

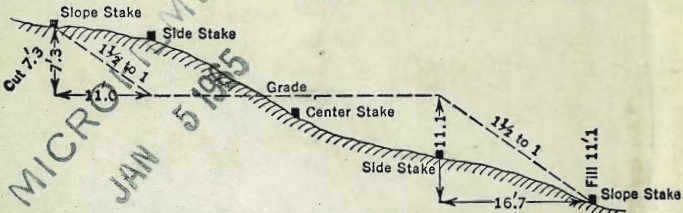


#2285

**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING**

Roadway of any Width. Side Slopes 1 1/2 to 1.

In the figure below: opposite 7 under "Cut or Fill" and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



Cut or Fill	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

INDEXED  
Completely  
DEC 8 1954

The paper in this book No. 373A is made of 50% high grade rag stock with a WATER RESISTING surface sizing.

In the  
from

Cut 7.3

Cut or  
Fill

0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40

Grades

Xtabach Blvd 46+0 to 76+0	1-12
South East Outer Cann. to Imperial Ave.	13-17
Imperial Ave Rotary	18-21
Imperial Ave & Francis St. F2 Line A to F1	22-29
Francis St. North of L St	30-31
G2 Line 245907 to 11+ Also G Line	32-36
G1 Line 0-176.62 to 4+43.62	37-40
R2 Line Also S by E.P. Imperial Ave Bridge to Rotary	41-47
North Edge Pav Imperial Ave Bridge to Francis St.	42-46
Access Road to Gillette St.	49-49
Imperial Ave. Between 33 <sup>rd</sup> & 34 <sup>th</sup> St.	50-51
Grades Concrete Crib Retaining Wall 63+07 ft	52
Grades Francis St to Tompkins St.	54
" " " " L St	55

Alignment

Xtabach Blvd Right of Way Norman cutoff	60-62
Light Grader Service Road U.S. Naval Sta.	63-70

Grades Habash Boulevard Section B

Ocean View Blvd North 46+0 to 76+0

Saper Slope Hinge

+25 = End of S Over for +25 4.58

48+0 1:1 R 1/2 hill F 4.2 2.3 2427 2451 2477 2427 2427 2427 2427

+75 27.56 T 4.68 2414 2412 2412 2412 2412 2412 2412

+50 2.6 2401 2425 2449 2401 2401 2401 2401

BM 1704 850 J.F.B.P. Ocean View Gregory

25.54 +25 E.W. side 110 2388 2412 2440 2412 2412 2412 2412

47+0 2.3 2325 2399 2423 2375 2375 2375 2375

+75 5.20 2312 2381 2410 2410 2410 2410 2410

+50 5.39 2343 2375 2397 2421 2397 2397 2397

+25 Start 5.69 2313 2360 2384 2410 2384 2384 2384

+04 = Normal Slope

46+0 1/2 hill 2347 2371 2397 2347 2347 2347 2347

45+94 = 1' Road For South 2386-23

Sheet 28 N.O. 22071

Slope Staker on West Set Sept. 11-53 A.S. 1007

F.P. 142 F.P. Hinge 1

2569 1.47 2569:cb 2.82 2497:cb 6.58 F 1.37 2400 2425 2425 2425 2425 2425

2540 1.76 2536 2428 2428 2428 2428 2428 2428

2522 2.92 2523 2401 2401 2401 2401 2401 2401

2510 2.06 2426 2412 2412 2412 2412 2412

2503 2.54 2423 2399 2399 2399 2399 2399

2490 2.88 2421 2386 2386 2386 2386 2386

2477 2.11 2397 2373 2373 2373 2373 2373

2458 2.58 2384 2360 2360 2360 2360 2360

2445 2.96 2347 2347 2347 2347 2347 2347

2418 2.74 2412 2371 2371 2371 2371 2371

	Super Slope	Hinge	EP	EP	EP	Hinge	Bot. Ditch
+50	0.0 R 1 1/2 H	0.3 10.6 F10.3 59.5	519 2526 44	-0.3 10.5 F10.6 33	525 2605 21	519 2629 9	9.8 16.5 25.11 51.5
West Side 25.5 AT +25	EP 28.82 2.79 26.03	563	2567 33.60-EP	2592 21	2616 9	2605 21	25.66 40.50 20.5
50+0	0.0 R 1 1/2 H	0.7 10.7 F10.1 71.6	382 2495 484	0.0 10.7 F10.7 21	392 2579 21	290 2603 9	10.1 13.3 24.79 51.5
TP	1.42	3542	0.02 24.00	2550 21	2603 9	2579 21	25.55 43.50 13.5
+75			2532 3780-EP	2542 21	2566 21	2590 9	2534 43.50 13.5
BM	6.98	24.02	17.04	2590 21	2603 9	2579 21	25.55 43.50 13.5
+50	1.1 R 1 1/2 H	0.9 10.6 F9.7 85.8	562 2410 512	0.9 10.6 F10.2 40.3	562 2553 21	2577 21	25.05 45 15
+25			2197 42.60-EP	2516 33	2540 21	2516 33	24.99 45
49+0	1.1 R 1 1/2 H	1.3 10.9 F9.6 69.8	403 2425 554	0.7 10.6 F10.3 44.4	381 2503 21	381 2527 21	24.79 45 15
+75			2466 45-EP	2498 33	2514 21	2528 9	2490 45 15
48+50 Cut Vert	1.1 R 1 1/2 H	1.6 13.1 F11.5 73.3	2453 45-EP 33 33.98	1.0 13.1 F11.1 45	2501 21	2527 21	24.53 45 15
48+25			2440 27.50-EP	2464 33	2488 21	2512 9	2440 25

Super Slope		Hinge	EP	♀	E.P.	EP	Upr	Hinge						
(TP 2816 SW Top & Inlet 53+0)														
53+0	02 R out 0017 1/2 1/4 HR	-2.3 44	326 2802	-2.4 33	326 2804	326 2808	2706 2716	2808 9	2784 2709	2760 33	7.8 11.8 14.0 14.0	2738 44	8.0 11.8 14.0 14.0	11.8 14.0 14.0 14.0
	W Side 2554T +75		321	2759 33	326 2770	326 2780			2780 9	2756 21	2732 33		2727-8M	
+50	02 R 00 R 0137 1/2 1/4 L	-1.6 44	408 2707	-1.5 33	408 2722	408 2738	2655 2655	2755 9	2731 21	2707 33	8.3 11.8 14.0 14.0	2685 44	8.6 11.8 14.0 14.0	11.8 14.0 14.0 14.0
	E.P. W Side 3130T		4.0	2690 33	4.0 2711	4.0 2732			2732 9	2708 21	2684 33			
52+0	035 0195 1/2 1/4 L	-0.8 44	415 2644	-1.0 33	415 2665	415 2712	2612 2612	2712 9	2688 21	2664 33	8.8 12.0 14.0 14.0	2625 44	9.2 12.0 14.0 14.0	12.0 14.0 14.0 14.0
+75			4.83	2647 33	4.83 2671	4.83 2695			2695 9	2671 21	2646 33			
+50	02 R 00 R 0354 1/2 1/4 L	-0.4 44	497 2594	-0.8 33	497 2633	497 2657	2581 2581	2681 9	2657 21	2633 33	9.1 13.7 14.0 14.0	2575 44	9.7 13.7 14.0 14.0	10.7 14.0 14.0 14.0
+25			5.10	2670 33	5.10 2644	5.10 2618			2618 9	2644 21	2670 33			
51+0	00 R 9' HR 50+75 TP 2664	0.0 44	533 2552	-0.5 33	533 2607	533 2631	475 475	2655 9	2631 21	2607 33	9.4 15.4 14.0 14.0	2543 44	10.0 15.4 14.0 14.0	15.4 14.0 14.0 14.0
+75			5.36	2594 33	5.36 2618	5.36 2642			2642 9	2618 21	2582 33			

	Super Slope	Hinge	EP	Z	EP	F.P.	Hinge	4		
+50	1.1 R 02 1/2 1/4	-7.4 8.7 F 16.1 8.2	566 -7.2 33.07 328.5 44 33 33	32.11 3227 8/5.88 9/6.2 7.5 5.3	31.37 9	32.13 31.38 ✓ 33	10.4 4.6 5.8 3.3	31.67 45	10.7 4.6 6.1 5.1	4.6 4.7 7.2 5.1
+25	ERT Side BM 2726 11.23 38.4 TP 5.8	RPE 4 Inlet 59+0	619 32.30 33	32.06 31.87 21.65 2.7 7.3	31.82 9	31.58 21 30.83 ✓ 33				
55+0	1.1 R 02 1/2 1/4	-6.3 8.6 F 14.9 6.4	672 -6.1 31.99 31.27 33 33	31.53 31.20 21.69 7.7 7.7	30.29 31.29	31.05 31 30.30 ✓ 33	11.5 5.5 6.0 3.3	30.59 45	11.7 5.5 6.2 5.2	5.5 5.0 7.5 5.2
+75	W Side 25.68 ERT Side 31.30 4.0 5.8 38.84	RPE 4 Inlet 59+0	721 31.28 33	31.04 30.80 21.45 7.7 2.2	30.80 9	30.56 21 29.81 ✓ 33				
+50	1.1 R 02 1/2 1/4	-5.4 8.7 F 7.1 6.2	7.68 -5.1 31.03 30.1 33 33	30.57 30.22 21.92 8.6 8.2	29.32 30.33	30.09 21 29.34 ✓ 33	12.5 5.5 6.0 3.3	29.63 45	12.7 5.5 7.2 5.2	5.5 5.7 6.4 5.2
+25	Start EP		8.13 30.31 33	30.12 29.88 21.85 7.8 2.2	29.88 9	29.64 28.82 ✓ 33				
54+0	-0.2 RT 1.1 R +0.19 1/2 1/4	-4.5 8.7 F 13.4 6.4	29.2 -4.2 30.13 29.2 44 33 33	31.5 3.3 3.9 21 9	28.27 29.47	29.25 21 28.43 ✓ 33	13.3 10.0 6.3 3.3	28.77 45	13.6 10.0 6.3 4.6	10.0 8.9 7.1 5.6
TP	12.19	42.32	52.9	30.13						
+75			3.37 29.47	3.57 3.76 13.2 21 9	29.08 9	28.84 21 28.09 ✓ 33	6.8 2.9 F 0.2 3.3	28.58 44	7.0 6.5 4.4 4.4	2.0 2.5 1.7 4.7
BM			11.23 24.19	5.3 5.8 2.5 21 9						
53+52.71	-0.2 RT +0.116 1/4	PC RT 1/2 1/4	3.4 5.7 F 9.1 5.7.7	22.3 29.07 29.07 44 33 33	3.7 2.5 3.7 2.5 28.92 28.27 21 9	28.77 9	7.1 11.7 F 1.6 3.3	28.52 28.29 44	7.1 11.7 F 1.6 5.5	11.7 11.7 7.6 5.5
53+25			2.78 28.53 33	2.85 2.91 3.6 21	28.39 9	27.40 28.15 21		27.91 33		

Wabashi Blvd.

Super Slope

Hinge

EP

EP

EP

EP

Hinge

5

Sept. 20-54  
EP Fast Side  
57.45  
58.56  
81.16  
36.83  
12.77  
49.57

58+0 ✓	0.2 1 1/2 ft	-10.5 11.8 F22.3 77.5	10.08	39.84 33 33	11.8 1.22 39.21 39.38 38.56 102.8	21	9	38.35 39.14 39.38 39.14 38.90	10.19 10.12 11.12	10.67	J.F.O.C 1' Back
25.68 T		EP Wood 5/4 Cor. 36.85 3.91	40.66 T	15.2	1.75 2.51 2.00	21	9	38.56 38.32 38.08	11.01 11.25 11.49		
8.78	0.7 F. 1/2 Stub										
18.50	0.7 F. 1/2 Stub										
13.66	0.7 F. 1/2 Stub										
29.56 T											

150 = 0.40 J.F.O.C	1/2 Rail	-12.8 8.9 F20.8 75.2	38.46	38.24 33 33	2.54 2.5 3.31 2.80 3.8	21	9	37.76 37.52 37.28	11.81 12.05 12.22		37.04 36.82 5.65 F.O.C
--------------------	----------	-------------------------------	-------	-------------------	------------------------------------	----	---	-------------------------	-------------------------	--	------------------------------

TP = 36.83 = S.W. Cor. curb inlet 45' st.

7.25				3.09	2.75 2.75 3.51			12.52 12.25 13.06			
8.11				4.08	3.23 3.23 3.69			12.52 12.25 13.06			
TP	7.15	39.73	0.92	32.58	1.46 J.F.O.C 3.56			36.00 35.76			

57+0 ✓	1/2 Rail	-11.3 8.2 F19.3 73.3	36.95	36.73 33 33	1.25 1.25 4.51	21	9	35.77 35.51 35.25	-2.1 2.1 4.6		35.39 51.2 10.8
--------	----------	-------------------------------	-------	-------------------	----------------------	----	---	-------------------------	--------------------	--	-----------------------

TP 35.52 = 8' W.

+75				4.55	4.25 5.51 5.03			35.53 35.29 35.05			
TP	1.25	33.50	10.07	32.25				34.94 34.57 34.30			

55+0 ✓	1 1/2 R	-9.9 8.2 F18.4 71.2	35.55	35.33 33 33	5.23 5.23 5.71	21	9	34.61 34.31 34.0	8.0 1.9 3.1		34.09 47.4 50.7
--------	---------	------------------------------	-------	-------------------	----------------------	----	---	------------------------	-------------------	--	-----------------------

+25 = L.P. Hinge				5.89	6.18 6.18 6.31			34.19 33.95 33.71			33.49 4.5
------------------	--	--	--	------	----------------------	--	--	-------------------------	--	--	--------------

56+0 ✓	0.2 1 1/2 R	-8.6 8.2 F17.4 70.1	34.75	34.03 33 33	6.53 6.53 7.54	21	9	33.21 33.07 32.85	9.3 4.0 5.3		32.85 45 50.3
--------	-------------	------------------------------	-------	-------------------	----------------------	----	---	-------------------------	-------------------	--	---------------------

+75				7.13	7.37 8.14 7.4			32.95 32.71 32.47			
-----	--	--	--	------	---------------------	--	--	-------------------------	--	--	--



Superc Slope	Hinge	EP	F.P.	F.P.	F.P.	Hinge			
+50 ✓	02 1/2 11	-20.9 2.0 F 229 889	1.45 -28.6 49.59 44	1.59 7.5 2.74 1937 33	1.85 48.89 9	2.92 0.68 0.91 1.82	1.16 48.41 33	48.19 44	F.P.S. etc 19.57T 8.87 78.87 6.94 55.83T
BM 2320 5.26 28.66	below	40.56X 0.25 40.31 10.57 5.22	2.45 18.37 33	2.69 7.5 3.74 18.13 21	2.93 47.89 9	1.68 47.65 21	1.92 47.41 33	2.16	
6040 ✓	02 1/2 11	-18.0 1.08 F 288 872	4.45 -12.8 47.59 44	5.45 7.4 1.74 17.13 21	5.93 45.89 9	2.68 16.89 9	2.92 46.65 21	3.15 46.41 33	46.19 44
west side 29.56X 6.33 50.23	07 x 8-ick 414 2768	23.20	4.45 46.37 33	4.6 7.5 5.71 46.13 21	4.95 45.89 9	3.68 45.89 9	3.92 45.65 21	4.16 45.41 33	
+25			6.44 44.38 33	6.68 7.5 7.13 44.14 21	6.96 43.90 9	5.57 43.90 9	5.96 43.66 21	6.15 43.42 33	
+50 ✓	02 1/2 11	-16.0 11.2 F 272 848	5.45 -15.8 45.37 44	5.45 7.4 8.39 45.13 21	5.93 44.89 9	6.95 44.89 9	6.63 44.65 21	6.16 44.41 33	44.19 44
+25			7.40 42.14 44	7.64 8.39 8.39 42.14 21	7.88 42.94 9	6.13 42.94 9	6.87 42.70 21	7.11 42.46 33	spotted
+75			8.33 42.49 33	8.57 9.32 9.32 42.25 21	8.81 42.01 9	7.56 42.01 9	7.80 41.77 21	8.04 41.53 33	
58+50 ✓	02 1/2 11	-12.3 1.13 F 222 99.4	9.83 -12.0 41.81 44	9.47 10.3 10.3 41.35 21	9.71 41.11 9	10.71 41.11 9	8.46 40.87 21	8.70 40.63 33	8.94
+25			10.1 40.71 33	10.5 10.5 10.5 40.47 21	10.57 40.33 9	9.34 40.33 9	9.58 39.99 21	9.82 39.75 33	9.82

Xobash Blvd

50.87

7

	Super Slope	Hinge	E.P	EP	EP	EP	Hinge	
+08 = 54 Cris 00 81								
63+0	02 1/2 11R?		3.91	418	442	551	599	58.17
West Side	04.1	59.28	59.06	58.82	58.88	57.58	58.34	57.91
28.66T	72.11R	44	33	21	9	21	33	42.5
77.5	W/E P	481						
	50.83T		58.19	57.95	57.71	57.71	57.47	57.23
	0.15		33	21	9	9	21	33
	0.27							
	1.272							
	63.09T							
+50	1/2 11R 44	F 36.9	57.51	57.29	F 3 64	57.05	51.81	57.81
		99.4	44	33	33	21	9	56.81
								56.57
								8.27
								51.33
								F 15.8
								33
								33
+25	TP 63.6	SE Cor	66.5				8.22	8.70
	6.52	5.5 Lot						
	4.5	over						
	63.6	over						
			56.35	56.11	55.87	55.87	55.63	55.39
			33	21	9	9	21	
62+0	1/2 11R	F 35.2	55.59	55.37	55.13	54.89	54.89	54.65
= PVC		96.8	44	33	33	21	9	54.41
								33
								F 12.5
								33
+75			54.37	54.13	53.89	53.89	53.65	53.41
			33	21	9	9	21	33
+50	1/2 11R	F 32.9	53.59	53.37	53.13	52.89	52.89	52.65
		92.4	44	33	33	21	9	52.41
								33
+25			52.37	52.13	51.89	51.89	51.65	51.41
			33	21	9	9	21	33
61+0	02 1/2 11R	F 31.2	51.59	51.37	51.13	50.89	50.89	50.65
		90.8	44	33	33	21	9	50.41
								33
+75			50.37	50.13	49.89	49.89	49.65	49.41
			33	21	9	9	21	33

BP 11/16  
Imperial 1/24  
8M 29.57  
6.88  
30.45  
8.27  
22.25  
6.22  
28.50T

5.3  
10.3  
F 15.6  
67.4  
E.P. Side  
55.831  
TP 54.89  
92.0  
64.09

Super Slope

Hinge

EP

9  
6

EP

Hinge

8

June 21-84

BM 29.57 BPN Rail  
31.77

5.81

35.287

1.35

34.03

5.96

39.99

3.11

June 19-84  
For Conc Grid

BM 57.55  
13.32  
5.877

498

5.73

66.98

313.92

4.67

BPN Rail  
Bridge Impair

BM 29.57

33.241

For 814 Hd

5.22

66.71

33

4.67

66.85

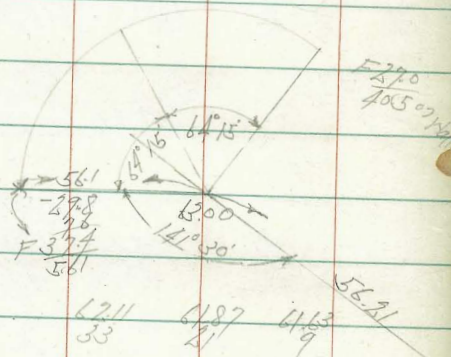
4.05

67.22

93.18

67+25

Start Side  
28.667



F 270  
405.07

EP E Side  
64.09

64+10

63+97.12 = SW Hbd  
Over Pass

-291  
94  
F 38.5  
101.8

E.H. Side

63.907  
62.55  
62.55  
8.01  
70.56  
1.95  
BM 68.81

N.H. Sp.  
Imperial  
Over Pass  
(68.79)

+75

1.59

61.41

1.83

2.07

61.17

6.93



6.93

6.69

6.63

40.5

63+50  
78' CW

Grid R  
1/2 1/1

-32.2  
5.2  
F 38.1  
70.2

2.34

60.88

44

60.66

33

-35.9  
3.9  
F 37.9

33

60.42

21

60.18

9

391  
382  
66.18

59.18

20.34

59.94

21

59.70

33

4.15  
4.39

59.55

33

60.25

40.5

28.50

59.55

40.5

-8.7

+25

30.457

3.12

59.88

33

59.44

33

56.0

59.10

33

4.69

59.90

33

4.93

59.16

33

5.17

58.96

33

Nobash Blvd.

Sheet 21

Sol 1/1-63  
25. Iron  
Garage  
Hinge  
Original  
Part of  
the  
Hinge

Super Slope

Hinge

F.P.

94 2

F.P.

+50 02 1/2 18+L  
12.5 -25.  
12.5 12.5 68.11  
10.2 15.0 54  
81.5 F 76.5

Sub-  
6.92  
-24. 67.63 67  
12.5 17.92  
F 14.9 15.0  
45 45

57.5 4.75  
67.21 67.21 67.21  
65.60  
F 56.1

499  
5.74 -1.2  
66.97 8.7 66.73 66.51  
21.52 F 10.1 33 44 F 9.8  
42.3 33 58.7

5.23  
-0.9 8.9  
8.9 8.0  
F 9.8 10.1  
58.7 63.7

+25

68.08 67.84 67.60  
45 33 21  
67.09 66.85

67.36  
4.5 67.36  
67.12 5.59  
21.28 33

48.4  
5.08  
67.12 5.59 66.88 1.02  
21.28 33

E.P.F. 1/2  
BM 68.79  
3.17  
71.9 1.1

69+0

17.1 -28.  
17.2 17.1 68.39  
-0.1 F 19.9 54  
88.9 83.9

Sub 6.722  
-26. 67.91  
F 19.7 18.21 67  
45 45.0

5.97 4.47  
67.49 68.49 67.49  
66.22  
F 0.47

17.5 -1.4 4.95  
5.1 9.5  
67.25 F 15.9 67.01 66.79  
21.5 33 33 44 F 10.1

-1.2 9.5  
9.5 9.3  
F 10.1 10.2  
60.1 65.1

+75

68.29 68.05 67.81  
45 33 21  
67.30 67.06

67.57  
4.39 67.57  
67.33 5.38  
21 33

4.63 4.87  
67.33 5.38 67.09  
21 33

E.P.F. 1/2  
68.79  
2.11  
70.9 0.1

+50

14.0 -29.  
14.1 14.0 68.51  
0.1 F 16.9 54  
84.4 79.4

-28. 67.91  
F 16.8 18.21  
45 45.0  
68.09 67.85  
33 21  
67.31 67.10

5.35 4.35  
67.61 66.61 67.61  
66.54  
12.9 1

1.59 4.83  
5.34 -1.6  
67.37 F 9.2 67.13 66.91  
21 33 33 44 F 8.9

-1.3 7.6  
7.6 7.0  
F 8.9 10.0  
67.4 62.4

68+25

68.30 68.09 67.85  
45 33 21  
67.31 67.10

67.61 4.35  
66.76 67.61  
66.56 9 3.29  
66.48

1.59 4.83  
67.37 5.34 67.13 67.7  
21 33 33

68+0

1/2 18+L  
4.4 -28.  
4.6 4.4 68.27  
6.8 F 7.2 49  
64.8 59.8

Sub-6.730  
-26. 67.91  
F 7.0 18.17 67.81  
39.0 39 21  
67.06  
Sub.

5.39 4.39  
67.57 66.57 67.57  
66.71 12  
333

4.63 -1.5 4.87  
3.8 7.4  
67.35 F 8.9 67.09 66.87  
21 33 33 44 F 8.7

-1.3 7.4  
7.4 7.0  
F 8.7 10.3  
57.1 62.1

67+75

68.00 67.77 67.53 67.49  
32.5 33 21  
67.22 67.06

67.49 4.97  
66.76 67.49  
4.1 9 3.14

4.76 4.95  
5.76 5.76  
67.25 5.76 67.01 3.89  
21 3.45 33  
7.70

67+50

1/2 18+L  
2.5  
Cr 6.07 6.1  
68.03  
41

-2.3 67.91 67.70  
67.39 67.17  
33 30.6

5.57 4.57  
66.34 17.39  
9 66.81  
4.09

4.86 -1.3 5.05  
5.56 8.2  
67.15 F 9.9 66.91 66.75  
21 3.25 33 33 39 44 F 9.8

-1.3 8.6  
8.6 8.9  
F 9.8 10.3  
58.7 63.7

BM

5.56 65.57 2.26 60.01

5.0 B.P.  
Tampkin  
4.33 14.5

68.79 = B.M. B.P. NW Cor Imp. Bridge  
Nobash

Super Slope

Hinge

F.P

9'4"  $\frac{1}{2}$

F.P

Hinge

10

72+0 0.2 1 1/2 RA  
to inlet

6618  
44'

6596 6572 6548 6448 6548  
33 21 21 21  
64.41-73 9  
51.6 25  
64.1

6524 6500 6478  
21 33 44

543

590

51.6 25  
64.1  
sim. top  
inlet box.

+75

6598 6572 6550 6550  
33 21 9

6521 6502  
21 33

588

FPEV  
7196X

+50

1 1/2 RA  
1 1/2 AT

6627  
44'

6605 6582 6557 6457 6557  
33 21 9

6533 6509 6487  
21 33 44

582

#2 FPEV  
7090X  
6.25  
TP 64.75  
6.50  
7095X

+25

6616 6592 6568 6568  
33 21 9

6544 6520  
21 33

570

71+0 = 2+590 792 1 1/2 AT  
0.74

92 =

6597 6622 6631 6582 6483 6583  
52.74 31 33 21 9

6559 6535 6513  
21 33 44

565

126.  
128.  
128.  
60  
44.

+75

6650 6650 6622 6602  
49.14 33 21 9

6578 6554  
21 33

586

TP

13.15 77.94 0.76 64.81  
D.L.R.T 9.4 -1.5  
1 1/2 AT 9.5 9.4  
-0.1 F10.9 67.08  
77.2 72.2 55.84 F10.7  
46.8 48.84

6674 6652 670  
33 21 9  
67.0 65.26 66.26 65.02  
5.6  
-25.99  
66.74 66.52  
67.0

6578 6554 6528 6502 6578 6556  
21 33 33 44

518

0.0  
0.0  
79.1

+25

6722 6699 6675 6651  
45.46 33 21 9

6651 6627 6603  
21 33

593

70+0

0.2 1 1/2 RA  
10.0 21.  
10.0 20.0  
6.0 F12.1 67.67  
77.2 72.2 54

-1.9 67.33 67.0  
10.6 F11.9 67.49 66.77  
45.0 45.0 9

6577 6677 6653 6627 6607  
21 33 33 44

567

0.57  
0.3  
6.1  
6.1  
5.6  
6.4  
58.6

69+75

65.57

6713 6749 6725 6701  
45 33 21 9

6677 6653 6627 6607  
21 33

543

Supr Slope	Hinge	EP	EP	Hinge
+75		6851 687 6803 7 33 21 21 21	6803 6799 6755 1731 9 21 21 21	3.84
+50	1.1R 1 1/2	6807 678 6759 6659 33 21 21 21	6759 6725 6711 6627 9 21 21 21	31.9 1.5 15 9.7 32.1 9.24 87.1
+25		6768 674 6720 33 21 21	6720 6696 6672 6648 9 21 21 21	1.17 FR Side 70.957
7440 opp 14+540°F	1.1R 1 1/2	6753 670 6683 6583 33 21 21 21	6683 6659 6635 9 21 21	Page 29 184
+75		6677 667 6651 33 21 21	6651 6627 6603 9 21 21	5.27
+50	1.1R	6671 664 6628 6528 33 21 21 21	6627 6599 6571 6575 9 21 21 21	5.20 5.25 5.9
+25		6648 662 6600 33 21 21	6600 6576 6552 9 21 21	5.23 5.25 5.18
7540	1.1R	6629 660 6581 6481 33 21 21 21	6581 6557 6533 9 21 21	5.22
+75		6614 659 6566 33 21 21	6566 6542 6518 9 21 21	5.27
72+50	1.1R	6604 658 6556 6456 33 21 21 21	6556 6532 6508 9 21 21	5.87
72+25		6598 657 6550 33 21 21	6550 6526 6502 9 21 21	5.77

Xabash Blvd

Super Slope

Hinge

FP

d

FP

July 12-58 Chipman  
#5 Iron  
Garber  
Hinge **12**

FP East Side

70.95  
0.77  
70.18  
8.97  
77.15

Cont 2284-1

FörChak

16.4  
10.5  
c 0.9  
78.6  
c 1.0  
2284

7640 = opp. 00R  
070 SFB to Varket

7138 7114 7090 69.90 70.90 70.66 70.42 70.18 70.02  
70.33 9 0.05 9 21.02 33 45 0.77  
10.7 12.8

+75

70.71 70.41 70.23 70.23 19.99 69.75 69.51 1.41  
69.72 0.02 9 0.02 21 33 12.8 4.5  
1.72 19.5

+50

1:1R

7010 69.8 69.62 68.62 69.62 69.38 69.14 68.5 68.90 68.74  
69.11 133 9 21.52 33 1.9 45 20.5 57  
23.2 25.2

7269.05

+25

62.53 62.2 62.05 19.05 68.81 68.57 68.33 2.63  
68.54 9 19 21.44 33 23.2 45  
28.2 31.2

TP

102 86.46 1312 85.14

7540

02 1:1R

6900 68.8 68.52 67.52 68.52 68.28 68.04 7.27 67.80 67.64 7.28  
33 68.0 9 9 21 21.44 33 23.2 45 20.5 57 7.98 8.48  
2.43 2.65 3.42 3.65

74490

98.56

20.9 21.5 13  
1.6 1.7  
c 12.5 70.2  
67.45 57 8.68 9.8

Grades South East Outer Connection  
to Imperial Ave.

Sheet 26

Mar 12-53  
H.S. 5507  
Gar. Bar  
Chipman

Porter  
KELLEY  
**13**

	Super Slope	Hinge	FP	2	FP	Hinge		
2+0	.02 1 1/2 R	44.14 13 45.47	49.1 43.87 6	4.5 43.63 6	-9.5 +1.6 F7.9 6	43.41 17	-9.2 +1.6 F7.2 6 38.4	+1.9 Elev Level 33.4 E.P. Sept 22-52 BM 5515 P.P. 12.63 27.14 48.281
+75			5.15 43.13	5.39 42.89				
+50	" "		6.06 42.72 6	6.30 41.98 6	-7.8 +1.2 F6.6 6	41.78 17	-7.6 +1.2 F6.4 6 36.6	+1.3 Elev 31.5
+25			6.95 41.33	7.19 41.09				
1+0	" "		7.81 40.47 6	8.05 40.23 6	-6.1 +8.7 F2.6 6	40.01 17	-5.8 +0.7 F6.5 6 36.8	0.7 +0.5 +1.2 31.8
+75			8.65 39.63	8.89 39.39				
+50	" "		9.46 38.82 6	9.70 38.58 6	-7.4 +1.2 F6.2 6	38.06 17	-7.2 +1.2 F6.0 6 36.5 F6.2936	4.8 2.4 +2.4 35.5
+25			10.24 38.04 6	10.48 37.80				
0+0	.02 1 1/2 R Opp 57+50		11.00 37.28 6	11.24 37.04 6	-2.9 +6.8 F3.9 6	36.82 17	-2.7 +6.8 F3.5 6 39.8	5.8 2.4 +6.4 31.8
TP		12.99 34.17	891 21.20					
BM		0.54 30.11	29.57					

3 P.M. R. 18-19-53  
Imperial Ave



	Super Slope	Hinge	F.P.		F.P.	Hinge				
+25	.0733 1 1/2 19	43.21 14	5.61 42.67 98	6.50	41.78 60	-7.8 8.4 F16.2 8	40.97 17	-7.0 8.4 F15.4 40.1	8.4 7.1 +1.3 7.51	Edge Paving 18.28A
+70	.054 "	43.67 14	5.04 43.24 6.7	5.69	42.59 60		42.00 17			
+90.12	.047 BC RL "	-9.9 43.85 14	4.81 43.47 6	5.57	42.91 6	-8.9 7.1 F16.0 6	42.39 17	-8.4 7.1 F15.5 40.3	7.1 8.4 -7.3 40.3	
+75			4.27 43.81	4.93	43.33					
+50	.023 "	44.59 13	3.92 44.36 6	4.32	43.96 6	-9.7 5.6 F15.3 6	43.33 17	-9.4 5.6 F15.0 39.5	5.1 5.2 +0.3 44.5	
+25			3.53 44.75	3.88	44.40					
+30	.0242 "	45.03 13	3.32 44.96 6	3.61	44.17 6	-10.7 5.4 F16.1 6	44.40 17	-10.4 5.4 F15.8 40.7	5.1 4.6 +0.9 45.7	
+75			3.30 44.98	3.54	44.74					
TP	9.86 33.97	10.06 24.11								
+150	.02 1 1/2 19	44.94 13	3.48 44.80 6	3.72	44.56 6	-10.4 2.9 F13.3 8	44.34 17	-10.2 2.9 F13.1 36.7	+1.9 21.7	
+25		2417	3.85 44.43 6	4.09	44.19					

S.E.C. to Imperial H.V.

	Super	Slope	Hinge	F.P.
+50			Rotary	
		Edge Pav. B.P. 37.51	B.P. H.V. of 14 72' only	
+25		10.51 13.		
+10				
TP	1248	37.83	8.62	25.35
+75				
+50		1/2 IR	Rotary	
+23	.044		2.27	40.75. 11.0
+10	.059	1/2 IR + 2	7.10	41.18. 11.0
+75	.068		6.63	41.65. 11.0
+50	.065	1/2 IR	6.14	42.14. 11.0

28.97

	F.P.	Hinge		15
				Edge Pav 4828 X 7.79 RT TP 46.49 47.3
	38.58. 8	38.03 17		
	38.96. 8	38.41 17	-0.6. 89 F 7.51 31.3	8.9 3.6 10.5 36.3
	39.23. 8	38.68. 17		
	39.59. 8	39.04 17	-5.1. 6.5 F 1.66 34.4	6.5 3.6 2.9 3.4
	39.89. 8	39.34 17		
	40.09. 8	39.45 17	-5.5. 8.7 F 1.44 38.3	8.7 5.2 3.0 4.3
	40.18. 8	39.53 17		
	40.50. 8	39.75 17	-5.8. 7.8 F 1.26 37.4	7.8 4.2 1.6 4.4
	41.04. 8	40.32 17		

Super Slope		C6	FP	1/2	F.P.	Hinge	
+75	.02	Edge Pav. 43.02T	Paint 7.80	42.45 6	0.81-FF. 42.21 6	47.04 17.5	
+50	.02		Paint 8.10	41.26 6	2.00 41.02 6	40.83 13.28	9.4. 8.7 0.07 16.0
18 +25	.02		Paint 8.40	40.26 6	3.00 40.02 6	39.70 17.06	
8 +15			Paint 8.50				
+94.95	.0225			39.30 6	3.99 39.03 6	38.78 17	11.5. 11.5 0.0 22.0
+75	.0275			38.92 6	4.43 38.59 6	38.29 17	
TP		1323	50.27	0.79	37.04		
+54.54 = FC	.033			38.67 6	4.95 38.27 6	37.91 17	-0.4. 2.0 F.24 20.2 2.0 1.9 1.7 2.0
7 +25	.037				4.98 38.04 6	37.13 17	-0.2. 4.8 F.4.5 23.9 4.8 1.6 28.9
Spillway on Rt							
+97.49	.033		Rotary		4.95 38.07 6	38.68 17	
6 +74.41	BC				4.76 38.26 6	37.71 17	-0.4. 6.9 F.1.0 27.5 6.9 6.2 1.0 28.5

57.83

South East Outer Connections  
to Imperial H.C.  
Super. Slope

EP       $\frac{d}{b}$       EP      Hinge

TP                      8.49      54.73      <sup>0.7 PX</sup>  
10 + 80.83

+80.83      02       $\frac{1}{2} \cdot 1$                       <sup>8.7.</sup>  
FC                                      54.75.       $\frac{8.6}{8.7}$       54.51. <sup>8.7.</sup>       $\frac{8.9}{19.3}$

+50      02      1.1                      52.84.      <sup>10.6.</sup>  
 $\frac{11.4}{12.0}$       52.10. <sup>11.4.</sup>       $\frac{10.8}{8.7}$       52.44. <sup>10.8.</sup>  
 $\frac{11.4}{8.7}$

+25      02                      Paint      51.31.      51.07.      40.91  
 $\frac{6}{15}$

10 + 0      02      1.1      End Double      Paint      49.75.      <sup>13.7.</sup>  
 $\frac{8.7}{6.30}$       49.51. <sup>8.7.</sup>       $\frac{13.9}{20.8}$       49.25. <sup>8.7.</sup>  
 $\frac{8.7}{20.8}$

+75      02                      Paint      48.18.      47.94.      47.78  
 $\frac{6.0}{15}$

+50      02      1.1                      Paint      46.64.      <sup>16.8.</sup>  
 $\frac{4.7}{6.90}$       46.40. <sup>4.7.</sup>       $\frac{17.0}{27.9}$       46.24. <sup>17.0.</sup>  
 $\frac{4.7}{27.9}$

+25      02                      Paint      45.14.      <sup>18.3.</sup>  
 $\frac{11.4}{7.20}$       44.90. <sup>11.4.</sup>       $\frac{18.5}{22.1}$       44.74. <sup>11.4.</sup>  
 $\frac{11.4}{22.1}$

9 + 0      02      1.1                      Paint      43.78.      <sup>19.7.</sup>  
 $\frac{4.6}{7.50}$       43.54. <sup>4.6.</sup>       $\frac{19.8}{30.8}$       43.38. <sup>4.6.</sup>  
 $\frac{4.6}{30.8}$

TP                      12.95      62.22      0.0      50.27  
50.27

Baseline Stationing	Super Slope	Hinge	Curb	Base	E.P.	24 Edge Sub
+75	BM 32.51 11.93 43.94x	5' Backdoor B.P. 44.44 4' F 72" Curb	339. 463 40.55 F 11.11. 10.00 →	473 25 5.88 10.90 11.20 5.18	4.43 1.8	BM 32.51 13.12 45.63x
+50	1/21 2311	ok -1.7 F 83 77.5	299. 443 40.95 F 11.11. 10.40 →	432 5.88 11.20 4.60	4.03	BM 37.55 0.82 38.42x
+25			270. 419 41.24 F 11.11. 10.49 →	422 4.72 11.59 4.89	374	2 Sub Grate BM 37.55 Pipe 6.31 x 5.44 43.81x
1+02.59	2:1 2311	ok -21 80 F 101 352	268 419 41.31 F 11.11. 10.76 →	397 4.65 4.72 11.66 4.96	367 1.75	2.95 x 5.44 BM 32.51 13.21 45.72x
+75			278. 442 41.16 F 11.11. 10.61 →	412 4.72 11.51 4.113 40.76 - 3.6	325 4.9	
+57.56	2:1 2711	-2.5 80 F 104 278	-1.7 15.7 F 104 298	302. 488 40.92 F 11.11. 10.27 →	4127 2.06 4156	41.86 0.5 F 1.83 page 42
+50				273 2.2 11.13 - 0.15 3.78 40.53 - 5.6	41.69 0.6 F 1.00	
+37.29			341. 504 40.53 F 11.11. 39.98 →	40.88 50 40.88	40.88	
+25			365. 508 40.29 F 11.11. 39.74 →	322 2.2 3.97 10.14 40.54	332 2.5 4.07	
0+0 =	2:1 2711 PCC. Back	#2 -1.4 83 F 107 237	-0.7 10.7 F 114 248	414. 536 39.80 F 11.11. 39.25 →	376 2.2 4.2 10.15 39.85 40.14	40.84 46.11
5+91.89	PCC. Back	Hinge 5' Backdoor	3. CB F 11.11. 0.0 →	32.40 - 5.6	30.59	

BM 166 39.21 37.55 1" Pipe 2.50 x 4 HWC B F 11.11

Imperial H.C. Rotary

Super Slope	Curbs	H. 290 5' back of curb	Lt	Base	F.P.	Rt
+43.02	43.94T		608. 3786 2' F098.	3751	555 3821	555 3851
+25			579. 3815 715 7138.	3760	713 3850 15 3775 sub	Sub Grad 43.86 T
3+0	1/2 1 Rt 1-1 Lt		539 3855	3800	673 3890 718 3815 sub	2 x Edge Job 45.63 T 13.10 BM 32.53
+9.592	2 1/2 Lt P.C.C.	-0.2 +0.6 92 ok F88 226	539. 3861 7139 F206.	3806	5896 38.2 sub	
+75			499. 3895 701 F208.	3840	637 3930 708	
+50	1/2 1 Rt 1-1 Lt 2 1/2 Lt	-0.9 -0.1 76 F82 219	159. 3925 583 F154.	3880	593 3970 708 650	
+25			419. 3975 552 F133.	3920	543 4010 708	
+09.78	P.C.C 2 1/2	-0.8 20 F88 226	395. 3999 527 F132.	3944	528 4021 708 40.44	499
2+0	1 1/2 3.7:1 Lt		379. 4015 525 2' F146.	3960	513 4050 708 40.80 15-08-30	483

39.21

Super Slope

Curb  
1394T

Hinge  
Back of  
Base

Curb

Base

F.P.

38.437

+0570 P.C.C.

0.3  
6.1  
F5.8  
78.6

1.1  
7.0  
F5.9  
76.8

5.82  
6.28  
3812 F0.4 37.57

06 3847 3838  
15 006 30  
37.77-Sub

5+0 84 Lt

0.9  
10.0

5.94  
6.74  
3800 F0.80 37.45

5.51  
7.61  
06 3835 3827  
15 006 30  
37.53-Sub

2 Sub Grad.  
13.86

+75 F.V.C.

6.42  
7.03  
3752 F0.6 36.97

5.99  
7.51  
06 3787 3778  
15 006 30  
37.12-Sub 37.03-Sub

+50 2.1  
84 Lt

+2.1  
4.2  
F8.1  
9.2

6.80  
6.65  
3744 F0.5 36.59

6.22  
7.83  
06 3749 3738  
15 007 30  
36.74-Sub 36.63-Sub

+25 = H 1 1/2 lat

6.95  
out  
3699 3644

6.52  
7.12  
06 3734 3734  
15 00 30  
36.50-Sub 36.59

4+0 2.1  
84 Lt

+2.2  
4.4  
F8.2  
9.4

6.88  
7.94  
3706 F0.3 36.51

6.45  
7.36  
06 3741 3735  
15 016 30  
36.60-Sub 36.00-Sub

+78.75

6.63  
6.37  
3733 F0.24 36.76

3766 3796  
6.4 3770 3775  
6.7 36.95-Sub

3+75

+66.84

6.46  
6.60  
3748 F0.14 36.93

3782 3813  
37.09-Sub

3+54.93

2.1  
84 Lt  
change to 1 1/2

ok +1.5  
9.5  
F8.0  
21.0

0.0  
0.06

6.27  
6.76  
3767 F0.45 37.12

06 3802 3832  
15 02 30

3+50

39.21

38.10  
7.5  
3735-Sub

Lt.

Rt.

Super Slope

Hinge  
5' Back of Base

Curb

Base

EP

Curbs  
4394 T

0+0 4' head

+91.84 PCC. BK 16" RT.  
1/2 37 1/2 Lt

414  
39.80 39.25  
0.0

40.15  
15  
39.40 39.85  
30.  
33.10 sub

+75

447  
506  
39.47 F0.89 38.92  
2

404  
75  
39.49 4.375  
5.12  
33.07 sub 38.74 sub

+50

16" RT.  
8 1/2 Lt

+0.2  
8.5  
F8.3  
21.6  
38.98 4.96  
5.57 38.43  
2 F0.6

453  
75  
38.53 4.95  
5.70 38.91  
38.53 sub 38.16 sub

+25

0.0195  
5.45  
38.49 5.45  
2 37.94

5.77  
38.84 5.29  
7.01  
38.02 sub 37.80 sub

5715.36

38.51  
30

39.21



	Super Slope		Curve	2	E.P.	Hinge		
	.02		45.617 13.12 B.P. 78.44 BM 32.99 32.51	42.40	42.20 10	-6.7 3.3 F12.9 10	2.74 1.83 42.67-cb 20 F0.6 100.17	-7.1 5.3 F12.4 20 38.6-RC 100
+99.77	FC Begin Chon Rt.	1 1/2 IR						
+75	02 RT			43.75	43.55 10		43.35 20	
+54.23	02 RT 1 1/2			45.02	44.82 10	-9.7 6.7 F15.0 10	-9.1 6.2 F12.8 20 43.2	5.7 +0.3 97.2
+25	02 RT			46.86	46.66 10		46.48 19.05	
1+0	02 RT 1 1/2 3.1 RT			48.43	48.23 10	-12.7 2.0 F16.7 10	-12.5 2.0 F16.5 20 43.0	19 1.2 out 78.0
+75	02 RT		BM 54.73 2.73 57.467 072 PK 10+80.83 109.017	50.00	49.80 10		49.65 17.44	
+50	02 RT 1 1/2 IR			51.57	51.37 10	8.1 2.0 F0.9 10	-8.7 9.0 F0.8 10 17.8	
+25	02 RT			53.14	52.94 10		52.82 13.87	
0+0	BC 02 RT 1 1/2 IR		S.F. OC	54.71	54.51 10	5.0 5.1 F0.1 10	-5.44 15	5.1 0.0 15
TP	411	35.55	2.34	31.44				
BM	421	33.78						

B.P. 11 Rail  
Bridge  
Imperial + 3078

"F2" Line

Super Slope

+79.80 EC.

BM 32.51  
7.61  
48.12T

Curbs  
43.09T  
39.27  
40.14  
3.44  
45.61T

g  
D

Gutter Carb

37.80 37.52 38.19  
10 10

13  
3.9  
1.9  
F49  
1.3  
F49  
10  
F71  
10

Hinge

38.39  
20

23

H3  
2.8  
F51  
2.5  
F51  
3.0  
38.0

+75.94 = 1.802 ft.

38.44 37.94  
10 10

37.82 37.52 38.19  
10 10

38.39  
20

+50

1/2 il

38.75 38.25  
10 10

37.95 37.59 38.26  
10 10

13  
4.4  
1.9  
F49  
1.3  
F49  
10  
F71  
10

38.16  
20

H3  
5.5  
F51  
3.7  
F51  
3.7

+25

39.06 38.56  
10 10  
5.0  
0.7  
5.7  
3.20

38.24 37.84 38.51  
10 10

13  
4.8  
1.8  
F49  
1.3  
F49  
10  
F71  
10

38.71  
20

TP

4.84

36.86

3.53

32.02

3+0

1/2 il

39.49 38.99  
10 10

38.69 38.35 39.02  
10 10

13  
4.0  
1.9  
F49  
1.3  
F49  
10  
F71  
10

39.22  
20

H3  
3.7  
F51  
3.1  
F51  
3.1

+90.37 BC Rt.

39.88 39.21  
10 10  
6.1

38.94 38.65 39.02  
10 10

13  
3.7  
1.9  
F49  
1.3  
F49  
10  
F71  
10

39.52  
20

H3  
4.0  
3.6  
F76  
3.4

+75

39.34 39.08 39.75  
10 10

13  
3.3  
1.9  
F49  
1.3  
F49  
10  
F71  
10

39.95  
20

+50

1/2 il Rt.

40.19 39.99 40.66  
10 10

13  
4.9  
1.9  
F49  
1.3  
F49  
10  
F71  
10

40.86  
20

H3  
5.3  
4.5  
F78  
3.4

2+25

41.19 40.99 41.66  
10 10

13  
3.9  
1.9  
F49  
1.3  
F49  
10  
F71  
10

41.86  
20

35.55

F2 Line Francis St.

Super Slope

Gutter Curb Hinge

					Gutter	Curb	Hinge	
BM	11.05	37.54	1" P.I. 14' 11" web Francis St. 2 RR 27.05					
+50	1 1/2"	38.53-01 10.82	27.82 10.62 60	37.77	37.77 10 out	38.44 10 F1.1	38.64 20	10.0 11.3 F1.3 22.0: 81.89 77.00
+44 = 10' So. of RR on Rt. TP	202	48.59	0.29	37.41	37.54	38.21 10 F1.0	38.41 20	16.6 5.6 F7.2 30.8
+26.43 = C6 FC on Rt.								
#3 BM 37.51	8.69 41.307	38.26-06	37.76 15=40	37.61	48.8 5.36 F1.08 19.7 F0.94	38.21 10 F1.0		5.6 4.9 F7.2 35.0 Rad
5+20.80 = 191 on Lt.								475 07 16"
+97.45 = HCCON Road		Curb BM 32.51	8 P.M. H.H. 72' Curb	37.51	45.0 5.2	26.38		
		BM 32.51						
		7.58 2.61 4.2						
+49.87 = C6 BC on Rt.				37.50	37.50 10	37.97 10 F6.9	38.17 20	1.3 5.8 5.8 F7.1 30.7
+40	1 1/2"			37.52	37.52 10	37.99 10 out	38.19 20	
+25				37.59	37.39 10	38.06 10 5.03 30.45	38.26 20	
24+0	1 1/2"		Rotary	37.71	37.51 10	38.18 10 F1.2 49.1 20.45	38.38 20	17 7.4 1.5 F5.7 28.6 31.1 2.8 8.4 F5.6 38.1

10.12 36.86

F2

Super Slope

+25

7+00

TP 12.06 60.44 0.21 48.38

+80.13

+79.15 = PCC

+60.68

+52.64 C6L20

+48.96 = 1' Rt on Lt

+26.12 = C6BC on Rt

6+0 1:1R

+75

2 52.65-80 = 10' N of RR on Rt.

48.59

Gutter Curb

Hinge

25

$$\begin{array}{r} 48.23 \\ 5.00 \\ \hline 5.83 \\ 46.45 \\ 6.86 \\ \hline 75 \\ \hline 7.61 \end{array}$$

$$\begin{array}{r} 45.03 \\ 8.28 \\ 76 \\ \hline 9.03 \end{array}$$

44.11

44.78

$$\begin{array}{r} 3.8 \\ 0.1 \\ \hline 0.9 \\ 0.0 \end{array}$$

44.98

$$\begin{array}{r} 3.6 \\ 0.1 \\ \hline 0.2 \\ 0.1 \\ \hline 13.5 \\ 18.5 \end{array}$$

$$\begin{array}{r} 43.65 \\ 9.66 \\ 76 \\ \hline 10.41 \end{array}$$

42.00

42.67

$$\begin{array}{r} 5.9 \\ 3.2 \\ \hline 0.7 \\ 0.0 \end{array}$$

42.87

$$\begin{array}{r} 5.7 \\ 3.2 \\ \hline 0.9 \\ 0.9 \\ \hline 12.5 \\ 17.5 \end{array}$$

H.L. 53.31 - P54

42.05

40.29

40.09

40.76

$$\begin{array}{r} 7.8 \\ 2.33 \\ \hline 0.3 \\ 2.34 \\ \hline 0.0 \\ 2.0 \end{array}$$

40.96

$$\begin{array}{r} 7.6 \\ 6.5 \\ \hline 0.1 \\ 2.1 \\ \hline 6.5 \\ 8.5 \end{array}$$

38.67

38.57

38.23

$$\begin{array}{r} 9.1 \\ 87 \\ \hline 0.7 \\ 0.0 \\ \hline 3 \\ 2.0 \end{array}$$

39.43

$$\begin{array}{r} 9.2 \\ 8.7 \\ \hline 0.5 \\ 2.0 \\ \hline 20.5 \\ 2 \end{array}$$

37.93

37.88

38.55

$$\begin{array}{r} 4.8 \\ 5.59 \\ \hline 1.05 \end{array}$$

38.75

37.85

37.80

38.47

$$\begin{array}{r} 10.1 \\ 14.5 \\ \hline 1.4 \\ 1.12 \\ \hline 1.0 \end{array}$$

38.67

$$\begin{array}{r} 9.9 \\ 14.5 \\ \hline 1.6 \\ 2.9 \\ \hline 10.3 \\ 31.9 \end{array}$$
37.87<sup>75R</sup>

F1. Francis St.

	Super Slope	Hinge	EP	Island Curb	TP	Gutter	Curb	Hinge	26			
+50	02 H 1/2 IR	1.9 2.3 7.4 12.3	7.4 12.3 13.93 33	-2.1 2.3 22	74.15 64.87 1.25 2.29 F1.41	64.39 6	63.99 14	0.02 14	64.16 14	67. 8.0 F1.3 7.4	65.36 66. 8.0 7.8 +8.2 27.1 2.50	
+25	02 H 1/2 IR	13.99 50.54 1.25 1.25 13.99 62.04X	13.99 39.3	62.15 62.37	63.11 30.3 3.27 F1.02	62.61	62.21	62.88 3.26 3.27 F0.21	63.00 20	WELP 02 RR 8137.55 13.20 58.75 4.8		
9+0	02 H 1/2 IR	1.7 2.4 11.6 F0.7 3.41	11.6 14.6 10.36 33	1.5 2.4 60.58 22	2.29 3.02 61.32 1.32 6.29 F1.64	60.82	60.42	61.09 5.05 5.29 F0.24	61.21 30	1.9 2.9 F1.4 14	0.8 5.0 3.4 12.6 63.87 2.4	
+75	02 H			58.58 58.80	59.51 6.60 3.27 F1.59	59.04	58.64	59.31 1.83 2.07 F0.24	59.43 20			
TP	13.16	71.33	2.27	58.17								
+50	02 H 1/2 IR	5.3 3.6 F1.3 3.5	3.6 4.9 F1.1 8.47	5.3 5.8 56.80 33	5.85 5.85 57.02 22	57.76 3.38 7.21 F1.41	57.26	56.86	57.53 8.61 3.53 C0.03	2.9 4.2 F1.3 14	2.8 4.2 F1.4 22.1	1.2 1.2 2.7 27.1
+25	02 H			55.02 55.24	55.98 16.16 11.51 F1.35	55.48	55.08	55.75 10.39 10.32 C0.07	55.87 20			
8+0	02 H 0.0	1.2 8.8 9.2 F0.6 3.9	8.8 9.2 8.5 53.21 33	8.6 8.6 53.46 22	9.4 10.1 54.70 11.91 13.20 F1.26	53.70	53.30	53.97 6.5 6.0 C0.5 14	54.09 30	12.7 1.9 F1.3 14	8.0 6.3 6.0 C0.3 20.3	6.0 4.5 +1.4 25.3
+75	02 H			51.45 51.67	51.91 11.20 1.25 C0.3	51.41	51.51	52.18 1.54 1.25 C0.3	52.30 20			
+51.33 = EPE cont				(19.98)	51.90 2.53 3.28 F0.70			10.0 5.5 C4.5 14	50.51 30			
7+48.82 = CL EC.02 R.	1.1					49.72 14	50.39 14	50.51 14	50.51 30	9.9 5.5 C4.4 24.4	5.5 5.0 +0.5 29.4	
7+44 = IR.02 H				60.44	50.57 3.87 F0.36	50.21		50.73 8.1 F0.5				

Super Slope

Hinge EP

2

EP

Hinge

853415

+50 037 Rt 1/2" Lk 2.7 144.  
 0067 Lt 1/2" R 4.5 138  
 FL8 70.99  
 19.7 FL12 17  
 19.1

2.8 144  
 4.5 138  
 FL7 70.97  
 FL8 70.88

147 122  
 133 130  
 70.66  
 18 6

15.1 12.7  
 19.1 3.6  
 70.25 22.7  
 17 22.7 HC 24.7

+25 0267 Rt 0.144  
 1/2 62.041  
 0.57  
 61.47

71.18 71.29  
 25 14

71.37 71.43 71.27  
 6

11+0 0222 Rt 0.2 Rt 1/2" Lk 2.6 143.  
 0.15 Lt 1/2" R 2.1 142  
 F3.5 71.03  
 383 F3.7 33 22  
 37.7 33 22

25 25  
 31 31  
 71.4 71.56 71.44  
 6

71.17

+75 0197 Lt 0.15 Lt  
 82.90

70.74 70.91  
 33 22

71.5 71.27 71.15 EP  
 6

TP

+56.20 0685 02 Rt 1165 8234 0.64 70.69

70.49 71.16 EP  
 14 14 6.65 6.38 6.27

71.28 182341  
 20

+50 02 Lt 1/2" R 3.5 145  
 1/2 Lt 1/2" R 8.5 145  
 F5.0 70.21  
 20.5 48.6 33 22

6.4 3.9 71.17 70.67  
 F14.5 14

70.27 70.94  
 6.87 6.75 6.42  
 14

11.4 2.7 11.4 2.7  
 9.7 1.6 9.7 1.6  
 71.06 71.06  
 C1.7 2.7 20 20  
 14 14  
 11.5 2.6  
 9.7 1.6  
 C1.7 2.7 21.6  
 21.6 HC

+25 02 Lt 6.2 38  
 13.2 13.2  
 19.4 19.4  
 77.3 33

69.06 69.28  
 70.02 69.52  
 7.79 7.18  
 9.18 9.18  
 F1.35

68.45 67.95  
 9.35 9.35  
 10.74 10.74  
 F1.36

69.12 69.79  
 8.02 8.02  
 9.67 9.67  
 6.27

69.91 68.28  
 20 20

10+0 02 Lt 1/2" R 6.2 38  
 13.2 13.2  
 19.4 19.4  
 77.3 33

17.49 67.71  
 18.8 18.8  
 19.4 19.4  
 77.3 33

68.45 67.95  
 9.35 9.35  
 10.74 10.74  
 F1.36

68.28 67.55  
 9.59 9.59  
 10.74 10.74  
 F0.24

68.34 68.34  
 F0.5 F1.1  
 20 20  
 20.8 HC 21.7

+9+75 02 Lt 6.571 6.593  
 33 22

66.67 66.17  
 11.14 11.14  
 12.45 12.45  
 F1.31

65.77 66.44  
 14 14  
 11.37 11.37  
 11.37 11.37  
 C0.03

66.56 66.56  
 20 20

71.33

7781 1/2 11/24  
F1.36

Super Slope

Hinge

F.P

1/2

FP

Hinge

Edge Per. 54  
Sept 23. 54

B.M. 88.79  
476  
725.5

0288  
29.54  
40.9  
BM 55.62  
13.12  
82039

+50 058 11R  
82.90T

68.76  
68.70  
13.12  
81.88

65.08  
6

7.17

28.3  
12.3  
64.38  
6

28.8  
12.3  
63.88  
18

+25 071

81.81  
10.87  
92.681

64.83  
82

9.57

63.98

63.41  
18

13+0 08 11R

81.81  
10.87  
92.681

64.74  
88

9.77

28.9 19.1  
11.7  
63.78  
6

29.5 19.8  
11.7 2.5  
63.14  
18  
35.8  
C17.8  
C17.8

+75 08

65.12  
84

9.39

64.16

63.52  
18

+50 077 RH  
073 RH 11R

16.1 18.6  
11.8 14.2  
64.2  
66.76  
17  
21.2

16.9 19.4  
14.2  
65.2  
65.96  
6

75

65.52

8.49

20.3 17.8  
15.3 12.8  
65.06  
6  
64.44  
18

20.9 18.5  
15.3 12.8  
64.44  
18  
33.2-RC  
33.4

85.347  
1.92  
B.M. 87.26  
79  
57.20

+25 067 RH  
057 RH

67.85  
17

67.22  
63

66.88

7.07

66.48

65.94  
18

12+0 055 RH 1/2  
04 RH 11R

13.7 11.2  
12.5 10.7  
11.2  
69.18  
17  
17.9

13.7 16.6  
12.5 15.3  
11.2  
68.74  
6

49

68.50

5.38

17.7 14.7  
15.3 12.8  
68.17  
6  
67.73  
18

17.8 15.2  
15.3 12.8  
67.73  
18  
29.4-RC  
29.9

+75 046 RH  
033 RH

70.30  
17

70.04  
50

69.90

3.93

69.62

69.25  
18

11+64.04 RC RH

035 RH  
0183 RH

70.74  
17

70.54  
30  
6

70.43

3.33

70.22  
6

69.84  
17

TP

9.63

85.34

1.73

76.21

Edge Pav.  
72.55A

92.68A  
5.08 B.P. Topline Wall  
87.20 69' R/12 + 50  
11.26  
98.52

Yabash Page 11

154.04 - 02 111R  
Opp 74+00 1/2

720  
66.35  
6  
77

7.44

32.5  
5.8  
66.16  
6  
76.7

65.95  
18

32.1  
5.8  
66.8  
4.8

58  
10.9  
49.8

150 0217

66.31

66.05

65.88  
18

125 0217

755  
65.99

7.92

65.63

65.46  
18

14+0 04 111R

720  
65.69

8.37

27.5  
7.4  
65.21  
6  
19.7

64.89  
18

27.8  
7.6  
65.02  
3.85

7.6  
7.1  
70.5  
43.2

13+75 049

Yabash

819  
65.28  
6

8.76

64.79  
6

64.25  
18



Grades Francis St + 25th

30

	Stop	Hinge	EP	
1+44.72	1/2 Rt. ✓ 1/2 p	8.0 2.4 F 0.4 13.6	81.09 13	1.02 81.09 10
1+19.72			80.42 13	1.69 80.42
+94.72	1/2 102 Rt.	9.5 9.5 13.0	79.62 13	2.49 79.62
+69.72			78.25 13	3.86 78.25
+44.72	1 1/2 out 1/2 lon Rt.	13.8 12.0 C 1.8 148	76.36 13	5.75 76.36
+19.72			74.68 13	7.43 74.68
+13.92	EP EC 0.72		74.01 13	8.09 74.01 10
0+00	1/2 Lst ✓ 1/2 EP 83.15			
B.M	1.82	89.12	87.30	B.P Top Coni Wall 59 Rt 12 + 50 Ft

	Hinge		
6.47 6.42 C 0.05	81.76 10	7.4 3.1 C 0.4 10	81.96 16 7.2 3.1 C 4.1 18.1
81.09 7.14 6.97 C 0.17			81.29 16
80.20 7.71 8.02 F 0.14	80.49 16	8.8 5.0 C 3.8 10	80.49 16 8.6 3.0 C 5.6 18.8
78.92 9.31 7.22 C 0.52	79.12 16		77.81 0.52 77.49 10.54 88.2 3X 0.22 87.50 87.31 87.50 13.45
77.03 6.78 0.42 C 0.36	77.23 16	13.1 4.0 C 8.1 10	11.9 4.0 C 7.9 20.0
75.35 2.46 2.32 C 0.07	75.53 16		0.0
74.91	75.11 16		out
73.85 10	74.05 16	15.3 4.5 C 10.8 10	15.1 4.5 C 10.6 21.3
	77.81 X		B. Ford 26

Super Slope

Lt Hinge F.P

+25	.115			5467 23		35.76 14	413
4+0	-1.085	1 1/2 1/8	9.9 6.8 7.0 28.0	8.0 5.0 28.0	56.85 23	8.0 F1.0 57.83 14	208
+75	.099			5963 23		60.02 14	123
+50	.086	1 1/8	6.5 7.2 -0.7 29.5	5.5 6.5 F1.0 24.5	61.27 23	4.7 6.5 F1.8 62.04 14	102
+25	.07			6201 23		63.64 14	89
3+0	.0515	1 1/8	10.45 5.84 2.5 -0.1 37	3.4 8.4 F6.0 32.0	64.34 23	3.0 3.4 F6.4 64.80 14	758
	13.58						
+86.42	.04	11° 11' 58"	cut	6491 23		65.27 14	70
	16.30						
+70.12	.0285	1° 51' 33"		6545 23		65.69 14	664
	11.05						
2+59.07	.0176	1 1/2 1/8	9.5 9.6 -0.7	1.0 6.5 F2.5	65.81 23	0.9 F2.7 13.3 65.97 13.34	636
71+0	71+0	71+0	71+0	71+0	71+0	71+0	71+0

BM 11/4 66.76 55.62  
 07 RP. 295 R1  
 2+0 91  
 1091.39

Rt Hinge

							2 Curb BM 72.96 1.28 74.24 8.82 15.42 62.64 20.66 60.10 12.16 55.96 8.05 56.01
							SE Rth Francis + Tamplin
							138 9.56 18.10 F2.54 58.50 58.50 7-1 R
							4012 80.00 6 60.54 11
							123 10.53 4.8 7.8 F3.0 62.00 8 62.50 11.0 4.3 2.8 F3.5 16.3 2.8 2.1 2.1 5.7 21.3
							102 8.57 3.0 5.2 F2.3 63.76 6 64.36 17.3 2.1 3.2 F2.9 17.4 5.3 5.2 7.7 22.4
							89 7.29 1.7 4.8 F2.1 65.04 8 65.60 14 1.2 1.8 F3.6 19.4
							June 30-54 Finish Grader NW 8P 68.79 Imperial 3.67 72.00 12.85 59.48 6.40 59.88
							70 6.26 65.07 6 611 66.22 6 6.03 66.31 6

Superc Slope	Hwy	FP	5' Curb	FP	Hwy	33' Curb
+25	0618SP 06174L	41.81 24	42.18 14 6.0	42.92	43.42	43.67 14.45
6+0	08RT 1/2:1R 0794 1/2:1L	3.6 2.4 +0.2 90.4	14.0 2.6 C 11.4 35.4	13.5 2.6 0.29 14	13.46 14 4.7	14.36 14 2.82
+75	0917RT 0834L	6.6 6.8 -0.2 34.9	12.5 6.6 C 5.9 29.9	12.0 6.2 C 5.4 14	11.98 14 3.2	12.70 14 1.8
+50	099RT 1044 1/2:1 R/L	0.3 0.5 -0.2 32.6	-2.1 2.3 F 2.9 27.6	-3.2 6.3 F 3.5 14.2	16.72 14 1.8 13.15	17.95 14 10.69
+25	101RT 112L	2.4 1.0 +1.0 38.5	-4.0 2.4 F 6.4 33.5	-5.0 2.9 F 2.1 14.9	18.55 14.93	19.21 14 4.8
5+0	5611 0995RT 118RT 1/2:1R	8.5 7.7 17.08 32.7	6.9 8.5 F 1.6 27.7	5.8 8.5 F 2.7 16.3	50.32 16.27	52.00 14 6.7
+75	581RT 10883RT 119L 1/2:1	5.6 5.4 +0.2 32.0	5.1 5.6 F 0.5 28.0	4.1 5.6 F 1.5 18.2	52.06 18.18	54.50 14 4.82
TP	0.39	43.53	12.97	43.14		
+50	074RT 118L	out	57.72 29.87	53.72 20.67	56.50 2 -0.49	56.80 2 -0.40
A+ 43.62 = FC off road	709 L 170	3.6 3.1 +0.5 36.5	2.9 3.6 F 0.7 21.5	1.9 3.4 F 1.7 21.38	54.22 21.38	57.01 2 3
TP	0.49	56.11	55.62	07R P 56.00 4+0 91 P 39		

33

56.01 X  
11.91  
44.10  
1.29  
45.59 T

-27. 11.2  
14.7  
F 14.4  
25 46.6 3.6

-47. 14.7  
14.7  
F 14.4  
25 54.1 5.9

-67. 15.7  
15.7  
F 14.4  
25 58.6 6.3

-88. 14.4  
14.4  
F 14.4  
25 59.8 6.8

-107. 11.0  
11.0  
F 14.4  
25 57.6 6.2

-115. 6.8  
6.8  
F 14.4  
25 54.0 5.9

-19. 14.0  
14.0  
F 14.4  
25 47.8 5.2

12.53

57.61 out  
25

57.98  
25  
Page 40

	Super Slope	Hinge	EP	5	Curb	E.P.	Hinge	2 Curb
TP	0.26 44.26	12.95 44.00		48.19T				45.59T 8.95 36.64 50.79 RRB 36.62
+25	0235LR	37.89 20.16	38.03. 14 out	38.31	38.81	38.59. 14 out	38.71 19.24	
8+0	01.64R 1:1 RL	2.6 190. 29 126 0.3 164 42.3 373	18.9 38.00 26 2090 14 14 1013	38.06	38.18	38.90. 60.1. 14 9.89 14	44.26X 38.36 20.35	59. 59 39 8.2 0.0 2.3 25 30.0
+75	0025LR	38.21 21.64	38.22. 14 999	38.25	38.75	38.28. 14 9.91	38.30 21.46	
+50	1/2 NR 006LR 1:1 L	13.0 18.4 12.4 13.6 10.6 11.2 32.8 27.8	18.4 38.52 13.6 14 943 14 14 943	38.52	38.52	39.02 57. 38.52 82. 14 9.67 25	44.26X 38.52 22.87	57. 82 82 82 F 25 0.3 264 31.4
+25	0025LR	38.95 23.12	38.96. 14 923	38.99	39.49	39.02. 14 9.17	39.04. 23.88	
7+0	1/2 NR 01.64R 1:1 L	17.5 out 39.48 23.86	17.4 out 39.54. 14 8.55	39.66	40.16	39.78. 14 8.41	39.89 24.79	
+96.35	FG. 0117LR	5.6 17.4 4.9 11.8 40.8 35.8	12.3 39.64 5.6 14 853 14 14 853	39.78	40.28	39.92. 43. 14 8.27 50. 5.31 out 14	44.26X 40.05 25	12. 9.3 9.3 9.1 F 51 10.2 32.7 27.7 = 51.40 76
+75	0025LR	40.13 24	40.27. 14 9.90	40.55	41.05	40.83. 14 9.36	41.08 25	
6+50	1/2 NR 0417R 0417R 1:1 L	20 16.1 19 20 43.1 38.1	15.8 40.88 2.0 14 7.06 14 14 7.06	41.13	41.63	42.13 21. 14 6.06 92. 3.46. FN. 1.60 14.	44.26X 42.59 25	17 9.3 9.2 9.5 F 25 0.3 31.3

56.95T

F114

Super Slope

Hinge

EP

+0.01	0.853		236 6.9	236 6.9	236 6.9	236 6.9	236 6.9	236 6.9	236 6.9
+0.501	PCC 1.1		367 20	10.25 20	367 20	10.25 20	367 20	10.25 20	367 20
+0.11	1/2 1.1 R		257 out		257 out		257 out		257 out
10 + 0	0.85	1.1 1.2		40.12 20		40.29 14	7.97 out		
+0.11	0.908 1.4 R			3960 20		3978 14	84		
+0.50	0.977 1.4 R	1.1 1.4	324 20	39.15 20	324 20	39.15 20	39.33 14	893	
TP		7.07	62.85	0.03	56.83				
+0.11	0.876 1.4 R			3277 20		3894 14	902		
TP		13.18	56.86	0.58	43.68				
+0.10	0.0 R	2.0	254 20	62.85 20	254 20	62.85 20	254 14	904	
9 + 0	0.977 1.4 R	1.1 1.4	367 20	38.47 20	367 20	38.47 20	38.67 14	904	
+0.75	0.617 1.4 R			38.24 20		38.36 14	933		
+0.50	1.1 R	3.4	254 20	62.85 20	254 20	62.85 20	254 14	1003	
+0.53	1/2 1.4 R	1.1	189 20	56.86 20	189 20	56.86 20	189 14	1014	

44.26

Curb EP

Hinge

8x12 1/2	3872	20	47.21	41.40	41.90	42.40	42.40	42.82	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2
8x11	3872	20	45.74	41.31	41.81	42.38	42.38	42.75	19	5.2	5.2

Under 1.5 on  
over 2.5 RRT  
3ms 2.55 Fray  
900  
(45.90)

5.4  
5.4  
0.0  
1.2

4.9  
4.9  
-2.6  
2.2

5.4  
5.4  
0.0  
2.6

Super Slope

Hinge

F.P.

4574X2

Curb

F.P.

Hinge

+83.39 = 1.19  
+0.0221  
-0.0284

1/2 Curb  
44.77X  
1.88  
42.89  
46.62  
20.0  
37.53  
1" P.I.P.  
2" R.R.T.M.  
237.55

44.50

45.00

43.81  
1.88 TP 57.64  
1.76  
52.80  
12.26  
40.54  
3.40  
43.94X

43.82 B.M.  
0.13  
61.95  
12.35  
49.60  
5.53  
55.13 H.I.

43.85 X  
12.21  
51.64  
11.05  
62.89  
0.83  
61.88  
33.54  
31.82

+74.39  
+0.0221  
-0.0284

44.41

44.91

(46.90.T)

+46.77 = C.B.P.C.  
+0.0221  
-0.0284  
5.8 10.9 44.18 10.8 44.33  
5.8 25 5.8 22  
C-5.0 22  
0.7 35.1 30.1

44.16  
14.10

43.90

44.40

0.32  
out

+42.52 = F.P.B.C.  
0.7

44.16  
14.10

43.90

44.40

0.32  
out

Hinge

43.50 11.6  
20 7.8  
C-3.6  
20

42.50 12.6 7.8  
23 7.8 6.1  
C-4.6 -0.3  
27.6 32.6

+22.39 FC  
0.017 0.0  
1.1  
13.5 20.3  
15.4 18.5  
10.0 C 6.8  
21.8 26.8 20

20.3  
13.5  
6.8  
74 43.54  
14 17.2

43.52

44.03

0.70 4.76 20.4  
1.72 15.2  
2.72 14.11.6  
F1.65 6.2 14  
C-4.9  
4

20.4 15.2  
15.2 15.2  
C 5.2 -0.6  
13.49 24.2 39.2  
19 11.6 6.7 6.7  
6.7 7.5  
C-4.9  
24.2 -0.849

11+0 .017  
+0.02  
1.1 R+L  
13.5 21.0  
12.5 18.5  
0.0 C 8.5  
33.5 28.5 20

21.0  
12.5  
8.5  
14 14.53

43.08

43.58

1.14 1.98 20.6  
1.72 14.0  
2.72 14.0  
F0.92 14 11.7 14  
C 4.7

20.5 14.0  
14.0 14.0  
C 5.5 -0.6  
13.36 20.5 30.5  
19 11.7 6.7 6.7  
6.7 7.5  
C-4.9  
24.2 -0.849

+7.5 .0875  
+0.05  
4.1 55.13  
6.6 13.0  
5.7 6.6  
+0.9 C 6.4  
31.4 26.4

12.9  
6.6  
C-6.3  
14 14.69

42.64

42.14

1.58 1.87  
2.87 14.0  
3.87 14.0  
F0.91 14 11.7 14  
C 4.7

12.0 3.8  
3.8 3.2  
14 14  
43.28 11.8 8.8  
8.8 8.9  
19 C-3.0 -0.1  
22.0 27

+5.0 .058  
+0.07  
1.1 L+R  
(5.5) 22.5  
(3.2) 12.5  
(0.9) C 1.2  
21.9 32.2 20

22.5  
10.3  
C 1.2  
14 14 67.5

42.20

42.70

2.04 1.0  
3.22 0.8  
3.04 0.2  
3.04 14 5.62  
F1.65

43.91  
43.19 0.8 0.8  
19 0.0 3.4  
27.5 27.5

10+2.5 0742  
+0.18  
(5.2) 40.71  
(6.9) 20  
2.9

40.86  
14 7.4

41.75

42.25

2.47 1.0  
3.22 0.8  
3.40 0.2  
4.71 14 5.62  
F1.22

42.01  
19

63.85 (46.90\*2)  
Under Over Part

Super Slope

Hinge

EP

±

EP

Rt. Post

Hinge

Station	Grade	Line	Notes	Imperial H.C.	Water Charge	EP	±	EP	Rt. Post	Hinge	Other
BM 80.78			S For 12 ft								
+25	.015		81.497 12.117 69.380 71.531	69.77		69.85		70.03		70.20	out
0+00	.02	1 1/2" R		70.32 11	10.64	70.92		70.66		70.88	
0-25	.02	Sch Soil Gate		10.06 75 10.81		71.00		71.24		71.46	out
0-50	.02	1 1/2" R		9.43 75 10.18		71.63		71.87		72.09	
0-75	.02					72.31		72.55		72.77	out
0-100	.02					72.02		72.36		72.48	
0-125	.02					72.77		74.01		74.23	out
0-150	.02					74.56		74.80		75.02	
0-176.62	.02	1 1/2" R	77+29.41 POC 1/2"	5.67		75.39		75.63		75.85	
BM	11.26	57.72				76.46		76.22		76.46	





	Super Slope	Hinge	E.P.
TP		6.97	55.62
4+0	0.35 1 1/2 11	3.6 out 59.01	4+0 1097 59.19
+75	0.14	60.49	60.56
+57.35 PT		62.11	61.10
+50	0.067 1/2 11 Rd End of Ditch on Rt.	61.78	61.75
TP	0.20	62.59	62.39
+75	0.275	62.90	62.76
3+0	0.483 1 1/2 Rd	63.83	63.59
+75	0.65	64.57	64.24
+50	0.96 1 1/2 Rd	65.18	64.80
2+25	0.825 1 1/2	65.78	65.37

7.5.68

	E.P.	Hinge
	10.55	60.00
	59.61	60.88
	60.73	61.40
	61.40	61.62
	62.43	62.62
	63.01	63.46
	63.89	63.78
	64.38	64.38

71.03X

E.P. Finish  
70.16X

9.41  
out 1.2 Rod d

5.5  
5.6  
2.99

6.9  
1.4  
2.81

Super Slope

Hinge

EP

1/2

EP

Hinge

+ 43.62 BC 8 1/2" 12.11 R

12.79

56.37  
6

57.21 12.95

57.98  
17 Page 33

A+25

056.

57.2  
11

57.64  
6

58.31  
6

58.93  
17

Grades "R2" Line S. South Edge Paving  
 Imperial Fire Bridge to Rotary  
 Super Slope

+25 .065

+20 .06 1/2:1

+75 .05

+64.52 .05  
 PCC R2

+50 .038 1/2:1 R

+25 .038

+40 .044 1/2:1 R

+63.91 .05  
 BC 1/2:1 R

+37 .01 2:1 R  
 Ely Faulting Bridge

BM 9.18 3875

29.57 B.P.N. R. 1  
 Bridge  
 Imperial

Sheet 23

L = Skyp Hinge

June 1, 54  
 P.S. 1007

41

236 34.78 1.0  
 0.0 3.8  
 0.0 0.0  
 34.07 4.7  
 11 3.8  
 00.9  
 11.9

341 33.53 5.2  
 0.0 4.8  
 0.0 0.0  
 32.87 5.9  
 11 4.8  
 01.3  
 12.3

499 32.15 31.60  
 11

500 31.54 7.2  
 0.0 6.8  
 0.0 0.0  
 30.99 7.8  
 11 6.8  
 01.4  
 12.4

627 30.87 30.45  
 11

751 29.63 8.4  
 0.0 7.9  
 0.0 0.0  
 29.21 9.5  
 11 7.9  
 02.4  
 12.4

836 28.78 10.9  
 0.0 10.4  
 0.0 0.0  
 28.30 10.4  
 11 10.4  
 01.0  
 12.5

881 28.33 10.4  
 0.0 10.8  
 0.0 0.0  
 28.00 10.8  
 11 10.8  
 0.0  
 11

849 28.65 28.54  
 0.0 11

Super Slope

+18.86

4+0

+75

+70.10 = FC R2 1/2 11

+50 016

+26.20 BC 03

3+0 017 1/2 11

+75 0114

+2+52.13 FC R2 1/2 11 start

319  
382  
Fr 0.83 +20.25 41.86<sub>03</sub>

366  
472  
Fr 0.81 +55.90 41.89<sub>03</sub>

407  
491  
Fr 0.79 +41.05 41.53<sub>03</sub> 41.39

438  
527  
Fr 0.71 41.17 40.67  
14:06

512  
612  
Fr 0.75 39.88 39.38  
14:06

688  
787  
Fr 0.69 38.17 38.63  
14:06

807  
846  
Fr 0.59 37.48 36.98  
14:06 14

38.75

2-SW/EP Hinge  
362 41.91

373 41.85  
0.0

103  
0.1 41.54  
0.0

176 41.46  
0.0 -2.7  
Fr 0.80 41.26  
5.0

222 41.00  
-2.5  
Fr 0.80 40.80  
7.75

297 40.25  
-1.5  
Fr 0.80 39.92  
11

403 39.14  
-0.4  
Fr 0.80 38.95  
11

535 37.87  
37.74

058 36.56  
0.0 2.2  
Fr 0.80 36.23  
11

conc curb

15 Wood cb  
BP  
2 RR  
BP 37.55  
2.00  
45.55

Edge Pav  
57.14  
55.8  
3.35  
2.65  
43.33  
1.88

41.34  
4.24  
45.58  
13.12  
BP  
32.46  
BP  
47.7  
47.7  
32.51

-2.5  
0.8  
Fr 0.80 11.8  
-3.2  
0.8  
Fr 0.80 12.3  
27.60  
Pier

-1.2  
2.7  
Fr 0.80 17.2

-0.2  
2.8  
Fr 0.80 13.3

2.5  
2.5  
0.0  
11.0

Grades North Edge Paving Imperial Ave.  
 Extending Bridge to G Line N.E.P. Sta

Sheet 23

Feb. 18. 54  
 H.S. Wood  
 Garber  
 Chipman  
 Parker  
 43 Kelley

Super	Slope		H. 290	N.E.P.			
+77.24	.048	1 1/2:1 H	34.14 11.	33.61	33.13 10	32.12 25	
+71.55 =	.048	1:1 PCC R2 ✓	33.87 11	32.84 32.59 sub.	32.84 10 32.11 sub.	32.15 25 31.40	#2 May 18.54 B.M. 29.57
+50.86	.049		32.90 11	32.36 31.61 sub.	31.87 10 31.12	31.17 24.86 30.42 sub.	28.85 39.42
+33.50	.052	BC R1	32.22 11	31.65 30.90 sub.	31.65 10 30.38 sub.	30.45 23.06 22.70 sub.	
+25	.05		31.65 11	31.10 30.35 sub.	30.60 10 29.85	29.99 21.90 20.27 sub.	
140	.035		30.23 11	29.85 29.10 sub.	29.50 10.0 28.75 sub.	29.15 20.24 28.40 sub.	
+86.12	.02		29.97 11	29.25 28.17 F108	29.05 10 28.30 F975	28.85 20 27.93 F972	
+63.91 =	.005	BC S0 EP ✓	28.78 11	28.73 28.42 F931	28.68 10 28.64 C.C.C.	28.63 20 28.47 F930	
0+37	1 1/2:1			28.75 fin 28.12 F.C.C.	28.75 10 29.03 = Exst.	28.75 20 28.86 = Exst.	
B.M.	2.72	32.29	29.57	B.P.W. Rail Bridge Imperial Ave.			

Station	Description	Notes	Value 1	Value 2	Value 3	Value 4	Value 5	Value 6	Value 7				
+97.75	Mid Pt	Hinge	1.4 10.0 F12.0 Slope 31.0	26 32 F06 139	40.80 13	27 3.8 F0.9 0.0	40.67 10	40.00 0.00	1.8 3.8 F2.01	11.4 51.4	4.8 5.8 F2.66 0.0	29.57 9.18 38.75 7.00	B.P. Bridge
+73.69	FPBC. tolt		1.5 10.0 F12.0 Slope 28.6	25 25 F06 10	40.87 10	26 2.5 F0.7 0.0	40.77 10	4.55 4.32 0.23	40.47 10	41.28 25	3.02 3.95 F1.93	37.75 5.01 42.76	
+50	#2 39.42A		1.2 10.7 F11.9 Slope 27.9	28 34 F06 109	40.59 10	29 2.4 F0.8 0.0	40.49 10	4.8 4.62 0.21	40.01 10	40.79 25	2.51 2.47 F1.78	37.55 7.77 45.32	June 21-54 Curb B.M.
+25			0.7 3.4 F4.1 28° Random	33 37 F06 108	40.12 10	33 3.7 F0.6 0.0	40.02 10	5.30 4.73 0.57	39.44 18	40.07 25	3.23 5.07 F1.84	506	
+0			0.0 2.9 F2.9 24	39 39 F06 10	39.46 10	40 3.1 F0.8 0.0	39.36 10	5.91 5.53 0.38	38.66 10	39.11 25	4.18 5.61 F1.43	37.55 5.75 43.30	
2 + 74.15	Ahead Beg. of Cb.		0.8 2.4 F1.6 24	47 64 F06 10	38.65 10	0.9 2.5 F1.5 0.0	38.55 10	6.77 7.00 0.23	37.68 10	37.88 25	27.56 5.42 6.60 F1.18	27.56 5.42 6.60 F0.60	
+56.78	032 ✓		2.1 2.1 32.0		37.34 11		36.99 24		36.67 10		36.18 25	35.92 24	
+50.70	.042 ✓		3.0 2.0 0.0 32.0		36.45 11		35.99 24		35.57 10		34.93 25	34.82 24	
T.P. 36.11													
2 + 02.82	048 ✓		4.0 -3.1 -1.4 F7.5 22.3		35.10 11		34.87 24		34.37 10		33.68 25	32.93 24	

32.29

Hinge

FP

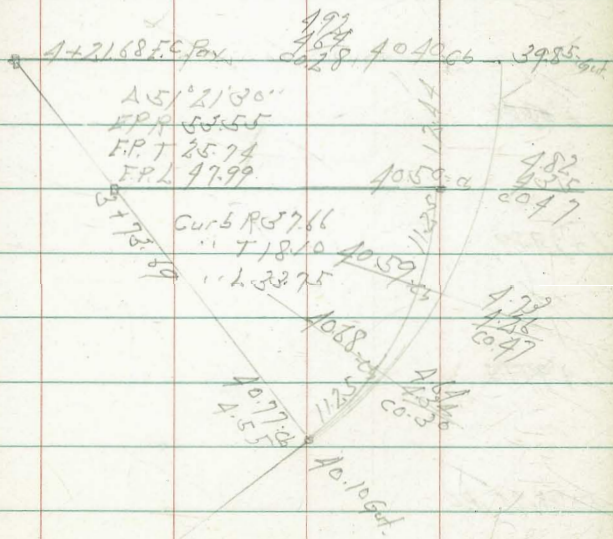
45

Page 46

Lipst bar  
4572 T

+75.95 BC	552 270 c1.75	10.19 = Lipst bar	40.31 -
1.64	59.12 T 1.87		
+69.31	1137.55 11 P McCraw's + 5.00 + 4	39.72	39.84
25.00			
+44.31		38.09	38.21
22.31	5 + 26.20 = RR 38.09		
5 + 22.00 = FC	1.7 1.7 0.0 9	37.68	37.80
		1.6 1.7 0.1 0.0	37.80
+99.94 Mid = End of York	9.8 2.5 F 6.7 7.54	38.60 14.25	37.95
"		6.82 6.82 6.82	38.84
+73.88 BC	9.6 2.7 2.61	39.09 6.13 5.97	38.64
+47.88		5.43 5.30	39.34
4 + 21.68 FC - oppo to Rotary	1.1 10.5 3.4 33.4	11.6 11.6 11.6 11.6	39.85

#21336 T  
58.3  
8M 37.53





EP

TP 8.45 52.61 397 45.16

Page 54

11+42.13 POTG  
+63.83 FC

5.5.  
2.7  
C 2.8.  
11.8

43.61

+41.86

3.6.  
2.7  
C 2.9.  
11.9

42.50

6+19.89

6.3.  
3.7  
C 2.5.  
11.6

42.83

+97.92

7.4.  
6.0.  
C 1.4.  
10.4

41.72

5+75.95 RC

8.82.  
8.0.  
C 0.8.  
9.8.

40.31

8M

11.58 49.13

37.55

1" Pipe  
7/8" Flange  
2" R.

	Super Slope	Hinge	EP	g	EP	Hinge	
+63.69 = RC Rt.	02 LxR 4.3 3.5 +0.8 28.4	3.6 3.5 7.9 4.3 F31.6 23.4	37 37.6 CO.7 4.86 35.01 12	510 25 335 34.77	534 42 6.5 F2.1 1.3 6.5 F5.2	4.3 3.5 F2.0 21.0 34.41 1.4 6.5 F5.1 25.7	6.5 6.6 0.0 30.7
+50	02 LxR 1/2 Rtl 6.5 3.4 3.5 +0.1 6.8 28.7	35.83 X 8.83 2.7 6.5 F3.8 23.7	29.21 4.71 3.5 2.8 CO.2 1.5 F3.7	405 25 520 34.92	519 4.0 6.5 F2.2 2.3 8.9 F5.6	34.56 3.4 8.9 F5.5 26.2	8.9 8.8 10.1 31.2
+25	02 Rt. 0.0 Lx	35.21 18	4.66 35.21 12	466 25 491 35.21	490 34.97 12	34.85 18	
+10	02 LxR 1/2 Rtl 7.5 7.3 +0.2 30	35.20 2.8 7.3 F4.7 25	4.55 3.4 F0.6 2.7 7.5 F4.8	431 25 456 35.56	455 3.4 5.4 F2.0 2.7 9.8 F7.1	35.20 2.8 9.8 F7.0 28.5	9.8 10.1 -0.3 33.5
+75	0175 Rt 0187 Lt	35.72 18	4.05 35.82 12	385 25 410 36.02	4.06 35.81 12	35.71 18	
+50	0075 Rt 0058 Lt 1/2 Rtl	3.0 F0.85 19.1 7.4 +1.1 33.3	1.6 3.5 8.5 F6.9 28.3	336 25 361 36.51	336 25 361 36.42 1.6 7.8 F6.2	36.37 1.6 7.8 F6.2 27.3	7.8 7.7 10.1 32.3
+16.04 = Cb x 1/2 Lt EC 07 Rt				36.59	36.52 12	37.19 12	37.29 18
+26.38 = Cb x 1/2 Lt EC 02 Lt	1 1/2 Rtl 9.0 8.2 +0.1 31.0	1.0 2.1 F1.6 20.4	1.0 2.6 3.6 F3.7 1.6 37.69 12	36.98			
0+00 4+97.45 F2 BM #8	1.17 0.49	38.72 38.04 X		37.55 37.55 BM Pipe on RR 14" W. of Cb			

Sum 28-32  
Finish  
BM 37.55 3504  
2.32  
37.871

Access Road to Gino Mast

Finns.  
39.87.1

	Super	Slope	Hinge	FP	Z	FP	Hinge	
+25	02/14/49		32.75 18	700 32.87. 12	676 3311.	6.52 33.55. 12 2.4 5.9 F3.5	33.47 18	2.3 5.9 5.9 5.4 F3.6 +0.5 23.4 28.4
+07.98	02/14/49 BC Lt		32.93 18	682 33.05. 12	658 3329.	6.54 33.53. 12	33.65 18	
340	02/14/49 1 1/2:1	5.1 7.1 F1.4 20.1 5.1 +0.2 26.8	2.8 33.04 5.3 18 5.3 F2.5 21.8	672 5.1 7.1 F1.5 18 2.7 5.3 F2.4	650 3337.	6.26 5.1 8.2 F3.1 12 2.2 5.0 F2.8	33.73 18	2.1 5.0 5.0 6.5 F2.9 -1.5 22.3 27.3
+7.5	00/14/49		33.63 18	624 33.63. 12	624 3363.	6.24 33.63. 12	33.63 18	
+5.0	02/14/49 1 1/2:1	4.5 7.0 F2.5 5.3 21.8 5.3 5.1 0.0 28.4	1.6 34.25 5.3 18 5.3 F3.7 23.6	574 3413. 12	574 3389.	6.22 5.1 7.2 F2.1 12 2.2 6.5 F4.3	33.53 18	2.3 6.5 6.5 6.5 F4.2 0.0 22.3 34.3
+12.50	01/7/49 EC 0 1/2		34.33 18	566 3421. 12	572 3397.	6.10 33.77. 12	33.67 18	
+2.5	01/8/49 0 1/2	5.1 1.3 4.9 5.1 +0.2 28.7	34.51 18 5.1 F3.8 23.7	548 3439.5 12	572 3415.	5.94 33.93. 12	33.82 18	
240	02/14/49 1 1/2:1	4.3 1.1 4.0 4.9 +0.3 27.8	34.75 18 4.3 F3.2 22.8	408 5.23 4.8 F3.1	411 3440.	5.7 4.6 1.7 6.4 F4.7	34.04 18	1.8 6.4 6.4 6.5 F4.6 -0.1 24.9 29.9
+7.5	02/14/49	4.0 0.8 2.6 4.0 +1.4 27.8	35.02 18 F3.2 22.8	497 3490. 12	521 3466.	5.45 3442. 12	34.30 18	

3872X  
35.83X

38  
3.7  
0.7  
12

Access Road to Gillette St.

	Super Slope	Hinge	FP		FP	Hinge	
		6.45	32.33	T.B.M.			
+20 = F2d.02	5.1 6.5 -1.4 50.0-25.0 R.F.	5.1 5.1 18.0	33.72 33.59 18	289 5.0 5.1 F0.1	33.84 33.51 12	265 266 267 34.08 33.75 12	33.84 2.89 33.19 5.6 1.5 6.4.1 23.1 19. Ditch
+50	0.0 R 5.1 5.1 23.0	5.9 5.9 18.0	32.93 32.64 18	3.88 5.8 5.9 F0.1	33.05 32.76 12	344 345 346 34.29 33.00 12	33.05 5.7 5.68 32.60 6.2 3.4 32.37 6.2.8 19 21.8
+75		32.23	18	438	32.35 32.11 12	414 415 416 32.59 32.35 12	4.38 32.01 31.77
+50 = HC Ditch	5.37 1.4 3.8 4.1 -0.3 24.6	30.78 X 3.0 3.8 F0.8 19.6	31.82 X 31.84 31.70 18	33.41 4.97 2.9 3.8 F0.9	31.96 31.82 12	453 454 455 32.20 32.01 12	4.77 31.31 31.17 Ditch
+25		31.76	18	485	31.88 31.84 12	461 462 463 32.12 32.08 12	4.85 31.76 31.72
+40	0.0 R 0.2 1.4	2.6 4.8 -1.2 24.2	2.8 3.6 F0.8 19.2 18	464 2.7 3.6 F0.9	32.09 12	449 450 451 32.33 32.33 12	4.4 32.33
+86.52 FC	6.6 9.9 F2.4 0.9	6.2 3.7 6.2 F2.5 26.8	32.11 18	7.64 8.4 F0.8 6.2 F2.6	32.23 12	7.40 7.45 7.5 32.47 32.39 12	7.28 32.91
+75		32.23	18	752 8.16 F0.8	32.35 12	7.48 7.5 32.59 32.59 12	7.04 32.95
+50	0.1 R 0.2 1.4	6.7 6.8 -0.1 20.1	3.3 6.7 F3.4 23.1	7.26 3.2 6.7 F3.5	32.61 12	7.02 7.05 7.1 32.85 33.09 12	6.78 33.21 2.7 5.7 F3.1 22.7 5.7 5.8 -0.1 27.7
		35.83 X #2 38.76					

Finns  
39.87 X  
7.28  
32.59  
4.14  
36.73 X

Imperial Ave. West of Bridge  
Between 33rd + 34th St.

EP

Base =  
27.507116

Curb

50

-200

26.52  
17.04

26.11  
10

26.86

26.61 = Exit

-175

26.77  
18.29

26.94

27.14

27.02  
 $\frac{5.35}{4.66}$   
F-0.69

-150

27.02  
19.54

27.22

27.42

27.43  
 $\frac{4.81}{4.25}$   
F-0.62

-140.7

20

out

-125

27.29  
20

27.49

27.69

27.84  
 $\frac{4.69}{3.84}$   
F-0.85

-100

27.57

27.77

27.97

28.24  
 $\frac{4.42}{3.44}$   
F-0.98

-75

28.00

28.13

28.25

28.65  
 $\frac{4.22}{3.03}$   
F-1.19

-50

29.57 B.M. My Co.  
2.11 Imperial Brg.  
31.68

28.44  
20

28.49  
16

28.53

29.06  
 $\frac{3.54}{2.62}$   
F-0.92

0 - 40.7 = My Bridge

29.21

± 31.68

Imperial H.C. West of Bridge  
Between 2<sup>nd</sup> & 3<sup>rd</sup> St.

E.P.

Barc

51

-350 = July 1 imp

26.60  
10

26.80

-340.7

-325

26.48  
10.79

26.50  
10

26.70

-300

26.38  
12.04

26.37  
10

26.57

-275

26.19  
13.29

26.26  
10

26.46

-250

26.11  
14.54

26.20  
10

26.40

0-225

26.29  
15.79

26.41  
10

26.61

Grades Concrete Crib Retaining Wall  
Between Nabarh Blvd. & Imperial Ave. Rotary

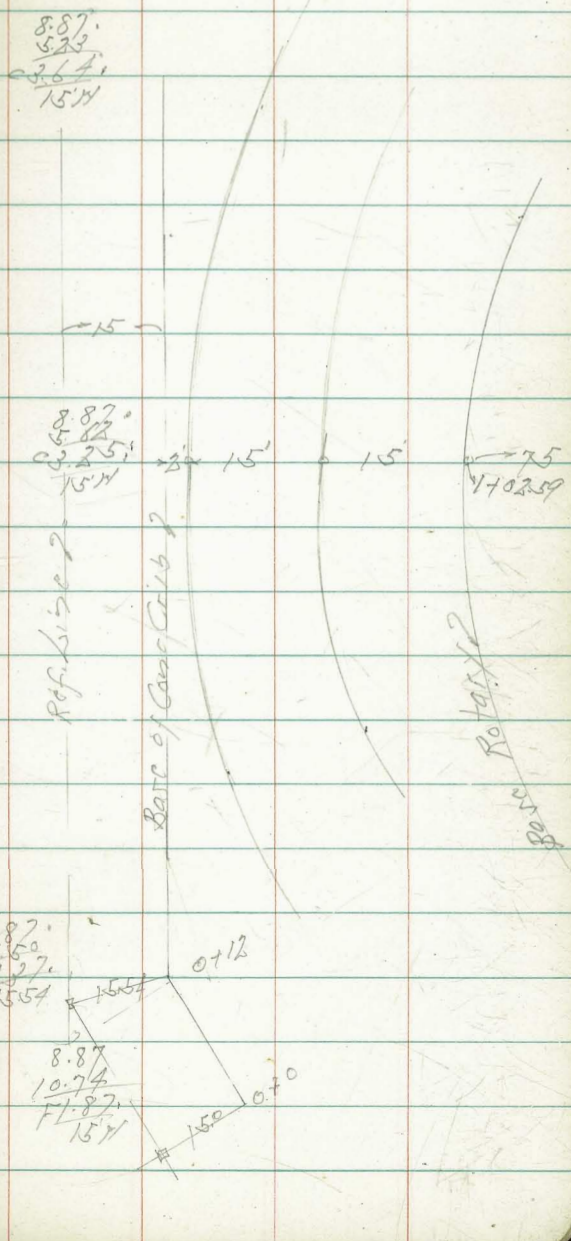
Base Line of Top of Wall

June 19-54

F. S. Reed  
Chapman  
Parton  
Kelley

52

	High	Top	Batter	Bottom
+78	5.08	47.08 RL		42.00
+72	5.08 H <sub>4</sub> 6.00 RL	47.08 H <sub>4</sub> 48.00 RL	0.85	
+66	6.00 H <sub>4</sub> 6.92 RL	48.00 H <sub>4</sub> 48.92 RL	1.00	
+54 = 1402.59 Rotary 4+1886.92	6.92 H <sub>4</sub> 6.00 RL	48.92 H <sub>4</sub> 48.00 RL	1.16	
+36	6.00 H <sub>4</sub> 5.08 RL	48.00 H <sub>4</sub> 47.08 RL	1.00	
+30	5.08 H <sub>4</sub> 4.17 RL	47.08 H <sub>4</sub> 46.17 RL	0.85	
+24	4.17 H <sub>4</sub> 3.25 RL	46.17 H <sub>4</sub> 45.25 RL	0.90	
+12 = Δ 30° 20' RP. 07 Split 15.54 07 D 109			0.54	
0+0 = Opp 65+07 Nabarh	3.25	45.25		42.00
817	13.22	50.87		37.55



1" Pipe 11/2"  
Francis +  
250 H<sub>4</sub>





Nov. 19. 54  
 B.N. 13251 B.P. H.V. H.V.  
 of N 72° W  
 12.46  
 44.97  
 40.24  
 44.73  
 43.85  
 48.58  
 L 92° 29'  
 R 50°  
 T 53.03  
 L 83.33

53.61 T B + Ford Al

Cont Page 26

184° 03' Turned  
 R 50°

11+22.9 F.C.  
 +11 42.15  
 +32 42.37

F.P.

G?

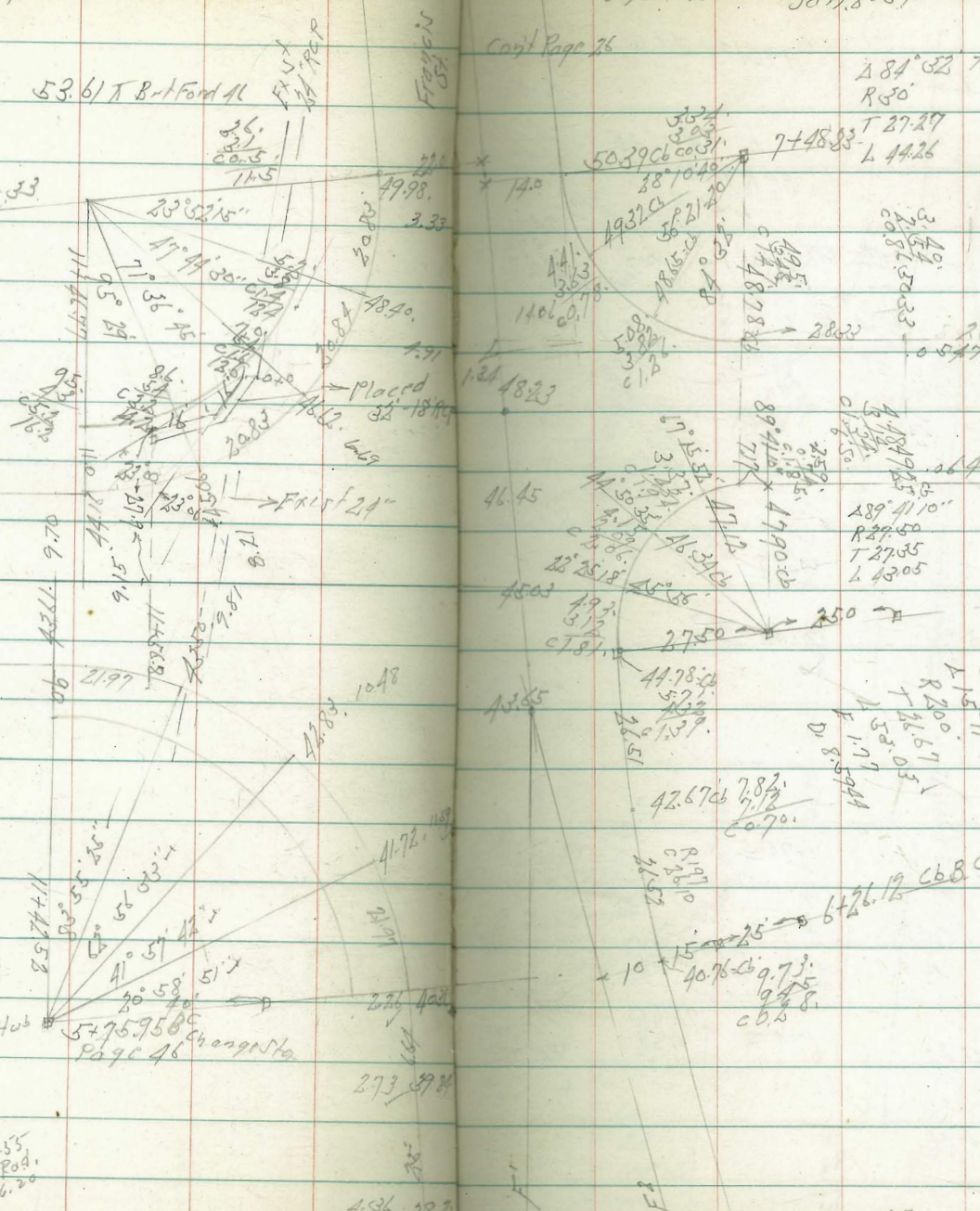
Edge Pav?

L 83° 55' 25"  
 R 60°  
 T 53.95  
 L 87.88

K 690 P 22  
 B.N. 13251 B.P. H.V. H.V.  
 of N 72° W  
 10.06  
 42.57  
 40.78  
 41.79  
 11.52  
 53.5  
 1.24  
 1.27  
 52.90  
 10.90  
 62.97

Fed Hubs

M.P. 55  
 S.E. Cb Rod.  
 10 + 56.20

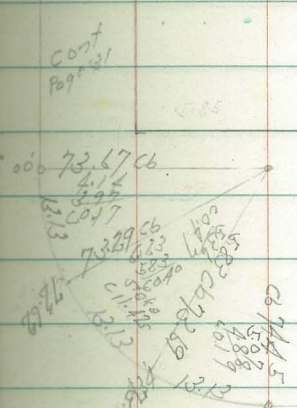
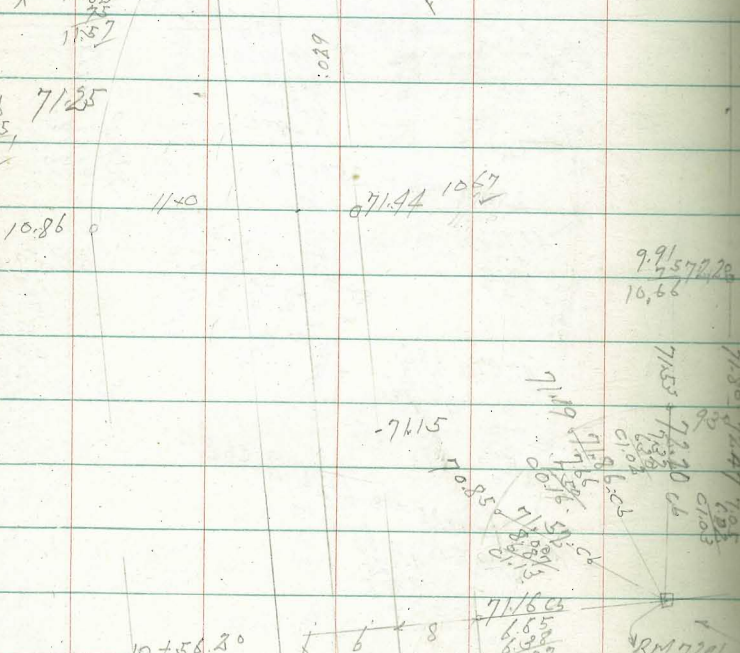
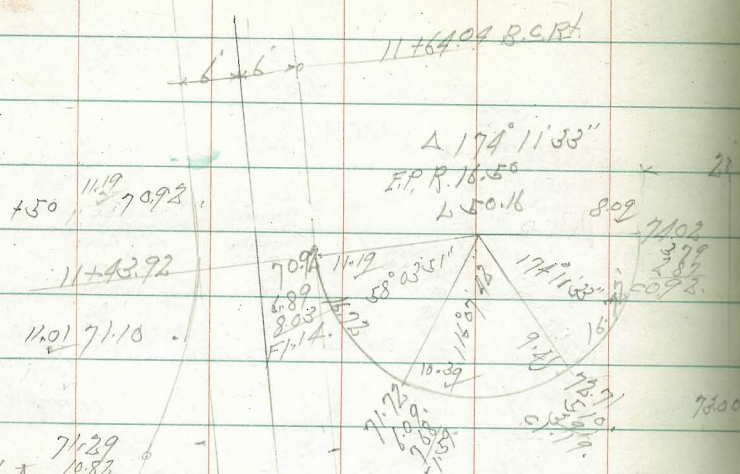


185.51.88  
 185.51.88  
 28.03  
 Tompkins St.  
 28.03  
 51.05  
 26.7  
 19.0  
 52.88 C5  
 68.5  
 199c  
 B.M. 57.55  
 12.97  
 50.79  
 0.74  
 19.76  
 39.82  
 53.73

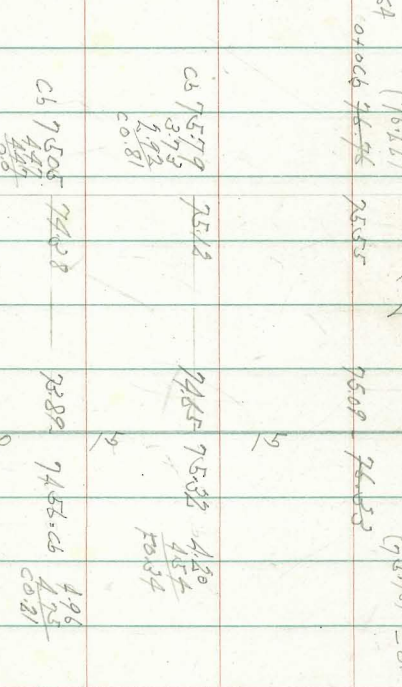
4.36 882

Page 25

Jan 8. 54  
 F.S. Mason  
 Garber  
 Chipman  
 Parks  
 Kelley



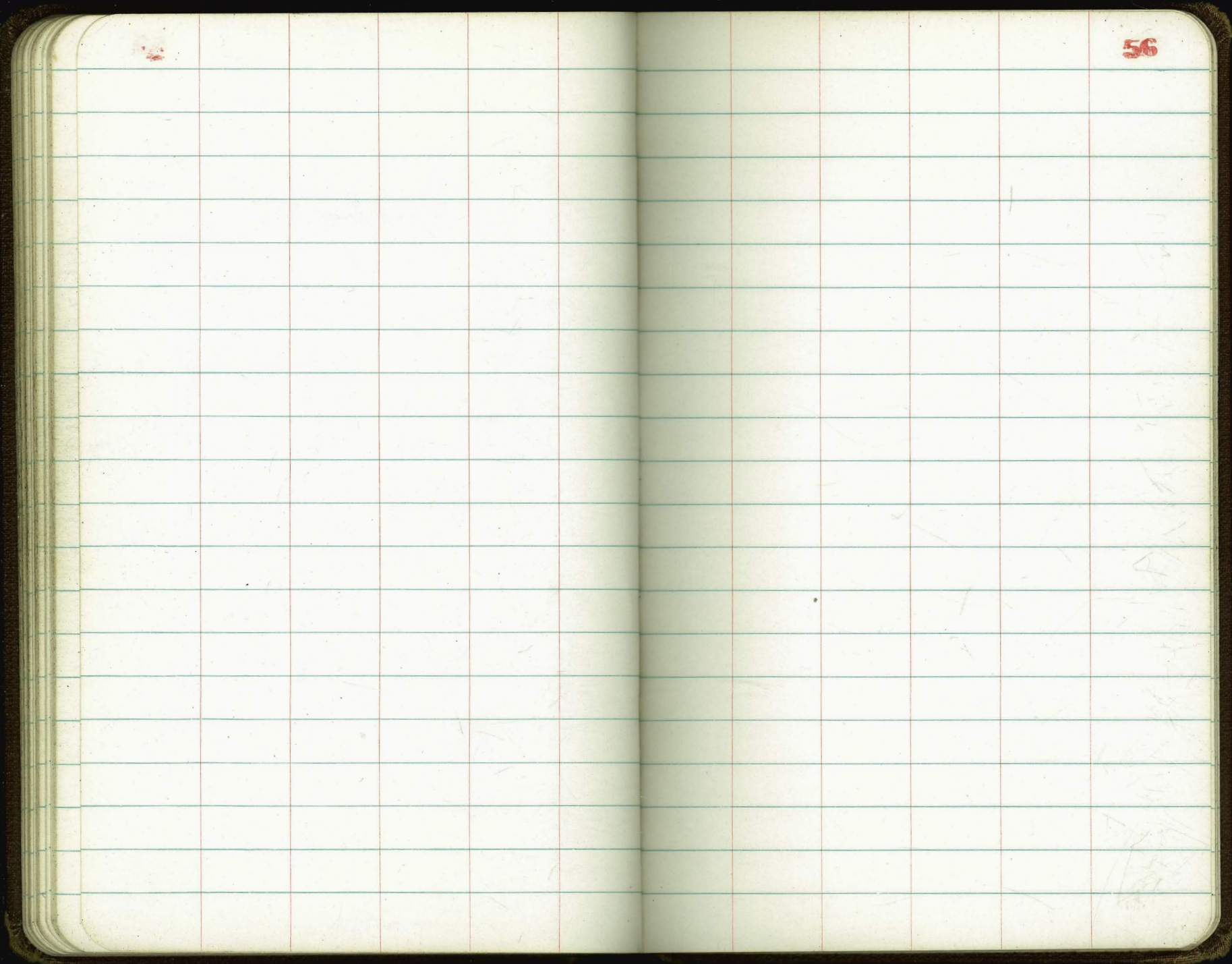
Cont Page 21  
 $\Delta 90^{\circ} 21' 19''$   
 R 25  
 T 25.16  
 L 39.14  
 D. 18.7549  
 Tan of  $\Delta 32.10$



195° 27' 00"  
 R 20  
 T 22.00  
 L 32.32  
 BM 7296 SERH66  
 652  
 79.52X

Cont Page 27

77.81X Page 26



56







Wabash Blvd. Right Lane Ht.  
32nd St + Norman Scott Road

60

Sketch 2287-3

9+0	9° 39.36' $\checkmark$ H	
+75	8° 51.93' $\checkmark$ H	
+50	8° 04.50' $\checkmark$ H	
+28.55 POC Mid Pt	7° 23.81' $\checkmark$ out of Cb Line	
+25 = Cb End Pt	7° 17.06' $\checkmark$ H	
+20 = 15 R-1 St.	6° 55.62' $\checkmark$ H	
8+0	6° 29.64' $\checkmark$ H	A 29° 35' 15"
+92.80 Cb End Pt	6° 17.92' $\checkmark$ H	R 906
+75	5° 42.71' $\checkmark$ H	T 239.71
+50	4° 54.78' $\checkmark$ H	L 467.86
+25 POC	4° 07.35' $\checkmark$ H	E 21.06
7+0	3° 19.92' $\checkmark$ H	D 189.72
+92.40 = End of Cb Pt	3° 07.38' $\checkmark$ H	
+75	2° 32.49' $\checkmark$ H	50 = 1' 34.86'
+50	1° 45.06' $\checkmark$ H	25' C BRAC 2405
+25	0° 57.63' $\checkmark$ H	
6+0	0° 10.20' $\checkmark$ H	
5+94.62 B.C. Pt	0° 00' $\checkmark$ H	

+6248 FC	14° 17.62' ✓
+50	14° 23.91' LH
+25	15° 36.51' LH
10 +0	12° 49.08' LH
+75	12° 01.65' LH
+50	11° 14.22' LH
9+25	10° 26.79' LH



Habash Blvd. Left Lane at 320 St. + Norman Scott Road			
+62.48	EC	5° 30.03'	
+50		5° 15.73' ✓	
+25		4° 47.08' ✓	
+07		4° 26.45' ✓	
10+0		4° 18.43' ✓	Δ 11' 00" 04"
+81.64		3° 57.35' ✓	
+75		3° 49.79' ✓	R 1500'
+50		3° 21.14' ✓	T 144.43
+25		2° 52.49' ✓	L 288.01
9+0		2° 23.84' ✓	D 1.1459
+91.64		2° 14.36' ✓	
+75		1° 55.20' ✓	
+50		1° 26.55' ✓	
+27.81		1° 01.12' ✓	
+25		0° 57.90' ✓	
8+0		0° 29.25' ✓	
+74.47	PCC	0° 00' ✓	
		9° 17.60' ✓	
+50		6° 29.36' ✓	Δ 18' 35" 11"
+25		5° 37.41' ✓	R 250'
7+0		0° 45.58' ✓	T 40.91
+493.37	BCRA	0° 00' ✓	L 81.10
+97.63	320 St.		D 6.8755



10

+67.32	F.C.	14° 35'	
+50		12° 50.25' ✓	Δ 29° 10'
+25		10° 19.05' ✓	Δ R 284.22
15+0		7° 47.86' ✓	T 73.95
+75		5° 16.66' ✓	L 144.68
9 +50		2° 45.46' ✓	Dl 6.0477
8 14+22.64	B.C.P.T.	0° 00'	

2

Pk. 15  
F.C. Point  
R.S. R.P.

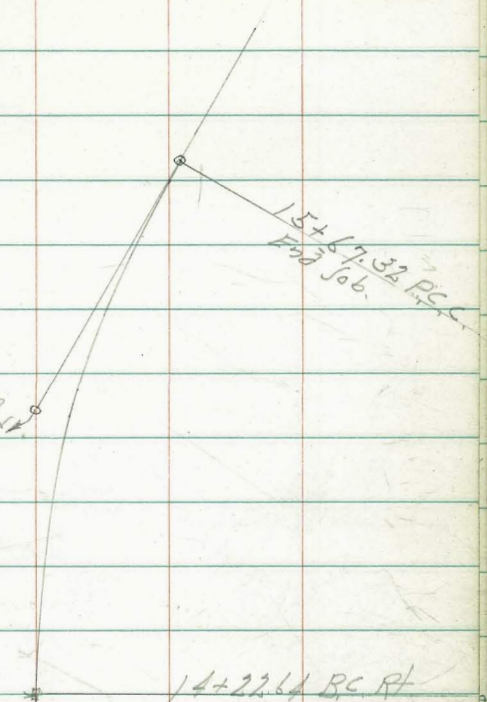
15+67.32 P.C.  
Fwd Job.

← 66'

14+22.64 B.C.P.T.

Δ Masorb?

Δ Service Road?



5145  
R1000

3.47.06  
5.23  
5.07  
00.86

1000  
R. Habers

2183°28'46"  
R1531  
L5222  
D1105.588

290°00'  
R15  
T15  
L2354  
D114.5916

7122  
80  
8  
11



369 9.40

5.81

94 R.P.M.T

B.M.

325

9.06

5.81

R10+1248

Grader Service Road U.S. Naval Station

#2 906A

Suppl

EP

8

EP

+75 02 4.04  
15 4.10  
12

134 4.58  
12

+51.21 - P.C.C. 02 5.1 5.1  
14 7.6 3.92 5.99  
15.7 15.7 15 12

123 4.47  
12 4.7  
4.3  
60.7  
12.4

9 +25 02 3.82  
15 3.88  
12

4.12 4.36  
12 4.49  
4.16  
60.09

9 +01.68 = End Cb & Walk on Rt

02 5.1 5.1  
12 7.6 3.69 3.75  
15.7 15.7 15 12

4.23 4.50 4.91 4.7  
12 15.1 1.90 12 5.10 4.1  
F001 12 22 22.3 22.3

+75 3.65  
12

4.10 4.80 5.00  
15.7 12.01 12.01 22

+50 5.5 5.4  
4.7 4.9 3.54  
13.1 12.7 12

4.71 4.11 4.31 4.31  
12.2 4.69 12.05 12.20 4.89 4.31  
F0.21 12 22 22.3 22.3

+40 = Cb. End on Lt. 5.0 out 4.09 5.31  
12 12 4.32  
12 12

4.79 4.5 4.3 4.3  
15.7 12 12 12  
F0.10 12 22 22.3

+14.38 = Cb F.C. 5.1 5.1  
15 15 3.98  
12.5 12 12

out

8 + 1239 = Cb F.C. Rt

4.23 4.9 4.42 4.7  
12 12 12 12  
F0.2 12 22.3 22.3  
Page 15 7C

T.B.V 5.90 9.13 3.22 2284-4

#2 9.40

Super

FP

TP 4.76 11.59 2.30 6.83

12+0 0.20 0.81 0.7 5.04 5.10  
158 157 15 13

+50 0.20 0.4 0.7 4.85 4.91  
154 157 15 12

11+0 0.2 0.2 0.7 4.60 4.66  
157 157 15 12

+62.48 -FC 0.2 0.2 0.7 4.43 4.49  
153 157 15 12

+50 0.2 0.2 0.7 4.37 4.43  
153 157 15 12

+25 0.2 1.26 1.32  
15 12

10+0 0.2 0.1 0.7 4.15 4.21  
151 157 15 12

9.13

FP

H1290

5.58 5.58 0.15 5.92 5.92  
12 12 29 30.2

5.59 5.59 0.07 5.73 5.73  
12 12 29 29.4

5.14 5.14 0.10 5.48 5.48  
12 12 29 29.1-PRFC

4.97 4.97 0.09 5.31 5.31  
12 12 29 29.5-PRFC

4.91 4.91 0.08 6.0 6.0  
12 12.8 PRFC

1.80 1.80

4.69 4.69 0.05 6.0 6.0  
13 12.5

PM 5.25 5.25  
7.17 7.17  
10.93 10.93

	Naper		E.P.		E.P.	
TP	4.8	4.49	7.10	15+0		
+22.64	BC PT.	5.5 4.8 C 0.7 15.7	6.14 15	6.20 12	6.45	6.60 12 C 0.7 12.7
14+0		5.0 4.3 C 0.7 0.2 15.7 15.8	5.91 15	6.00 12	6.25	6.49 12 C 0.5 12.5
+50		5.4 4.6 C 0.8 0.2 15.8 16.0	5.71 15	5.77 12	6.01	6.25 12 C 0.6 12.6
13+0		5.4 4.6 C 0.8 0.2 15.8 16.0	5.49 15	5.55 12	5.79	6.03 12 C 0.5 12.5
12+50		5.7 5.0 C 0.7 0.2 15.7 16.0	5.26 15	5.32 12	5.51	5.80 12 C 0.2 13.2

11:59

#3 10.92 T  
5.2  
8M 5.87 94 RB  
1.7  
10+2.9

Grades Service Road U.S. Naval Station

69

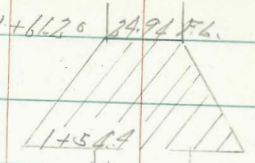


#2 10937

	Super		F.P.		F.P.	
+69.32 PCC	016	$\begin{array}{r} 374. \\ 37 \\ \hline 66 \\ 15 \end{array}$	$\begin{array}{r} 7.19 \\ 15 \end{array}$	$\begin{array}{r} 7.24 \\ 12 \end{array}$	$\begin{array}{r} 7.43 \\ 12 \end{array}$	$\begin{array}{r} 37. \\ 37 \\ \hline 60 \\ 12 \end{array}$
+50	017	$\begin{array}{r} 38. \\ 38 \\ \hline 60 \\ 15 \end{array}$	$\begin{array}{r} 7.10 \\ 15 \end{array}$	$\begin{array}{r} 7.15 \\ 12 \end{array}$	$\begin{array}{r} 7.55 \\ 12 \end{array}$	$\begin{array}{r} 38. \\ 38 \\ \hline 60 \\ 12 \end{array}$
+25	017	$\begin{array}{r} 40. \\ 38 \\ \hline 60 \\ 15 \end{array}$	$\begin{array}{r} 6.95 \\ 15 \end{array}$	$\begin{array}{r} 7.00 \\ 12 \end{array}$	$\begin{array}{r} 7.20 \\ 12 \end{array}$	$\begin{array}{r} 38. \\ 38 \\ \hline 60 \\ 12 \end{array}$
15+0	021	$\begin{array}{r} 4.5 \\ 39 \\ \hline 60 \\ 15 \end{array}$	$\begin{array}{r} 6.74 \\ 15 \end{array}$	$\begin{array}{r} 6.80 \\ 12 \end{array}$	$\begin{array}{r} 7.05 \\ 12 \end{array}$	$\begin{array}{r} 40. \\ 38 \\ \hline 60 \\ 12 \end{array}$
+75	021	$\begin{array}{r} 4.4 \\ 39 \\ \hline 60 \\ 15 \end{array}$	$\begin{array}{r} 6.54 \\ 15 \end{array}$	$\begin{array}{r} 6.60 \\ 12 \end{array}$	$\begin{array}{r} 6.85 \\ 12 \end{array}$	$\begin{array}{r} 41. \\ 38 \\ \hline 60 \\ 12 \end{array}$
14+50	021	$\begin{array}{r} 4.6 \\ 40 \\ \hline 60 \\ 15 \end{array}$	$\begin{array}{r} 6.34 \\ 15 \end{array}$	$\begin{array}{r} 6.40 \\ 12 \end{array}$	$\begin{array}{r} 6.65 \\ 12 \end{array}$	$\begin{array}{r} 42. \\ 38 \\ \hline 60 \\ 12 \end{array}$

3.50  
3.50 ✓  
0.00 = TC



Impartial Ave Rotary Conc. Lined Ditch

Station	Notes	Top	Bottom	Top
+544	1+6620 2494 FL 	490 490 0.0 121	29.81	9.90 24.86
+25		5.21 out	29.55	24.55
+10		5.46 5.46 0.0 121	29.20	24.50
+75	8' Wide Bottom 5' Deep 1 1/2' Sides 4" 1/2" Horn 2 1/4" Sides	5.71 5.71 0.0 121	29.05	24.05
+50		5.97 5.97 0.0 121	28.79	23.79
+25		6.23 6.23 0.0 121	28.53	23.53
0+0680	0+0680  0+00 2827 FL	6.42 6.42 0.0 121	28.34	23.34
B.M.	225 34.76	52.51	89.1114 HW 11.54 CU 1.00	

July 1-54  
H.S. 1042  
E. J. 70  
C. J. 70  
P. 70

Imperial Ave + Gile Ho St.  
East's Ditch

July 2-51

71

+21.8

26.00

13.03  
✓ 07 dip

1.78

13.1  
11.0  
6.31  
7.2

25.94

13.1  
12.8  
60.3  
1.8

+75

13.2  
10.8  
6.27  
7.2

25.85

13.3  
12.3  
6.09  
5.7

+50

13.3  
10.7  
6.29  
8.7

25.76

13.3  
12.3  
6.10  
5.5

+25

30.71

13.4  
10.1  
6.33  
9.5

25.67

13.4  
11.8  
6.16  
5.7

0+06.70

30.60

25.60

14.7

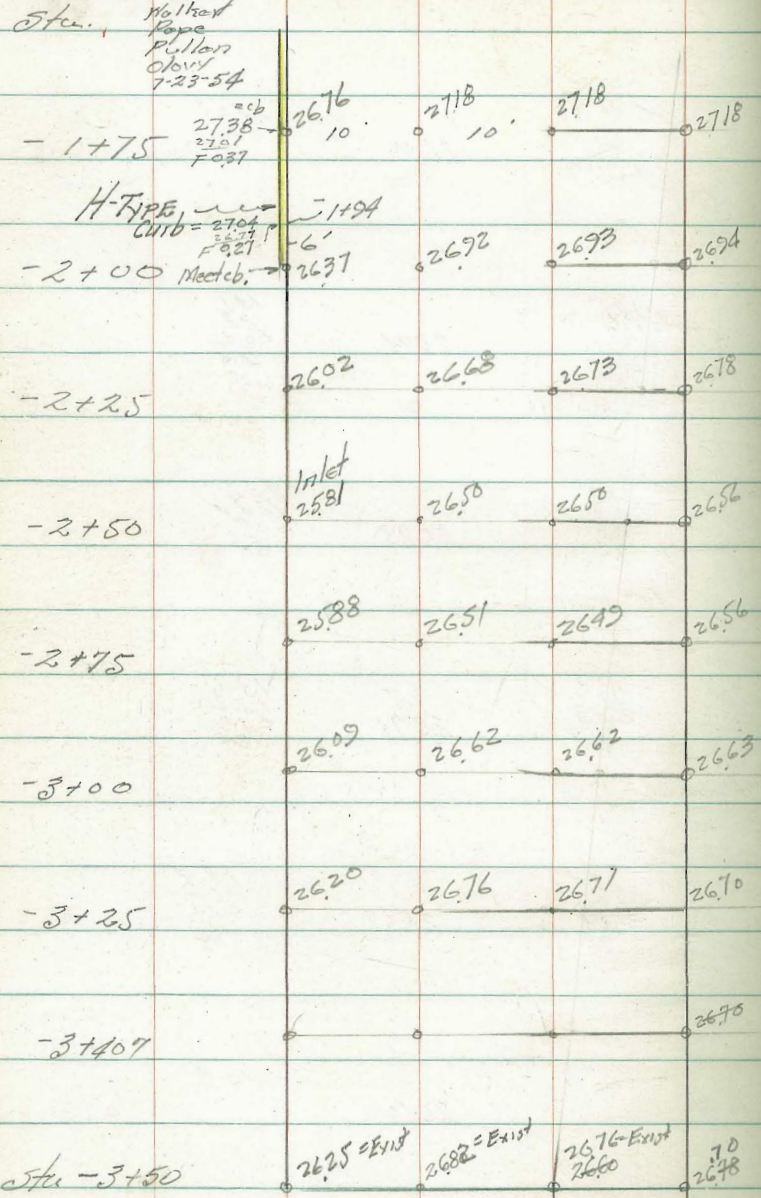
BM

1.47

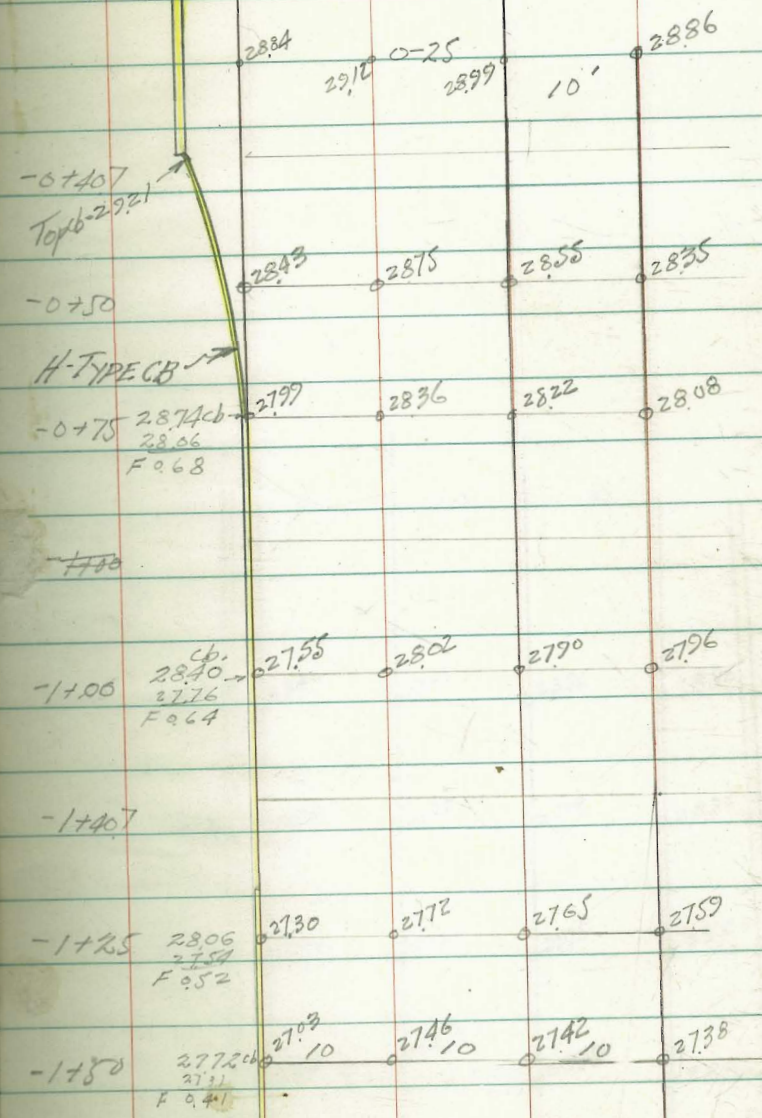
39.02

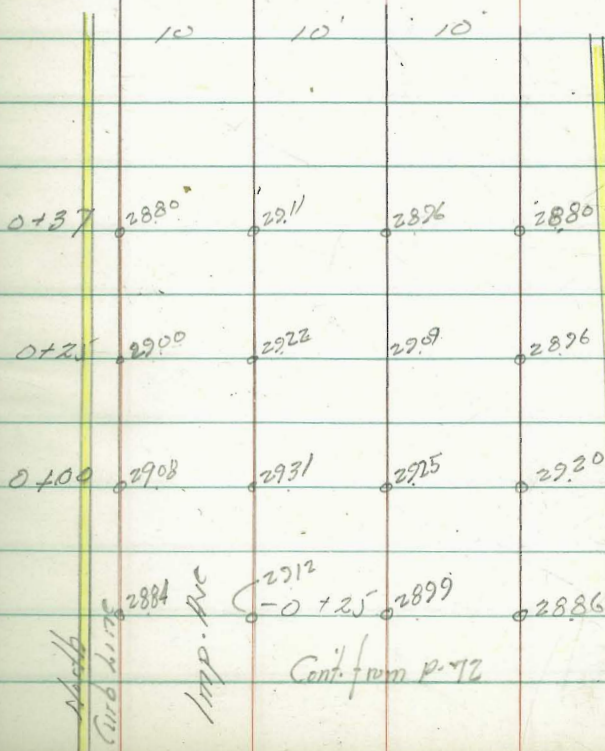
37.55

Imperial Ave - From <sup>East of</sup> 33rd St.



Note: Grades shown on East. Pav. are 0.08 Above for Top Next Finish - 73 72  
- Pav. 1174. Cont. H















J Sh. Bridge Approaches

33rd St. to

Hinge

Abutment

FP

1

FP

Abutment

Hinge

78

Oct 29 53  
H.S. Simon  
Garber  
Chippewa  
for Mr  
Kelley

+1808 = Fly Bridge

34.97

34.76  
18

34.05  
1.74  
4.78 on Conc.

34.76  
18

34.96

+6008 = W/B Bridge

34.87

34.67

33.96  
1.23  
4.86 on Conc.

34.67

34.87

+25

5.0  
7.4  
1.24  
30.0

33.80

33.60

5.2  
7.4  
1.24  
18

33.56

5.2  
6.2  
F 1.1  
18

33.60

33.80

5.0  
6.2  
F 1.2  
30

1+0

5.2  
8.2  
F 3.0  
30.0

33.59

33.39

5.1  
8.2  
1.28

33.27

5.5  
8.2  
F 1.1  
18

33.27

33.47

5.3  
8.2  
F 1.2  
30.0

10.00

+50

5.6  
6.0  
F 0.4  
28.6

33.16

32.96  
18

5.8  
6.0  
F 0.2  
18

32.19

6.4  
7.1  
F 1.0  
18

32.65

32.85

5.9  
7.1  
F 1.2  
29.8

0+0 = F 1.33 on Fly

32.72  
28

32.53  
18

6.26

32.12

6.26

31.97  
18

32.17  
28

BM

5.58

38.79

33.21

NY Mon  
Survey

J 57

Hinge Cblinc FP 2 FP Cblinc Hinge 79

4+01.40	$\frac{53}{64}$ Fl.8 29.7	33.50	33.30	$\frac{55}{64}$ Fl.8 18	33.01	$\frac{60}{64}$ Fl.8	33.80	33.00	$\frac{58}{64}$ Fl.8 28.9
---------	---------------------------------	-------	-------	-------------------------------	-------	-------------------------	-------	-------	---------------------------------

450.	$\frac{51}{69}$ Fl.8 30	33.71	33.51	$\frac{53}{69}$ Fl.8	33.30	$\frac{56}{69}$ Fl.8	33.18	33.38	$\frac{54}{69}$ Fl.8 30
------	-------------------------------	-------	-------	-------------------------	-------	-------------------------	-------	-------	-------------------------------

3+0	$\frac{49}{63}$ Fl.8 30	33.91	33.71	$\frac{51}{63}$ Fl.8	33.58	$\frac{52}{63}$ Fl.8	33.55	33.75	$\frac{50}{63}$ Fl.8 30
-----	-------------------------------	-------	-------	-------------------------	-------	-------------------------	-------	-------	-------------------------------

+75-14/E	$\frac{48}{59}$ Fl.8 29.7	34.01	33.81	$\frac{50}{59}$ Fl.8	33.72	$\frac{51}{59}$ Fl.8	33.72	33.92	$\frac{49}{59}$ Fl.8 30
----------	---------------------------------	-------	-------	-------------------------	-------	-------------------------	-------	-------	-------------------------------

2+50	$\frac{47}{60}$ Fl.8 30	34.11	33.91	$\frac{49}{60}$ Fl.8	33.87	$\frac{49}{60}$ Fl.8	33.91	34.11	$\frac{47}{60}$ Fl.8 30
------	-------------------------------	-------	-------	-------------------------	-------	-------------------------	-------	-------	-------------------------------

3879

Cone Crib

Sta 67+55 to 67+67 on H. of 2/2 Hobas + Bld

June 2-54

H. Sisson  
Garber  
Chapman  
Parks  
Kelley

+67 - N'y Crib

13.41  
5.25  
27.99  
15'F

59.77

15' Base of  
Crib

67+55 - N'y Wing Wall

13.41  
5.62  
27.99  
15'F

59.77

15' Base of  
Crib

BM

4.29

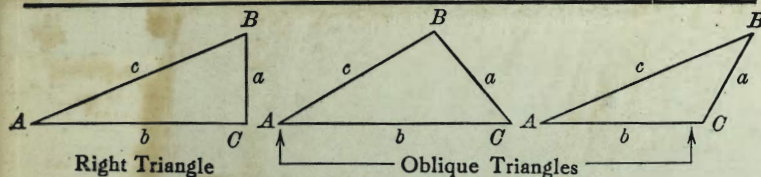
73.18

18.79

H. H. B. P.

Impairment  
Crib

TRIGONOMETRIC FORMULÆ



Solution of Right Triangles

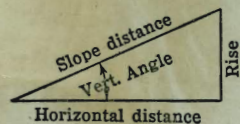
For Angle A.  $\sin = \frac{a}{c}$ ,  $\cos = \frac{b}{c}$ ,  $\tan = \frac{a}{b}$ ,  $\cot = \frac{b}{a}$ ,  $\sec = \frac{c}{a}$ ,  $\operatorname{cosec} = \frac{c}{a}$

Given	Required	Formulas
$a, b$	$A, B, c$	$\tan A = \frac{a}{b} = \cot B, c = \sqrt{a^2 + b^2} = a \sqrt{1 + \frac{b^2}{a^2}}$
$a, c$	$A, B, b$	$\sin A = \frac{a}{c} = \cos B, b = \sqrt{(c+a)(c-a)} = c \sqrt{1 - \frac{a^2}{c^2}}$
$A, a$	$B, b, c$	$B = 90^\circ - A, b = a \cot A, c = \frac{a}{\sin A}$
$A, b$	$B, a, c$	$B = 90^\circ - A, a = b \tan A, c = \frac{b}{\cos A}$
$A, c$	$B, a, b$	$B = 90^\circ - A, a = c \sin A, b = c \cos A$

Solution of Oblique Triangles

Given	Required	Formulas
$A, B, a$	$b, c, C$	$b = \frac{a \sin B}{\sin A}, C = 180^\circ - (A + B), c = \frac{a \sin C}{\sin A}$
$A, a, b$	$B, c, C$	$\sin B = \frac{b \sin A}{a}, C = 180^\circ - (A + B), c = \frac{a \sin C}{\sin A}$
$a, b, C$	$A, B, c$	$A + B = 180^\circ - C, \tan \frac{1}{2}(A - B) = \frac{(a - b) \tan \frac{1}{2}(A + B)}{a + b}$ $c = \frac{a \sin C}{\sin A}$
$a, b, c$	$A, B, C$	$s = \frac{a + b + c}{2}, \sin \frac{1}{2}A = \sqrt{\frac{(s - b)(s - c)}{bc}}$ $\sin \frac{1}{2}B = \sqrt{\frac{(s - a)(s - c)}{ac}}, C = 180^\circ - (A + B)$
$a, b, c$	Area	$s = \frac{a + b + c}{2}, \text{area} = \sqrt{s(s - a)(s - b)(s - c)}$
$A, b, c$	Area	$\text{area} = \frac{bc \sin A}{2}$
$A, B, C, a$	Area	$\text{area} = \frac{a^2 \sin B \sin C}{2 \sin A}$

REDUCTION TO HORIZONTAL



Horizontal distance = Slope distance multiplied by the cosine of the vertical angle. Thus: slope distance = 319.4 ft. Vert. angle =  $5^\circ 10'$ . From Table, Page IX,  $\cos 5^\circ 10' = .9959$ . Horizontal distance =  $319.4 \times .9959 = 318.09$  ft. Horizontal distance also = Slope distance minus slope distance times (1 - cosine of vertical angle). With the same figures as in the preceding example, the following result is obtained.  $\cosine 5^\circ 10' = .9959$ .  $1 - .9959 = .0041$ .  $319.4 \times .0041 = 1.31$ .  $319.4 - 1.31 = 318.09$  ft. When the rise is known, the horizontal distance is approximately:—the slope distance less the square of the rise divided by twice the slope distance. Thus: rise = 14 ft. slope distance = 302.6 ft. Horizontal distance =  $302.6 - \frac{14 \times 14}{2 \times 302.6} = 302.6 - 0.32 = 302.28$  ft.

TP 6889  
 TP 75.70 80.78 = 811100  
 80.74 ckk @ M. 55 inlet.  
 TP 7192  
 TP 6741 sw cur inlet  
 68.79 ckk @ M. Bridge  
 68.79  
 0.01