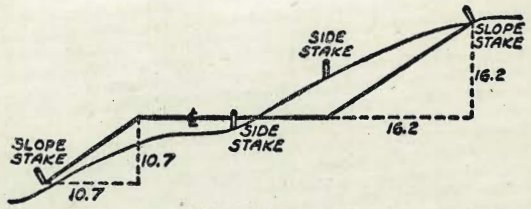


Distances from Side Stakes for Cross-Sectioning

Slope 1 to 1. Roadway of Any Width

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

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

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

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

INDEX

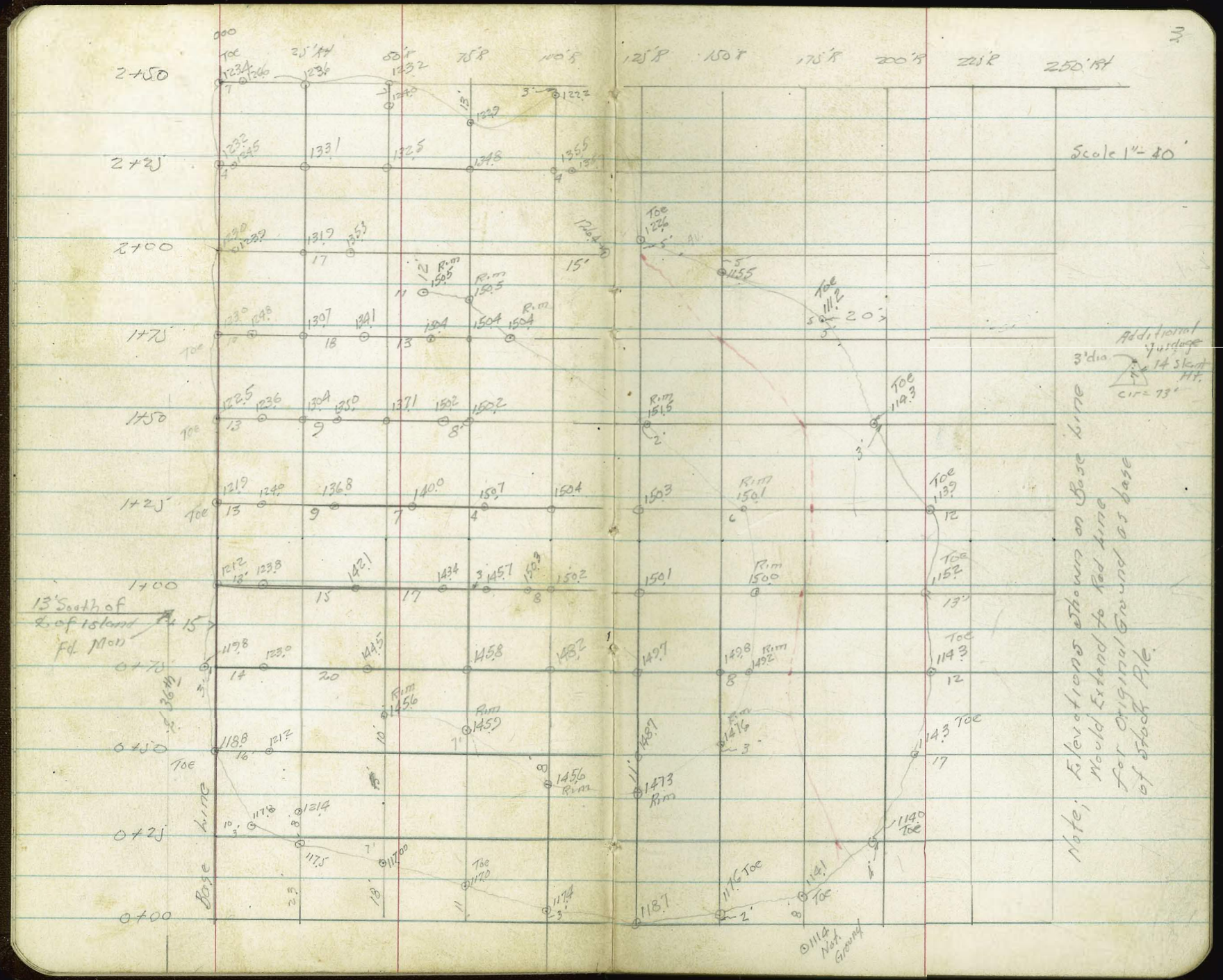
WABASH FREEWAY

" SEC. B "

Walker
Pope
Oltman
Olow

3-5-54 Cross Sec. Stock Pile
Select Material on 36th

		002
chk standing BM		122.17 122.19
TP # 8		124.98 22' Backsight
TP # 7		148.89
TP # 6		140.59
TP # 5		131.76
Chk BM		122.17 ✓
TP # 4		123.03
TP # 3		116.68
TP # 2		111.90
TP # 1 on Pipe		119.25
BM 99 Rt 22+89.4 FB 2287/23		122.17


000
25'Rt
50'R
75'R
100'R
125'R
150'R
175'R
200'R
225'R
250'Rt
2+50
2+25
2+00
1+75
1+50
1+25
1+00
0+75
0+50
0+25
0+00
Toe
Rim
Base Line
13' South of
& of Island
Ft. Mon
Scale 1"=40'
Additional guidance
3' dia
14 Skunt Ht.
Cir = 73'
Note: Elevations shown on Base Line
Would Extend to Red Line
for Original Ground as base
of Stock Pile.

Cross Sections Main St
Rigel to Cholla Creek Bridge

Taken with Self reading rod

		Lt		Rt	March 23-54
					#5 Main Chipman Parks Keller
+50		6.22 28=CL	5.75 28=Gut	6.29	5.67 28=Gut 150 Ext
45+0		6.23 28=CL	5.81 28	6.40	5.86 28 / 6.41 28=CL
+73		6.13 28=CL	5.69 28=Gut	6.34	5.84 28 / 6.38 28=CL BC
+55		6.05 28=CL	5.59 28=Gut	6.29	5.87 28 / 5.54 40=Gut / 6.40 40=CL Ext
44+0		6.12 28=CL	5.69 28=Gut	6.26	
43+50		6.09 28=CL	5.63 28=Gut	6.14	Elevation
BM	SE BP 6.24 Main St Rigel				

	Lt	Δ	Rt
48+0	5.22 Δ8:Cb · 4.44 Δ8:Gut	5.54	4.58 Δ8 Gut · 5.42 Δ8:Cb
+90 = Opp. Cb lying lots 8 Rt & Lt.	5.18 Δ8:Cb · 4.18 Δ8:Gut on Grade · 5.04 Δ0	5.53	5.26 Δ0 · 4.43 Δ8:Gut on Grade · 5.45 Δ8:Cb
+50	5.19 Δ8:Cb · 4.95 Δ8:G	5.62	5.01 Δ8-Gut · 5.55 Δ8:Cb
47+0	5.20 Δ8 · 5.17 Δ8	5.80	5.31 Δ8:Gut · 5.80 Δ8:Cb
+50	5.44 Δ8:Cb · 5.09 Δ8:Gut	5.71	5.30 Δ8:Gut · 5.74 Δ8:Cb
46+0	5.85 Δ8:Cb · 5.48 Δ8:Gut	6.06	5.64 Δ8:Gut · 6.13 Δ8:Cb

B.M

+82.66

+57.66

+32.66

49+07.66

+82.66

+57.66

48+32.66

11/8 B.P.S.F.Co Chollacr. Bridge 11:37

Lt		℄	Rt	
7.15 Δ8=Cb	6.59 Δ8=Gut	7.05	6.40 Δ8=Gut	7.08 Δ8=Cb
6.59 Δ8=Cb	6.00 Δ8=Gut	6.62	5.92 Δ8=Gut	6.53 Δ8=Cb
6.09 Δ8=Cb	5.53 Δ8=Gut	6.36	5.56 Δ8=Gut	6.14 Δ8=Cb
5.81 Δ8=Cb	5.19 Δ8=Gut	6.00	5.28 Δ8=Gut	5.81 Δ8=Cb
5.52 Δ8=Cb	5.00 Δ8	5.77	5.05 Δ8=EP N Cb	
5.46 Δ8=Cb	4.90 Δ8	5.64	4.80 Δ8=Gut	5.30 Δ8=Cb
5.34 Δ8=Cb	4.82 Δ8=Gut	5.55	4.66 Δ8=Gut	5.27 Δ8=Cb

Cross Section Main St. Conn. South

April 7-54
Assisted by Gentry & Chipman
Parks
Kelley

Lt = Hi

Rt = E

3+00						8.0 / 30	8.4 / 17	9.0	9.2 / 11	10.4 / 25
3+75						6.5 / 25	7.6 / 17	7.7	7.7 / 11	7.5 / 25
3+50						4.6 / 30	5.3 / 17	4.8	5.3 / 11	5.0 / 25
3+25						3.1 / 30	3.7 / 17	3.4	3.5 / 11	3.9 / 25
3+00						3.0 / 30	4.2 / 17	4.5	4.7 / 11	4.8 / 25
TP	5.03	10.95	12.06	5.92	NE Top Wing Wall			10.95		
B.M.	3.73	17.98		14.25	Top Cyclone Fence Post between Cottonwood & Birch					

Lt. Rt.

For Check 5.44 5.51 0.07 P.K. 18 to Main St. 5.54 Pages

+879 : Sly Conc Wall Taken off Line Wall 12.2 35 12.0 30 11.3 11.0 10.6 35

+75 12.2 30 11.6 17 11.8 11.0 11 : Wall

+54.00 : Ec 10.7 30 11.4 17 11 11.1 11 10.8 25

3+25 10.4 30 11.3 17 11.0 10.3 11 10.5 25

1095 10.95

Wabash Blvd. Sec "B" Culverts
As Constructed

April 9-54
H.S. Jason
Garber
Chipman
Parker
Kelley

For Layout 2283

J 43+50 24" RCP

9.19.
16.18
76.0 - Cy Inlet F.L.

10.24.
15.13
53.7 - Cb Line Inlet F.L.

BM 3.16 25.37 B.P. Inlet 22.21 43+50 Rt

25.37

V 37+50 = 48" RCP

8.88.
35
15.00
636.5 Cy Inlet

0.88.
14.08
91.4 - Cb Line Inlet F.L.

1.52.
12.32
0.0 - Cy Inlet F.L.

BM 4.69 18.88 B.P. Inlet 14.19 37+50 Rt Concrete Base

18.88.

V 32+0 = 30"

1.14.
13.43
103.0 Cy Inlet

2.49.
13.08
91.8 - Cb Line Inlet F.L.

8.06.
5.01
F.L. Junction

BM 1.10 14.57 B.P. Inlet 13.47 32+0

14.57

Wabash Blvd. Sec. 8" Culverts

57+23 = 36" RCP

B.M.	5.02	40.67	35.65	Pipe 27'ft 1.46% F.O.C. to Imperial

53+40 = 36" RCP

B.M.	2.38	29.64	27.26	B.P. H Inlet 53+40

48+50 = 30" RCP

B.M.	1.30	26.12	24.82	B.P.H. Inlet 48+50

10.72.
29.95
77: outlet F.L.

25.90.
14.27
6.0 = F.L. Inlet

40.67

7.91.
21.77
75: outlet F.L.

18.72.
10.92
00: F.L. Inlet

29.64

9.16.
16.96
78½ outlet F.L.

11.86.
14.76
63.4-64 inv. H Inlet F.L.

17.38.
8.74
8.0 = F.L. Inlet

26.12

60+50 = 30" RCP

B.M.	0.74	24.01	23.27	Chisolm 3009 Ld 41+27.68 Cl conn	10.99	13.09
B.M. for Rt side	3.54	39.19	35.65	Pipe 27 Rt 1+46.58 Cl		

10.99 + 13.09 = 24.01 ℄

14.08 + 25.11 = 39.19 ℄

1024 = 12 ex
FL

Wabash Blvd. Sec "B" Top of Existing Rail
Spur Track 32nd St + Norman Scott Road

7702.35 = ℄ Spur.

BM	4.17	7.93	3.76	NW Return Challa Bridge 32nd St

℄ 32nd St.

Lt: W Rt: E

3.90	3.71	3.71	3.59	3.58	3.46
4.03 10 = Top Rail	4.22 45 = Top Rail	4.22 = Top Rail	4.34 25 = TR	4.35 50 = TR	4.47 100 = Top Rail

7.93

Levels Proposed Ramp Access Road
35th St. North of Galetto St.

Lt - East

+98 - El. 17' AC Ramp				
			59 / 45	738 / 30	59 / 16	526 / 0.0
3+86.52 E.C.				
			622 / 45 = AC	740 / 30 = AC	626 / 16.0 = AC	59 / 0.0
3+07.98 B.C.				
			61 / 56 = EH AC Down	60 / 5.0	61 / 25	63 / 2.0	63 / 0.0
TP	3.76	36.27	528	32.51			36.27	
2+80				
			559 / 95 = EH Ramp Conc Floor	64 / 75	510 / 59 = EH Conc. Ramp Floor	69 / 50	645 / 34 = EH Conc. Floor Gas Ramp	64 / 24	40 / 18	46 / 0.0
+76	34.0 Lt of ℄ - Down Drain to Gas Tank			
2+50				
			66 / 100	67 / 75	70 / 50	71 / 24	37 / 18	46 / 0.0
BM.	528	3779	32.51 of Fly 72" Calv.	BP Highway			37.79	

Levels Wabash & Island
South of Main St. Over Pass

				Lt. = W.	Rt. = E.
				26.06	26.02
+70				3.56	3.58
				25.97	25.96
+60				3.65	3.66
				25.89	25.87
+50				3.73	3.75
				25.75	25.75
+40				3.87	3.87
				25.69	25.66
+30				3.97	3.96
				25.54	25.56
+20				4.08	4.06
				25.43	25.42
+10				4.19	4.20
				25.27	25.30
19+00				4.33	4.32
T. P.	5.26	29.62	1.20	24.36	29.62
				B.P. H INLET Rt. 15+0	
B. M.	11.79	25.56		13.77	

		Lt. = W.	Rt. = E.
			26.24
+ 75		26.26 2.87	2.88
		26.64	26.64
+ 50		2.98	2.98
		26.62	26.61
+ 40		3.00	3.01
		26.54	26.54
+32 - 51'	Over Pass	3.08	3.08
		26.36	26.37
+ 25		3.26	3.25
		26.31	26.30
+ 20		3.31	3.32
		26.27	26.24
+ 10		3.35	3.38
		26.21	26.20
20+00		3.41	3.42
		26.14	26.14
+ 90		3.48	3.48
		26.10	26.09
19+80		3.52	3.53
		29.62	

Wabash Blvd. Curb Levels
South of Main St. Overpass

May-21-54
A. SISSON
GARBER
CHIPMAN
PARKS
KELLEY

16

			Lt. = W.	Rt. = E.
12+00		Reduced by HAGLUND 5-24-54	7.53 6.60	7.52 6.61
+ 75			7.15 6.98	7.12 7.01
+50			6.78 7.39	6.74 7.39
+25			6.48 7.71	6.39 7.74
11+00			6.06 8.07	6.06 8.06
10+62.48 E.C.			5.67 8.46	5.69 8.44
		B. P. H INLET Rt. 15+00		
B.M.	0.36 14.13	13.77	14.13	

	Lt. = W.	Rt. = E
+75	11.15 2.98	11.10 3.03
+50	10.51 3.62	10.52 3.61
+25	10.00 4.13	9.94 4.19
13+00	9.44 4.69	9.45 4.68
+75	8.91 5.22	8.91 5.22
+50	8.44 5.69	8.44 5.69
12+25	7.94 6.19	7.95 6.18

14, 13

				Lt. = W	Pt. = E.
+22.11 B.C.				15+16 8.91	15+18 8.94
15+00				14+44 9.63	14+46 9.62
TP.	10.30	24.07	0.36		24.07
		14.13			
+75				13+74 0.39	13+75 0.38
+50				13+07 1.06	13+09 1.04
+25				12+41 1.72	12+36 1.75
14+00				11+74 2.39	11+74 2.39
				14.13	

	Lt. = W.	Rt. = E.
17+00	20.44 3.63	20.44 3.63
+75	19.68 4.39	19.78 4.35
+50	18.99 5.08	18.96 5.12
+25	18.23 5.84	18.22 5.85
16+00	17.46 6.61	17.48 6.59
+75	16.70 7.37	16.71 7.36
15+60	15.97 8.10	15.94 8.09
	24.07	

					Lt. = W.	Rt. = E.
						20
+50					24.39 5.84	24.32 5.81
TP	6.68	30.13	0.62	23.45	30.13	
+25					23.49 0.28	23.80 0.27
18+00					23.22 0.85	23.25 0.82
+75					22.57 1.50	22.60 1.47
+50					21.88 2.19	21.90 2.17
17+25					21.19 2.88	21.19 2.88
					24.07	

	Lt. = W.	Rt. = E.
20+00	26.20 3.93	26.19 3.94
+75	26.08 4.05	26.05 4.08
+58.44 E.C	25.97 4.16	25.99 4.19
+50	25.88 4.25	25.86 4.27
+25	25.60 4.53	25.60 4.53
19+00	25.38 4.85	25.28 4.85
18+75	24.71 5.36	24.81 5.32
	30.13	

			Top N.W. Cor. Post Main St. Over Pass (29.22)		
B.M.		0.93	29.20		
+ 31.9 = Sly Over Pass				26.38 3.55	26.56 3.57
20+25				26.35 3.78	26.37 3.76
				30.13	

Wabash Blvd. Curb Levels
South of Main St. Overpass

June-3-54 R3
GARBER
CHIPMAN
KELLEY

		Lt. = W	Rt. = E.
12+00		7.54. 6.62	7.53. 6.63
+75		7.15. 7.01	7.13. 7.03
+50		6.76. 7.40	6.75. 7.41
+25		6.43. 7.73	6.40. 7.76
11+00		6.06. 8.10	6.08. 8.08
10+62.48 E.C.		5.69. 8.47	5.70. 8.46
	B.P. H INLET Rt. 15+00		
B.M.	0.39. 14.16	14.16	13.77

	Lt. = W.	Rt. = E.
	1116.	1110.
1+75	3.00	3.06
	1057.	1052.
1+50	3.65	3.64
	1000.	994.
1+25	4.16	4.22
	944.	945.
13+00	4.72	4.71
	890.	891.
12+75	5.26	5.25
	844.	844.
12+50	5.72	5.72
	795.	796.
12+25	6.21	6.20

14.16

					Lt. = N.	Rt. = E.
+22.11 BC.					1518. 9.48	1514. 9.52
15+00					1444. 10.22	1445. 10.21
TP	10.89	24.66 14.16	0.39	13.77	24.66	
+ 75					1374. 0.42	1375. 0.41
+50					1366. 1.10	1370. 1.06
+25					1340. 1.76	1336. 1.80
14+00					1473. 2.43	1476. 2.44
					14.16	

	Lt. = W.	Rt. = E.
17+00	2044. 4.22	2044. 4.22
+75	1969. 4.97	1972. 4.94
+50	1890. 5.66	1885. 5.71
+25	1823. 6.43	1823. 6.43
16+00	1746. 7.20	1749. 7.17
+75	1671. 7.95	1673. 7.93
15+50	1598. 8.68	1599. 8.67
	24.66	

				Lt. = W.	Rt. = E.
TP	5.47	29.54 24.66	0.59	24.07	
+50				0.37	0.34
+25				0.88	0.87
18+00				1.44	1.42
+75				2.09	2.07
+50				2.78	2.77
17+25				3.47	3.47
				24.66	

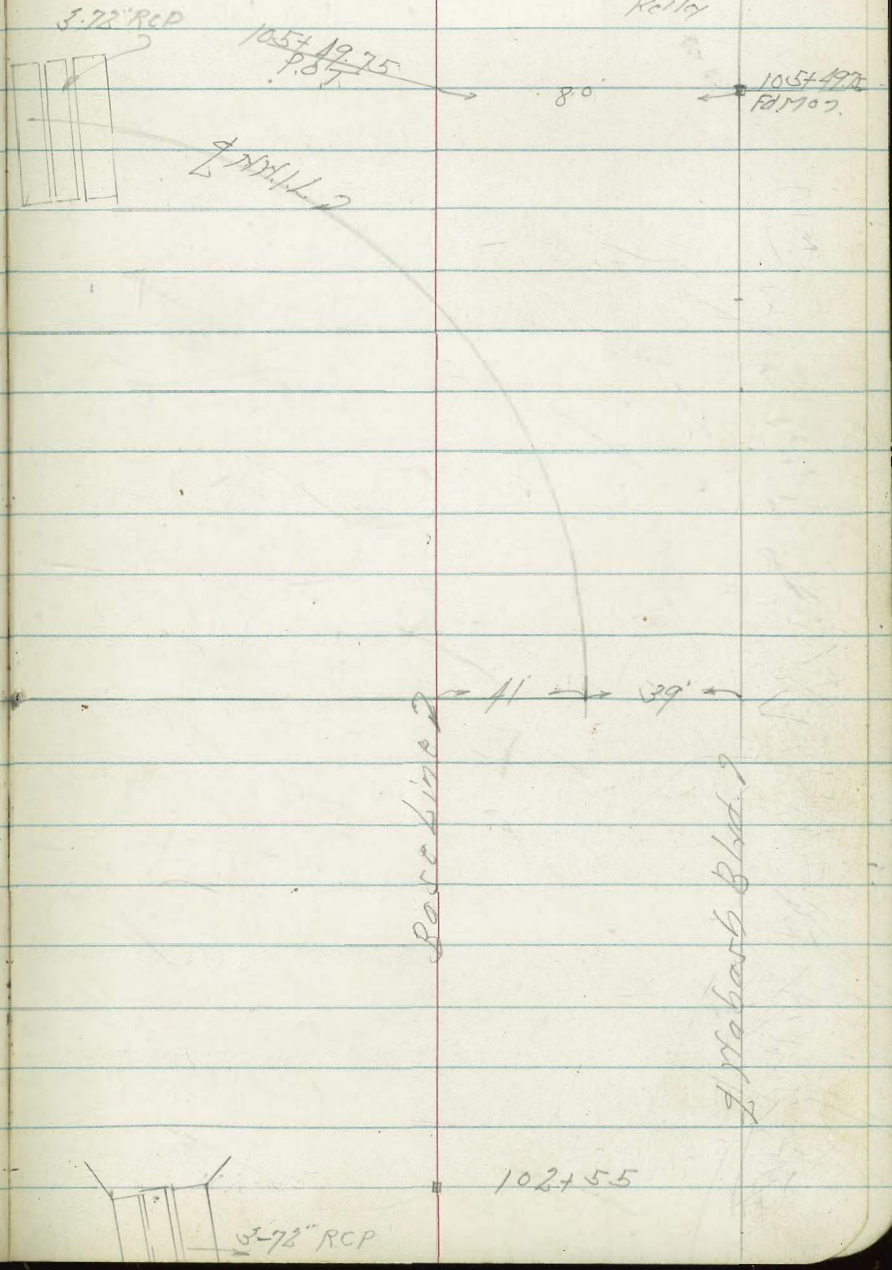
	Lt. = W	Rt. = E.
20+00	26.19 3.35	26.18 3.36
+75	26.07 3.47	26.04 3.50
+58.44 E.C.	25.96 3.58	25.93 3.61
+50	25.88 3.66	25.86 3.68
+25	25.59 3.95	25.60 3.94
19+00	25.28 4.26	25.28 4.26
18+75	25.76 4.78	25.81 4.73
	29.54	

B. M.		0.34	29.20 (29.22)		
			Top N.W. Cor. Post, MAIN st. over Pass		
+31.9	Sly Overpass			2.92 Δ6.62'	2.94 Δ6.10' on bridge curb.
+31.9				2.97 Δ6.55'	2.98 Δ6.56' on curb
20+25				3.19 Δ6.35'	3.17 Δ6.37'
				29.54	

Cross Section Wabash Blvd Sec "F"
Freq North West Inner Loop Hwy
North West outer Conn. to Federal Blvd.
Levels Next Page
For Final Sections See Page 39

HO 9-14-54
H.S. Sisson
D. S. Sisson
Chipman
Parks
Kelly

30



Lt = West   Base Line   Rt = East

Station												
+75		56.1 / 24.7 / 110	55.7 / 25.1 / 100	54.6 / 26.2 / 75	53.2 / 27.6 / 57	60.3 / 20.5 / 47	68.2 / 12.6 / 25	73.1 / 7.7 / 10	76.3 / 4.5	78.3 / 2.5 / 5	61.1 / 19.7 / 20	60.4 / 20.4 / 26 = Wly A.C.
+50		55.2 / 25.6 / 110	54.6 / 26.2 / 100	54.6 / 26.2 / 75	55.1 / 25.7 / 44	60.4 / 20.4 / 43	67.6 / 13.2 / 25	73.4 / 7.4 / 10	76.6 / 4.2	78.5 / 2.3 / 5	60.7 / 20.1 / 21	60.2 / 20.6 / 27
+25	55.0 / 25.8 / 110	54.6 / 26.2 / 100	54.3 / 26.5 / 75	52.9 / 27.9 / 50	52.7 / 28.1 / 33	63.2 / 17.6 / 31	66.4 / 14.4 / 25	72.6 / 8.2 / 10	75.9 / 4.9	76.5 / 4.3 / 7	60.3 / 20.5 / 21	59.8 / 21.0 / 27 = Wly A.C.
103+0	55.0 / 25.8 / 110	55.0 / 25.8 / 100	53.7 / 27.1 / 75	51.6 / 29.2 / 50	52.6 / 28.2 / 33	66.2 / 14.6 / 25	72.3 / 8.5 / 10	74.8 / 6.0	73.8 / 7.0 / 9	60.1 / 20.7 / 21	59.5 / 21.3 / 27 = Wly A.C.	
+75	54.8 / 26.0 / 110	53.8 / 27.0 / 100	51.4 / 29.4 / 75	52.6 / 28.2 / 54	56.7 / 24.1 / 50	65.8 / 15.0 / 25	71.4 / 9.4 / 10	73.3 / 7.5	73.1 / 7.7 / 5	71.0 / 9.8 / 11	59.5 / 21.3 / 22	59.2 / 21.6 / 26 = Wly A.C.
102+55	54.4 / 26.4 / 100	59.7 / 21.1 / 88 = Conc. Apron	50.5 / 30.3 / 65 F.L.	57.5 / 23.3 / 61 = Top of Conc. [illegible]	56.4 / 24.4 / 50	65.8 / 15.0 / 25	71.4 / 9.4 / 10	72.1 / 8.7	69.8 / 11.0 / 11	60.2 / 20.6 / 19	58.9 / 21.9 / 29 = Wly A.C.	

80.79

TP	7.91	80.79	8.25	72.88	
BM	7.47	81.13		73.66	BPH Inlet Rk 31+0 Federal Bldg 2070-8

	Lt.						Rt.			
					Baseline?					
105+0					71.1	68.3	63.8	65.1	65.1	
					9.2	125 17	170 38-Rgt Ditch	157 33	157 39	
				65.4	65.1					
				157 13	157 30-HC.					
+90	56.1	63.6	63.5	63.4	64.1	65.3	65.4	8.69	64.4	64.8
	249 98	172 95 SWL Berm	172 65	174 50-Berm	167 25-HC.	155	154 15	180 21-Bottom Ditch	164 26	160 38-WL Berm
+75	55.9	54.8	63.0	62.8	62.2	63.6		64.4		
	249 100	210 80	178 50	180 25	186 16-Berm	172 HC SWL		164 17-HC		
+50	56.0	55.8	54.7	55.6	62.1	62.6	59.8	62.0	61.7	61.5	62.4
	248 110	250 100	261 80	257 68	187 53	182 25	210 18	188 12	191	193 3-SWL Berm	184 15-HC.
+25			56.0	55.5	54.2	55.4	60.1	62.3	72.2	72.1	69.9	61.3
			248 110	252 100	266 75	254 65	207 32	185 12	86	87 3	189 13	195 16-SWL Berm
104+0			55.7	55.7	55.9	55.0	57.8	62.3	73.3	76.3	76.7	69.6	70.1
			251 110	251 100	219 75	255 58	210 50	121 25	75 10	5.5	41 5	199 19	204 24-SWL Berm

80.79

80.79

Lt = W

Rt = E

BM		6.65	66.32	N. 500 E. 6-78" CuW N. 500 E.									
TP	3.33	73.97	11.67	69.26	70.0	65.3	59.0	59.2	61.2	64.8	67.1	70.1	69.6	69.9	68.8
+50					10.8	15.5	21.8	21.6	19.6	16.0	13.7	10.7	11.2	10.9	13.0
					100	88.5	88	78	75	50	25		15	25	19.2 = W's HPC
						Top Nail	Bottom Nail 3.72 RCR								
+25					69.8	63.4	58.1	58.8	60.2	62.7	63.2	65.4	74.6	79.1	79.3	68.9	68.4
					11.0	17.4	22.7	22.0	20.6	18.1	17.6	15.4	6.2	1.7	1.5	11.9	12.4
					15	100.0	100	85	70	64	50	25		17	24	35	39.5
						Top Nail	Bottom Nail 3.72 RCR										
106+0						63.8		58.5	59.0	62.2	64.3	67.8	77.6	79.6	68.2		67.9
						17.0		22.3	21.8	18.6	16.5	13.0	6.7	1.7	13.6		13.9
						113		100	75	68	40	25		23	45		39.5 = W's HPC
+75					62.6	58.0		57.7	60.1	63.3	64.5	70.3	74.7	77.1	79.3	78.7	67.5	67.0
					18.3	22.8		23.1	20.7	17.5	16.3	10.5	6.1	6.7	1.5	2.1	13.3	13.8
					112	100		82	65	60	50	25	13		15	23	36	40 = W's HPC
+49.75	P.O.T.				61.0			57.6	58.9	59.3	63.8	65.5	71.3	75.6	79.9	66.5	66.4	
					19.8			23.3	21.9	21.5	17.0	15.3	9.5	5.7	0.9	14.3	14.4	
					110			100	75	67	60	50	25		21	35	39 = W's HPC	
105+25										66.4	68.7	69.8	73.1	75.7	65.4	65.6	
										14.4	12.1	11.0	7.7	5.1	15.4	15.3	
										64 = HPC	21	30		16	35	39 = W's HPC	

8079

8079

Wabash Blvd Sec 8" Curb Levels
South of Main St.

Sept. 27. 54
A Sisson
Garber
Chipman
Parks
Kelley

Closed self reading Rod

+25			12.43	12.40
14+0			11.76	11.74
+75			11.18	11.12
+50			10.52	10.54
+25			10.02	9.96
13+0			9.46	9.47 - Elev
BM		13.77	BP Hinlet 15+0	

16+0		17 4/2	17 4/2
+75		16.71	16.73
+50		15.98	15.99
+22 H.B.C.		15.30	15 1/2
15+0 - H Inlet		14.41	14 4/2
+75		13.75	13 3/2
14+50		13.07 2	13 1/2

			2	
+75			22.51	22.55
+50			21.85	21.86
+25			21.17	21.16
17+00			20.43	20.42
+25			19.68	19.71
+50			1900	18.95
16+25			18.25	18.22

			Δ	
+50			2581	2579
+25			2563	2564
1940			2521	2520
+75			2468	2473
+50			2420	2423
+25			2368	2370
1840			2317	2316

BM	29.20	Top NW Cut post Weight Over post (29.22)		
+3.19 = Sly Over Pass			26.60 Δ	26.60 Δ
+3.19 = Nly Curb			26.59	26.59
+25			26.29	26.30
20 + 0			26.10	26.09
+75			25.98	25.96
25+58 11 E.C.			25.89 Δ	25.84 Δ

Final Cross Section Wabash Blvd Sec "A"
Area North West Inner Loop and
North West Outer Connection to Federal Blvd

Oct 20-54
A Sisson
Garber
Chipman
Parks
Kelley

					Lt: West							Rt: East
					For Sketch See Page 30							
+25					57.9	60.9	61.4	61.3	61.2	61.0	63.5	59.8
					12.9	9.9	9.1	9.5	9.6	8.8	9.2	11.0
					55: Ex Conc.	49	30	14	70.83	12	16	23
TP	8.86	70.83	10.72	61.97								
					57.3	61.0	61.7	63.4	61.7	61.1	61.7	
103+0					15.4	14.7	11.0	9.2	7.0	6.1	6.0	
					56: Ex Conc	48	28	14		7	14: Topsoil	
					59.1	61.0	62.4	63.9	61.7	61.3	61.5	
+91					15.6	14.7	10.3	6.8	5.0	4.4	5.2	
					56: Ex Conc	48	28	8		7	12: Topsoil	
					56.5	60.5	62.1	63.4	58.5	61.3		
+75					16.2	13.3	10.6	5.3	4.3	6.5		
					54	48	32	17		12: Topsoil		
					57.4	57.5	61.3	64.7	69.4	71.0	71.4	71.1	69.8
102+55					15.3	15.2	10.4	8.0	3.3	1.7	1.3	1.6	2.9
					81: Ex Conc Misc Work	57	49	36	22	15		5	11: Topsoil
TP	0.77	72.69	9.37	71.92							72.69		
BM	7.63	81.39		73.66	B.P.H Inlet Rt 31+0 Federal Blvd								

LT S RT

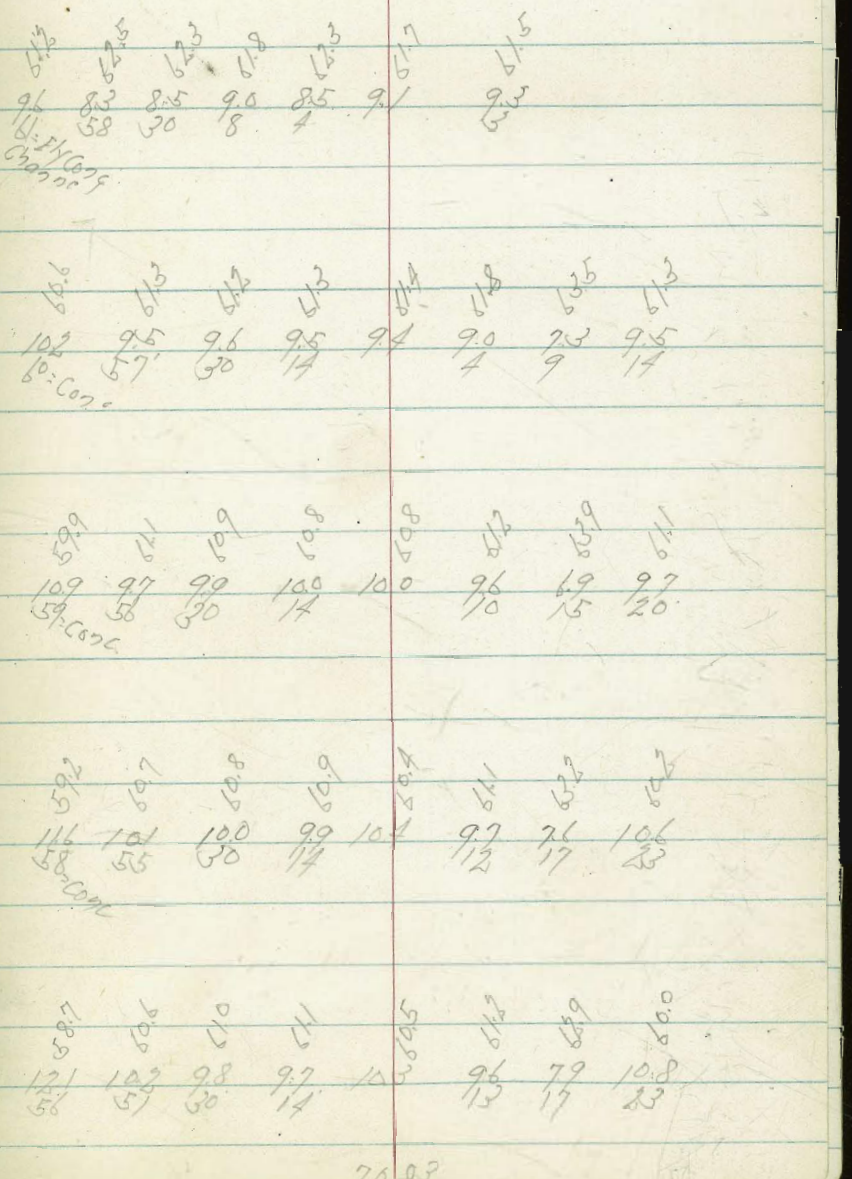
+50

+25

10A +0

+75

10S +50



70.83

70.93

+49.75

+25

10570

+90

104 +75

7083

Lt. Sta. Rt.

16.7	16.4	16.4	16.8	16.7	16.2	16.4	16.8	16.4
4.6	5.4	4.4	4.0	4.1	3.2	3.4	3.0	4.4
100	73	50	30	15		14	28	39

16.4	16.5	16.1	15.3	15.2	15.8	16.8
4.4	4.3	3.7	2.5	3.6	5.0	6.0
63	40	20		13	33	38

Samaras orig.

16.1	15.6	15.5	15.2	15.3	
4.7	3.2	3	5.6	7.5	
10	5		20	25	

Samaras orig

15.4	15.5	15.3	
5.4	5.3	8.5	
	10	19	

16.8	15.0	15.3	15.4	15.2		13.6
90	78	75	74	86		72
81	57	40	24	16		

81 = Elycott
Chamaj

16 = RC.

7083

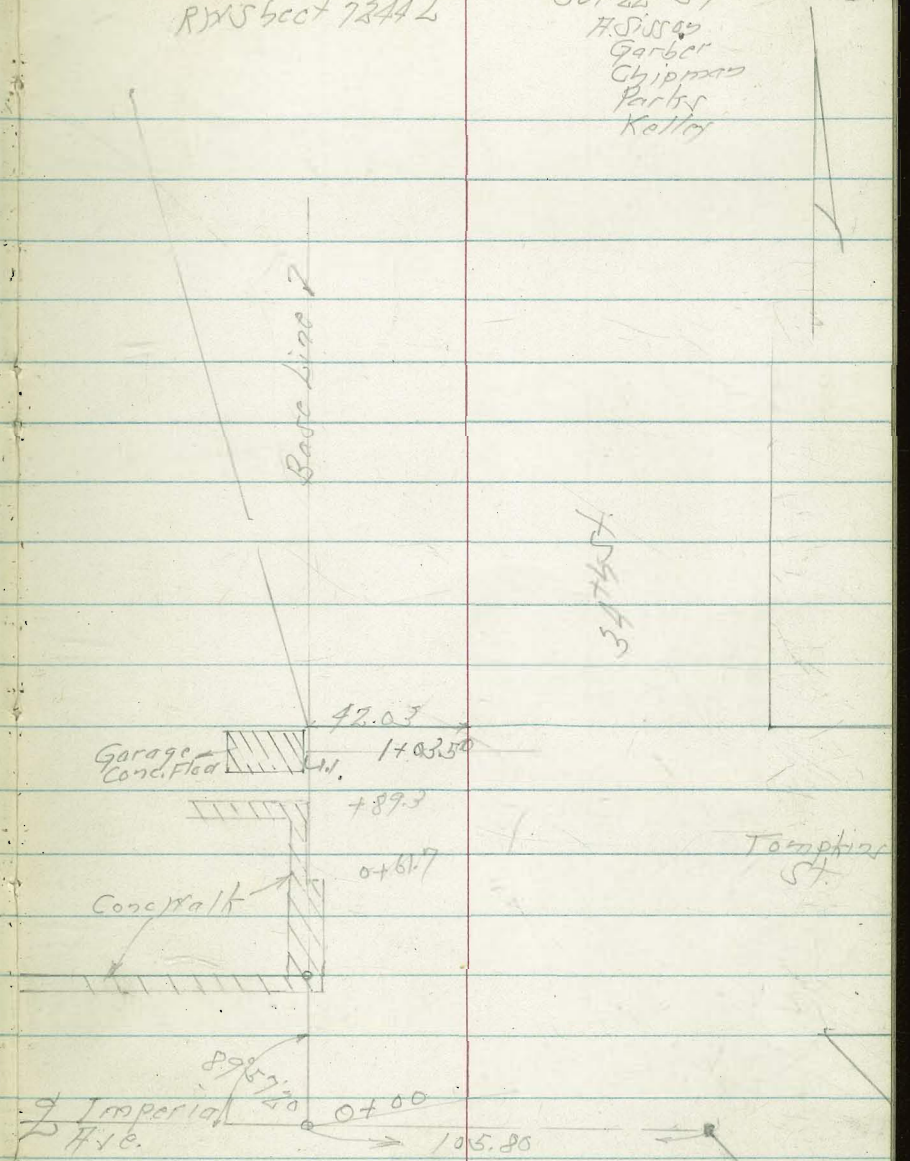
				Lt.		Rt.
BM	1.62	6651	HH. BP. HH 3.72 HI 70.83 (66.23)			
+50				674 34 80	672 36 60	674 34 40	674 34 20	683 25	696 12 20	696 12 30	690 18 41
+25				672 36 100	670 38 75	667 41 50	670 38 25	681 27	690 18 15	691 17 32	684 24 40
10670				669 39 100	665 43 75	668 40 50	671 37 25	675 33	683 25 75	687 21 30	678 30 40
10575				663 46 100	660 48 75	665 43 50	668 40 25	674 34	676 32 75	683 25 30	671 37 39
	70.83							70.83			

Cross Section West of 7244L
North of Imperial Ave.

R/W Sect 7244L

Oct 22-54
H. Sissac
Garber
Chipman
Parks
Keller

43.



Lt: N Rt: E

26.25 900 Horizontal Walk

26.31 8.94 0.8: NEly Conc Walk

26.3 90

26.6 8.7 2.5: Ely Road

29.3 6.0 5°

26.83 8.42 3.5: Ely Bldg Concrete Landing

26.70 8.55

26.56 8.69 3.3: NEly Conc

27.2 8.1 2.5: Ely Road

30.0 5.3 5°

28.19 706 30.3: NWly Conc.

28.20 7.05 1.6: Conc

28.17 7.08 3.4: Ely Cor Bldg Concrete

27.58 7.67

27.47 7.78 3.4: Ely Conc Walk

29.1 6.2 8

29.6 5.7 2.0: Ely Road

31.9 3.4 5°

28.68 1.57 3°

28.80 1.45 1.5

29.28 5.97

29.94 5.31 1.5: AC

30.69 4.56 3.0: AC

28.71 6.54 AC

35.25

+893 = NWly Conc Walk on Lt

+617

+638

+773: NWly RC

Taken on Paving Line

0+00 = ℄ Imperial Ave.

BM 518 35.25 29.57 B.P. N Rail Bridge Imperial + 6th St.

+39				
TP	6.94	37.49	4.70	30.55
2 +0				
+84.5	18.6	Rt. W/L Tel Pole		#48253 OH
+83.3		0.7 Lt. NE Cor	N 5.2 - 16.2 E of W Shed	
+66	2'	Lt of ℄ = 16" Euc Tree		
+60				
+45	2'	Rt. ℄ Cluster 3 10" Pepper Trees		
+38	2.5'	Rt. ℄ 12" Pepper Stump		
1+20				
1+02.5	= ℄	Garage Conc. Floor 0.7 Lt.		

3525

Lt. ℄ Rt.

24.47 23.5 23.6 31.5 30.9 30.6 31.36 34.4 36.68
13.02 1.0 13.9 6.0 6.6 6.9 6.13 3.1 0.81
11.5 8.0 4.7 3.4 10 = W/L Road 5 = E/L Road 11.5 = F.L-18" RCP 17 36 = TOP S/L Rail
E/L Top Conc. Channel

37.49

29.1 30.3 29.5 30.0 31.9 35.1
6.3 5.0 5.8 5.3 3.4 0.9
3.2 3 = W/L Road 16 = E/L Road 2.0 3.3

27.5 27.8 28.1 28.1 29.5 33.0
7.8 7.5 7.2 7.2 5.8 4.3
3.0 1.7 9 = W/L Road 18 = E/L Road 2.3 5.0

23.68 24.6 25.4 26.3 26.5 27.2 31.4
11.57 = 10.7 9.9 9.9 8.8 8.1 3.9
39.8 = E/L Top Conc. Channel 7.5 5.0 2.5 5 = W/L Road 2.2 = E/L Road 3.0

26.44 26.4 27.1 27.7 29.9
8.81 8.1 8.2 7.6 5.4
1.1 = ℄ Garage Conc. Floor 2.5 2.5 2.5 = E/L Road 3.6 5.0

			Lt.	℄	Rt.
B.M.	7.93	29.56 (Starting)			
1+70			25.80	25.5 25.2 27.1 34.2 35.41	
			114.9	120 123 104 33 2.08	
			149.	110' 75' 42'-Ft'y of 28 25.5 = Top Sawy Rail	
				10' Road	
			Ext. Cut Change		
2+50				24.6 27.2 34.7 35.73	
				129 103 2.8 1.76	
				50 25.-Ft'y of 9 4.5 = Top Sawy Rail	
				130' Road	
3+0				24.3 29.2 29.1 31.5 34.1 36.07	
				132 83 78 4.0 3.4 1.47	
				40.-Ft'y of Spruce Tree 30.-Ft'y Road 10.-Ft'y Road 15. 13.8 = Top Sawy Rail	
3+70				22.9 32.8 30.7 31.0 34.8 34.9 36.36	
				146 49 68 45 2.7 26 1.0	
				44 32 19.-Ft'y Road 6.-Ft'y Road 8 23.7 = Top Sawy Rail	
	37.49			37.49	

X-sec Valle ST - 35TH ST to 34TH ST
See Wabash Freeway Section 13' Plans
WO # 31160 - Feb 25, 1955
C. Allen, D. Sisson, C. Powell
Ref FB 577, FB 1684-54; T.P. Sheet 352
File Map # 252

For Ties at Valle & Wabash See FB 1684/54

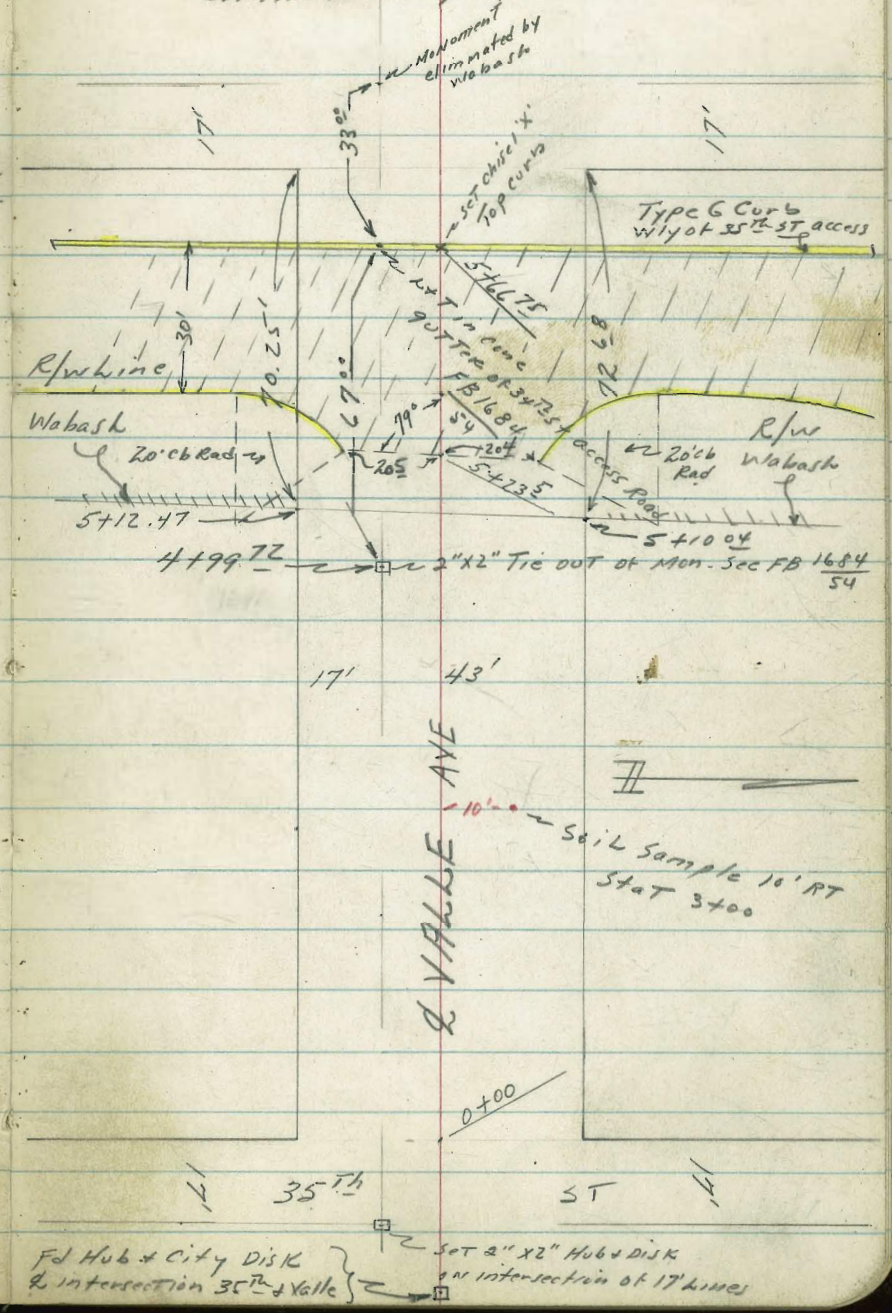
INDEXED
MAR 2 1955

= Type G Curb

// = 30' A.C. access Road

Soil Sample taken 10' RT of Sta 3+00

40.0
56.75
33.25



X-sec Valle Ave - 35' ± Wly to
Wabash Freeway Section B. (34' ± ST access)
See sketch Page 47-
Ref FB 1684-54, FB 77 - TP. Sheet # 35.2

LT = Sly — ℄ Valle ST 60' wide — RT = Nly — 48

0+25

67.0	67.3	66.5	67.2	66.9	68.1	69.2
5 4	5 1	5 9	5 2	5 5	4 3	3 2
30	20	18		15	17	30

30° LT - begin 4' high picket fence
0+00 = WLy Line South 35' ± ST

67.7	68.1	68.3	67.9	68.6	68.2	70.0	70.4	70.5
4 7	4 3	4 1	4 5	3 8	4 2	2 4	2 0	1 9
50	30	20	18		20	24	30	50

0-07 ± 28 ± LT - ℄ 12" power pole # P600

0-30 = ℄ 35' ± ST - Rough Cold lay of No value

66.7	68.7	69.4	70.2	71.0	71.5	72.2
5 7	3 7	3 0	2 2	1 4	0 9	0 2
100	50	30		30	50	100

Side Shot — 347 — 68.97 — Nly side of Pole ± Nail in Power pole # P600 SW cor 35' ± Valle Ave

72.44 ±

(RE 2718) — at NWly cor Conc block wall
ON Prop pipe 30' LT Station 2+00

TP_3	13.18	72.44	0.21	59.26
TP_2	13.01	59.47	0.68	46.46
TP_1	12.72	47.14	0.05	34.42
BM.	12.26	34.47		22.21
	+	±	-	el

BP in Type 'H' inlet on Ely side of Wabash Freeway 123 ± Nly of ℄ Valle Ave

X-Sec Valle Ave

LT = S14 ℄ RT = N14- 49

1+25 - 24° LT = ℄ 12" large cluster OLIVE Tree

63.0	62.2	62.7	62.7	63.7
9 4/30	10 2/16	9 7/12	10 2/12	8 7/30

1+00 - 25° LT = ℄ 36" stomp with sprouts. olive tree clump

64.0	64.2	63.3	63.9	63.5	64.8	65.0
8 4/50	8 2/30	9 1/16	8 5/12	8 9/13	7 6/30	7 4/50

0+77 - 29 8/ RT = ℄ 4' Conc walk

66.77	66.78	66.97
5 67/29 8/ walk	5 66/30 walk	5 47/39 8/ walk

0+75

64.9	64.7	64.2	65.8	64.7	65.4	66.3
7 5/30	7 7/10	8 2/16	7 4/14	7 7/14	6 8/17	6 1/30

0+50 - 30° RT = begin 4' high fence LATH

65.9	66.1	65.9	65.3	66.1	66.1	69.4	68.2	68.5
6 5/50	6 3/30	6 5/18	7 1/16	6 3/14	6 3/14	5 0/16	4 2/30	3 9/50

72.44 ℄

X-Sec Valle Ave Cont

LT= 514 ℄ RT= NM- 50

TP4	0.86	60.18	13.12	59.32

60.18 T

1+82 - 30° RT = ℄ 3' wide Conc walk

60.98 60.96
11 46 11 48
30° 40°
Walk Walk

1+76 - 25° LT = ℄ 10" olive tree ✓

1+75

60.9 60.7 60.0 59.7 60.9 61.1
11 5 11 7 12 4 12 7 11 5 11 3
30 20 11 21 30

1+73 - 22° RT = ℄ Myrtle - shrub

1+62 - 14 8 RT = ℄ 4"x4" traffic sign (T)

Begin Boardfence 4' high ℄
30° LT = end Picket fence +

61.6 62.1 61.3 61.5 61.0 62.0 62.3 62.8
10 8 10 3 10 9 10 9 11 4 10 4 10 1 9 6
50 30 17 11 18 30 50

1+50 - 24° LT = ℄ 10" Olive Tree ✓

1+43 - 22° RT = ℄ 4" Fruit tree (Apple?) ✓

1+37 - 29 5 RT = ℄ 4' wide Conc walk

62.22 62.23 62.30
9 22 9 21 9 14
29 5 30° 39 5
Walk Walk Walk

72.44 T

X-Sec Valle Ave

2+50 - 14° LT = ℄ 8" gate valve cover ✓ 10.3 50

2+49 - 18.7 LT = ℄ Fire Hydrant ✓

Conc Retaining curb under fence

2+46 - 30° LT = begin 4' high picket fence

2+30 - 30° LT = ℄ 3' wide Conc Walk

2+25

2+19 - 23° RT = ℄ 13" Pepper Tree ✓

2+03 - 22° RT = ℄ 18" Pepper tree ✓

2+00 - 30° LT = end Conc Block wall

1+90 - 30° LT = begin Conc Block Wall

1+90 - 30° LT = end 4' high board fence

LT = 514 ℄ RT = N14 51

49.9 52.0 52.9 49.78 51.8 52.3 52.7 53.3 53.9 54.6

10.3 8.2 7.3 10.40 8.4 7.9 7.5 6.9 6.3 5.6

31 30 19 14° 12 11 19 30 50

9- at Slyor Wall — Top of Valve

52.07 49.1 52.1

8.11 11.1 8.1

30° Top Curb — 30° Foot — 30° 9-

54.89 54.87

5.31 5.31

40° Walk — 30° Walk

55.8 56.0 55.3 55.7 55.5 57.1 57.1

4.4 4.2 4.9 4.5 4.7 3.1 3.1

30 17 13 11 19 30

58.1 58.8 58.8 58.9 58.1 58.1 57.8 59.7 59.5 60.0

2.1 1.4 1.4 1.3 2.1 2.1 2.4 0.5 0.7 1.2

30° Foot — 30° 9- — 30 22 15 10 20 30 20

56.5 60.1 59.4 60.1 59.8

3.7 0.8 0.4

30° Top Wall — 30° Foot — 30° ground

60.18

X-Sec Valle Ave

LT = 514 ℄ RT = NM - 52

Conc is 4" Thick
attached to Drive at Prop

2+96 - $17\frac{4}{}$ LT = ℄ 3' wide conc walk ✓

43.89 44.97
$3^{6}\frac{2}{}$ $2^{5}\frac{4}{}$
30° 17 4
Walk Walk
at Drive

2+94 - 30° LT = ℄ Wide Conc Drive

44.89 44.65
$3^{6}\frac{2}{}$ $2^{8}\frac{6}{}$
40° 30°
Dr. Dr

+Conc Retaining Curb under Fence
2+88 - $30\frac{3}{}$ LT = end 4' high Picket Fence

44.9 45.1
2^{6} 2^{4}
$30\frac{3}{}$ $30\frac{3}{}$
Foot 9"

TPS 0.43 47.51 13.10 47.08

47.51 π

2+81 - $23\frac{5}{}$ RT = ℄ 12" Pepper Tree ✓

2+75

47.9 48.5 47.4 47.8 47.7 51.7 52.4
$12\frac{3}{}$ $11\frac{7}{}$ $12\frac{8}{}$ $12\frac{4}{}$ $12\frac{5}{}$ $8\frac{5}{}$ $7\frac{8}{}$
30 17 12 11 20 30

2+70 - 30° LT = ℄ 3' wide Conc Walk

48.24 46.51
$11^{5}\frac{4}{}$ $11^{6}\frac{3}{}$
40° 30°
Walk Walk

2+60 - 31° RT = ℄ 4' wide Conc Walk

54.38 54.54
$5^{9}\frac{0}{}$ $5^{6}\frac{4}{}$
31° 41°
Walk Walk

60.18 π

X-Sec Valle Ave Cont

LT = S/y

℄

RT = N/y.

53

opening thru curb

3+29 - 30 3 LT = ℄ 4' conc walk

3886 3886

8 6.5 8 6.5

40 3 Walk 30 3 Walk

3+25

40.1 40.3 39.3 38.5 38.2 39.0 40.3 40.8

7 4 7 2 9 2 9 0 9 3 8 5 7 2 6 7

30 19 14 11 14 23 30

3' high Chicken wire fence on top

3+12 - 30 3 LT = begin Conc Retaining curb

40.8 40.1 41.3

6 7 7 4 6 2

30 3 30 3 30 3

Top curb Foot 9r

3+01

41.0 42.1 42.8 42.8 42.8 43.2 45.6 44.5

6 5 5 4 4 7 4 8 4 8 4 3 1 9 3 0

50 30 14 11 24 30 50

3+00 - 30 4 RT = begin Hog wire fence

30 4 RT = end Picket fence

42.7 43.8 43.7 43.1 42.9 43.0 43.2 46.7 43.3 48.5

4 8 3 7 3 8 4 4 4 6 4 5 4 3 0 8 0 2 +1 0

50 30 15 12 10 15 18 30 50

4 7.51 T

X-Sec Valle Ave cont

Of little Value

3+92 - 13' LT = ℄ A.C. Drive 9' wide

3+86 - 30.5 LT = ℄ 3' wide conc walk

3+75

3+50 - 30.1 LT = begin 3' high picket fence

TP6 0.11 34.52 13.10 34.41

30.0 RT = end Hog wire fence
chicken wire fence on top

3+49. 30.3 LT = end conc Retaining Curb

LT = Sly ℄ Valle Ave 60' wide RT = Nly

29.0 28.7 28.2
5.5 5.8 6.3
30 18 13

29.50 29.57
5.02 4.98
40.5 Walk 30.5 Walk

29.8 31.2 31.1 30.3 30.4 30.0 32.2 32.9
4.7 3.3 3.4 4.2 4.1 4.5 2.3 1.6
30 27 16 14 11 19 30

30.9 30.8 34.2 33.9 33.3 34.1 33.7 37.7 37.6 35.7
3.6 3.7 0.3 0.6 1.2 0.4 0.8 +3.2 +3.1 +1.2
50 30 29 16 13 10 16 30 39

34.52 T

35.0 34.9 34.7 33.0 34.6 34.2 33.9 34.6 34.5 40.6
12.5 10.8 10.8 10.5 12.9 13.3 13.8 10.9 10.0 6.9
30.3 Foot 30.3 9 30 19 15 10 15 30 31

47.51 T

X-Sec Valle Cont

LT = Sly ℄ RT = Nly.

TP7 3.04 24.54 13.02 21.50

24.54 T

4+51.5 34° RT = ℄ 3' Conc walk

24.61 25.76
9 9.1 8 7.6
34° 44°
Walk Walk

4+50

21.4 21.9 22.1 22.6 22.3 25.7 26.3
13.1 12.6 12.4 11.9 12.2 8.8 8.2
50 30 18 13 30 50

31.2 LT = begin 4' Hog wire fence
4+48 - 31.2 LT = end 4' high cyclone fence

4+25

24.2 24.7 24.1 24.6 24.4 25.6 26.3
10.3 9.8 10.4 9.9 10.1 8.9 8.2
30 20 14 12 18 30

24.97 24.98
9 5.5 9 5.4
40.5 30.5
Walk Walk

4+15 - 30.5 LT = ℄ 3' Conc walk

30.2 LT = begin 4' cyclone fence
4+00 - 30.5 LT = end Picket fence

25.5 26.8 27.2 26.7 27.1 26.9 29.0 29.6 31.1
9.0 7.7 7.3 7.8 7.4 7.6 5.5 4.9 3.4
50 30 18 13 13 24 30 50

34.52 T

X-Sec Valle Cont

LT = Sly ℄ RT = Nly 56

20± LT = end Curb Return
20± RT = end Curb Return } Type 6 Curb
Taken on skew
OOTS to Curb at 79° - See sketch

Access Road
5+23.5 = Ely edge A.C. Paving 34.7± LT

+ Ely Line Wabash
5+12.47 30° LT = intersection Sly Line Valle

+ Ely Line Wabash
5+10.04 30° RT = intersection Nly Line Valle

5+00 - 31.8 LT = end Hog wire fence

4+88 - 32.2 LT = ℄ 3.5' Conc walk

4+75

4+64 - 29° RT = ℄ 3.5' Palm tree ✓

17.9 17.33 17.78 18.00 18.30 18.39 18.98
6.5 7.2 6.7 6.5 6.2 6.1 5.5
20± 20± 10 A.C. 10 A.C. 20± 90T 20± To PCb
T.C. 90T A.C.

17.9 18.5 18.9 19.5 19.3 19.4 19.2
6.6 6.0 5.6 5.0 5.2 5.1 5.3
50 30 16 9 30 50

19.78
47.6
32.2
Walk

20.3 20.4 21.0 20.4 21.1 21.0
4.2 4.1 3.5 4.1 3.4 3.5
30 16 12 20 30

24.54 T

X-Sec Valle Ave Cont

LT = S ly & RT = N ly-

Reduced Hadtke By 4-22-55

Start B.M.-

TP 8 2.33 22.21-

5+51 ± = ℄ Pavement access Road

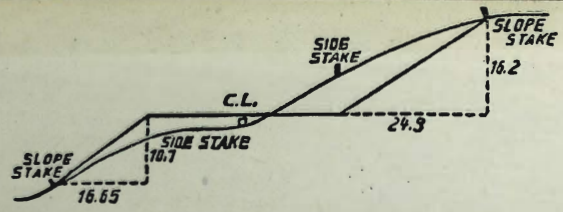
14.72	17.12		17.88	19.14	20.83
7 82	7 42	6	66	5 40	3 71
100	50			50	100

17.36	14.74		18.90	19.49
7 18	7 80		5 64	5 05
50	50		50	50
T.C.	GUT		GUT	T.C.

5+37 ± = Taken along curb line ℄ curb line access Road

17.51	16.86	17.31	19.54		17.74	17.97	17.13	18.68	19.27
7 03	7 68	7 23	7 00	6	80	6 57	6 41	5 86	5 27
37 ±	37 ±	20	10			10	20	42 ±	42 ±
T.C.	Cb							Cb	T.C.
BC	BC							BC	T.C.
	GUT							GUT	Bc

24.5-4



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.20	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.96	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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