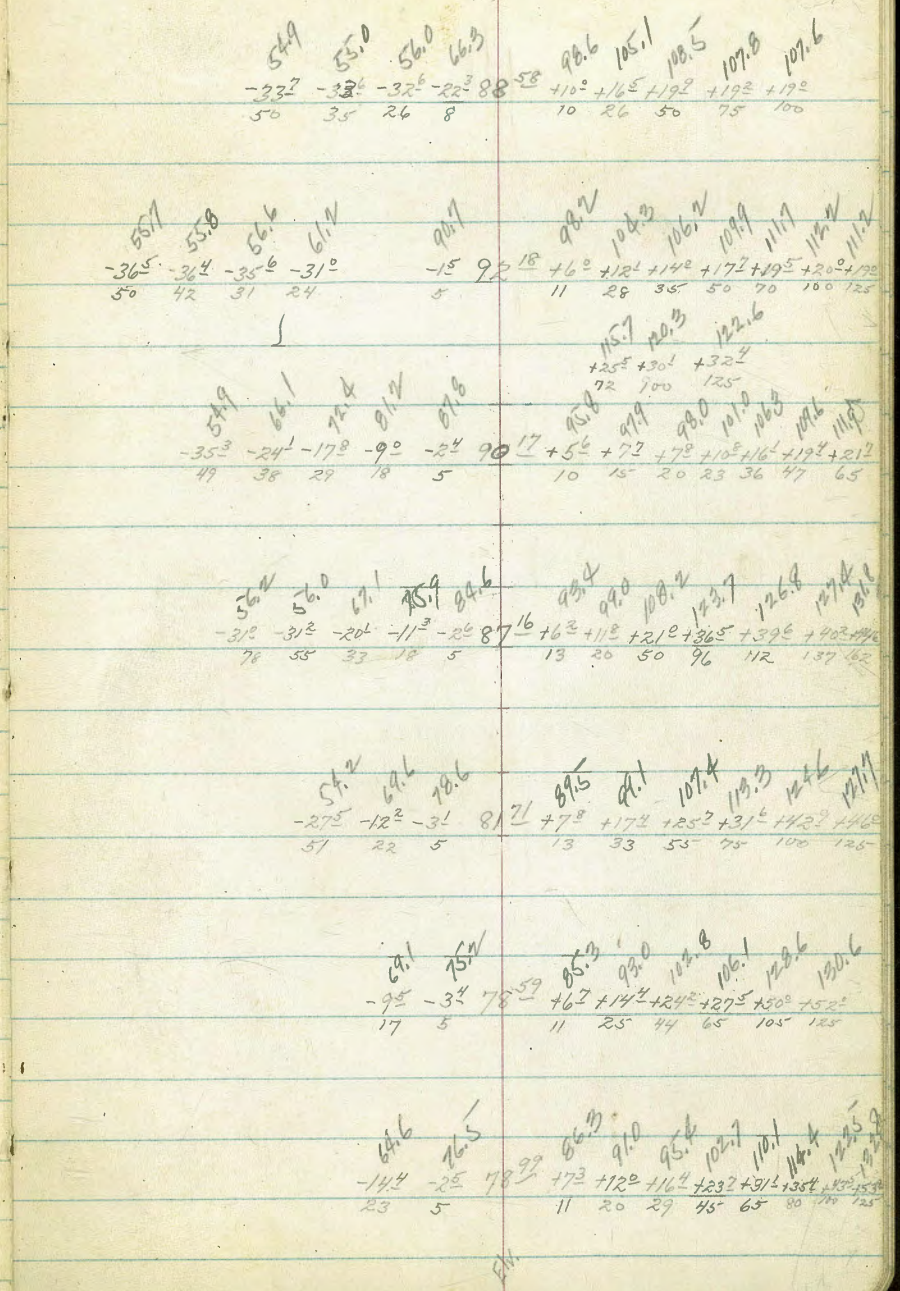
Station			C.L.							
2+50	70.5 -12.7 / 18	79.9 -3.3 / 5	83.18	89.9 +6.7 / 11	95.8 +12.6 / 24	103.1 +19.9 / 45	115.5 +32.3 / 76	132.2 +49.0 / 105	133.4 +56.2 / 120	136.5 +53.3 / 125
2+25	76.7 -12.7 / 18	85.8 -3.6 / 5	89.43	94.7 +5.3 / 12	99.5 +10.1 / 23	105.8 +16.4 / 46	131.3 +41.9 / 92	136.8 +47.4 / 125		
2+10.51	79.5 -11.1 / 18	87.9 -2.7 / 5	90.55	97.4 +6.8 / 12	102.6 +12.0 / 24	110.0 +19.4 / 47	130.9 +40.3 / 85	134.2 +43.6 / 110	136.2 +45.6 / 125	
2+00	80.4 -12.4 / 18	89.0 -3.8 / 5	92.83	99.2 +6.4 / 14	101.7 +9.9 / 25	107.1 +14.3 / 39	131.5 +38.7 / 84	134.4 +41.6 / 100	136.2 +43.4 / 125	136.8 +44.0 / 150
1+75	87.1 -7.9 / 13	93.3 -1.7 / 5	95.01	98.4 +3.4 / 12	101.9 +6.9 / 25	108.1 +13.1 / 49	132.5 +37.5 / 91	133.9 +38.9 / 100	134.9 +39.2 / 125	136.4 +41.4 / 150
1+50	83.8 -7.6 / 17	90.0 -1.4 / 5	91.42	94.5 +3.1 / 12	96.7 +5.3 / 26	101.00 +9.6 / 41	118.5 +27.1 / 71	131.8 +40.4 / 95	133.7 +42.3 / 125	134.4 +43.0 / 150
1+25	81.9 -7.1 / 18	87.4 -1.6 / 5	88.98	92.5 +3.6 / 12	94.5 +5.5 / 23	106.6 +17.6 / 54	109.6 +20.6 / 59	117.7 +28.7 / 72	130.5 +41.5 / 91	132.3 +43.3 / 120

133.4 +44.4 / 150

F.W.

4+18	9° 54.417'
c=18.00	
4+00 P.O.C.	9° 02.851'
c=25.00	
3+75	7° 51.231'
3+50	6° 39.641'
3+25	5° 27.991'
3+00	4° 16.371'
c=25.00	
2+75	3° 04.751'

Lt = West or North Lt. Rail edge S.A.O.C. Rt = East or South



Rt = West or North 11 par edge S.E.O.C. Rt = East or South

5+75

5+50

5+25

5+00

4+75

4+50

4+30 46 EC. 10°30.125'

4+25 10°14.471'

FW.

13+25 begin fill over old paving

13+00
14+43.17
TP2 10.97 7.69 2.52 60.72
use "X" see "S" Line 1863-59

TP 7.25 6.24 chisel "X"
8+43.17 55.22 5785.26
7+00

6+75

6+50

6+25

6+00
P.O.T. existing chisel "X"
5+85.36 SEoC = 7+28.25 "S" Line FB 1863 elv 55.97 +0.02
59

Lt = North Lt of ⌀ edge SEoC Rt = South 38

60.88 61.12 61.12 60.96 60.85 60.6 61.1
10.81 10.52 10.57 10.73 10.84 11.2 10.6
17.5 5 12 15 23 50

60.37 60.64 60.92 60.49 60.37 60.33 60.8
11.37 11.05 10.27 11.20 11.32 11.4 10.2
18 pav. edge 5 12 18 pav. edge 23 50

7.69

56.63 56.49 56.45 56.4 61.12 10.8
0.00 5 56.65 -0.16 12 -0.20 15.8 edge pav. -0.2 23 +1.4 31 +14.2 41

56.51 56.56 56.37 56.35 56.3 57.4 61.6
0.00 8 +0.05 5 56.51 -0.14 12 -0.16 13.5 pav. edge -0.2 23 +0.2 27 +11.1 37

56.45 56.45 56.23 56.2 56.5 57.1 58.9 63.9 69.2 10.7
+0.04 10 +0.04 5 56.41 -0.18 11.3 pav. edge -0.2 12 +0.1 20 +0.8 23 +2.5 28 +9.5 34 +12.8 42 +14.3 44

56.33 56.31 56.13 56.0 56.1 57.5 61.8 69.4
+0.09 11 +0.07 5 56.24 -0.11 9 pav. edge -0.2 12 +0.3 20 +3.3 23 +5.6 41 +13.2 50

56.19 56.14 55.98 55.9 56.3 61.7 63.9 65.0 66.0
+0.14 13 +0.09 5 56.05 -0.07 6 pav. edge -0.1 12 +0.3 17 +5.7 23 +7.2 33 +7.3 35.8 +8.9 49.0
55.99 elv.

14+75 4° 11.585'

14+50 2° 55.898

14+25 1° 40.210'

C=25.00

14+00 0° 24.523

C=8.10

Δ = 20° 22' 45"
R = 567.75
L = 201.94
T = 102.05
d = 3.0275

13+91.20 BC Rt 0° 00'

13+75

13+57.32° Rt ℄ storm drain check 1863 notes

13+50

Lt = North Lt pavedge SE OC Rt = South

66.82 66.94 66.89 67.0 64.72 61.4 61.4 61.6
4.87 4.25 4.80 4.2 7.5 10.3 10.3 10.2
25 5 7 12 17 23 50

65.44 66.00 65.99 65.9 65.0 61.6 61.1 61.6
6.25 5.69 5.70 5.8 6.2 10.1 10.6 10.1
28 5 10 12 19 23 50

64.26 64.77 64.86 65.21 61.12 60.9
7.43 6.32 6.83 6.48 10.5 10.8
21 5 12 20 23 50

63.37 63.68 63.82 64.13 64.09 61.1 60.7 61.4
8.32 8.01 7.87 7.56 7.6 10.6 11.0 10.3
17 5 12 15 20 23 50

63.05 63.41 63.52 63.79 63.9 61.13 60.8 61.5
8.64 8.28 8.17 7.90 7.8 10.4 10.8 10.3
15 5 12 15 20 23 50

62.54 62.81 62.94 63.19 63.3 60.8 60.5 61.5
9.15 8.82 8.75 8.50 8.4 10.9 11.3 10.3
17 5 12 15 20 23 50

61.71 61.97 62.06 62.23 62.25 60.9 60.9 61.5
9.28 9.02 9.63 9.46 9.44 10.8 10.8 10.2
17 5 12 15 20 23 50

T 7/69

Lt = North Lt rear edge SE OC, Rt = South

16+25				
TP3	10 42	77 48 ✓	4 63	67 06 ✓
16+00				
15+93 84 EC,		10° 11.375'		
15+75		9° 14.335'		
15+50		7° 58.648'		
15+25		6° 42.960'		
15+00		5° 27.273'		

66.57 67.14 67.1 66.9 70.5 14.3 14.7 18.3
10 92 10 34 10 24 10 26 7 20 3 22 0 28 +0 28
15 5 8 12 23 40 50

π 77 48 ✓

66.89 67.19 66.62 65.59 67.27 67.17 66.67 71.17 72.26 77.22
5 30 4 50 5 22 8 10 9 25 9 20 5 00 0 00 +0 12 +5 55
25 8 5 14d 7 12 16 18 23 50

66.77 67.14 66.63 67.24 67.14 67.17 65.10 72.8 76.5
4 27 4 25 4 48 9 33 10 23 10 00 9 20 6 27 +1 1 +4 18
25 9 5 5 12 19 23 30 50

67.06 67.20 67.13 67.4 67.59 67.14 67.16 67.24
4 63 4 09 4 24 7 33 10 24 10 23 10 24 9 33
25 7 5 7 12 23 50

67.26 67.68 67.7 67.1 67.9 67.4
4 43 4 01 4 00 9 26 9 28 9 33
25 5 12 23 50

67.29 67.47 67.50 67.17 67.49 67.13 67.17 67.27 67.37
4 40 4 22 4 19 4 00 8 28 9 33 10 00 9 25 8 00
25 5 5 12 15 23 37 50

π 71 69

Lt=North Lt pav. edge 54.0c. Rt= South 41

17+75

17+50 17° Rt NW cor cold drive 30' wide

17+44 11.5 Rt & 10" Power Pole # P270567

17+25

17+23 35° Rt & 4" Orange tree

17+22 12° Rt & Dead Man

IP 4 5 40 72 25 ✓ 70 66 66 83 ✓

17+10 38° Rt & 4" Orange tree

17+00

16+90 38° Rt & 3" Orange tree

16+75 39° Rt & 8" Avocado tree

16+50

65.76 66.09 66.37 66.9 67.1 67.6 69.0 12.7
6 47 6 14 5 86 5 3 5 1 4 6 3 2 0 0
10 5 12 17 23 35 50

65.91 66.17 66.48 66.76 66.9 67.1 70.8 66.8
6 32 6 06 5 75 5 47 5 3 5 1 1 4 5 4
10 5 6 12 23 50 17

66.03 66.33 66.65 66.85 67.3 68.9 70.0 71.1 76.1
6 20 5 90 5 58 5 38 4 2 3 3 2 2 1 4 + 3 9
10 5 4 10 12 14 23 50

Δ 72 23 ✓

65.88 66.49 66.86 67.4 69.4 71.4 72.8 75.8 78.9
11 60 10 99 10 62 10 1 8 1 6 1 4 7 1 7 + 0 8
15 5 8 12 17 23 38 50

66.05 66.40 67.0 67.4 70.1 71.0 73.6 75.8 78.9
11 45 10 78 10 5 10 1 6 8 5 5 3 9 1 7 + 1 4
15 5 9 12 15 23 32 50

66.26 66.90 67.0 67.4 70.1 71.9 74.1 77.3 78.5
11 22 10 58 10 5 10 1 7 4 4 6 3 4 0 2 + 1 2
15 5 10 12 16 23 37 50

Δ 77 48

48+50

48+34 $12\frac{2}{}$ Rt ℄ 10" Power Pole # 177152
48+14 $20\frac{0}{}$ Rt ℄ 8" Acacia
48+14 $12\frac{5}{}$ Rt ℄ Dead man

TP=5 $5\frac{66}{}$ $71\frac{74}{}$ ✓ $6\frac{15}{}$ $66\frac{08}{}$ ✓

47+97 48 "A"
=5
18+86 $2\frac{3}{}$

18+75

18+62 $25\frac{0}{}$ Rt ℄ Lamp Post # 8571

18+50

18+25

18+18 $23\frac{4}{}$ Rt ℄ 6" Bush

$39\frac{0}{}$ Rt ℄ 17" Eucalyptus tree
$35\frac{0}{}$ Rt ℄ 12" Gum Eucalyptus tree

18+00 $30\frac{5}{}$ Rt ℄ 14" Pepper tree

Lt = North Lt pav edge Rt = South 43
S.F.O.C.

66.01 66.18 66.4 66.4 65.0 67.6 83.2
$5\frac{23}{}$ $5\frac{56}{}$ $5\frac{2}{}$ $5\frac{3}{}$ $6\frac{2}{}$ $4\frac{4}{}$ $+11\frac{5}{}$
5 10 13 16 21 38

T 71.74 ✓

65.98 66.08 66.55 66.5 68.7 83.43
$6\frac{35}{}$ $6\frac{15}{}$ $5\frac{68}{}$ $5\frac{2}{}$ $3\frac{5}{}$ $+11\frac{2}{}$
5 11 12 23 46

65.87 66.17 66.6 68.0 68.2 83.3
$6\frac{36}{}$ $6\frac{11}{}$ $5\frac{6}{}$ $4\frac{2}{}$ $4\frac{0}{}$ $+11\frac{1}{}$
5 12 23 26 46

65.61 66.10 66.65 66.6 68.7 82.9
$6\frac{33}{}$ $6\frac{13}{}$ $5\frac{58}{}$ $5\frac{6}{}$ $3\frac{5}{}$ $+10\frac{7}{}$
5 10 12 25 47

65.61 65.94 66.70 66.7 67.8 82.5
$6\frac{62}{}$ $6\frac{29}{}$ $6\frac{01}{}$ $5\frac{53}{}$ $5\frac{5}{}$ $4\frac{4}{}$ $+10\frac{3}{}$
10 5 10 12 25 47

66.06 66.31 66.8 66.9 68.6 68.7 81.83
$6\frac{17}{}$ $5\frac{92}{}$ $5\frac{4}{}$ $5\frac{3}{}$ $3\frac{6}{}$ $3\frac{5}{}$ $+9\frac{6}{}$
10 5 12 18 23 28 47

$72\frac{23}{}$

Lt=North Lt rdy edge SAOC. Rt=South 43

plan 65.29

✓ gutter & South 48+00 6.48 65.26

50+00

49+76 12.5 Rt & Lamp Post # 8573

49+50

49+00

66.94 66.89 66.9 67.1 66.8 66.3
4.80 4.85 4.8 4.6 4.2 5.4
5 9 10 20 30

66.19 66.45 66.4 66.7 65.9 65.4
5.55 5.29 5.3 5.0 5.8 6.3
5 1 10 20 30

66.20 66.18 66.2 65.7 64.7 65.0
5.54 5.56 5.5 6.0 7.0 6.7
5 5 15 20 30

A 71 74

Cross Section Chollas Creek Channel
West of Concrete Crib Retaining Wall

Jan-12-54 44
R. Sirrow
Garber
Chipman
Parks
Kelley

+56 = Δ
57'Lt 91+97.8°

+30

170

+60 = Δ =
70'Lt 90+99.8 Wabash
= Top Wall

+30

0+0 = S/4 Conc Crib
Opp 90+37.82 Wabash
78' Lt = Top Wall

FF	4.23	50.67	9.18	41.44
BM	1.78	55.62		53.84

N.S.R.R. Federal Chollas Bridge 1014

42.0 44.5 43.9 44.0
8.7 6.4 6.8 6.7
7.3 6 1.3 0.2

41.7 42.9 44.3 43.9
9.0 6.8 6.4 6.8
7.3 5 1.3 0.2

41.8 43.0 43.0 43.1
8.9 7.7 7.7 7.6
7.3 5 1.3 0.3

41.6 41.5
9.1 9.2
7.3 0.4

41.4 42.5 43.1
9.3 8.2 7.6
7.3 1.3 0.4

41.6 43.9 44.5
9.1 6.8 6.2
7.3 1.3 0.0

50.67

Base Line = Elev. of 45.00 on Wall

+45 = N½ Crib
Opp 55' Lt. 94+94

+20

4+0

+48 =
55.0' Lt. 93+96.35

3+0

+52 Δ
55' Lt. 92+96.60

2+0

50.67

45.0 45.4 46.8 47.6
5.7 5.3 3.9 3.1
7.3 4 1.3 0.4

45.4 44.0 44.0
5.3 6.7 6.7
7.3 1.3 0.2

42.8 43.0 43.1
7.9 7.7 7.6
7.3 1.3 0.3

42.4 42.4 44.1 44.1 44.3
8.3 8.2 6.6 6.6 6.4
7.3 5 3 1.3 0.2

42.1 42.4 44.4 43.8 43.8
8.6 8.3 6.3 6.9 6.9
7.3 5 3.5 1.3 0.2

42.2 43.1 42.9 43.0
8.5 7.0 7.8 7.7
7.3 5 1.3 0.4

42.5 44.6 43.5 43.7
8.2 6.1 7.2 7.0
7.3 5 1.3 0.3

50.67

Las Cholla Creek Channel
Alignment

This Page Void
See P- 51-54

66+38.00 = P.O.T. = ~~End~~ of Existing Channel Paving

66+33.84 = P.O.T. = Chisled Cross on Bridge deck

6.5+86.19 Set Chisled Cross on Conc. Bridge deck

Fd. Chisled Cross in Walk

R.P.

36.

$\Delta = 27°$
$R = 500$
$T = 120.04$
$L = 235.62'$

4/6

B.C. 69+04.53

Turned 131°10'38"

28.6'

66+38.00

Base Line

AST

Turned 131°10'38"

49.65'

48.3'

8+25.00 = Market St. Fd. Ld. & tack.

65+86.19 = Sta. Cholla Ch.

8+20.17 = Market St.

MARKET

LOS CHOLLAS CREEK CHANNEL

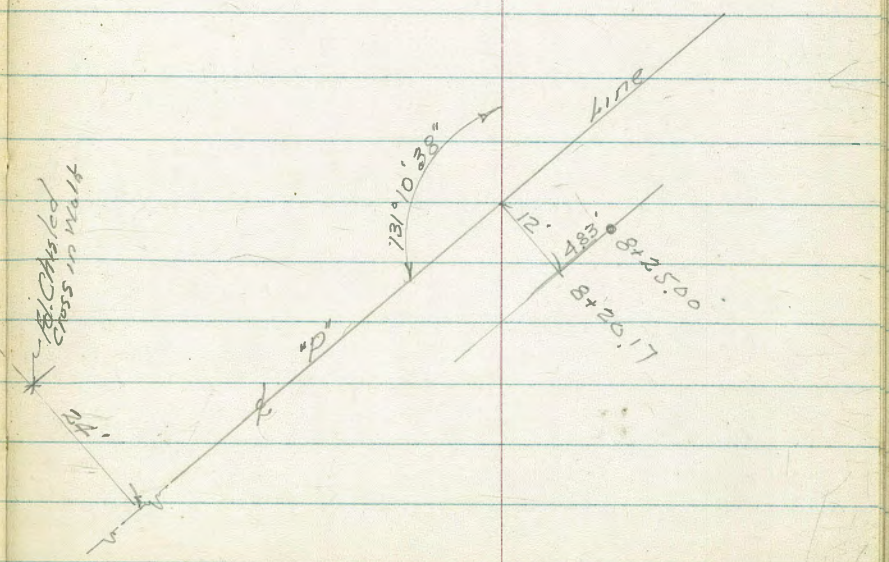
~ ALIGNMENT ~

This Page Void,

See P. 51-54

Δ = 27°
℄ R = 500'
T = 120.04
L = 235.62

B.C.
63+04.53



Las Cholias Creek Channel
Alignment

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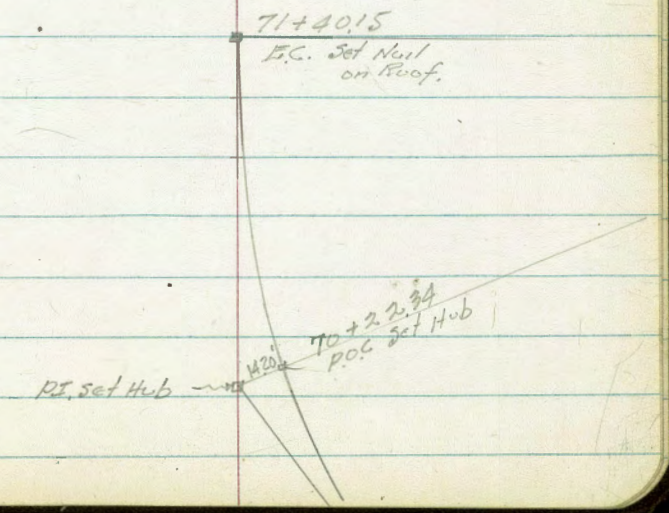
See P. 51-54.



Las Chollas Creek Channel
~ Cross Sections ~

	Lft	℄	Rt.
67+00	41.2 409 387 37.0 30.0 31.1 32.3 35.3 45.1 48.1 48.5 44 34 24 18 11 20 25 47 60 75		
66+56 Sec Rt Δ to ℄ ~ opp. Cor. Blkd.	42.5 40.5 29.6 31.0 28.31 44 34 24 2.15 Conc. at Blkd.		
66+52.3 = ℄ Sewer MH.	34.6 Void or Rim MH		
66+38 Sec Rt Δ to ℄	42.8 40.8 27.8 29.18 45 35 24		
66+38 Sec on Skew Along Edge Exist. Conc.	45.1 41.1 28.90 29.08 29.18 29.31 37.3 44.4 67.4 54 43.8 Conc. at Blkd. 22 Conc. Conc. 28.60 Conc. at Blkd. + Bridge Edge 32 52		
66+05.31 Sec ~ Rt Δ to Forward Tan	28.89 32.9 on Conc. at Blkd.	28.90	28.83 18.5 on Conc. Flow at Blkd.
T.P. #2	33.74		
T.P. #1	40.87		
	47.74	B.M. Chisled ☐ SE Cor. Market + Chollas Bridge	

Direct Elev. Rod used.

Lt. - ℄ Rt. 50

Top NE Cor. Conc. Porch.
TP #4 34' Lt. 68+38 42.73

68+50

41.5 41.4 41.2 40.7
75 50 54

68+25

Void
Sec P. 57

Approx.
42.0 41.0 40.5 42.6 34.8 31.5 32.7
60 34 37 72 73 160
under Bld. on Ground at Bld. old ch. old ch.

Void

68+00

41.0 40.6 40.0 39.5 39.5 40.6 34.0 32.1 32.6
75 50 8 12 14 55 58 90
in ch. in ch.

67+50

32.0 38.7 35.5 35.0 31.2 32.8 34.8 38.6
50 9 17 24 62 65 100
Ramp old ch.

TP #3 34.60

67+31

32.5 39.0 37.0 33.7 32.9 30.8 32.5 35.0 41.0
50 15 5 16 21 36 38 67
on Ramp old ch.

Las Cholla's Creek

Alignment

Note: For Cross Sections See P-56

Station No. 22071

Cont. P52

66+43.9 = S. Sewer MH 34' Rt Elev. Rim = 34.86

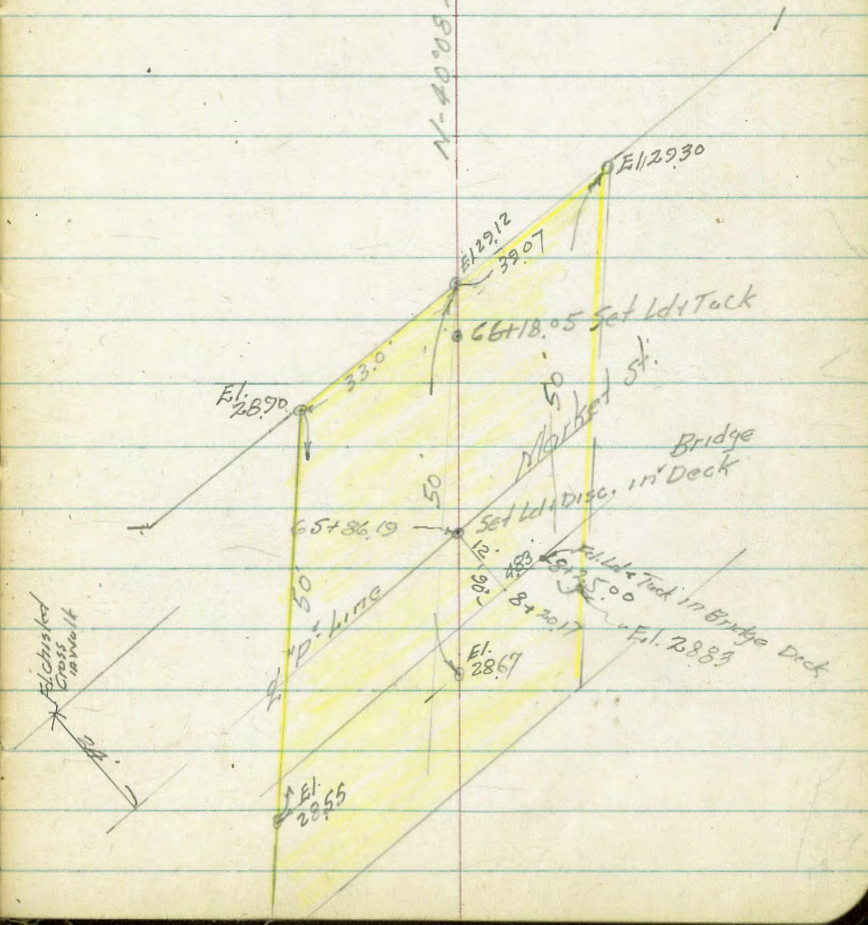
66+22.67 = End East. Paving of Channel

66+18.25 = P.O.T. Set Ld & Tack Channel Pav.

65+86.19 = P. Line Set Ld & Disc

Cont. P-52

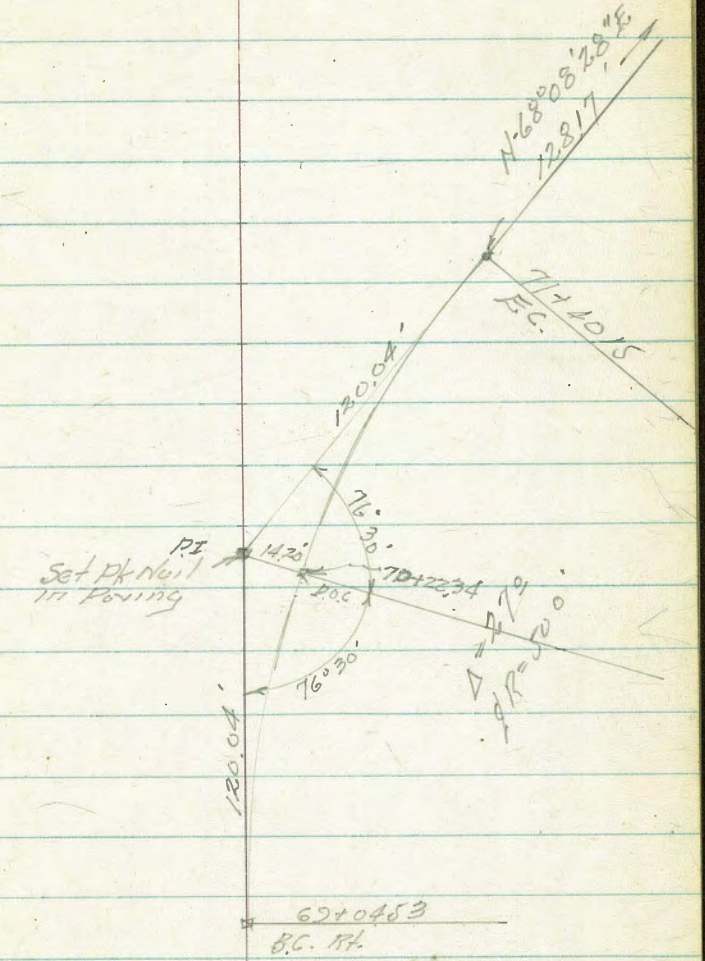
Walker 51
Ohtman
Olow
7-2-54



LAS CHOLLAS CREEK CHANNEL — ALIGNMENT — ℄

Station		
72+00		
71+50		
	13°30'.00	
71+40.15 = E.C.	Set Nail on Roof	
+25	12°37.91	
71+00	11°11.96	Δ = 27°00'
+75	9°46.02	℄R = 500
+50	8°20.08	℄T = 120.04
70+25	6°54.14	℄L = 235.62
	Set Hub 6°45'	
+22.34 = P.O.C. = Center of Curve		
70+00	5°28.20	
+75	4°02.25	
+50	2°36.31	
+25	1°10.37	
69+04.53 = B.C. Pt.	Set Hub	

Cont'd from P-51



Las Chollas Creek Channel

Alignment

Station		
	Cont. P54	
76+00	3°32.66	
+75	2°35.35	
75+50	1°38.05	
75+25	0°40.77	
75+07.20 = P.C.C.	19°33.16 Set Hub	
75+00		
+75	16°55.38	Δ = 39°06'24"
+50	14°52.60	℄ R = 350'
+25	12°49.92	T = 124.30'
74+00	10°47.14	L = 238.88'
+75	8°44.36	
+50	6°41.58	
+25	4°38.8	
73+00	2°36.02	
72+75	0°33.24	
72+68.32 = B.C. Lt.	Set Hub	

Cont. from P. 52

Δ = 33°34'
℄ R = 750'
T = 226.20
L = 439.39

P.C.C. 75+07.20

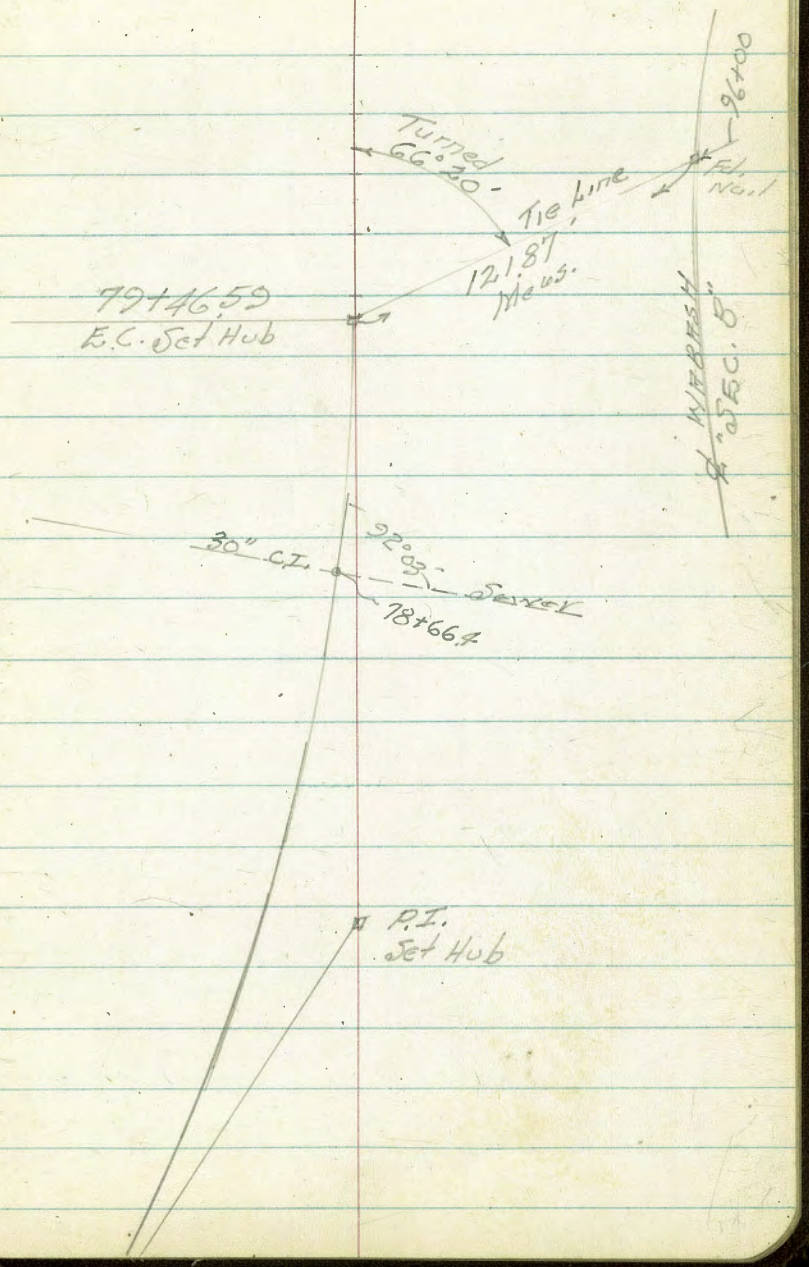
P.I. Set Hub

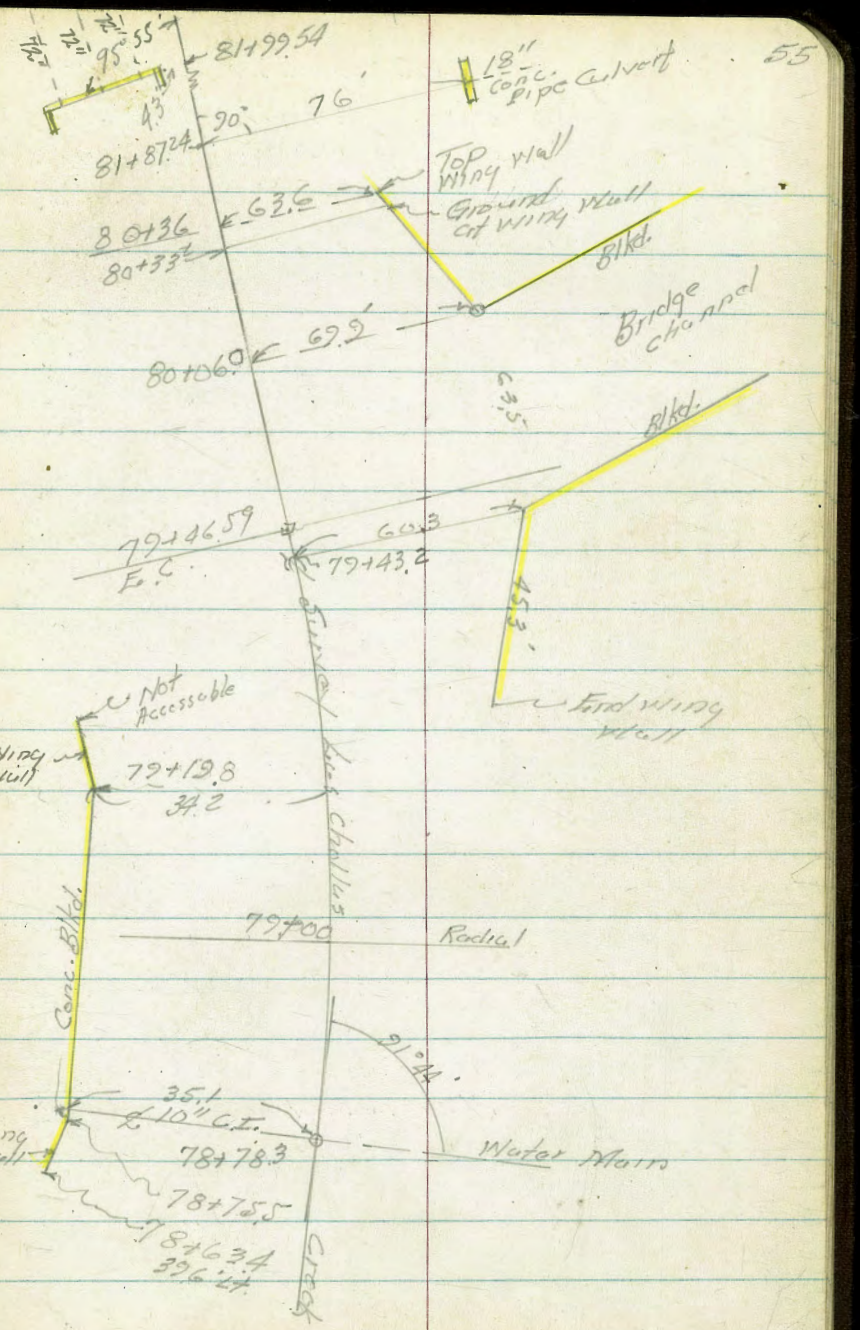
B.C. 72+68.32

Las Cholla's Creek Channel
Alignment

79 + 46.59 = E.C.	16°47'00	
+25	15°57.52	
79 + 00	15°00.22	
+75	14°02.93	
+50	13°05.63	
+25	12°08.34	Δ = 33°34'
78 + 00	11°11.04	DR = 7.50'
+75	10°13.75	T = 226.20'
+50	9°16.45	L = 439.39'
+25	8°19.16	
77 + 00	7°21.86	
76 + 75	6°24.55	
76 + 50	5°27.25	
76 + 25	4°29.96	

Cont. from P-53




81+99.54
18" Conc. Pipe Culvert
76'
90°
81+87.24
Top Wing wall
Ground at wing wall
Blkd.
63.6
8 0+36
80+33.2
Bridge channel
69.2'
80+06.0
Blkd.
60.3
79+46.59
E.C.
79+43.2
Not Accessable
Wing Wall
79+19.8
34.2
Conc. Blkd.
79+00
Radial
91°44'
35.1
10" C.I.
Wing Wall
78+78.3
Water Main
78+75.5
78+63.4
39.6 L.F.

Las Chollas Creek Channel

Cross Sections

From Market St To Federal Blvd.

Walker Ottman & Olovl

NO 22071

	67+91			41.0 75	40.6 42	40.0	39.5 18	40.6 32	34.0 63	32.1 66	32.6 98	
L	67+41					38.7	35.5 8	35.0 25	31.2 32	32.8 70	34.8 73	38.5 108
L	67+22			39.7 50	39.5 42	32.0 8	37.5	32.9 14	30.8 27	32.5 44	35.0 46	41.0 75
												48.5 89
X	66+91		41.5 50	41.2 36	40.7 26	38.7 16	37.0 10	30.0 3	30.3	32.3 28	35.3 33	45.1 55	48.1 68
	66+48.35	Sec. Rt. N.E. Bkd.	41.5 55	41.2 45	40.0 40	37.5 26	34.2 16	28.6 15	30.5		29.30 30.5 Pav.		
	66+22.67	Skew Sec. Along End Exist. Conc. Paved Channel			45.1 57	44.1 44	38.20 33 Pav.	29.12 Pav.			29.30 39.7 Pav.	37.3 43	44 62
	T.P. #2		33.74										
	T.P. #1		40.87										
			47.74										

B.M. = Chiseled □ on Curb

S.E. Cor Market St. Bridge
Mad Chollas Channel

Las Chollas Creek Channel

		Lt.	℄	Rt.
70+50		43.6 75	41.9 35 Pav.	41.45 14 Gut. 42.20 14 cb 42.9
70+00		42.7 75	41.7 35	41.2 13 41.9 Pav. 42.2 22 Pav. 42.78 22 Curb 42.9 40 42.5 75
69+50		42.7 75	41.2 35 Pav.	41.20 23 Gut. 41.83 22 cb 42.4 42.4 35 42.2 75
T.P.#6	43.07			
69+04.53 = B.C. Rt			41.5 73	41.9 35 41.9 41.8 35 41.4 75
T.P.#5	42.22			
68+59			42.0 60	41.8 41.6 70 42.5 75
T.P.#4	43.73			
68+41			41.5 75	41.4 42 41.2 40.7 62
68+16		42.5 75	42.0 52	41.0 26 40.7 8 40.5 42.6 45 34.5 80 31.5 81 32.7 108

Lost Cholla Creek Channel

	Lt.				Rt.		
73+50	44.1 70	42.7 36	46.6 22	46.6 20	37.9 ch.	39.0 57 E. side ch	
TP #8							
73+31	43.9 75	43.6 50	42.6 17	46.6	42.0 13	37.7 15 ch.	39.0 68 ch.
73+12	43.2 75	43.0 35	42.2	45.8 12	43.6 20	37 22 ch w/ side	38.8 70 Ch East side
72+68.32=B.C.H.	43.2 75	44.0 35	43.8	42.2 42	44.0 50	37.3 54 channel	37.1 80 Channel
72+00	43.9 75	43.9 30	43.5	43.2 35	42.4 75		
71+50	42.3 75	42.5 31 Pav.	43.3 50 6	43.7 35	43.4	43.3 35	42.7 75
TP#7	4411.						
71+00	43.3 75	41.9 35 Pav.	41.9 13 Pav.	43.1	43.1 75	43.0 75	

Las Chollas Creek

			Lt	L	Rt				
75 + 50			42.2 / 70	41.5 / 50	43.8 / 46	45.0 / 26	41.1 / 19	40.6	40.0 / 26	41.6 / 30 Ground at cribbing	53.2 / 32 ± Top cribbing
TR #10		45.65									
75 + 08.8 ±			44.4 / 80.5 Hdwall	40.76 / 80.5 Invert 24" Conc. Culvert							
75 + 07.20 P.C.C.			41.2 / 78	40.6 / 48	44.4 / 38	40.2 / 19	40.2	39.8 / 24	41.5 / 26	42.7 / 32 Ground at cribbing	42.35 / 33 ± Top cribbing
74 + 7 ~			45.7 / 120	44.2 / 95	42.2 / 81						
74 + 72 = opp. South end Conc. Cribbing			45.7 / 72	42.0 / 64	40.8 / 44	42.1 / 27	39.8 / 25	39.5	40.5 / 21 ±	42.6 / 33 ±	48.4 / 38.3 Top Cribbing
TR #9		46.62									
74 + 50	46.0 / 115	45.5 / 105	44.2 / 91	48.4 / 77	41.4 / 60	40.8 / 40	42.0 / 27	42.0 / 24	39.3 / 22	39.1	39.2 / 20	44.3 / 23	46.4 / 30	47.45 / 31	62.7 / 55
74 + 44.4 = opp 36" Conc. Culvert & Hdwall										42.97 / 31.4 = Invert	47.45 / 31.4 = Top Hdwall				
74 + 00			44.8 / 18	43.7 / 64	47.3 / 53	44.3 / 42	44.1 / 23	39.3 / 16	38.6	38.4 / 18	40.5 / 20	41.6 / 34	45.9 / 150		

Las Chollas Creek

4. 2. 87. Co.

78+66.4 = Int. 30" C.I. Sewer. 48.7 ~~48.7~~
Conc.
78+63.4 = Beg. Wing Wall on Lt. 39.6

42.90 43.08 43.37
29 C.I. 35
Top Sewer Top
30" Sewer Top
= C.Iron 30" C.I.
Sewer.

78+50 50.9 51.0 46.1 42.8 41.4 41.4 42.6 44.3 50.5
75 50 37 18 17 15 34 36±
on Ground Top
at cribbing cribbing

78+00 48.4 48.7 47.9 41.4 41.5 42.1 44.2 52.2
75 60 24 16 24 30.4 32.5?
Ground Top
at Cribbing

77+50 47.1 47.2 47.5 40.8 41.5 40.5 44.1 44.8 53.3
75 50 24 15 23 25 28.5 31
at Top
cribbing cribbing
on Ground

77+00 46.3 46.1 46.1 41.4 41.0 40.4 43.5 43.1 54.5
75 50 24 15 24 25 28.4 31
Ground Top
at cribbing crib

76+50 ~~46.4~~ ~~46.2~~ 44.9 41.4 41.0 40.0 43.5 43.7 56.1
75 50 23 17 24 26 29 33+
Ground Top
at cribbing crib.

56.4
76+00 42.8 41.6 45.4 44.6 42.6 41.2 40.9 40.6 43.4 43.4 33±
77 46 39 26 22 18 26 27 30
Ground Top
at cribbing cribbing

Las Cholla's Creek

80 + 36

54.0 / 50 — 54.0 / 41 Top Rip Rap — 45.6 / 29 — 45.2 — 44.8 / 15 — 46.5 / 6.4 Ground — 53.17 / 6.9 Top Wing Wall

80 + 06 opp. NW Cor Bridge

53.8 / 50 — 53.8 / 40 Top Rip Rap — 45.7 / 30 Toe R Rap — 45.4 — 44.1 / 35 — 44.0 / 6.9 Ground — 53.20 / 6.9 Top B

79 + 43.2 = Pt. A to S.W. Cor Bridge sketch P. 55

54.4 / 53 — 54.4 / 43 Top Rip Rap — 46.3 / 33 — 45.1 — 42.6 / 33 — 43.6 / 60.3 — 53.25 / 60.3 Top Bridge

T.P. # 11 — 50.67

79 + 19.8 = opp. Δ in Blkd. & Wing Wall on Lt.

53.7 / 34.7 Top — 51.03 / 34.7 Bridge Seat — 45.4 / 34.2 — 44.2 — 42.6 / 13 — 44.0 / 45.4 on Ground at wing wall — 53.2 / 48.6 Top Wing Wall — 53.4 / 41 Top Wing Wall

cribbing

79 + 04 opp. End & Wing Wall on Rt.

51.03 / 35 Bridge Seat — 45.5 / 35 Ground — 43.7 — 42.1 / 6 — 42.9 / 30 — 46.5 / 40.3 Ground at cribbing — 50.26 / 41 Top crib. — 50.35 / 37.5 Top.

78 + 75.5 (Not taken in order)

53.83 / 35 Top Blkd. — 52.01 / 35 Top 10" Pipe — 51.03 / 35 Bridge Seat — 45.0 / 35 Ground — 41.6 — 42.1 / 15 — 43.5 / 17 — 46.1 / 28 — 45.2 / 36.5 Ground at cribbing

78 + 78.3

~~35~~ — 51.54 / 17.75 Top 30" Conc. Pier — 51.81 Top — 51.54 / 19.15 = d. 36" Conc. Pier Encased

Lee Chollas Creek

Lt. & Rt.

FB 2046-18

old Bridge 35th & Federal

Chk. B.M. BP in NW Cr Blkd. 53.84

	Lt.			&		Rt.		
81+99.54 diag Sec. South end Triple 72" culvert	52.0 31.5 W. end Hd Wall	44.54 27 & 72" Invert	44.59 8.8 & 72" Rip Rap Invert	52.09 4.3 Top Hd Wall	53.0	51.0 25	50.4 81	52.7 87.5
81+87.2 Rt. Δ to End Est. culvert 18" Conc.	51.8 51	51.8 41 Top Rip Rap	45.3 32 Channel W. edge	46.4	45.3 44	45.00 76 Invert	47.72 76 Hd. Wall	
81+50	52.6 50	52.6 40 Top Rip Rap	46.0 33 Toe	46.0	45.6 58	44.8 66	52.8 81	
81+00	52.6 50	52.6 40 Rip Rap	45.8 31 Toe	45.7	46.0 38	47.1 70	53.4 82 Top Road	

Elevations on Rim Existing Sewer M.H.'s

From Market St.
North, Along Chollas Creek

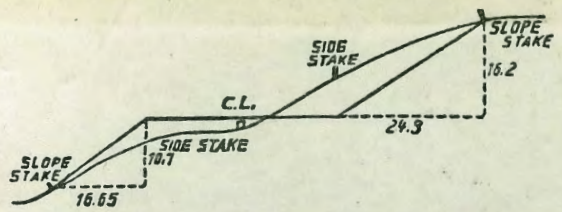
97+00 FB 2046-78	
T.P.	46.52
(94+49.5 Rough) = ℄ Exist 10" Water Main	5090 = Elev. outside Bottom
94+48.50 FB 2046-77	
Chk Top 24" C.I. Sewer Main	43.05
T.P.	41.42
T.P.	40.45
5+39.5 = MH#1 on Rim	40.45
8+04.05 MH#2 on Rim	38.90
T.P.	41.36
12+18.02 = Sta. from Sketch	
MH#3 P-49 on Rim	34.86
B.M. on TP#4 P-50	42.73

~~119.32~~
~~+6.75~~

119.32
+ 9.00
128.32
4.15
95.52 2.17

= 128.32 —
5.27
0+50 123.05 = 123.98

128.32
4.27
1+00 123.65 = 123.54



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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	71.20	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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