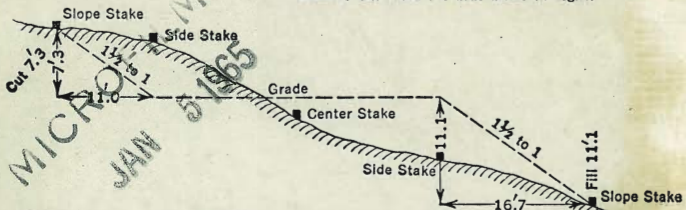




#2786

**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING**  
**Roadway of any Width. Side Slopes 1½ 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.

Grades Wabash Blvd. Harbor Dr. to Ocean View	1-28
Left Lane at Norman Scott Road	29-30
Harbor Drive at 32nd St	31-
Wabash Blvd. Left Lane 12+50 to 22+50	32-36
Main St. Connection North	37-42
Main St. Connection South	43-48
32nd St. At Norman Scott Road	49-50
Main St. Rigel St. to Wabash Blvd.	51-54
National Ave. At Wabash Blvd.	55-59
Access Road National Ave. to Ocean View Blvd.	60-70
Ocean View Blvd. At Wabash Blvd.	71-74
Ocean View & Wabash North End Return	75
Concrete Crib Retaining Wall	77-

Grades Mabary Boulevard Section B  
Harbor Drive to Ocean View Blvd.

Sheet 87  
140.22071

Sept 29, 53 Parks  
Garber Kelley  
Chipman **1**

Station	Notes	Value 1	Value 2	Value 3	Value 4	Value 5	Value 6	Value 7
+75	Super Slope	197	7.63	452 8.08	8.48	8.15	4.57	9.27
+82	End of Pt	25	38	182 19	2.0	1.82	5.1	9.27
+89.5	R.R. Signal on B	57		187 5.08	8.45	8.15	9.53	128.04
+130		530	7.30	7.73	19	19	9.53	19.63
	For personal use BM 8.24 USGS dirt 4.27 13.07 X	543	38 = Pav	19	19	19	15	50
+140	End of Pt						9.42	4.39
+125					7.31	8.20	15	0.69
+11.93	Ch. FC RT					140	15	2.35
						166	15	15.6
						19	15	10.11 X
BM	5.18	13.42	8.24					
				USCFOB NL Harbor 2.32				
1+08				7.70		7.90		
+98.87		8.24						
		3.27						
		10.51 X				8.00	4.10	408.24
						27	25	4.36
							53.5	13.60
173.01								
								2.15 on B
								BM 8.24
								5.30
								13.57 X
See Page 31								
0+45.07	Harbor							

Sep	Slope	Carb	Gutter
4+0	8.3 86 F03 55	100 442 5.17 F042 50 45	4.83 4.88 F028 4.40 4.45 4.16 19
+75			4.65 4.81 F034 19
+66 = FndCb on Rt		4.19 4.77 F128 5.58 45	8.33 8.50 F127 19
+55			7.94 4.43 4.81 F043 5.06 19
+50	8.2 8.2 F12 55	5.20 No	5.20 7.81 9.37 F138 19
+44 = FndCb on Rt		6.00 15	7.81 9.37 F138 19
+33		7.39 8.28 F139	4.30 4.32 F017 19
+12.19 = CbRC on Rt		6.42	2.88
+01	6.9 2.9 F15 55	6.77 7.19 5.0 F130 45	3.88 5.94 F028 19
3+0		7.19 5.0 F130 45	6.42
+91 = FndCb on Rt			
+75		7.78	6.03 7.18 F115 19
+69 = FndCb on Rt			2.89 3.26 F027 19
+50	5.0 8.8 F18 55	8.42 30	5.19 7.47 F118 45
+36 = FndCb on Lt		8.33 45	2.68 2.88 F027 19
+25		8.62 75	5.19 5.81 F142 19
+14 = FndCb on Lt		8.15 8.76 F115	1.41 1.85 F044 19
+04	4.7 5.1 F05 55	8.74 50	5.19 5.98 F157 19
2+0		8.64 45	1.23 1.32 F015 19
1+78.68 CbRC on Lt	5.2 5.8 F05 55	8.27 30	7.50 45

	Carb	Resurfacing
4.82	4.67 4.76 F023 19	8.21 8.21 4.58 5.22 1.25 9.47
4.90	4.59 4.97 F022 19	4.19 4.5 5.47 No
5.00	4.42 4.84 F015 19	5.39 5.32 4.1 4.1
5.20	4.25 4.22 F015 19	2.29 8.15 5.62 30
5.75	3.92 3.87 F013 19	8.10 5.71 5.81 30
6.36	3.27 3.36 F011 19	7.93 8.23 F1.00 19
7.07	3.47 3.47 F014 19	7.05 7.05 6.81 45
7.86	1.13 1.38 F025 19	1.25 1.25 7.56 F0.87 19
8.37	1.12 1.32 F024 19	5.0 5.1 8.32 4.5

ca. 13.81T



Right Lane

Super Slope

Curb Gutter  
Coat Paper

Rt Lane  
release

Gutter Curb Hinge

4

8+50 02

#2  
BM 5.81  
5.24  
11.057  
LTCover/H  
104 R 104 L 62.485

675 425 1.55  
5.34  
F0.79 351 3.27  
0.0 6.79 12 24-EP 24 24  
591  
6.15

+1.5 = End ch 0.781

370 420 160  
out 502  
F0.12 3.46 5.51 6.24 3.47 6.0  
12 32 38 357  
38.5

+0.5/5

4.52 4.18 ch  
F0.59 4.1R

8+0 018

531 3.86 5.18  
6.01 3.67 5.27 3.73 6.19 6.15  
12 592 24-EP  
674

#3 Cb 0.750  
8.291

TP 6.28 9.51 5.02 3.23

+93.80 = Cb FC Rf

+75

1/2 Cb Grades  
BM 3.76  
3.04  
8.801  
B.P.M.V. Re  
32nd & Challen  
Bridge

523 3.61 5.18  
6.08 3.57 6.18 7.2  
512 5.50  
585 3.35 7.37  
24

7+50

2 Rthoor  
BM 4.15  
2.29  
3.49  
5.89  
5.9442

546 3.62 4.80  
5.25 3.19 5.24  
541 3.15 4.25  
3.74 5.03  
F0.33

+25

BM 3.76  
5.21  
8.97

546 3.62 4.80  
5.25 3.19 5.24  
541 3.15 4.25  
3.74 5.03  
F0.33

7+0

+93.40 = End Cb 0.781

535 3.71 4.80  
5.10 3.41 4.87  
F0.33  
3.76 4.72  
24 24  
3.86 3.1  
F0.54

+75

526 3.79 4.64  
5.19 3.85 5.10  
F0.19 5.46  
3.87 4.19  
F0.38 1.42 F0.27  
31

6+50

59 3.87 4.89  
537 3.90 4.92  
F0.18 5.27  
3.62 4.72  
31 31 31

6+25

9.07 F0.61  
8.35

546 3.95 4.58  
5.27 4.77  
F0.12 5.24  
6.08 4.10 4.10  
31 31 31











2 Cards Apr 69 58

June 4-58

Super Stars

First 25.887

Hinge

EP

5

EP

Hinge

9

+60

02 1 1/2:1

22.13  
37

391  
21.97  
26

1.09. 21.25  
319 21.99  
415 718 218  
190 700 700  
400 26 182  
532

-8.6  
56  
26  
21.01 F186

20.61  
37

-8.2  
56  
50  
588  
818

+25

2cb 8M

11.21  
11.84  
13.087  
SEPP  
Top Cor Post  
Mair 24 Cholla

20.64  
37

540  
20.48  
26

1.83  
391  
F2.08  
21.25  
258. 1996  
444  
544 847 847  
35 874 874  
637 5007 5007  
637  
11 19.52 F123  
642 26 636  
882

-7.6  
52  
26  
19.12 F123

19.12  
37

-1.7  
52  
50  
549  
599

+75

+50

02

19.14  
37

699  
18.98  
26

108. 1826  
544  
1874 1900  
714 714  
75  
787  
7.62 26 786  
882

-3.6  
52  
26  
18.02 F111

17.62  
37

-5.2  
52  
50  
581  
581

+25

Conc 516

16+0

019

17.63  
37

841  
17.47  
26

558. 1676  
698  
1722 1750  
14 145  
145  
170  
942 26 936  
782

-4.1  
52  
26  
16.52 F140

16.12  
37

-3.7  
52  
50  
511  
561

+75

15+50

012 1 1/2:1

15.93  
37

15.82  
26 10.06

708. 1526  
837  
1566 1600  
14 1022  
1022  
1097  
F1.29 10.62 26 1086  
1127

-2.6  
52  
26  
15.02 F83

14.62  
37

-2.2  
52  
50  
489  
589

12.44



Super Slope

Hinge

F.P.

2 Corb

F.P.

Hinge

22+0

2% 1/2:1

-11.7  
0.9

F120

24.86

-12.1  
0.3

F127

25.26

26.24

25.50

25.26

-12.1  
0.9

F128

24.86

-11.7  
0.9

F184

17.31 B.M. Inlet  
7.75 24+00  
25.06  
0.96  
24.10  
5.64  
29.74

26  
4.48

3.50  
.50  
4.00

26  
4.48

26  
4.48

37  
84.6

21+72.24

1/2 Over Pass  
For Grading

24.98

25.38

26.36

25.38

24.98

6.73 13.21 39.8 6.48

B.M.

4.22 10.46

6.24

SE 89  
Main +  
Right

Top 1/2 Cor Post

0.29 29.19

(29.22)

27+86 = Stake Line 29.48

4.76  
28

4.83  
28

26.24  
5.59  
28

May 3-54  
29.62  
0.27  
29.35  
TOP NW  
COR Post

BM 29.75  
20+26 E. Settlement

May 25-54  
29.62  
5.02  
24.60

24.71  
4.77  
28.0

26.12  
4.33  
4

26.12  
4.52  
28.0

May 3-54  
29.62  
4.83  
24.77

B.M.

1.21 11.23

S.P. SE Cor  
Cholla Creek  
Bridge + Post  
(11.24)

+31.93

20+07.08 2% 1/2:1  
5/2 Over Post

55  
57  
-0.2  
F187  
699  
-64.9  
87

-13.2  
5.2  
F187  
26  
25.68  
26

26.65 = 56  
2.52  
2.90  
F 0.09  
2.52  
2.61  
2.09

-13.2  
5.2  
F187  
26  
25.65  
26  
4.48

26.19  
37

-13.1  
5.7  
F188  
55.2  
70.2

12.44

Super Stop	Hinge	F.P.	Z Curve	EP	Hinge		
+25.16	12.1	23.78 33.42	23.93 28	24.91	23.93 28	Skew	
24+0		23.69 37	24.09	25.07 4.67 .50 5.17	24.33 5.81 .75 6.16	24.09 5.65	23.94 33.42
8.17		1.99	11.22 -11.2 47 28	25.26 4.38 .50 4.88	24.62 5.12 .75 5.87	24.38 5.36	23.98 37
+650		-10.8 2.2 F15.5 60.3	23.98	24.38	-11.2 6.2 17.5 26	23.98 37	-10.8 6.2 F17.1 62.7
22+0		-11.1 3.6 F14.1 38.2	24.27	-11.5 3.0 F14.5 28	24.67	24.27	-11.1 4.9 F16.0 61.0
22+50	12.1	-11.4 2.2 F14.0 38.0	24.57 37	-11.8 2.2 F14.6 28	24.97	24.57 37	-11.8 6.3 F17.7 65.6

13.21

K 29.74

26+25

Super Slope

Hinge

#3 EP

Curve

EP

Hinge

#3  
-2.0  
-2.6  
F 9.3  
F 11.4  
4.5  
6.0  
86.5

Hinge  
-3.2  
13.2  
F 17.1  
11.8  
21.91  
37

#3 EP  
-2.4  
-4.3  
F 12.2  
17.5  
-12.1  
4.5  
F 16.9  
28  
3.60

Curve  
22.98 = 26+25  
21.98 = stake  
F 1.0  
22.53  
3.36  
75  
F 2.58  
4.11

EP  
-F 6  
F 15.7  
26  
23.06  
26  
4.27

Hinge  
-5.2  
11.8  
F 11.8  
22-13.0  
5.2  
23.15  
37  
F 10.2  
11.3  
69.3

26+0

12:1

+75

#3

-26  
13.2  
F 8.5  
6.5

5.1  
10.7  
87.6

-12.8  
5.1  
83.8

Hinge  
13.2  
F 17.1  
22.91  
36

#3

-3.0  
13.2  
F 12.2

-2.9  
13.2  
F 12.1

-12.1  
5.1  
F 16.9

22.86  
26  
3.05

23.1  
2.1  
75  
3.56

23.57  
23.27  
F 0.50

#3

-3.4  
13.2  
F 12.2

26  
23.27

-13.1  
5.1  
F 18.3

26  
4.06

23.25  
37

F 12.2  
13.2  
F 18.3

26  
84.6

5.1  
8.0  
69.5

+50

25+25

B.M.

5.58

10.15

4.57

0.75  
18+27.55  
Page 14

23.84  
23.05  
F 0.79

23.31  
4.02  
75  
4.77

26  
23.27

-13.1  
5.1  
F 18.3

26  
4.06

23.25  
37

F 12.2  
13.2  
F 18.3

26  
84.6

25+14.81

1/2:1

stake

24.11 End. cb  
24.19

-5.4  
13.2  
F 18.3  
26

23.26  
33.42

-5.3  
13.2  
F 18.3  
60.9

B.M.

3.73

17.98

14.25

Top Cyclon  
Fence Post  
Ant. Col. Horse  
7 Beres

April 8, 1904  
A.S. 1000

Steps

B.M.

5.66

19.91

14.25

X 29.74  
5.66  
24.10  
3.23  
27.33

17.31 B.M. inlet Lt.  
8.00  
25.91  
29+00



Right Lane Left Edge of Paving as Base

Nov 20. 53  
H.S. Irwin  
Garber  
Chip man  
Parks  
Kelley  
E.P.

14

Sign	Shape	Hinge	FP	BCurb	EP	Hinge		
+50	0596 1/2:1	BM 1425 125 1590A	18.21 24 7.70	20.14 1852 F122	20.36 12 6.97 75 7.72V	21.07 24 6.26	21.55 35	
+25				20.58 1863 F175			21.75 1854 F204	
12+0	054		19.21 24 6.70	19.40 6.05 75 6.80	21.01 1887 F214	21.16 12 6.17 75 6.92V	21.81 24 5.52V	22.24 F10.3 38.5
+75				21.42 1931 211	1932 F210			
+50	0416	For Lt Lane See Page 38 35	20.50 24 5.11 5.61V	20.80 19.88 F1.92	21.80 12 5.83 75 6.28V	22.30 24 5.03V	22.63 35	
BM		0.76 4.57	12+37.55					
12+57.55	BC Hood Rt Lane	#3 -0.18 24 2.2	#3 -0.61 24 2.6	20.57 26 5.34V	21.99 20.14 F1.85	21.95 14 5.38 75 6.13V	22.41 26 4.92V	22.72 37
+98.01	BC Bt	20.17 37	20.57 26 5.34V					
FP	585 8.33	4.74 2.48	12+80.17					
BC+15								
B.M.	467 7.22	2.55	12+80.17					
26+50	1/2:1	0.7 8.2 5.26	-1.10 2.2 5.48	21.13 37 #3	21.53 26 4.38V	21.84 4.07 21.80 75 5.62V	22.46 4.87 26 4.57V	22.76 26 4.57V
CoX Cable								

Right Lane

Super Steps

Hinge

EP

2 Girls

EP

Hinge

15

16+0 06 1/2:1

1386	1385	15.80
F100	F101	2.70
		.75
		3.45✓

+75

15.42

1418	1424
F124	F118

+50 06

1468	1478	16.20	16.92
F130	F120	1.3	0.86
		1.58	
		.75	
		2.33✓	

17.40

+0.6
2.6
F2.0
3.80

+25

127.33 P13
10.76
16.57
1.21
17.78

1506	1520
F148	F134

17.78

15+0 06

1538	1534	17.21	18.03
F121	F115	1.3	9.30
		10.02	
		.75	
		10.77✓	

18.51

-0.5
2.5
F3.0
39.7

+75

1655	1650-7P
F110	F115

+50 06

1693	1687	18.40	19.12
F125	F131	1.3	8.21
		8.93	
		.75	
		9.68✓	

19.60

-1.6
3.6
F5.2
42.8

+25

14+10	19.00
KP	17.68
	F1.42

1724	1720
F146	F144

14+0 06 1/2:1  
= Cul. of Lt.

13+00	19.39
KP	17.35
	F1.44

1777	1775	19.43	20.14
F143	F145	1.3	2.4
		7.91	
		.75	
		8.66✓	

20.62

-3.6
3.9
F6.5
44.8

13+75

1816	1810
F154	F158

17.98

Super Slope

E.P. = 18' x 18' = F.P.

Elev. of surface

3 Curb

F.P.

Hinge

+43.49 = 11/4 base 1/2:1 RT curb  
Main St Conn No 9 Rt.  
+10 = 11/4 base 1/2:1  
Main St Conn S 02 Lt.

10.77  
10.55  
F0.15  
11.14

12.80  
36

-3.6  
8.6  
7.7  
36

9.24  
13.28  
47

-4.0  
0.6  
7.6  
58.4

36  
2.8  
2.8  
63.4

+25

828'

9.36  
-8.61 = sub  
10.44

10.24

11.52 = 18' + 12.60'  
10.77 = sub

10.36  
F0.38

10.12  
11.10 = 18' + 11.39  
10.22  
F0.18

18+13.49 = R.C.C To Nose of curb

18+0

06

17+91.57 = 11.59  
11.15  
F0.24

10.86  
F0.41

11.27

11.22  
12  
6.79  
75  
7.04 ✓

12.21  
24

17+91.57 = R.C.C To Nose of curb

17+75

11.62

11.57  
F0.45

11.60  
C0.09

12.56

+50

06

12.01

11.73  
F0.28

11.79  
12  
5.55  
75  
6.30 ✓

12.95

+25

12.41

11.58  
F0.83

11.74  
F0.67

13.35

17+0

06

12.85

11.82  
F1.03

11.94  
12  
4.71  
75  
5.46 ✓

13.29  
24  
4.09 ✓

+75

13.31

12.47  
F0.84

12.56  
F0.75

16+50

06

13.20

13.37  
F0.83

13.12  
12  
3.74  
75  
4.51 ✓

14.74  
24  
3.04 ✓

16+25

14.31

13.55  
F0.76

13.65  
F0.66

X17.78

Right Lane

	Super Slope	EP 18' → ← 18' → F.P.	↓ B.V. ↑	↓	EP 18' → ← 18' → F.P.	↓	EP 18' → ← 18' → F.P.	Hinge	17
+75		642 ✓	750 635	858 ✓	758	858	966 831-sub	10.74 ✓	
+50	.06 1/2:1	651	759 684	867	767	867	975 800-sub	10.83 36 -16. 56 F72. 36	11.31 47 -21. 56 F72. 58.1 -0.7 56
+25		662	770 695	878	778	878	986 5.00 511	10.94	
20+0	.06	674	782 707	890	790	890	998 5.23	11.06 36 -18. 59 F79. 36	11.54 -23. 51 F74. 58.1 +0.5 86.7
+75		688	796 721-sub	904	804	904	1012 937	11.30 ✓	
+50	.06	704	812 737	920	820	920	1028 283	11.36 36 -21. 56 F77. 36	11.84 -26. 56 F72. 57.8 62.8
+25		724	832 757-sub	940	840	940	1048 973	11.56 ✓	
19+0	.06	746	854 779	962	862	962	1069 994	11.76 36 -25. 57 F82. 36	12.24 -30. 57 F87. 60.1 +0.2 65.1
+75		771	879 804-sub	987	887	987	20.16 20.11 10.25 10.20 10.16 75 10.71	12.03 ✓	
18+50	Start Valley 1/2:1	798	906 831-sub	1014	914	1014	1122 10.97 8.89 75 9.64	12.30 36 -51. 57 F78. 36 K 20.11 10.71 9.40 4.38 13.78	12.78 47 -35. 57 F72. 57.8 +0.7 62.8
B.M.	8.69	9.24	255	1/2 80 ft N.E. Cor Radio Tower					

Right Lane

Super Slope

Hinge

E.P. 18

27

Pave 18

F.P.

94

7

E.P. 18

18

F.P.

Hinge

18

+8333775

+8580-EC

1/2:1

8.17

8.70

9.22

22+75

701

45

759

687

27

8.17

7.17

8.17

8.75

9.33

8.M

4.56

4.88

R.P.S.C.

Newton

32' F.F. 34'

4.86

+50

0386

630

56

678

45

7.18

6.75

8.18

9.5

7.18

8.18

8.88

5.60

8.13

4.90

5.65

9.57

9.3

6.5

F.6.8

36

9.88

47

0.6

6.5

F.7.1

57.1

Non-Prod

Input

6.5

6.5

6.5

6.5

6.5

6.5

22+32.86

6.65

7.43

8.19

22+25.00 84

8.21

5.57

9.04

8.29

18

9.86

0.9

6.2

F.6.1

36

10.52

F.7.5

36

5.1

5.2

5.3

5.4

5.5

22+0

052

Page 76

6.36

7.30

6.55

27

8.24

7.24

8.24

9.18

5.54

8.43

10.11

F.6.1

36

10.52

F.6.5

36

5.1

5.2

5.3

5.4

5.5

+75

6.26

7.28

6.53

27

8.29

7.29

8.29

9.30

8.55

10.31

F.6.1

36

1.2

5.2

F.6.8

36

10.94

F.7.3

36

5.6

5.6

5.6

5.6

+50

0591

6.21

7.28

6.53

27

8.34

7.34

8.34

9.41

8.66

10.47

F.6.8

36

10.94

F.7.3

36

5.6

5.6

5.6

5.6

+25

6.25

7.33

6.58

8.41

7.41

8.41

9.49

8.74

10.57

F.6.1

36

21+0

06

1/2:1

6.32

7.40

6.65

8.48

7.48

8.48

9.56

8.81

18

10.67

F.7.1

36

11.12

F.7.1

47

5.8

5.8

5.8

5.8

9.24

7.13.75

Wabash Blvd.

June 17-53  
W. J. Mason  
Garrett  
Chipman  
Parker  
Kelley  
20

Super Slope      Hinge      F.P.      EP      Hinge  
cont papers & S.M. Returns  
at National      cb BM

+54 3/4 Cb & Cbt  
07 1/2  
1/3 0.5  
6.5 6.5  
70.9 F10 8.45  
720 870 58  
1/3  
F52 7.65  
45 45  
7.37 8.37

24+75  
800 810  
22 22 800 4.52  
1.75  
5.27  
670.

+50  
out 1.8  
7.16 823 714  
56 47 45 812 21  
896 7036  
7. 818 7.83  
cb 21 45 F27  
45 809 8.59  
47 44 57 F35  
123. 67.3

+25.  
464 438  
281 481  
F87 811 47.75  
794 775  
8.80 408  
7.75 F076  
8.81 403  
625 F7.76  
813 813  
27 7.33  
6.61  
715  
8.18 66.1  
49.37 F0.54

24+0 B69 Cb & Cbt  
68 19  
68 6.8  
80 F10 7.05  
684 63.4  
795 F54  
44 45  
5.02 F0.80  
1.4  
68  
753 801  
45 21  
4.03  
407  
508  
F101

12.39A 8+1 Fordes  
23+75  
750 786  
45 27 705  
822 722 822  
830 837  
27 45  
7.55

+50  
1 1/2  
66 19  
67 6.6  
88.1 F4.7  
63.1  
6.98  
56  
6.6  
F51  
45  
7.16 782 786  
45 21 705  
219 719  
9 9  
8.19 8.39 8.59  
9 21 37 45  
7.7. sub  
10.3  
51  
F2.8  
45  
8.68  
56  
F1.9  
63.1 68.4

23+25  
736 777  
45 21 705  
7.02 sub  
817 717  
9 9  
817  
850 883  
27 45  
7.75 sub  
21

23+0  
025 Rt 1 1/2  
026 Lt  
6.2 2.2  
6.2 2.2  
6.0 F4.0  
670 820  
6.73  
56  
6.2  
F4.5  
45  
7.21 785 811  
45 21 9  
716  
816 816 9.05  
9 21 45  
86  
786.4  
-0.1  
5.6  
F5.7  
25  
9.25  
56  
F5.9  
64.9 67.7

BM  
4.06 8.92  
4.86  
B.P. 56  
Non 100  
375 375



Super	FP	FP	FP	FP	FP	Hinge	
+87 = 1' R 1/2 Island				367. 1009 F10.15	994		SFRP BM 6.77 4.71 11.48 5.78
+50.80 = 1/2 National	8.74 33		8.74		9.22 9	8.74 33	5 Cape Walk Frontline Door Klencer 8.10 3.5 3.5 Hat 10.00
+14 = 1' R 1/2 Island			337. 1123. 9.51	9.57 6.19			
26+0.0	8.46 33	8.70 21 7.95	3.44. 4.24 F1.20. 9	9.50 5.03	8.94 9 8.19	8.70 21 7.95	Island Cb 12.887
+7.5		8.58 21 7.83	3.51. 4.77 F1.23. 9	9.22 5.03	8.82 8.97	8.58 7.83	Island Cb BM 6.30 7.37 13.67
+5.0	8.23 33	8.47 21 7.72	3.67. 4.85 F1.13. 9	9.21 5.03	8.71 9 7.96	8.47 21 7.72	8.23 33 7.48 not set
+2.5		8.36 21 7.61	3.78. 4.78 F1.00. 9	9.16 5.03	8.60 7.85	8.36 7.61	7.37-Sub 33 not set
25+0	8.03 33 7.25	8.27 21 7.52	3.87. 4.71 F0.84. 9	9.05 5.03	8.51 9 7.76	8.27 21 7.52	8.03 33 7.25-Sub.
+7.5		7.25 21 7.00	8.19 7.44 5.07 F1.12.	8.93 9.26	9.01	8.32 7.47	8.00 7.25-Sub.
24+69.09 = Cb.B.C 07.17					8.41	7.77 45	Coast Page 58 SF Return of National 0.2 1.2 1.2 F1.5. 58 10.3 16.3

8.92



Super	Hinge	FP	4	FP	4	FP	4	FP	4
+55 - F. H. C. 2.11		11.15 - C. F. 2.3	11.93	11.36	11.93	11.36	11.93	11.36	11.93
29+0	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
#2 3716.77 SEBP 75.6 + 75 14.3 3A	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
+50	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
+50	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
BM 6.18 12.95	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
28+23.51	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
Fin 2.6 15.57A	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
28+0	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
+75	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
+50	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
27+43.46	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
27+25	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%
27+0	5.7 5.7 11.2	5.7 5.7 11.2	11.12	11.19	11.67	10.98	10.67	10.10	10.03 + 1%

BM For East Side 703 1380 6.77 SEBP National + 3.1195



Super Slope

Hinge

EP

S

EP

Hinge

23

07 West  
Sol 49.53

34+0	12:1	25 23 26 25	23 26 25	14.52	30 25 19	19 25	14.92	1510	14.10	1510	1516	1491	1452	1352	+3.87	17.70
		30.2	52.0	44	33	33	1.28	380	480	9380	21	33	428	41	44	F

#2  
17.87A

+75  
15.99A

BM 13.27  
5.73  
19.20A

450	12:1	3.8 2.8 2.7	2.7 2.8	14.09	3.2 2.8 2.7	2.7 2.8	14.19	1497	13.97	1497	1473	14.19	1409	1309	+3.36	17.70
		47.7	53.2		33	33	4.71	423	523	9423	21	33	41	44	F	

+25  
BM

0.08 16.83

16.75

TP

1.01

18.88

33+0

#2 F705A  
18.60A

13.67

14.07

11.55

13.55

14.55

14.07

13.67

12.67

2.99

10.00

+75

+50

46  
63  
67  
F17  
466  
541

13.24

43  
F21  
33  
F17  
556

13.61

13.00

14.12

13.12

14.12

13.88

13.64

5.56

13.24

12.24

2.7

10.00

+25

33+0

30' RCP

139  
139  
572  
F18  
542

12.82

44

67  
139  
F18  
33

13.22

13.41

13.70

11.70

13.70

13.41

13.22

out

12.82

11.82

2.56

10.00

+75

19.89

5.12 13.48

13.24 13.00



Fr 55  
 2/11/5  
 7.47 BPH Inlet  
 37+50 Hecorr

Hinge

EP

5

EP

Hinge

25

39+0 1/2:1 3.9 - 2.7  
 8.2 5.5  
 F50 F48 18.69  
 51.5 55.7 44  
 3.5 - 2.1  
 8.9 5.5  
 F51 F48  
 33 33  
 19.09 19.21 19.57 18.57 19.57 19.33 19.09  
 6.5 21 9.44 5.40 9.44 21 5.33  
 1.88 1.44 5.33  
 4.57 4.75 4.99 4.5  
 5.5 5.5 5.7  
 18.69 3.82:1  
 44 F 13.8  
 5.7  
 2.7  
 5.7  
 17.87 A  
 3.68 BPH Inlet  
 TP 14.19 R 37+50 Hecorr  
 +75 8.39  
 23.5 ST

+50 4.3 - 1.9  
 11.8 5.5  
 F75 F70 18.29  
 55.3 55.3 44  
 3.9 - 2.1  
 11.8 5.5  
 F79 F79  
 33 33  
 18.69 18.94  
 33 21  
 5.28 5.44  
 5.79  
 19.17 18.17 19.17 18.69  
 9 5.33 9.48 21 5.33  
 5.33 5.33  
 18.29 - 3.78:1  
 44 F 5.7  
 5.8  
 5.8  
 5.8  
 June 10 55  
 Fr 55  
 BM 14.19 BPH Inlet  
 9.18 R 37+50 Hecorr  
 +25 23.97

38+0 4.7 - 1.5  
 12.0 5.8  
 F75 F73 17.30  
 55.0 55.0 44  
 4.3 - 1.9  
 12.0 5.8  
 F77 F77  
 33 33  
 18.20 18.54  
 33 21  
 5.67 5.44  
 5.78  
 18.78 17.78 18.78 18.54 18.30  
 9.59 6.19 9.59 21 33 5.07  
 5.72 5.3  
 5.33 5.33  
 17.30 - 3.92:1  
 44 F 5.7  
 9.6  
 3.3  
 5.6  
 18.60 A  
 16.37  
 TP 16.11  
 24.08 A  
 590 16.43 6.30 10.53

+50 0.7 - 1.5  
 17.88 18.12 18.36 17.36 18.36 18.12 17.88  
 33 21 9 4.30 2.30 2.30 3.378  
 3.78 3.54 4.30 4.30  
 17.48 17.48  
 54.5 44  
 33 33  
 17.88 17.88  
 33 33 3.78 3.3  
 17.48 44  
 4.37:1  
 F 48.4  
 5.92 5.92  
 18.57 18.30 18.09  
 9 21 33  
 5.75 5.92  
 5.75 5.92  
 18.15 17.91 17.57  
 9 21 33  
 6.41 6.41

37+0 0.8 - 0.4  
 11.2 5.5  
 F54 F47 17.07  
 53.6 54.1 44  
 0.4 - 0.1  
 11.2 5.5  
 F58 F47  
 33 33  
 17.47 17.71 17.95 16.95 17.95 17.71 17.47  
 33 21 4.19 3.35 4.19 2.1 3.3  
 4.19 3.35 4.19 2.1 3.3  
 17.07 16.92  
 44 F 5.61:1  
 4.2  
 4.2  
 4.2  
 36+75 16.83





Hinge  
Coat 2285-1

Hinge July 18 1887  
8 PM 22.21  
5.11  
27.327

+57.48 = 2 Occan View

+50

445  
485  
2321  
33  
2319  
21  
363  
705  
2319  
9  
363  
388  
2345  
21  
387  
705  
2321  
33

411  
486

+25

Fin 55  
22837  
5.30  
8M 22.23  
804/261  
23+30

424  
485  
2308  
33  
2332  
21  
400  
2332  
21  
306  
431  
2306  
2332  
21  
33

424  
499

+21 = 1 R 2

2 = 3.7  
4.31  
F1.17  
24.04  
24.10  
F1.25

+5+0

+90.06 = 6 BC  
07.27

23.07  
56

2295  
33  
485  
537  
2219  
21  
46  
22.38  
47  
322  
424  
F1.24  
2323  
96  
2329  
54  
2338  
312  
424  
F1.27  
2343  
9  
2319  
21  
485  
537  
2295  
33  
485  
523

485  
523

047  
27/6

+78.13 = 6 BC  
07.14

23.32 cont.

22.60  
45

23.32  
56

+2%  
360

+75

22.82  
33

23.06  
21

322  
424  
F1.24  
2323  
96  
2329  
54  
2338  
312  
424  
F1.27  
2343  
9  
2319  
21  
485  
537  
2295  
33  
485  
523

8M

492

17.06

SEBP  
Occan View  
Temporary  
17.04

TP

9.25

21.98

380

12.63

44+50

1/2:1

21.99

56

46

-57  
229  
F8.8  
18.8  
22.39  
46  
544  
779  
21  
911  
354  
491  
503  
2326  
96  
2329  
54  
2338  
312  
424  
F1.27  
2343  
9  
2319  
21  
485  
537  
2295  
33  
485  
523

23.19

+2%  
360

44+25

16.43

363  
424  
F1.24  
2323  
96  
2329  
54  
2338  
312  
424  
F1.27  
2343  
9  
2319  
21  
485  
537  
2295  
33  
485  
523

22.55



+9164

402-66 409-66

4.78. 4.78.  
5.32. 5.22.  
FO.57. FO.74. 4.32. = 66  
FO.61. 2

+75

+50

8.80 X Paper 4.55.  
5.19. 4.25.  
FO.64. 2 = 66

+27.81 1 R Lt.

4.80.  
4.89. 4.30. = 66  
FO.29. 2

8+0

367 367

+94.47 PCC

367

+50

369

+25

373

7+0

381

+98.27 RC Rt.



Grades Harbor Drive at 32nd St.

			Curb	
+83 = C6BC ✓	5.28 4.27 C0.81	8.53		
81+0	5.02 4.25 C0.76	8.79 ✓	4.89 1.02 C0.81	
+75		8.92		
+50	4.71 3.82 C0.89	9.10 -		
+25		9.26	1.55 3.71 C0.84	
80+0	1.38 3.53 C0.88	9.43 ✓		
+75		9.63 ✓	4.18 2.02 C0.80	
+50	3.08 3.17 C0.81	9.83 ✓		
+25		10.04 ✓	3.77 3.06 C0.71	
79+0	3.57 2.87 C0.68	10.21		
+75		10.44 ✓	3.37 2.76 C0.61	
+50 = E4C6 ✓	3.17 3.26 C0.09 3.14	10.64 ✓		
78+0				
77+75				
BM	557	13.81	8.24	USGS 1/2 Harbor 332nd



March 5-53  
H. Sisson  
Garrett  
Chipman  
Parish  
Kelley

31

27069th Blvd

Island  
BM 824  
5.30  
13.54 A

BM 824 US  
5.49 Off  
13.73 T. C. M.

BM 824 USGS  
4.97  
13.317

A 50° 36' 25"  
R 80  
7.3782  
170.66  
D. 2148.57

USGS  
1/2 Harbor  
332nd

	Super		Hinge	EP	Gutter	Curb				
+74			P/Slopes							
+150	06	1/2:1 6.5 6.8 -0.1 60.9	-7.4 6.5 F 13.9 58.9	15.76 35 4.2 7.3 F 3.3 90.0	-7.9 6.5 F 14.4 21 21 3.7 7.5 F 3.8 24	16.24 21 9.67	16.96 8.95 7.5 9.70	17.68 18.18	1.73 1.61 F 2.88	#3 19.91
+140	06	1/2:1 6.2 6.3 -0.1 62.1	-8.5 6.2 F 14.7 57.1	16.78 2.2 5.8 F 3.6 40.4	-8.9 6.2 F 15.1 24	17.26 8.65	17.98 7.93 7.5 6.68	18.70 19.20	0.71 4.22 F 3.53	
+150	0596	5:3 5.3 0.0 62.7	-9.4 6.3 F 14.7 57.1	17.73 2.2 5.8 F 3.6 40.4	-9.9 6.3 F 15.2 24	18.21 7.70	18.92 6.99 3.1 7.75	19.64 20.14	-0.23	
+130	054	4:8 4.8 0.0 63.0	-10.5 4.8 F 15.3 58.0	18.78 4.3 6.2 F 5.1 42.7	-10.9 4.8 F 15.7 24	19.21 6.70	19.86 6.05 7.5 6.68	20.51 21.01	-1.10	
+13+50	0416	1/2:1 4.5 4.4 7.0 64.2	-11.6 4.5 F 16.1 59.2	19.90 35	-12.0 4.5 F 16.5 24	20.30 24.5.61	20.80 5.11 7.5 5.86	21.30 21.80	-1.89	For Right Lane See Page 14

8133 Brl Ford  
Pogold

X 25.91 P-13

	Super	Hinge	F.P.	Gutter Line	Curb			
1740	06 1/2:1		10.91 27 7.16	11.63 6.94 7.19	12.35 12.85	7.01 9.73 F3.67	M3 19.91X	
1550	06		11.86 6.21	12.58 5.49 6.74	13.30 13.80	6.12 F3.01		
1640	06	7.5 1.63 F3.33 7.00	12.44 35	7.0 1.22 24 5.15	12.92 13.17 4.43 5.18	14.36 14.86	5.05 8.58 F3.53	
1550	06	6.4 1.63 F3.8 4.07	13.56	5.9 1.02 F4.3 3.1	14.04 4.03	14.76 15.48 3.31 4.06	15.98	5.93 7.88 F3.75
		17.31 B.M. 0.76 14+00 Inlet Lt 18.07						
1570	06 1/2:1		14.67 35 5.2 1.67 F1.7 3.71	8.33	15.15 24 2.72 4.8 6.2 F1.8 3.1	15.87 16.59 2.20 7.5	17.09	2.82 5.22 F3.90

Left Lane

May 21-59  
H. S. Sipes  
Garber  
Chipman

Part  
Kelley  
**34**

Super

Hinge

F.P.

$\frac{7}{8}$

19+0	06	$\begin{array}{r} 4.9 \\ 4.9 \\ 6.0 \\ \hline 55.9 \end{array}$	$\begin{array}{r} 2.3 \\ 4.9 \\ \hline 50.9 \end{array}$	6.98	$\begin{array}{r} 1.8 \\ 4.9 \\ \hline 36 \end{array}$	$\begin{array}{r} 7.46 \\ 36 \end{array}$	9.62 = EP	8.62
------	----	---	--	------	--	---	-----------	------

+50	06	$\begin{array}{r} 1.8 \\ 5.3 \\ -0.5 \\ \hline 58.7 \end{array}$	$\begin{array}{r} 1.7 \\ 4.8 \\ \hline 57.7 \end{array}$	7.50	$\begin{array}{r} 1.8 \\ 4.8 \\ \hline 36 \end{array}$	$\begin{array}{r} 7.98 \\ 36 \end{array}$	10.14 = EP	9.14
-----	----	--	--	------	--	---	------------	------

+41.57 = IR

+10		$\begin{array}{r} 5.3 \\ 5.4 \\ -0.1 \\ \hline 58.2 \end{array}$	$\begin{array}{r} 1.2 \\ 5.3 \\ \hline 53.2 \end{array}$	8.00	$\begin{array}{r} 0.8 \\ 5.3 \\ \hline 36 \end{array}$	$\begin{array}{r} 8.48 \\ 36 \end{array}$	10.64	11.14 = 06
-----	--	--	--	------	--	---	-------	------------

12+9249 Main St Conn Sta.

9.24 X Brit Ford  
Page 17

18+0	06				$\begin{array}{r} 9.33 \\ 24 \\ \hline 8.74 \end{array}$	$\begin{array}{r} 10.05 \\ 8.02 \\ \hline 8.77 \end{array}$	10.77	11.27 = 06
------	----	--	--	--	--	---	-------	------------

19+50	06				$\begin{array}{r} 10.07 \\ 24 \\ \hline 8.00 \end{array}$	$\begin{array}{r} 10.79 \\ 7.28 \\ \hline 8.03 \end{array}$	11.51	12.01 = 06
-------	----	--	--	--	---	---	-------	------------

			Hinge	F.P	F.H EP	d to valley
+50	0.59	1 1/2	$\begin{array}{r} 6.9 \\ 7.0 \\ -0.1 \\ \hline 5.9 \end{array}$ $\begin{array}{r} 5.5 \\ 6.2 \\ -0.7 \\ \hline 5.5 \end{array}$	5.74 47	$\begin{array}{r} 3.0 \\ 3.7 \\ -0.7 \\ \hline 3.0 \end{array}$ $\begin{array}{r} 6.21 \\ 3.6 \\ \hline 3.6 \end{array}$	8.34 7.34
21+0	.06		$\begin{array}{r} 6.9 \\ 7.6 \\ -0.7 \\ \hline 5.9 \end{array}$ $\begin{array}{r} 3.4 \\ 6.9 \\ -3.5 \\ \hline 5.2 \end{array}$	5.84	$\begin{array}{r} 2.9 \\ 4.0 \\ -1.1 \\ \hline 3.0 \end{array}$ $\begin{array}{r} 6.32 \\ 3.8 \\ \hline 3.8 \end{array}$	8.48 7.48
+50	.06		$\begin{array}{r} 6.4 \\ 6.5 \\ -0.1 \\ \hline 5.8 \end{array}$ $\begin{array}{r} 3.2 \\ 6.2 \\ -3.2 \\ \hline 3.8 \end{array}$	6.03	$\begin{array}{r} 2.7 \\ 3.4 \\ -0.7 \\ \hline 3.0 \end{array}$ $\begin{array}{r} 6.51 \\ 3.6 \\ \hline 3.6 \end{array}$	8.67 7.67
20+0	.06		$\begin{array}{r} 5.8 \\ 5.9 \\ -0.1 \\ \hline 5.2 \end{array}$ $\begin{array}{r} 3.9 \\ 5.8 \\ -2.8 \\ \hline 5.2 \end{array}$	6.28	$\begin{array}{r} 2.5 \\ 3.8 \\ -1.6 \\ \hline 3.0 \end{array}$ $\begin{array}{r} 6.74 \\ 3.8 \\ \hline 3.8 \end{array}$	8.90 7.90
19+50	.06	1 1/2	$\begin{array}{r} 6.9 \\ 5.6 \\ -1.3 \\ \hline 5.3 \end{array}$ $\begin{array}{r} 2.7 \\ 4.9 \\ -1.2 \\ \hline 5.0 \end{array}$	6.56 47	$\begin{array}{r} 2.7 \\ 4.9 \\ -2.2 \\ \hline 3.0 \end{array}$ $\begin{array}{r} 7.04 \\ 3.6 \\ \hline 3.6 \end{array}$	9.20 8.20

9.24

Left Lane

Super

Hinge

EP

FH  
EP

1/2  
Valley

Cont Page 18

x50	1/2:1	5.8 8.6 -0.8 55.4	2.9 5.8 F29 51.4	650	47	2.5 5.8 F32 36	6.98	36	8.18	7.18
-----	-------	----------------------------	---------------------------	-----	----	-------------------------	------	----	------	------

+35.33 FC

2210	0.57 1/2:1	4.9 2.0 -0.1 57.9	3.3 6.9 F31 52.4	594	47	2.9 4.9 F40 36	6.36	36	8.14	7.24
------	------------	----------------------------	---------------------------	-----	----	-------------------------	------	----	------	------

9.24



Curb Line Sta. to Base	Curb		
+26.13	5.16	5.28	6
1+07.98	4.90	5.02	6
+89.83 PCC	4.72	4.84	6
+75.14	4.75	4.87	6
+60.45	4.96	5.08	6
+45.76	5.31	5.43	6
+31.07 PCC	5.55	5.77	6
+15.53	5.92	6.01	6
0+0 = 16+81.92 Main St.	6.02	6.14	6

Curb  
9.51A

4.76  
4.77  
60.65 platform

4.55  
3.82  
-0.73

4.30  
3.34  
-0.84

3.76  
3.64  
-0.32

3.79  
4.05  
-0.26

3.74  
4.34  
-0.60

CB.



	Super		Hinge		EP	Z	EP		Hinge	
+50	$\begin{array}{r} 5.3 \\ 5.2 \\ \hline 10.5 \\ 228 \end{array}$	$\begin{array}{r} 28 \\ 5.3 \\ \hline 13.5 \\ 178 \end{array}$	7.39 14	$\begin{array}{r} 27 \\ 5.3 \\ \hline 12.6 \\ 6 \\ 4.61 \end{array}$	7.49 8		$\begin{array}{r} 24 \\ 5.5 \\ \hline 13.7 \\ 6 \end{array}$	7.91 15	$\begin{array}{r} 22 \\ 5.5 \\ \hline 13.3 \\ 200 \end{array}$	$\begin{array}{r} 5.5 \\ 5.1 \\ \hline 10.6 \\ 200 \end{array}$
				7.09 5.01			7.33 4.77			
5+0	$\begin{array}{r} 5.5 \\ 5.4 \\ \hline 10.7 \\ 220 \end{array}$	$\begin{array}{r} 5.4 \\ 5.6 \\ \hline 11.0 \\ 170 \end{array}$	6.66 14	$\begin{array}{r} 3.4 \\ 5.5 \\ \hline 8.9 \\ 6 \\ 5.34 \end{array}$	6.76 8		$\begin{array}{r} 32 \\ 5.2 \\ \hline 13.7 \\ 6 \end{array}$	7.18 15	$\begin{array}{r} 30 \\ 5.9 \\ \hline 13.9 \\ 19.4 \end{array}$	$\begin{array}{r} 5.9 \\ 5.9 \\ \hline 11.8 \\ 22.4 \end{array}$
		10.15 80 Ford Page 13		6.49 5.61			6.73 5.37			
+50			6.18 14	5.82 6	6.28 6		5.58 6	6.52 6	6.70 15	
4+0				5.99 6	6.11 6		5.75 6	6.35 6		
3+50			6.12 14	5.88 6	6.22 6		5.64 6	6.46 6	6.64 15	

	Super		Hinge		FP		L		FP		Hinge		
8+0	1/2:1	23 54 F31 187	13.92 14	21 54 F31 6 6.75	14.10			6.31	14.54 6	14.5 6	14.87 15	65 53 148 327	53 50 90 377
					13.42 7.43				13.69 7.16				
150		36 60 F27 181	12.60	35 83 F28 6 8.15	12.70			7.91	12.94 6	12.97 6	13.12	48 51 F29 299	56 50 101 349
		16.91 Ford 2283-J 1.96 Top Cyclone Fence BM 14.25 Post		H.I. 12.10 P-38 0.61 11.20 P 9.36 20.85					11.98 8.87				
7+0		31 71 F20 170	11.15	50 71 F21 6 0.85	11.25			0.61	11.49 6	11.49 6	11.67	33 47 F22 320	47 48 101 320
					10.53 1.57				10.77 1.33				
450			9.71 14	2.29	9.81			2.05	10.95 6	10.95 6	10.23	19 43 F23 243	43 43 100 273
					9.13 2.97				9.37 2.73				
6+0	1/2:1		8.40 14	3.60	8.50			3.36	8.74 6	8.74 6	8.92	36 39 F25 218	39 38 101 268
					7.96 4.14				8.20 3.90				

	Saper	Hinge	EP		EP	Hinge				
+50	$\begin{array}{r} 0.7 \\ 4.6 \\ \hline F3.6 \\ 14.9 \end{array}$	$\begin{array}{r} 15.20 \\ 9.48 \end{array}$	$\begin{array}{r} 20.11 \\ 15.33 \\ \hline 4.78 \end{array}$	$\begin{array}{r} 0.6 \\ 4.3 \\ \hline F3.7 \\ 6 \end{array}$	$\begin{array}{r} 15.33 \\ 5.26 \end{array}$	$\begin{array}{r} 4.82 \\ 15.77 \\ 6 \end{array}$	$\begin{array}{r} 16.10 \\ 15 \end{array}$	$\begin{array}{r} -7.8 \\ 3.4 \\ \hline F10.8 \\ 6 \end{array}$	$\begin{array}{r} 12:1 \\ 3.4 \\ \hline F11.2 \\ 3.8 \end{array}$	$\begin{array}{r} 5.4 \\ 3.0 \\ \hline 3.8 \end{array}$
	$\begin{array}{r} 17.31 \text{ BM} \\ 2.80 \\ \hline 20.11 \end{array}$		$\begin{array}{r} 20.11 \\ 15.65 \\ \hline 4.46 \end{array}$	$\begin{array}{r} 15.65 \\ 4.94 \end{array}$	$\begin{array}{r} 20.11 \\ 16.29 \\ \hline 3.82 \end{array}$					
10+0	$\begin{array}{r} 0.4 \\ 3.8 \\ \hline F3.4 \\ 17.8 \end{array}$	$\begin{array}{r} 15.48 \\ 12.71 \end{array}$		$\begin{array}{r} 0.9 \\ 3.8 \\ \hline F3.9 \\ 6 \end{array}$	$\begin{array}{r} 15.88 \\ 4.71 \end{array}$	$\begin{array}{r} 3.87 \\ 16.78 \\ 6 \end{array}$	$\begin{array}{r} 17.35 \end{array}$	$\begin{array}{r} -8.4 \\ 3.4 \\ \hline F11.3 \\ 6 \end{array}$	$\begin{array}{r} -9.0 \\ 3.9 \\ \hline F12.9 \\ 3.4 \end{array}$	$\begin{array}{r} 5.9 \\ 3.9 \\ \hline 3.0 \\ 3.4 \end{array}$
+6768 IC				$\begin{array}{r} 16.01 \\ 4.58 \end{array}$	$\begin{array}{r} 17.05 \\ 3.54 \end{array}$					
+50	$\begin{array}{r} 0.4 \\ 1.4 \\ \hline F1.0 \\ 20 \end{array}$	$\begin{array}{r} 15.49 \\ 14 \end{array}$		$\begin{array}{r} -0.1 \\ 1.4 \\ \hline F1.5 \\ 7 \end{array}$	$\begin{array}{r} 16.01 \\ 4.58 \end{array}$	$\begin{array}{r} 3.34 \\ 17.25 \\ 6 \end{array}$	$\begin{array}{r} 18.18 \end{array}$	$\begin{array}{r} -8.9 \\ 3.4 \\ \hline F12.3 \\ 6 \end{array}$	$\begin{array}{r} -9.9 \\ 3.9 \\ \hline F13.8 \\ 3.6 \end{array}$	$\begin{array}{r} 4.4 \\ 1.2 \\ \hline 3.0 \\ 4.5 \end{array}$
		$\begin{array}{r} 20.85 \text{ P-40} \\ 4.18 \\ \hline 16.67 \text{ P} \\ 3.92 \\ \hline 20.59 \end{array}$		$\begin{array}{r} 15.93 \\ 4.66 \end{array}$	$\begin{array}{r} 17.28 \\ 3.31 \end{array}$					
9+0	$\begin{array}{r} 0.7 \\ 4.5 \\ \hline F3.8 \\ 19.3 \end{array}$	$\begin{array}{r} 15.25 \end{array}$		$\begin{array}{r} 0.1 \\ 4.2 \\ \hline F4.1 \\ 6 \end{array}$	$\begin{array}{r} 15.77 \\ 5.08 \end{array}$	$\begin{array}{r} 3.84 \\ 17.01 \\ 6 \end{array}$	$\begin{array}{r} 17.85 \end{array}$	$\begin{array}{r} -8.7 \\ 4.7 \\ \hline F13.4 \\ 6 \end{array}$	$\begin{array}{r} -9.5 \\ 4.7 \\ \hline F14.2 \\ 3.6 \end{array}$	$\begin{array}{r} 4.7 \\ 4.2 \\ \hline 3.0 \\ 4.3 \end{array}$
+7895 BC II				$\begin{array}{r} 15.52 \\ 5.33 \end{array}$	$\begin{array}{r} 16.56 \\ 4.29 \end{array}$					
TP Lt Side	1.65	18.90	1.96	14.25	Fence Post					
8+50	$\begin{array}{r} 1.4 \\ 4.3 \\ \hline F3.4 \\ 19.1 \end{array}$	$\begin{array}{r} 14.79 \\ 14 \end{array}$		$\begin{array}{r} 1.4 \\ 4.8 \\ \hline F3.7 \\ 6 \end{array}$	$\begin{array}{r} 15.14 \\ 5.71 \end{array}$	$\begin{array}{r} 4.87 \\ 15.98 \\ 6 \end{array}$	$\begin{array}{r} 16.61 \\ 15 \end{array}$	$\begin{array}{r} -7.7 \\ 4.9 \\ \hline F12.6 \\ 6 \end{array}$	$\begin{array}{r} -8.3 \\ 4.9 \\ \hline F13.2 \\ 3.8 \end{array}$	$\begin{array}{r} 4.9 \\ 3.0 \\ \hline 3.8 \end{array}$
		$\begin{array}{r} 16.21 \text{ TP Lt Side} \\ 8.53 \end{array}$		$\begin{array}{r} 14.67 \\ 6.18 \end{array}$	$\begin{array}{r} 15.31 \\ 5.54 \end{array}$					

Super

Hinge

F.P.

z

F.P.

Hinge

+3323  
Opp 18+10. Habard & Phloro

X 20.59 - P.41  
6.33  
17.26 B.M. Cyclone  
Fence 12.18  
Rec. 14.25 8.41  
75  
9.16 ✓

+25 = 06  
Opp Light 61

12.90  
7.69

13.56  
17

12.40 0583

8.03 12.56  
75  
8.78 ✓ G

7.33 13.26  
-49.  
27  
6 F 28.  
6

13.90  
17  
-56.  
29.  
8.5.  
298.  
2.0  
0.3  
0.3  
24.0

20.11  
12.99 12.99  
7.12 7.60  
75  
7.87 8.35 ✓

13.66  
6.93 ✓

+50 ✓

7.11 13.48  
75  
7.86 ✓

6.54 14.05  
-57.  
27  
8.4.  
6

14.53  
16  
-62.  
27  
8.9.  
294.  
2.7  
2.8  
0.1  
24.4

11+25

6.65 13.94  
75  
7.40 ✓

6.17 14.42  
6

14.78  
15

11+0

6.17 14.42  
75  
6.92 ✓ G

20.11  
14.42  
5.69  
75  
6.44  
20.11  
14.99  
5.21

X 20.11 P.41

5.78 14.81  
-65.  
33  
F 28.  
6

15.10  
15  
-68.  
33  
10.1.  
302.  
3.3  
3.3  
0.0  
25.2

8.23

X 20.59

14.90  
5.69  
75  
6.44

15.25  
5.34

		Hinge	EP	1/5	EP	Hinge
2+15	20%	4.43 17	3.70 GUT 14		5.29 GUT 6	
+86.10	20%	4.52 17	3.85 GUT 11.88		5.06 6	
+55.84 85	20%	4.66 ?	3.99 GUT 3.51		4.84 6.27	
+27.06	20%	4.84 15	4.03 GUT 8		4.63 8	
1+0	20%	4.86	4.09		4.87	
+75	20%	4.98	4.17 GUT		4.49	
+60					4.66 GUT 8	
+58	20%	5.26 13	4.45 GUT 8			
+31						
0+0 =						
47+97.67	Main St					

Main St. Connection South

	Hinge	F.P.		F.P.	Hinge
410		5.73 6		5.97 6	
+82.76	5.41 11	5.56 6		5.92 6	
+51 EC	5.02 12.03	5.82 ✓ 5.24 7.03		5.24 ✓ 5.82 6	6.04 11
		6.11 ✓ 4.95		5.32 ✓ 5.74	
370	4.48	6.35 ✓ 4.71 8		5.38 ✓ 5.68 6	6.03 11
2475	4.03 17	6.56 ✓ 4.50		5.46 ✓ 5.60 6	5.99 11
2450	3.86 17	6.71 ✓ 4.35 8		5.56 ✓ 5.50 6	

6.24 SEBP Regal  
 4.90 & Main  
 11.14  
 5.51  
 5.599  
 5.47  
 11.06





		Hinge	FR		F.P.	Hinge	
+75			8.79 ✓	1/2	2/13 ✓		
+50	$\begin{array}{r} 5.4 \\ -0.7 \\ \hline 28.4 \end{array}$	$\begin{array}{r} -0.2 \\ 5.2 \\ \hline 22.7 \end{array}$	8.54 15	$\begin{array}{r} -0.3 \\ 5.2 \\ \hline 25.7 \end{array}$	8.62 ✓	$\begin{array}{r} -0.5 \\ 5.5 \\ \hline 20 \end{array}$	8.85 $\begin{array}{r} 5.5 \\ -0.5 \\ \hline 25.0 \end{array}$
+25			8.42 ✓		8.42 ✓		
8+0	$\begin{array}{r} 6.5 \\ 0.0 \\ \hline 28.1 \end{array}$	$\begin{array}{r} -0.1 \\ 5.3 \\ \hline 23.1 \end{array}$	8.43 15	$\begin{array}{r} 0.0 \\ 5.0 \\ \hline 27 \end{array}$	8.25 ✓ 6	$\begin{array}{r} 10.2 \\ 5.8 \\ \hline 18.1 \end{array}$	8.07 11 $\begin{array}{r} 5.0 \\ 5.0 \\ \hline 20 \end{array}$
7+75			8.18 ✓		7.78 ✓		
+63.26 x	$\begin{array}{r} 4.3 \\ 4.9 \\ \hline 27.5 \end{array}$	$\begin{array}{r} -0.2 \\ 4.8 \\ \hline 22.5 \end{array}$	8.52	$\begin{array}{r} +0.2 \\ 4.8 \\ \hline 27 \end{array}$	8.14 6	$\begin{array}{r} 10.7 \\ 4.7 \\ \hline 16.9 \end{array}$	7.54 11 $\begin{array}{r} 4.7 \\ 4.7 \\ \hline 20 \end{array}$
7+50		8.03 Bt Ford Page 17	8.02 ✓		7.97 ✓		
+32.48 FC	$\begin{array}{r} 6.1 \\ 6.2 \\ \hline 26.8 \end{array}$	$\begin{array}{r} 1.5 \\ 5.1 \\ \hline 21.8 \end{array}$	8.52	$\begin{array}{r} 2.1 \\ 6.1 \\ \hline 27 \end{array}$	8.03 ✓ 18.60 = 7+25	$\begin{array}{r} 3.0 \\ 3.1 \\ \hline 16.9 \end{array}$	$\begin{array}{r} 6.1 \\ 6.1 \\ \hline 21.7 \end{array}$
7+25	$\begin{array}{r} 6.1 \\ 6.0 \\ \hline 26.9 \end{array}$	$\begin{array}{r} 1.5 \\ 6.1 \\ \hline 21.9 \end{array}$	8.60	$\begin{array}{r} 2.2 \\ 6.1 \\ \hline 27 \end{array}$	7.94 6	$\begin{array}{r} 3.8 \\ 3.8 \\ \hline 13 \end{array}$	$\begin{array}{r} 6.0 \\ 6.0 \\ \hline 21.8 \end{array}$
7+0			8.62		7.92 ✓		
+75			7.87		6.61 ✓		
6+50 ✓	$\begin{array}{r} 1.4 \\ 4.5 \\ \hline 24.7 \end{array}$	$\begin{array}{r} 1.5 \\ 4.5 \\ \hline 19.9 \end{array}$	8.67 15	$\begin{array}{r} 2.4 \\ 2.6 \\ \hline 22.6 \end{array}$	7.80 ✓ 6	$\begin{array}{r} 3.9 \\ 4.3 \\ \hline 13.6 \end{array}$	$\begin{array}{r} 4.3 \\ 4.3 \\ \hline 18.6 \end{array}$

90.15

	Super		Hinge		FP		FP		Hinge
11+25	0.118 Opp Light #63		8.14 15		9.50		10.92 10.17		
11+0	5.9 6.0 29.7	-0.5 5.3 F5.8 23.7	8.85 15		9.57		11.01 <del>10.2656</del>		11.61 12
10+75			8.91		9.60		10.98		11.84 13.5
+50	5.9 6.1 29.8	-0.6 5.3 F6.5 24.8	8.94		9.59		10.89 6		11.51 11.7
+25					9.53		10.75		
10+0	6.5 6.5 20.0 29.7	-0.6 6.5 F7.1 25.7	8.91 15		9.47		10.58		11.04 11
+75					9.38		10.37		
+50	6.4 6.0 31.7	-1.4 6.4 F7.8 26.7	9.68		9.26		10.10 F8.5 6		10.45 F8.8 24.2 P1. Slopes No. 20
+21/6 BC Lt.			8.74		9.08		9.77		10.06
9+0	6.0 6.0 29.5	-0.3 6.0 F7.3 24.5	8.66 15		8.93		9.47 6 F8.1 6		9.69 11 F7.5 22.3



	Prop	Curb	Gutter							
+75	BM 376 198 8741		581 563 F027	338 38	579 559 602 F038	350 19	360 x 363-Gut	581. 575. 576.	EM F046 (3.26) 20	Resurfacing 949 625 329 169 7931
+50			522 568 F046	352 38	578 563 F047	361 19	363 x 369-Gut	580. 575. 576.	(3.22) 20	
7+25			509 538 F047	365 38	579 562 F029	370 19	365 x 374-Gut	575. 581. 586.	(3.43) 20	
+9927 = 20' REC	38 37 F09 55	165. 542 F082	442 45	375 45	571. 562 F071 RR	378 19	371 x 381-Gut	568. 583 F045	(3.16) = RR 20	
+75		465. 545 F080	442 45		564. 562 F068	385 19	381 x 389-Gut	566. 571 F011	(3.33) 20	
+50	39 38 F01 55	442 50	437 45	365 45	475. 569 F034	387 19	393 x 398-Gut	551. 564 F013	(3.41) 20	
+25		492. 471 F021	415 45		563. 562 F026	386 19	405 x 406-Gut	543. 556 F013	(3.50) 20	
6+0	out	4.08 50	398 45	331 45	562. 612 F055	387 19	415 x 415-Gut	531. 548 F011	More Pav (3.53) 20	
+75					55. out	389 373 19	422 x 422-Gut			
5+50	F 66054	413 50			558 608 F058 654	395 371 19	431 x 431-Gut			

For Back See  
Page 3

835



	HINGE	Curb	GUT		GUT	Curb	HINGE
+50	6.43 41	6.09 38 3.44 3.19 2.37	5.42 5.70 38	6.30 6.30-cb FO50	5.57 5.70 34	6.24 34 3.27 3.12 2.37 FO.30	6.52 40
+25	6.52 41	6.11 38 3.20 c.o. 70	5.44 5.74 38	6.39 6.39 FO50	5.68 5.57 34	6.35 34 3.16 3.19 FO.63	6.66 40
+5+0	6.60 41	6.14 38 3.37 3.16 20.22	5.47 5.87 38	6.42 6.32-cb FO50	5.74 5.55 34	6.41 34 3.10 2.42 FO.32	6.74 40
+87 = Full width Island				6.37 6.37-cb FO50			
+75	6.68 41	6.17 38 3.34 3.25 FO.01	5.50 5.25 38	6.37 6.37-cb FO50			
+72 = Fly Island				6.37 6.37-cb FO50			
+78 = CB BC 6-8'					5.77 6.05 34	6.44 34 3.07 3.24 FO.18	6.84 40
+50	6.72 41	6.20 38 3.24 FO.31	5.52 5.89 38	6.37 6.37-cb FO50		6.46 34 3.05 3.16 FO.55	
+25	6.70 41	6.23 38 3.28 3.12 FO.10	5.56 5.97 38			6.46 34 3.05 3.16 FO.55	
44+0	6.66 41	6.27 38 3.24 3.33 FO.09	5.60 5.36 38				
43+75	6.81 40	6.19 38 3.21 4.27 FO.96	5.63 6.00 GUT 33				
42+50 = Exist cb 27 ft.			5.63 28 = Exist cb	BM	4.84	11.08	6.24

SEBP  
BM 421  
3.27  
7.57

00313

Rigel St.

SEBP  
Main St  
+ Rigel

	HINGE	Cur 6	GUT		GUT	Cur 6	HINGE
+75	5.69 41	5.22' 38 429' out	4.55 4.99 38				
+50	5.74	5.33' 418. 437 Fo.39	4.66 5.04	515			
+25 = 71% Island	5.83	5.43' 408 382 Co.24	4.76 5.13	5.72 6.32 Fo.50	5.72 5.76 Fo.47		
+07.28 = Normal 7% Island					6.22-06 714-18 3.23 3.72 Fo.47		
47+0	5.91	5.56 5.65 3.86 4.28 Fo.42 Fo.32	4.88 4.98 5.21	5.80 6.30 Fo.50	6.30 5.21 3.75 Fo.49		Cont Page 37
+75	5.90	5.67' 3.84 3.52 Co.39	5.00 5.20	5.74 6.32 Fo.53	3.14 3.25 Fo.61	5.11 5.31 34	5.78 5.73 6.16 40
+50	6.08	5.77' 5.74 3.75 Fo.51	5.10 5.38	5.72 6.35 Fo.63	3.06 3.78 Fo.72	5.18 5.10	5.85 6.24
406						6.0313	
+25	6.19	5.87' 3.14 3.25 Fo.51	5.20 5.46	5.88 6.32 Fo.53	2.99 3.63 Fo.64	5.28 5.54	5.95 6.33
46+0	6.27 41	5.97' 3.51 4.18 Fo.39	5.30 5.54 38	6.08 6.53 Fo.50	2.91 3.43 Fo.52	5.38 5.62	6.05 6.41
45+75	6.35 41	6.07' 38:06 5.41 3.68 Co.38	5.40 5.62 38	6.19 6.49 Fo.50	2.81 3.31 Fo.47	5.48 5.70 34	6.15 6.49 40

Carb  
9.517

Cont Page 37

6.0313

3.42  
3.53  
Fo.09

3.06  
3.85  
Fo.49



	HINGE	Carb	GLT			ALT
+32.66	6.76 35.67	6.09 3.46 4.60 FO.58	5.41 5.97 29.67	6.30 6.81 FO.51	6.80 6.83 FO.56	Carb 9.57
49+07.66	6.47 37.34	5.79 3.73 5.59 60.19	5.13 5.68 31.34	6.02 6.52 FO.50	6.01 6.52 FO.51	
+82.66	6.23 39	5.59 3.92 3.24 60.86	4.92 5.44 33	5.80 6.31 FO.51	5.78 6.32 FO.54	
+59.66	6.04 40.66	5.39 4.12 4.07 60.05	4.73 5.25 34.66	5.62 6.12 FO.50	5.65 6.18 FO.50	
+35.67 - CB.85 02R						5.28 28
+32.66	5.86	5.29 4.22 4.88 60.78	4.62 5.10 36.33	5.51 6.01 FO.50	5.33 6.03 FO.50	
48+10					5.52 6.02 FO.50	
48+09.66	5.76 41.	5.12 37.58 4.29 5.41 FO.02	4.45 5.02 37.58	5.47 5.97 FO.50	6.02 5.53 FO.50	
47+97.67					5.54 6.03 FO.49	
47+91.88						
490 = H <sup>2</sup> Carb/lykts						
47+82.66 - P.Y.C. 1/2	5.69 41	5.22 38.26 4.29	4.55 4.89 38	5.41 5.94 FO.50		

⊕

Extension of Plan HINGE

cb Gutter

♀ Gutter cb

Hinge

7+50

8.84  
8.92  
FD 08 5.68

5.06 Ford

8.19  
8.76  
FD 06 5.38

8.67  
8.65  
FD 05 5.22

5.40

6.99  
8.75  
60.74

7+25 - Mod cb  
by R1

(4.82)

5.65  
(5.61)

1.59

5.10  
5.26  
26

7.13  
7.22  
Fall 02 Ford

12.39T  
Bt Ford 58

7+22 - Mod cb  
by L1

8.95  
9.06  
Fall 5.57  
Ford 26

1.90

Ford Curb  
9.81T

8.77 Ford  
cb

8.22

14.52

6.30

2 Con explain  
Ford 26  
Ford 26

Main St

Sheet 34  
Hinge

Gut

50+0 = End of Island

7.47  
7.27  
7.91 cb FD 50

+82.16 = Exc 2

7.45  
34

7.15  
2.31  
28.06  
cb 28

6.58  
6.66

7.59 cb  
7.08  
7.63  
FD 55

49+57.66

7.08  
34.42

6.58  
2.93  
4.11  
FD 28  
28.42

5.91  
6.29

6.65  
7.11  
7.50  
7.15 cb  
FD 50

♀

Super	EP	Gut	EP	HINGE
+59 - Fly Island			9.04	
+50	8.55	8.48	8.90	8.25
+47			8.84	
+25 0062 R+H	8.05	7.98	8.40	7.75
9+0 0062 R+H	7.55	7.48	7.90	7.25
+75 0062 R+H	7.05	6.98	7.40	6.75
+50 - Fly Island	6.55	6.49	6.93	6.25
+25	6.06	6.06	6.06	5.78
8+0	5.57	5.69	5.80	5.33
+90.87 CB BC 0021	6.41		6.09	
7+77.27 CB BC 0021	6.41	5.53	5.65	5.68
+75				

215 bands  
 BM 1.30  
 7.36  
 13.66X

Fric 5  
 6.30  
 7.39  
 13.89X

Super

EP

£

EP

+10.83 = 1'6 R 07 R

10.98

10.27  
26

Fin 15 3 Grabs  
13.897

11+0

027 R  
014 R Crown 0.67

10.00  
26

0.71  
3.58 10.41  
0.13 10.19  
13

3.53 10.50  
0.00 10.36

10.25  
10.07  
13  
9.66  
26

2.56  
13.667

+90 = 1'8 1/2

10.36  
+0.01  
3.86  
-0.03  
10.36

+75

02 R  
008 R

8.91  
26

4.88  
1.19  
7.01 9.01  
13

9.11 9.61  
+0.01

8.86  
13  
8.60  
26

4.05  
4.75  
F0.70  
0.03

+50

012 R  
0012 R

3.24  
25  
5.92

8.65  
26  
5.25 8.64  
6.00 13

8.62  
9.12  
0.00  
4.55  
2.58  
0.00

8.48  
13  
8.03  
26

+47.80

+37.80 = 1'8 1/2

006 R  
0.06 R

9.10  
0.07  
4.51  
4.29  
C0.27

10+0 = 2'0 back

9.22

+15.20 = 1'8 07 R

8.88  
29

8.85  
26

9+59.85 = 1'8 07 R

8.45  
26

BULB

L= CLIPP LINE STA.

HINGE

CB

STA 27+49.72  
ACCESS RD

+67.97

15.03  
3

14.97

1 +27.32

13.47  
8

13.31

+81.39

10.05  
8

9.89

0+40.65

9.61 + 10%  
8

9.45

WABASH BLVD  
27+43.46

0+00

10.02 + 10%  
11

9.80

HINGE

4

CB

HINGE

+09.41 = Cb FC on R

16.57

16.49

16.71

Crown 17

12+80.69 = Cb FC on R  
16.67  
37

CB

16.45 15.76 16.14  
26 15.92 13

16.20  
16.06

15.91  
15.68  
13

EP

15.31

Finis  
12.89A

+75 Crown 16.9

8 17 6.50  
10.58  
16.86A

30 15 National  
25.5  
22.8  
20.5  
18.5

EP

14.31 14.70  
26 14.49  
13

14.77  
14.62

14.19  
14.05  
13

13.88

+50 Crown 16.7

3.98 10.1  
4.17 0.92  
10.16 0.89  
8.5

12.88

0.85 13.28  
0.72 13.04  
0.72 13

0.69 13.35  
0.67 13.20  
0.66

13.08  
12.87  
13 1.05  
0.92  
0.75

12.48

1.41  
1.57  
10.16

11+25 Crown 16.7

5.42  
5.37  
10.15  
8.5

11.44

2.78 11.85  
2.13 11.57  
0.75 13

2.21 11.92  
2.09 11.78  
0.13

11.66  
11.47  
13 2.46  
2.32  
0.74

11.07

2.82  
3.01  
10.18

Wabash Blvd. + National F.V.C.  
South East Return

South West Return

June 19-53

58

STATION	SLOPE	L = CURB LINE STA	CB	HINGE LT
STA 12409.41 NATIONAL AVE.	1:1	24631	16.49	16.71
2766 0.67 28.97 TP		+30.11	15.03	15.25
451 31.487 12.28 P 19.8		2+14.30	13.40	13.62
P.C.C.		+20.70	11.66	11.82
		+70.00	10.04	10.26
		+48.82	8.67	8.89
TP		904	2766	18.62
		+27.55	7.84	8.06
		+06.27	7.53	7.75
CB BM 630 2 Corner Mark 335 National		1:1 +80.23	EL. 7.78	8.00
8.79 15.0 9.84 14.38 6.78 21		+56.29	EL. 8.13	8.35
		1:1 0+28.15	EL. 8.22	8.44
STA 2416308 WABASH BLVD	1/2:1	0400	EL. 8.32	8.54
BM		1287	19.62	6.77

STATION	SLOPE	L = CURB LINE STA	CB	HINGE LT
STA 7+77.37 NATIONAL AVE F.C.	1:1	2+73.99	EL. 5.83	EL. 6.05
		+49.79	EL. 6.05	EL. 6.27
		+25.59	EL. 6.27	6.49
P.C.C.		2+01.38	EL. 6.49	6.71
		+66.69	EL. 6.81	7.03
Curb BM 630 2 Corner Mark Front 335 National		1:1 +40.65	EL. 7.05	7.27
		1+ 13.28	EL. 7.30	7.52
		0+ 85.92	EL. 7.55	7.77
P.C.C.		+56.30	EL. 7.88	8.10
		0+28.15	EL. 8.22	8.44
STA 24154.31 WABASH BLVD	1/2:1	0400	8.23	8.45
BM		443	11.20	6.77

Change to West National

Hoback Blvd. + National Ave.  
North West Return

Aug-26-08

F50 8

10.27:cb Island North of National Ave.

L= HINGE

CB

CURBLINE  
STA

H.S. 2000  
947.60  
C.P. 1000  
1841

125.  
5.1  
F0.86.

59

check on 2940 on H  
Page 21

STA 28+32.5

WAABASH BLVD

2+63.32 10.64

1.4 4.10  
5.6 3.9  
F0.6 10.19  
16.1 0.0

16  
5.8  
F0.7  
0.0

+35.17 10.38

16. 3.96  
5.2 10.16  
F0.0 17.0

1.9  
1.2  
F0.7  
0.0

PCC +07.03 9.85

2.2 4.88  
5.0 10.05  
F2.8 10.63  
15.2 10.00

2.4  
5.6  
F0.6  
0.0

BM. A Concpk +83.03

9.13

2.9 5.1  
4.9 8.91  
F2.0 10.35

5.1  
4.9  
F1.9  
0.0

5.72  
12.02

+57.05 8.30

5.7 8.44  
5.0 10.06  
F1.2 10.08  
12.8

3.9  
4.9  
F1.0  
0.0

For-cb

+35.77 7.83

4.2 7.1  
5.1 10.61  
F0.9 10.00  
12.4

4.4  
5.1  
F0.9  
0.0

+14.49 7.60

4.4 7.14  
5.4 10.38  
F1.0 10.00  
12.5

4.6  
5.4  
F0.8  
0.0

+93.22 7.44

3.1 7.0  
4.2 10.22  
F1.3 10.00  
12.8

3.6  
4.6  
F1.0  
0.0

PCC +72.61 7.26

3.6 7.48  
4.8 10.12  
F1.3 10.04  
12.8

3.8  
4.8  
F1.0  
0.0

+48.41 7.02

3.8 7.0  
5.1 10.22  
F0.3 10.00  
12.8

2.7  
3.8  
F1.0  
0.0

+40.00 6.72

4.1 6.69  
5.0 10.06  
F0.9 10.00  
12.4

4.4  
5.0  
F0.8  
0.0

STA 7+90.50  
NATIONAL AVE.

8C. 0+100 6.41

4.4 8.47  
5.1 10.00  
F0.7 10.00  
12.1

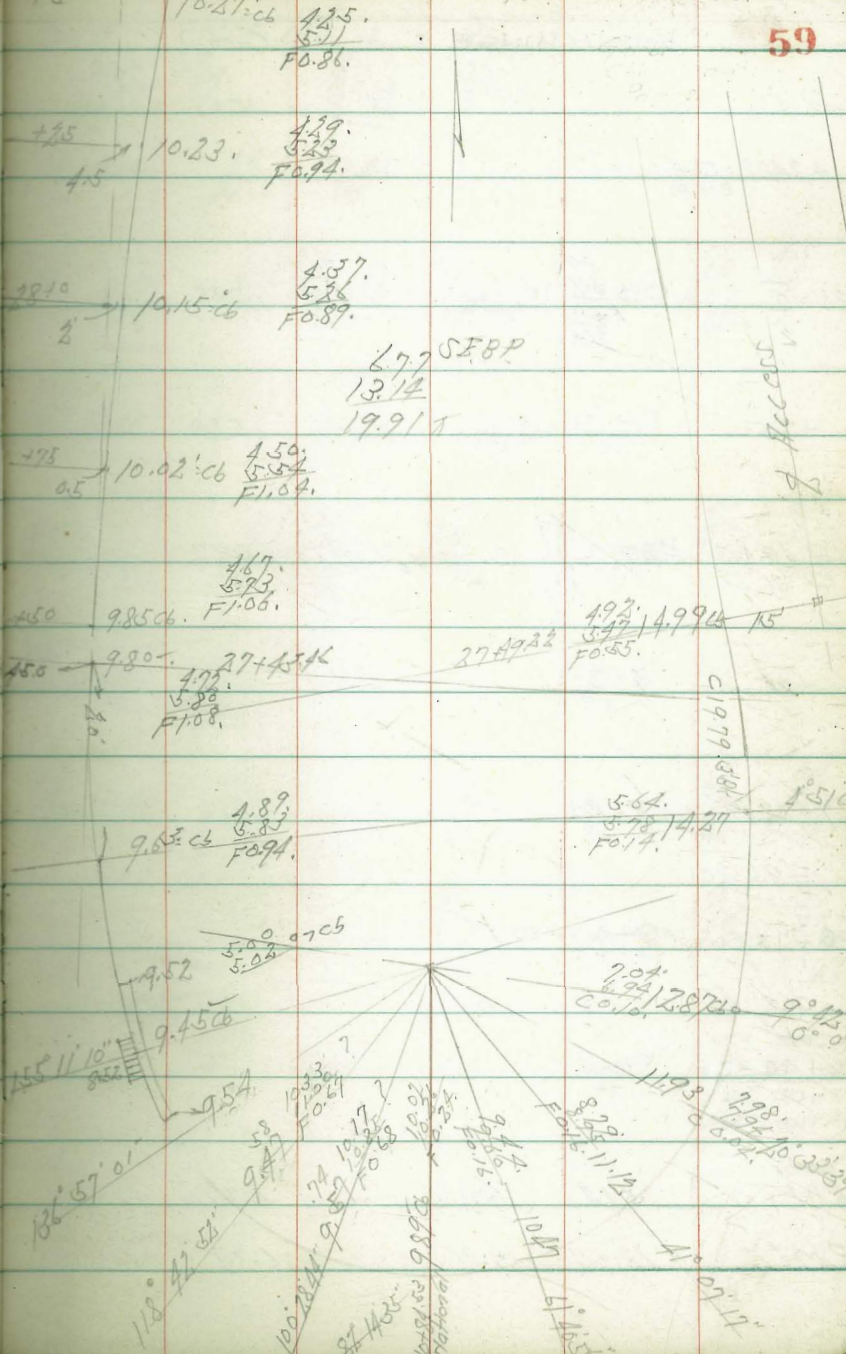
4.7  
5.1  
F0.4  
0.0

BM

4.56 10.86

6.50

4 Concpk  
F0.7 10.00  
National

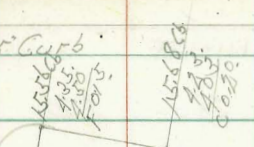


Access Road National Ave to Ocean View Blvd.

Sheet 31

60

	HINGE		Curb			HINGE	
+50			428. 128. 15.63	00.03.	out		
+2228 = Curb 4' R					15.14		
					15.51		
28+0	39 8.9 15.0 18.5	15.44	40 8.9 F4.9 15	15.38	45.2 4.8 00.03. 3.84	15.38	39 4.5 F0.7 21
+75		15.31		15.25	out	15.25	15.37
+49.72 = Paper	43. 9.5 F3.0 25.5	15.03	44 9.5 F4.9 15	14.97	310. 35.5	14.62	47 6.5 F1.7 15
+25			Sub G BM	6.30 11.42 17.73	4.90 out	15.01	15.13
27+12.69 = Curb					4.90 out	15.01	15.13
+95.60					412 7.5 4.8	13.59	46 4.9 F0.5 15
26+78.50 = ALONG R=50 CURB					448 5.5 3.1	15.01	46 4.9 F0.5 15
+61.41					471 4.8 F0.3	15.20	41 4.3 F0.2 0.0
ACCESS RD					426 4.3 F0.9	15.65	39 4.3 F0.2 0.0
26+44.32 =						16.45	15.42
12+00.63							11
NATIONAL AVE							16.67
Curb							11
BM	13.14	19.91		6.77			
BM	12.57	19.34		6.77			



S.F.B.P.  
National  
+2228





Access Road

HINGE

Curb

Page 80

+1118 = C6BC4R  
0.7 97

32+0 2.56:1 17.20  
F 18

17.23

9.08.  
8.83  
00.25.

+75 17.24

17.18

444.  
7.5  
5.29 16.81.

+50 2.44:1 17.15  
F

97

17.09

9.22.  
9.03  
00.20.

+25 17.05

16.99

453.  
7.5  
5.33 16.62.

31+0 2.22:1 16.94  
F

100

16.88

9.43.  
9.33  
00.10.

+8170 = C6EC02R

+75 TP 11.66 26.89 4/11 15.23

16.79

9.57.  
9.33  
00.19.

+50 1.39:1 16.69  
F 18

16.63

9.68.  
9.59  
00.09.

30+25 16.57  
18

16.51  
15

26.31  
19.34

8

Curb

HINGE

SLOPE

62

17.25  
15

17.37 1/2:1  
21

429.  
7.5  
5.29 16.81.

9.08.  
8.74  
00.34.

9.7.  
9.2  
0.5  
15

17.35 1/2:1

9.5.  
9.2  
0.3  
242. 292

444.  
7.5  
5.29 16.81.

17.18

17.30 1/2:1

443.  
7.5  
5.18 16.72.

9.22.  
8.94  
00.28.

9.8.  
9.2  
0.6  
15

17.21 1/2:1

9.7. 4.4  
9.4 4.2  
0.5 0.7  
238. 288

453.  
7.5  
5.33 16.62.

9.32  
out 16.99

17.11 1/2:1

464.  
7.5  
5.39 16.51.

9.43.  
9.33 16.88  
00.20.

10.9.  
9.4  
1.5  
15

17.00 1/2:1

9.9. 8.4  
9.4 6.2  
0.5 0.2  
228. 278

476.  
7.5  
5.51 16.39.

Page 80

16.79 C1C2.5

16.91 1/2:1

10.9. 7.8  
9.8 2.2  
0.7  
221. 271

488.  
7.5  
5.63 16.26.

5.19  
5.7 15.96 PPF 18.

16.08  
21

3.3. 5.8  
3.2 1.8  
F1.9. 10.4  
239. 289

501.  
7.5  
5.76 16.14.

5.31  
16.06 15.84 EP  
15

21.15 Sub

Access Road

Curb

1/2

Curb

HINGE

DATE 63

+75

17.25  
18

17.19  
15

4.33  
75  
5.08/16.82

16.52 G/L

+70.86 = Cb FC 20'R  
07 R

17.18

9.13  
899  
C0.14

out

9/3

17.18 - Cb FC 22'  
15

17.30  
21

9.6  
5.8  
C3.8  
23.9

1/2:1  
5.8  
70.7  
27.9

+50

3.36:1  
F  
17.26

17.20

9.16  
899  
C0.14

4.32  
75  
5.07/16.83

9.11  
899  
C0.14

17.20 - Cb FC 22'  
15

17.32

9.6  
5.4  
C4.2  
23.7

1/2:1  
5.4  
71.3  
28.1

+25

17.31

17.25

4.27  
75  
5.02/16.88

17.25

17.37

1/2:1

32+0

2.99:1  
F  
17.35

17.29

9.02  
899  
C0.14

4.23  
75  
4.98/16.92

9.02  
899  
C0.14

17.29 - Cb FC 22'  
15

17.41

9.5  
5.2  
C3.3  
22.7

1/2:1  
5.2  
72.5  
28.5

+75

17.43

17.37

4.22  
75  
4.97/16.93

17.37

17.49

9.5  
5.4  
C4.0  
23.0

1/2:1  
5.4  
71.3  
28.0

+50

2.7:1  
F  
17.43

17.37

8.94  
899  
C0.14

4.22  
75  
4.97/16.93

8.94  
899  
C0.14

17.37 - Cb

17.49

1/2:1 out

+41.44 = Cb FC 4'R  
07 R

Page 80

17.37

out

17.29 - Cb FC 22'  
15

17.41

9.5  
5.1  
C5.1  
23.6

1/2:1  
5.1  
70.9  
28.8

32+25

17.34  
18

17.28  
15

9.03  
out

4.24  
75  
4.97/16.91

16.61 FF  
15

21

26.37 For Cb  
26.89

21.157  
SubGrade

Access Road

		HINGE		Curb		Curb		HINGE	SLOPE						
TP	4.50	18.27	9.94	13.77					64						
+75		15.48 18		15.42 15	4.17 7.5 5.37	15.05	15.42 15	15.52	1 1/2 : 1 20						
+50	14.15:1 F	15.78		15.72	10.58 10.26 5.67	15.35	10.59 10.52 5.07	15.72	8.0 7.9 5.07 15	15.82	1 1/2 : 1 21.9 21.0 21.6	7.9 7.0 10.9 21.6			
+25		16.03		15.97	4.07 7.5 18.2	15.60	2.56 21.57	15.97		16.07	1 1/2 : 1				
+25+0	7.15:1 F	16.33		16.27	10.04 9.21 6.13	15.30	1.87 16.8 3.29	10.04 9.85 6.97	7.4 6.8 4.6 15	16.27	1 1/2 : 1	21.5 21.8 21.5 21.2 22.3	21.8 21.0 20.2 21.3		
+75		16.58		16.52	5.90 7.5 5.75	16.15		16.52	7.2 6.8 4.6 15.0	16.62	1 1/2 : 1	21.1 21.6 21.5 21.5 21.3 21.5 21.5	21.6 21.5 21.5 21.5 21.5 21.5		
+50	4.85:1 F	16.83		16.77	4.75 7.5 5.5	16.40		16.77		16.87	1 1/2 : 1	out			
+16.92 = 66.55 20.77 R 07 RT				16.79	9.56 9.38 6.14		out	16.79	6.9 6.5 5.4 15	16.89	1 1/2 : 1	6.8 6.5 5.3 21.7	RP 10.4		
814			6.96	16.75	out BP 506 Flowerer Frog 3405 (16.75)										
+25		17.03		16.97	4.55 7.5 5.3	16.60	1.85 5.70 15	16.30	FP						
TP	5.97	23.71	9.15	17.74											
+34+0	3.87:1 F	17.14 18		17.08 15	9.23 9.24 6.01	16.71	4.44 7.5 5.2	4.74 15 5.19	16.41 15	16.41	FP	10.5 12.0 11.5 15	16.81 21	1 1/2 : 1	10.6 12.0 11.5 10.4 23.1 23.1
		26.31 Force 26.89					21.157 Sub Grade								



Access Road

HINGE

Curb

2 Sub G  
19.671

Curb

HINGE

66

+75

15.98

15.60  
15.92

441 15.23  
25  
519 15.55

15.60  
15.92  
15

15.72  
16.04  
21

+50

+19.07 = C6 PG 20R  
07.85

Grade Change

15.29

419  
411  
6.58

416 15.01  
25  
541

15.29  
15.40

28.30  
22.43  
11.15  
15

15.41  
15.61  
21

27.29  
22.43  
11.15  
15  
23.29  
22.43  
11.15  
15  
23.29  
22.43  
11.15  
15

+25

15.28

15.17  
15.22

487 14.80  
25  
566 14.85

14.50  
14.55

39+0

3.82:1 + 15.03  
F 18

+

14.95  
14.97

503  
458  
6.45

502 14.58  
25  
577 14.60

14.28  
14.30 cur  
4.0  
4.2  
F0.7  
15

14.50  
24.80

3.8  
4.7  
F0.7  
15  
25.4  
30.4

+75

+73.00 = C6 PG 20R  
07.85  
Martin Ave.

14.73

5.25  
4.75  
6.55

539 14.37  
25  
615

14.73  
4.0  
4.2  
F0.6  
15

14.85  
21

3.5  
4.2  
F0.7  
15  
28.1  
30.4

+50

3.78:1 + 14.58  
F 18

14.52

5.46  
5.02  
6.44

552 14.15  
25  
627

14.52  
3.8  
4.2  
F1.2  
15

14.64  
12:1

3.7  
4.0  
F1.3  
15  
25.0  
30.4

+25

565 14.02  
25  
640

38+0

3.92:1 + 14.33  
F 18

14.27  
15

5.76  
5.32  
6.38

572 13.90  
25  
647

14.27  
4.1  
4.5  
F1.2  
15

14.39  
21

3.9  
4.5  
F1.3  
15  
24.9  
30.4

37+75

580 13.87  
25  
655

15

19.98 Force  
18.22

Access Road

	HINGE		Carb.		Carb.		HINGE
+50	11.18:1 + F 18	19.53	706 663 C032 17.12 19.47	11.67 10.20 2187A	636 75 761 16.75 19.10	701 681 C020 17.12 19.47	17.24 19.59 21
+25	18.93	18.93	16.90 18.87	2187A	708 75 783 16.53 18.50	16.90 18.87	17.02 18.90
+1+0	7.62:1 + F	18.33	745 719 C632 16.68 18.27	3.30	730 75 805 16.31 17.90	745 700 C639 16.68 18.27	16.80 18.39
+84.54	-C6 FC 4 R 07 Rt		2505 6r. 19.67A 498 14.69 - 240+ 8.92 23.61A			16.55 17.92	16.77 18.04
+75	17.78	17.78	16.17 17.72		751 75 826 16.10 17.35	15.80 17.05	16.77 18.04
+56.50	-C6 BC 4 R 07 Rt					17.34	17.46
TP C6	7.52	24.13	3.37	16.61	27 3' 8x4 C030 on H 16450		
+50	5.03:1 + F	17.28	16.25 17.22	3.73 3.26 C077	773 75 823 15.88 16.85	3.73 3.26 C036 16.25 17.22	16.87 17.34
+25	16.83 18	16.83 18	16.03 16.77 15		795 75 821 15.66 16.40	16.03 16.77	16.15 16.89
40+0	4.59:1 + F 18	16.38 18	15.88 16.32 15	4.16 6.82 C034	422 75 197 15.45 15.95	4.16 3.22 C038 15.82 16.32 15	15.94 16.44 21
		18.52					





Access Road

				Curb		Curb	Hinge
TP	10.65	38.36	0.87	27.71			RM 22.21
+90			Sub Grade 23.61A 0.25 23.35 12.79 36.12			7.39 7.03 C.S. 28.81	22.21 28.47
+75							
+65.40 = C6BC 07 RT	1/2.1	27.78 29.89	-1.3 F6.9 28.4	27.72 29.72	-1.2 5.6 F6.8 15	0.75 27.55 29.46	8.48 0.4 27.72 20.83
+50	-0.8 out	29.35		-0.7 26.95 24.29 15	1.52 2.56 F7.07	9.54 26.58 27.28 10.25	9.25 9.27 F0.02 26.95 29.22 29.76
+25		25.76 28.33 18		25.70 28.27 15	2.77 3.51 F0.74	25.33 29.76 10.79 25 11.5	10.50 10.50 0.0 25.70 28.22
+15.21 = C6BC 07 RT							25.82 28.20
TP	12.28	36.20	0.21	23.92			25.11 27.98
+40	1.3 9.1 F7.8 39.7	24.51 27.29 18	1.4 2.1 F7.7 15	24.15 27.23	4.02 4.58 F0.56	-0.47 24.08 0.28 26.56	26.56 out
+86.05 = C6BC 07 RT							26.75 26.87
+37.75	1/2.1	28.26 26.43 18		28.20 26.37 15	5.27 3.50 F0.20	0.78 28.83 27.60 1.5	0.93 0.89 0.04 28.20 26.37 15
		24.13 29.00	0.6 28.58				28.32 26.49 21

1.2 2.8  
2.3 2.3  
F1.6 2.05  
3.34 3.81  
1.4 2.2  
2.6 2.5  
3.04 3.54

3.8  
5.8  
7.07  
22.17  
2.5  
4.5  
1.22  
3.22





Ocean View Blvd.

Super

EP

¢

E.P.

72

+0531 = 1'R  
07/27

May 14-54

1170 Crown 20.40

27.24  
26

27.45  
13

27.45  
(27.36) First 27.26 26.87  
553 130 24

RM 17.04  
2 Island 12.61  
29.65  
1.06  
28.59  
9.20  
37.79

+90 = Fly 2 Island

27.02 = cb F 0.34  
150.18 100 232  
25.65 = 1.38  
25.29 = F 0.58 25.00 24.65  
13 26

+75 Crown 0.87

24.92  
26

25.14  
13

23.93 = 5.67 5.73  
25.98 = 5.68 5.88  
26.07 26.12

Hail 25.65  
2/10-75 5.8

+53.19 = 2 Island Full

+50 0.05 R + Lt.

23.41  
26

23.35  
13

23.29 = 23.22 23.15  
419 1.7  
227 First  
Foil 5.00

417  
1.75  
19.2

25.02  
7.48  
32.55

+43.19 = 1'R 2

First  
(22.57)

23.65 = 6.27 6.00  
23.78 = 5.91 5.91  
1.11.18 6.36 6.69

+40.19 = 1'R  
07/27

26

+38.03 E.P.  
Hobash

23.39  
26.02

23.26

23.12  
26.02

10+0 = 2 Hobash

23.87  
26.02

23.73

23.59  
26.02

2466.57

9+57 = H.E.P.  
Hobash

23.38  
26.02

23.24

23.10  
26.02

9+50

22.91  
16

22.92 1.75  
5.34 22.83  
1.13

22.75 4.52  
7.6 5.33

BULB	CURB LINE DISTANCES				C B	HINGE
STA 44+65.40 ACCESS ROAD	+61.20				29.83 CB	29.80/3
	+40.87				30.01 CB	30.11/5
	+20.55				{ 29.08 CB 28.42 GUT 27.41 CB	29.25/8 - 290.
	+06.25					27.57/8'
STA 10+79.52 OCEAN VIEW	+71.95				25.75 CB	25.91/8'
	+51.68				24.33 CB	24.49/8' +2%
	+31.42				23.49 CB	23.65/8' +2%
	+15.71				23.22 CB	23.38/8' +2%
WABASH BLVD 44+78.13	0+00			£	23.14 CB	23.32 HINGE
					47	56
		EP		£	EP	
+17.09 = C.B.F.C. 07 LT		38.08 26				
12+0 Crown 0.40		36.50 26	36.60 13	36.50 (36.43)		
+96.79 = C.B.F.C. 07 RT					35.46 26	
+75 Crown 0.40		34.18 26	34.22 13	34.25 (34.15)	34.00 13	33.53 26
+50 Crown 0.40		31.87 26	32.03 13	31.99 (31.88)	31.74 13	31.31 26
11+25 Crown 0.40		29.55 26	29.74 13	29.72 (29.67)	29.51	29.09 26









Grades Concrete Crib Retaining Wall  
Left of 15+26 to 18+11

Sheet 55

Base: Top of Wall

1977

					Batter	Bottom	
		1195		TOP			
+44	✓	4.17	227. 227. 9.71 F7.44.	10.17		6.00	6.44. 2.11. F2.27. 5.90 5.1
+46	✓		227. 227. 9.71 F7.44.		0.70		6.44. 2.11. F2.27. 5.90 5.0
+78	✓	4.17 H <sub>5</sub> 5.08 B <sub>4</sub>	227. 227. 9.71 F6.61.	10.17 H <sub>5</sub> 11.08 B <sub>4</sub>			6.44. 2.11. F2.27. 5.90 5.0
					0.85		
+48	✓	5.08 H <sub>5</sub> 4.17 B <sub>4</sub>	227. 227. 9.71 F7.85.	11.08 H <sub>5</sub> 10.17 B <sub>4</sub>			6.44. 2.11. F2.27. 5.90 5.2
+31	✓	4.17 H <sub>5</sub> 3.25 B <sub>4</sub>	227. 227. 9.71 F5.41.	10.17 H <sub>5</sub> 9.25 B <sub>4</sub>	0.70		6.44. 2.11. F2.27. 5.90 5.0
					0.54		
5+00 = opp 15+26	✓	3.25	319. 263. F5.41	9.25		6.00	6.44. 2.11. F2.27. 5.90 5.0

18+11 B of Ford  
Page 8

5 feet out from  
49 Top of wall side

		High		Top	Batter	Batter	
opp 18+11 1/2							
+88 = 11 1/2 End		3.25	3.19. 9.76 F6.57.	9.25 Rt		6.44. 9.76 F3.32. 5.51 4.7	
					0.54		
+58 ✓		3.25 4.17	3.19. 9.36 F6.11.	9.25 Hb. 10.17 Rt		6.44. 9.36 F3.86. 5.70 5.0	
					0.70		
+34 ✓		4.17 5.08	3.27. 9.37 F7.10.	10.17 Hb. 11.08 Rt		6.44. 9.37 F3.93. 5.05 5.1	
					0.85		
+04 ✓		5.08 4.17	1.36. 10.32 F8.96.	11.08 Hb. 10.17 Rt		6.44. 10.32 F3.88. 5.70 5.1	
+92 ✓			3.27. 10.22 F7.75.			6.44. 10.22 F3.28. 5.70 4.9	
					0.70		
+68 ✓		4.17	3.27. 9.82 F7.57.	10.17	6.00	6.44. 9.82 F3.40. 5.70 5.0	

12.44



8.0

32+41.74

BM 1347  
1014  
2358  
B.P.H.  
191st  
32+0

32+11.18

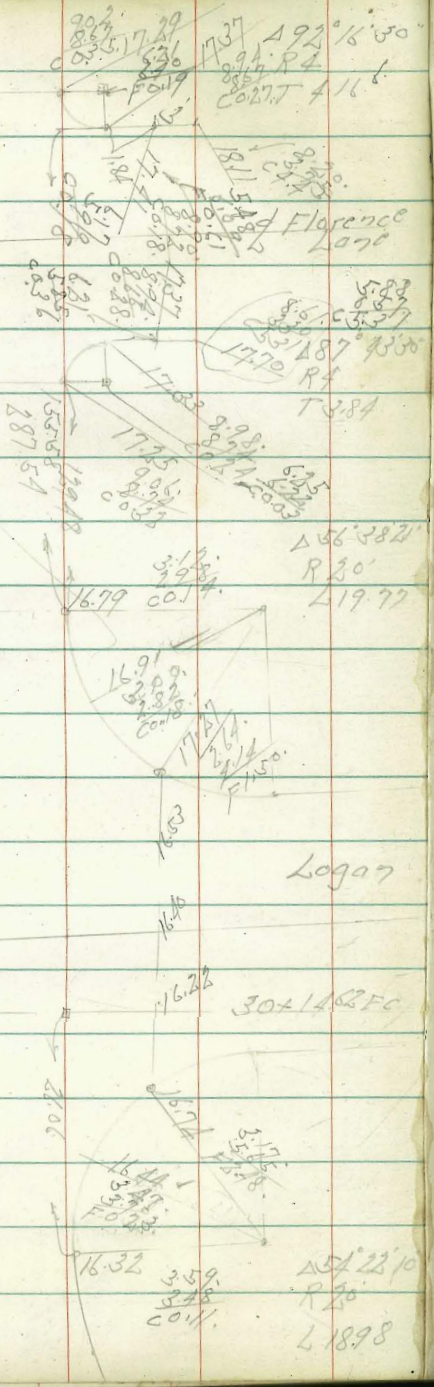
26.31X

39 30+21.70

Logan

30x1462FC

19.91



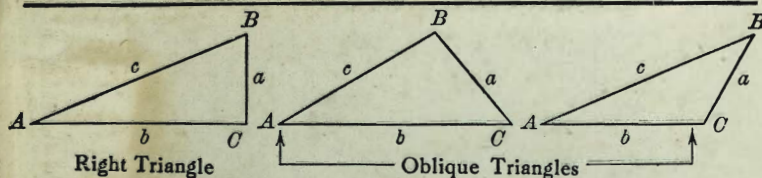
Florence Lane  
22.25 wide

Aug. 10-54.  
H. S. Mason  
Garner  
Chapman  
Parks  
Keller

1+00.88	0.89 1.09 FA20	35.05	35.05	0.89 1.26 FA37
+80.88	3.89 2.33 C0.57	33.05	33.05	2.89 3.01 FA15
+60.88	5.71 4.44 C0.77	30.23	30.23	5.71 12.56 1.26
+40.88	9.35 6.88 C2.47	26.59	26.59	9.35 6.61 C3.04
+20.88	13.81 10.25 C3.56	22.13	22.13	13.81 2.57 C5.23
TP 108°	35.91	1.37	25.14	
+10.41	6.81 3.20 C3.61	19.70	19.70	6.81 2.35 C4.49
0+0 F.L. Habers	18.11	8.40	17.7	8.81 0.47 C8.33
BM	13.04	26.51	13.47	8.04 1.26 C6.78

by the  
19.4 ft.  
10'=  
slope  
in the  
follow-  
= .3041.  
be dist-  
= 14 ft.,  
28 ft.  
U.S.A.

TRIGONOMETRIC FORMULÆ



Solution of Right Triangles

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

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.  $\cos 5^\circ 10' = .9959$ .  $1 - .9959 = .0041$ .  $319.4 \times .0041 = 1.31$ .  $319.4 - 1.31 = 318.09$  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.