

INDEXED
Completely
DEC 1 1954

MICROFILMED

APR 16 1965

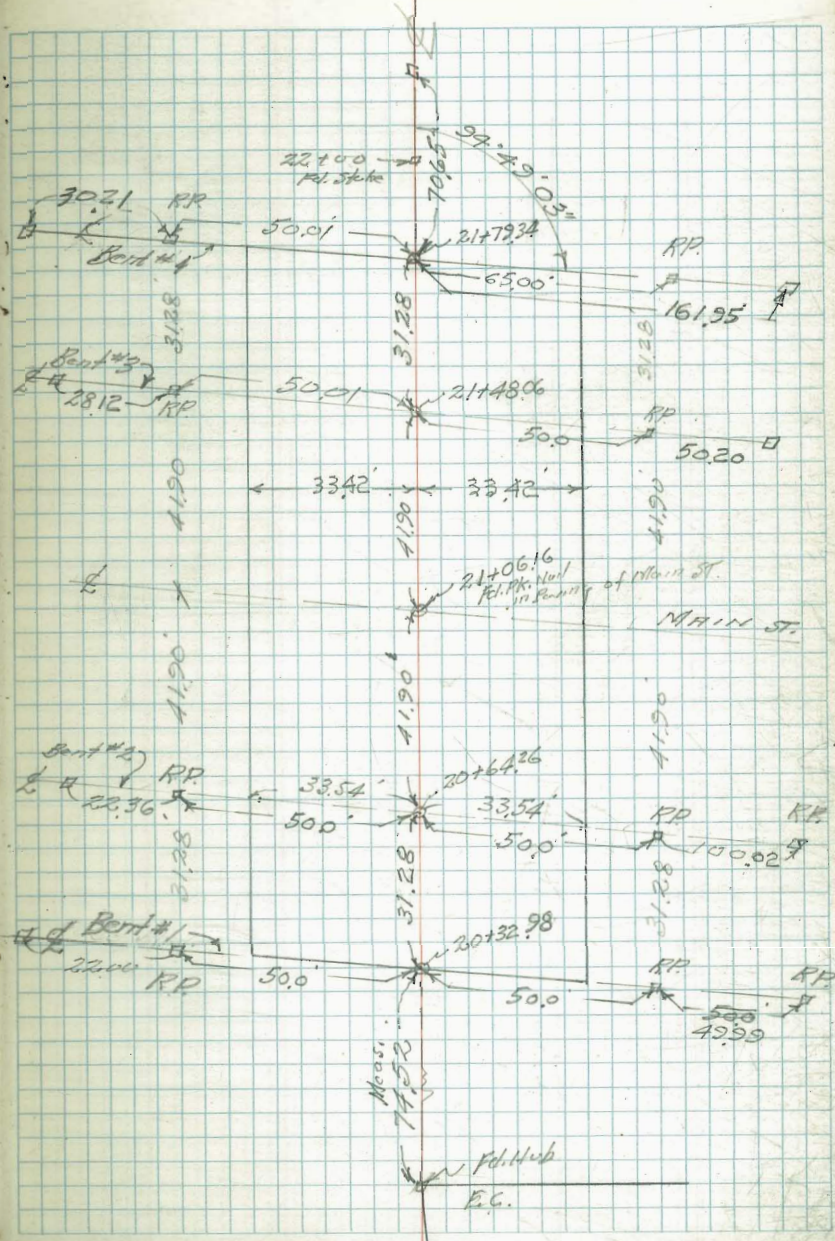
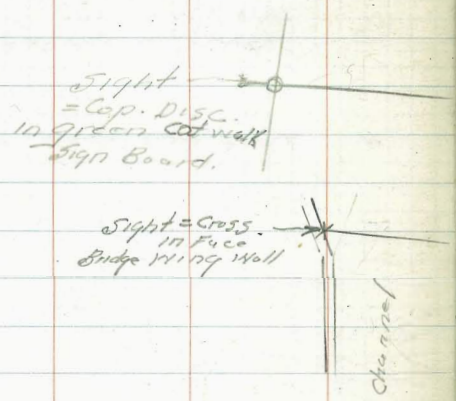
Standard Microfilm Co. Inc. 10000

INDEX

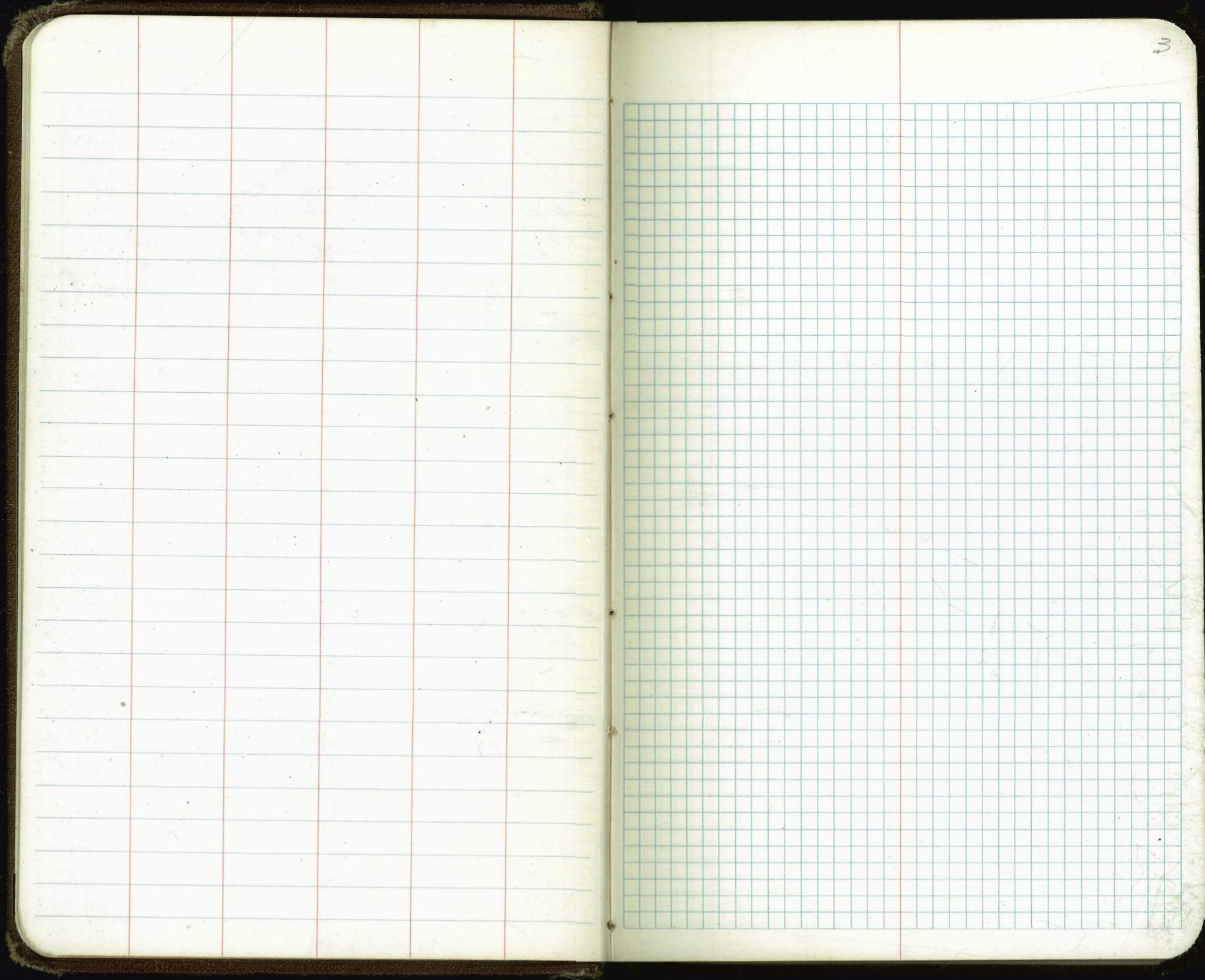
	Page
WABASH BLVD - SEC. 'B'	
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Federal WABASH BLVD - LHS CHOLLAS CREEK	10
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SD & A. R. R. BRIDGE	17-18
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WABASH BLVD. SEC. B
MAIN ST UNDERCROSSING

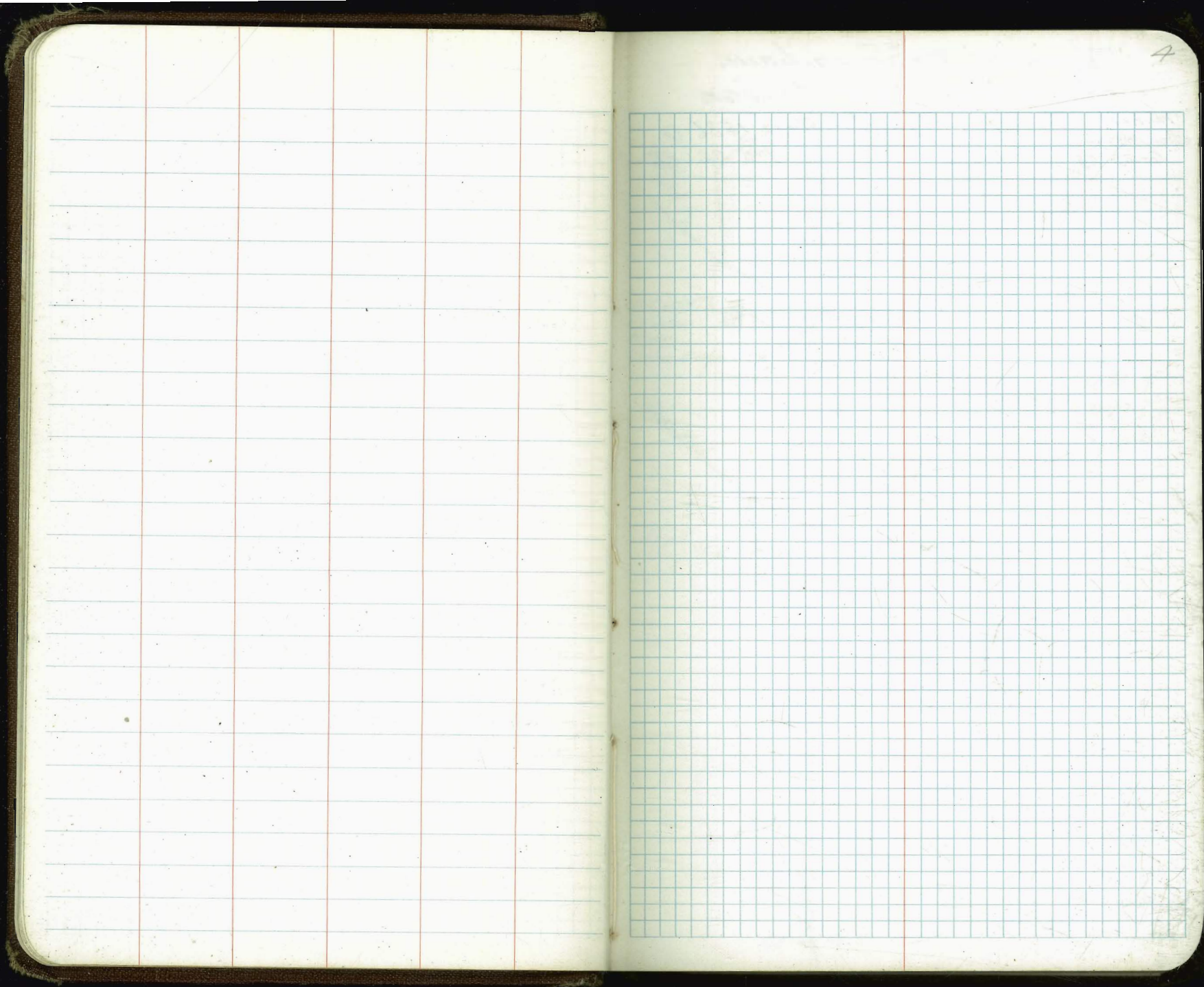
Walker
Bope
Roper
6-



P.I. H. H. 6

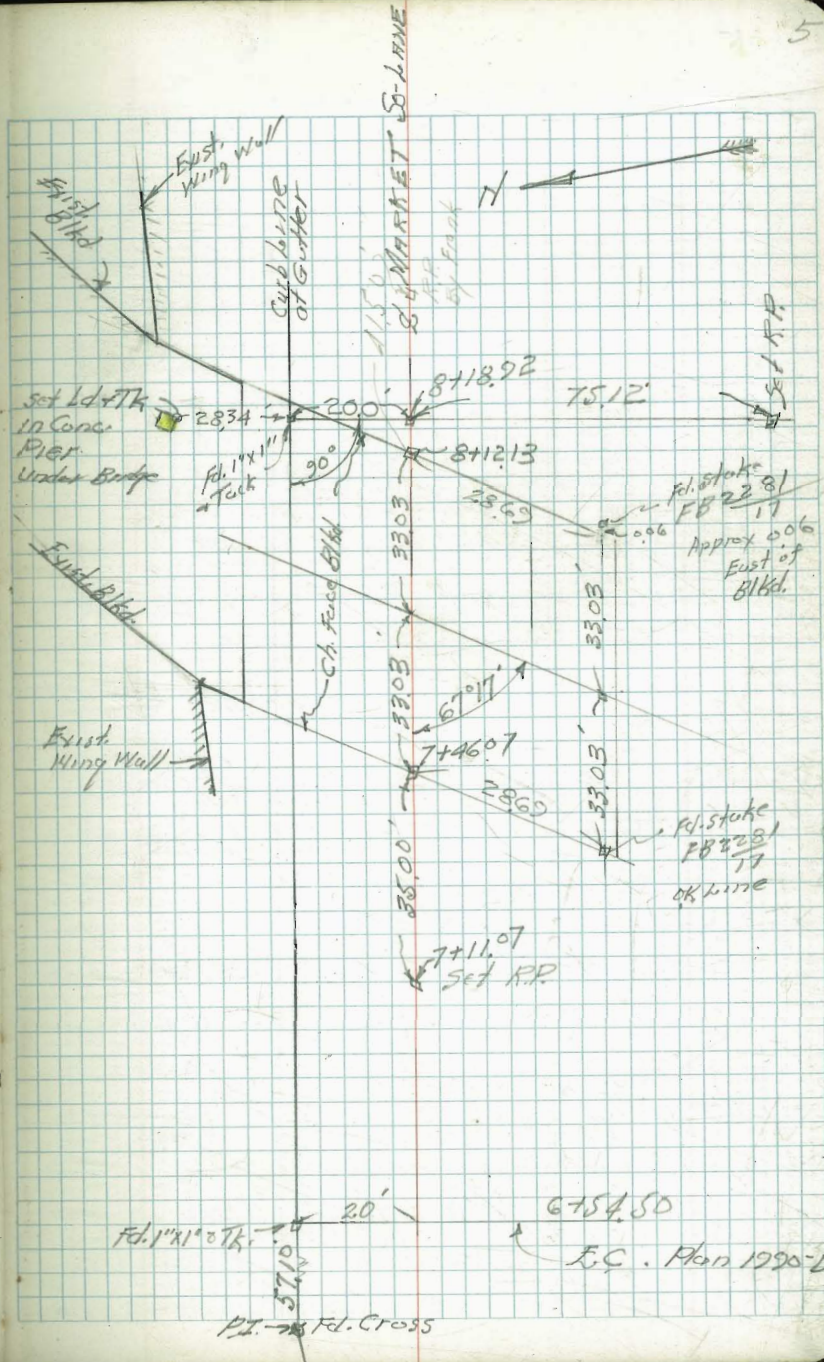


3



MARKET ST - SOUTH LANE
LAS CHULLAS CREEK BRIDGE

Walker Const. Layout - Plan 1586-D
Strayton
6-27-53
140 22086



E.C. Plan 1920-D



Walker
Pope
Johns
Ehms
7-27-55

North Bridge Deck
GRAND AVE

037.
← 150 →

	1583	991	2409	1038'
(962)	959	995	(1034)	1043'
	964	998		1046'
	968	1002		1050'
(971)	962	1004 (1005)	(1051)	1053'
	972	1006		1055'
	975	1008		1057'
	978	1009		1057'
(972)	977	1009 (1008)	(1060)	1058'
	976	1009		1056'
	978	1010		1057'
	978	1009		1058'
(976)	977	1010 (1004)	(1057)	1058'
	977	1008		1058'
	976	1007		1056'
	973	1006		1054'
	971	1003		1051'
(969)	969	1001 (998)	(1047)	1048'
	965	997		1047'
	962	994		1042'
	957	988		1038'
(955)	944	985		1035'
	950	981 (983)	(1033)	1030'
	947	978		1026'
	942	974		1021'
	937	969		1017'
	932	963 965		1012'
	926	956 960		1006'
(920)	920	949 954		999'
	914	940 (941)	(991)	993'

Outside Edge Bridge

S. Street

S. Street

S. Street

East. Pa.

Input.

Also
Set BM=1037

23+15.44	10749
23+04.16	+9883
	+9349
	+8816
	+8283
	+7750
	+7216
	+6683
	+6150
	+5616
	+5083
	+4550
	+4016
	+3483
	+2950
	+2416
	+1883
	+1350
	+0816
22+02.83	+0283
	+9750
	+9217
	+8683
	+8150
	+7617
	+7083
	+6550
	+6016

23+14.41 = Set L & DISC.
in Conc. Ret wall - R.P.

Note: Check on ^{paired} Finish Deck. Elev. in Parenthesis

B.M. 636 = chisled square
62.5' at 20+83 = Grid 335-6

also Set B.M. = 990
21+60.76 = Set L & DISC.
Top Conc. Ret wall
8-18-55
Walker

GRAND AVE BRIDGE
RT. LANE

Set Id Disc
in Wall P.7

23+14.91

23+15.44

BM = 10.37

BRIDGE DECK

Top
Set Screeds 0.46 Above

The Finish Grade shown

Check Finish Deck
Grades in Parenthesis

+09.49
23+04.16
198.83
+93.49
+88.16
+82.83
+77.50
+72.16
+66.83
+61.50
+56.16
+50.83
+45.5
+40.16
+34.83
+29.5
+24.6
+18.83
+13.5
+08.16
2.2+02.89
+97.50
+92.17
+86.83
+81.5
+76.17
+70.83
+65.5
21+60

220
BM = 9.92

21+60.76

Id Disc. in Wall

FINISH DECK GRADES

7.50

2409

1583

108

10.46	(9.93)	9.93	9.59 (9.55)
10.48		9.97	9.64
10.51		9.99	9.68
10.53 (10.51)	(10.04)	10.02	9.69
10.55		10.04	9.72 (9.75)
10.57		10.06	9.75
10.59		10.08	9.78
10.58 (10.60)	(10.11)	10.09	9.78
10.56		10.09	9.77 (9.81)
10.57		10.10	9.76
10.58		10.10	9.78
10.58 (10.57)	(10.09)	10.10	9.77 (9.79)
10.58		10.08	9.77
10.56		10.07	9.76
10.54		10.06	9.73
10.51		10.03	9.71
10.49 (10.48)	(10.02)	10.01	9.69 (9.71)
10.47		9.97	9.65
10.42		9.94	9.62
10.38		9.88	9.57
10.35 (10.35)	(9.95)	9.85	9.54 (9.59)
10.32		9.81	9.50
10.28	24.00	9.78	9.47
10.24		9.74	9.43 (9.42)
10.21		9.69	9.39 (9.37)
10.17		9.64	9.35 (9.32)
10.12		9.58	9.30 (9.26)
10.06		9.52	9.25 (9.20)
10.05 - Existing Finish	(9.45)	9.45	9.14 (9.26)

~ WABASH BLVD. ~

LAS CHOLLAS CREEK BRIDGE.

Walker
Bertolucci Plan # 1570-D WU 22086
6-30-53

11°29'
97+55.9 = EC
2 back

9°42.3
96+30.86 = POC

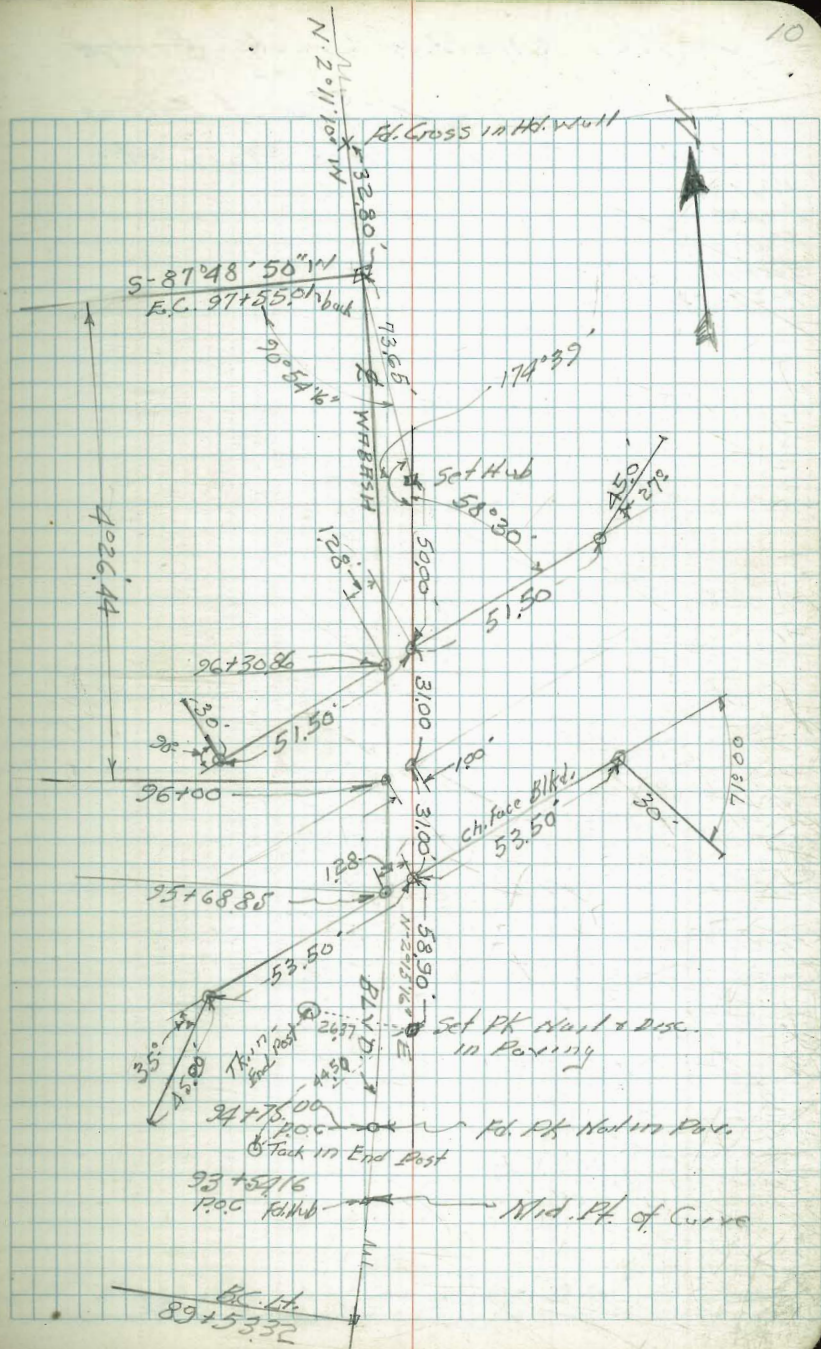
POC
96+00 9°15.78

POC
95+68.85 8°42.01

94+75.00 = POC 7°28.36
POC

93+54.16 5°44.5

89+53.32 = B.C. 11



Las Chollas Creek Bridge

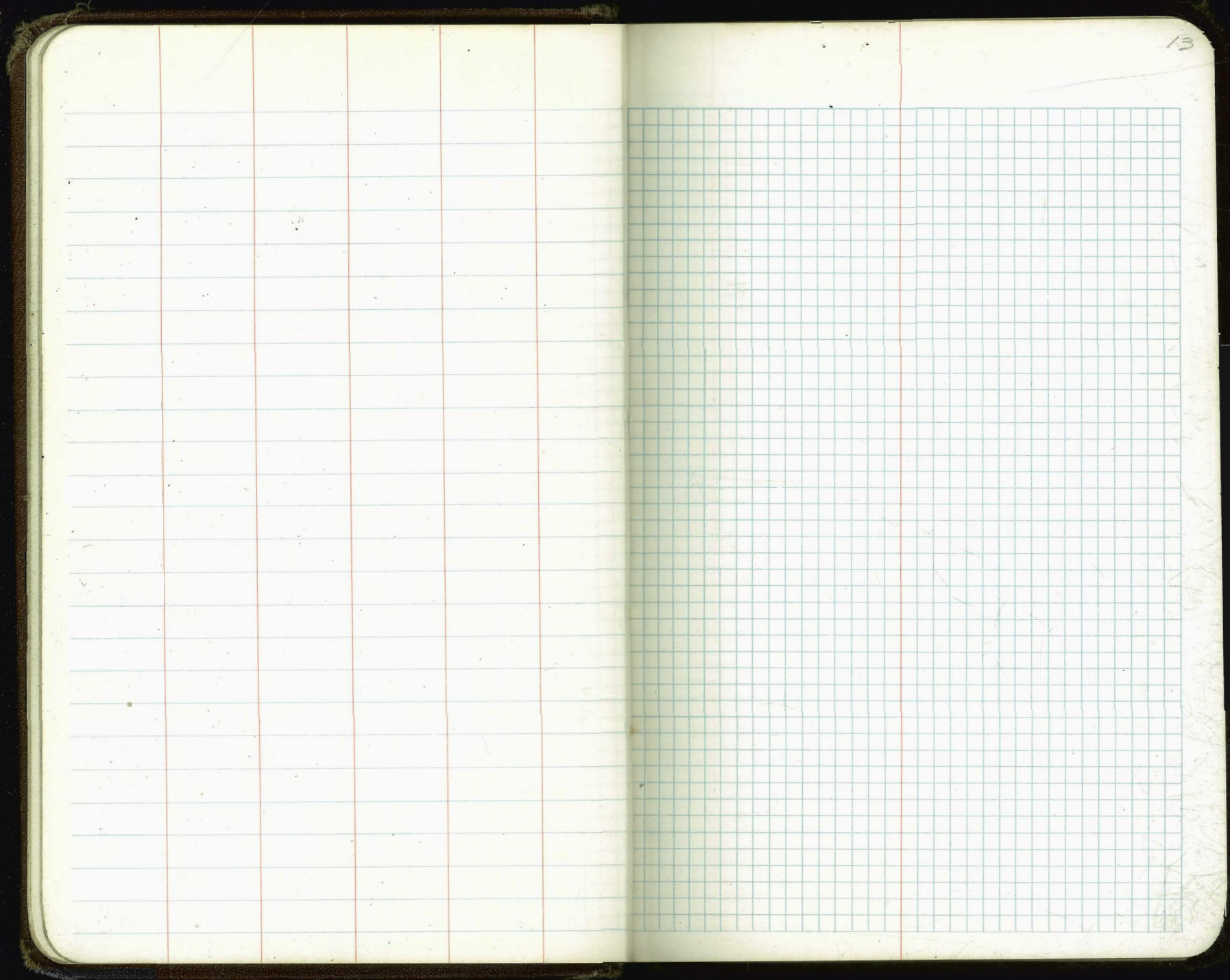
Check Footings = Top of Forms

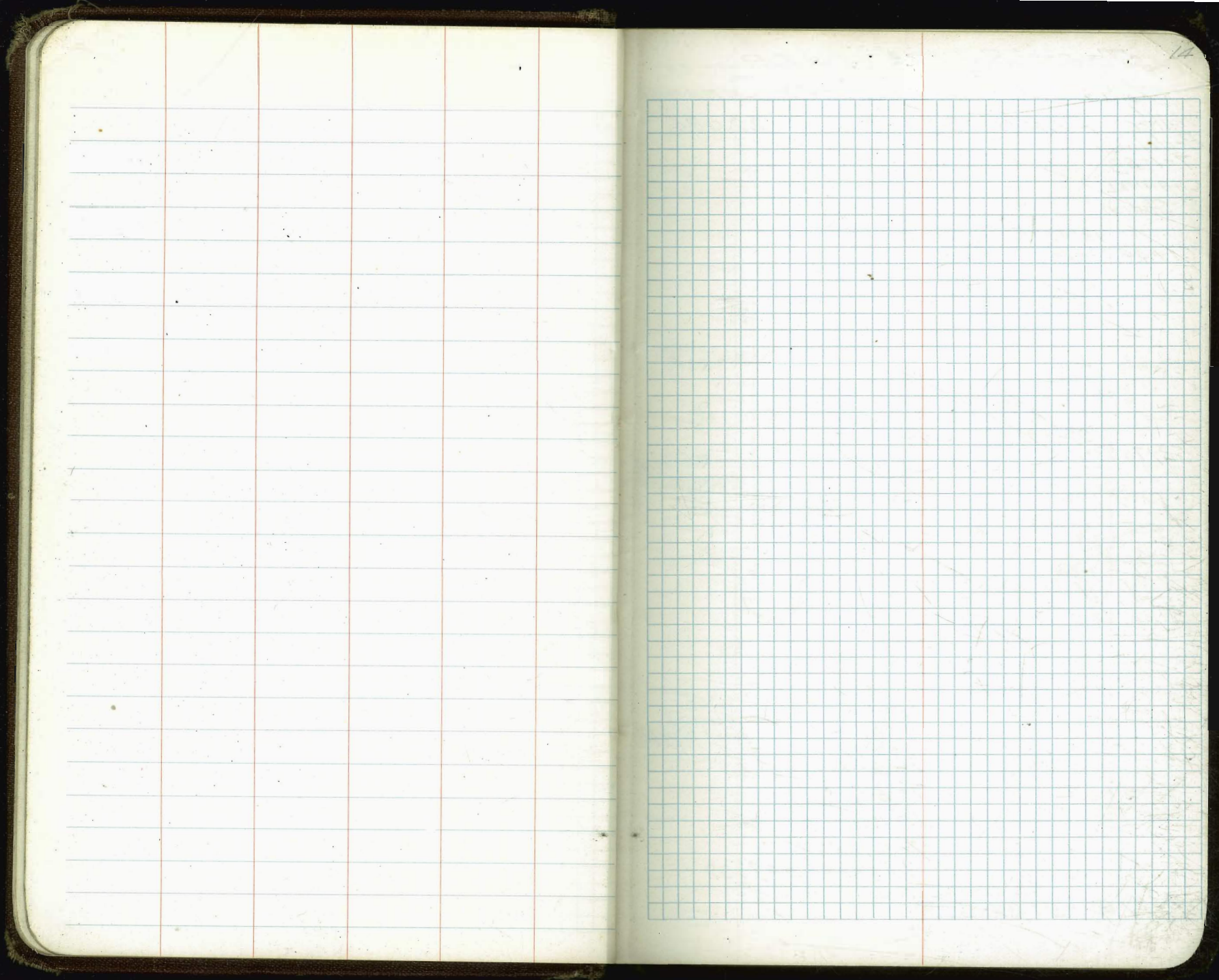
Footings Forms Check Plan ok.

Walker
Pope
Miller
Bertolucci
7-27-63

53.84

11
E.M. Brass Pkg. NW Cor Blvd. Old Bridge
Federal & Chollas Creek



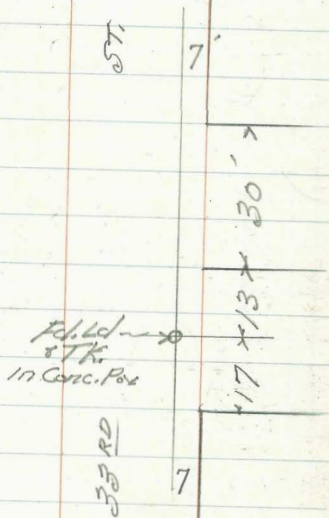


J-ST. BRIDGE OVER
 LAS CHOLLAS CREEK CHANNEL

Walker PLAN 1971-D INO 22086
 Bertolucci
 7-1-53
 CHANNEL
 L. Station

13°19'95"
 61+44.28 = P.C.C

9°43'93"
 58+70.83 = P.O.C

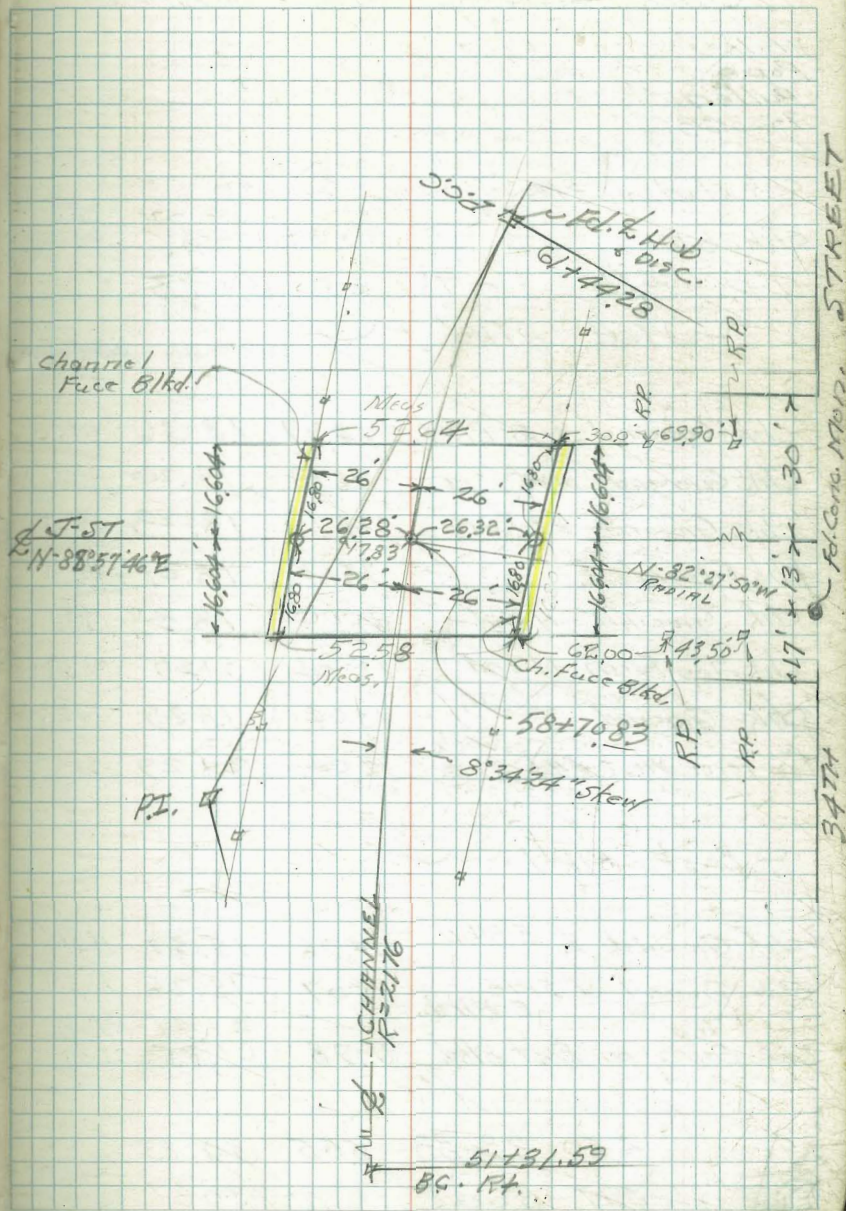


data
 L channel
 R=2176
 Δ=26°39'54"
 T=515.69'
 L=1012.69
 Ext 60.27
 def per ft = 0.7899

26' Lt
 increases
 0.012' per ft

51+31.59 = B.C. Pt.

384 50%



"J" St. Bridge

Check Footings - Lined & Filed

Walker				
Pope				
Fuller				
7-23-53				
chk starting BM.	6.35	30.59		
chk. BM	0.36	36.62	2281	
		36.58	61	
T.P. 6.11	36.94	2.50	30.83	

West Bldg.

Add out to chks & M #20

chk. Ground NW Bldg.	14.97	18.36	1840
chk. Ground NW	15.13	18.20	1824
5 chk. Ground SE Cor	15.10	18.23	1827
chk. Ground E	15.12	18.21	1825
chk. Ground N end	15.00	18.33	1837
chk. Top Form N end	12.04	21.29	2133
chk. Ground South	15.04	18.29	1833
Top Form West Bldg side	12.04	21.29	2133

East Bldg.

chk. Ground E Bldg.	14.96	18.37	1841
chk. Ground N Side	15.07	18.26	1830
Top E Bldg.		21.41	Plan.
chk. Form on East Bldg.	11.98	21.35	2139

2.50 33.33 5.55 30.83

5.77 36.38 30.61

BM on R.P. Hub 10408' RT Channel etc. 56+77.14
FB 2281-45

REVISED BRIDGE NO 5

S.D.A.R.R.

Plan 1960-D

Additional Data = P-18

R.R.
Sta. Def A

116+26.5

116+26.5 3°32.3
116+41.75 2°34.3 - New
116+41.5 3°36.1

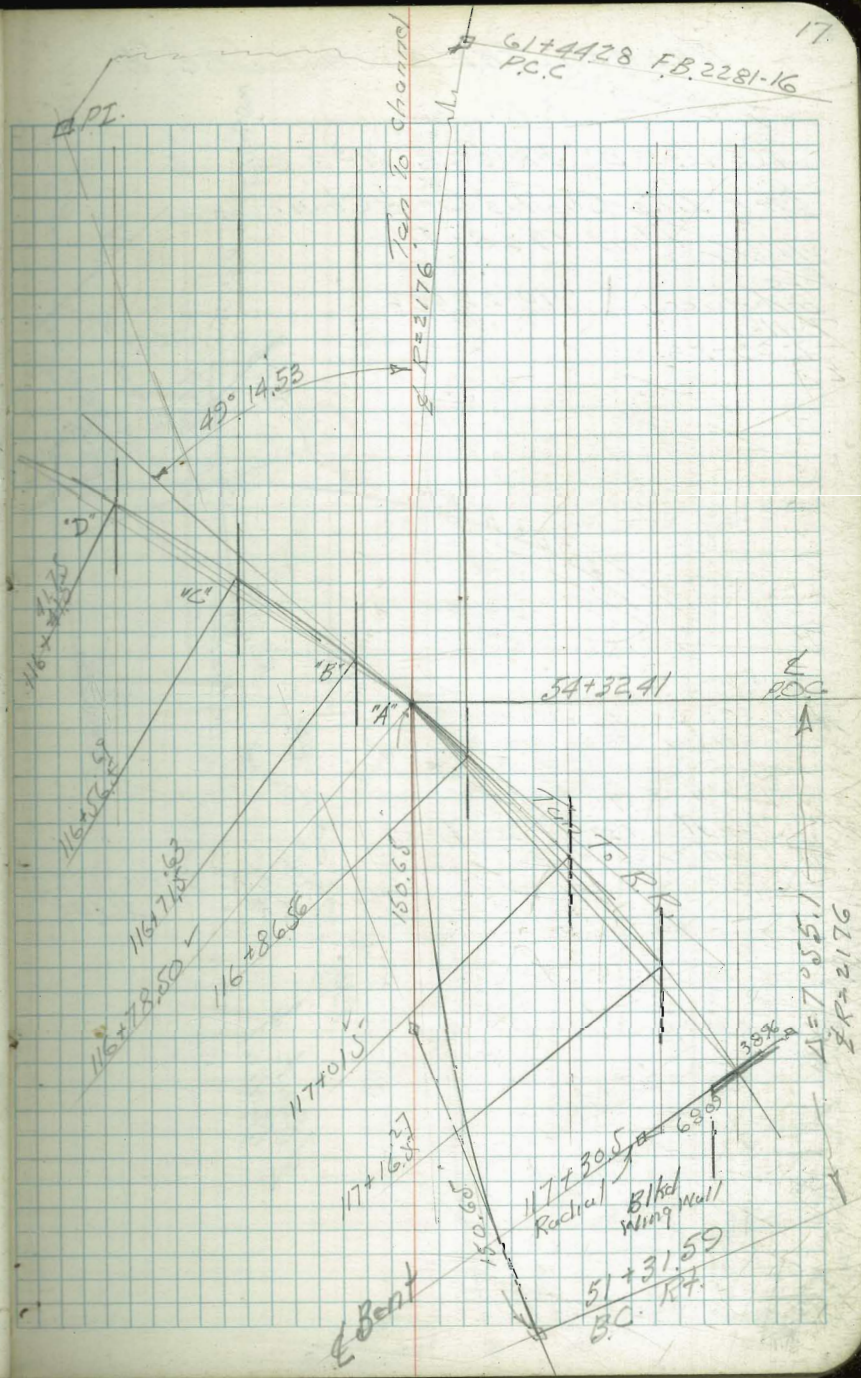
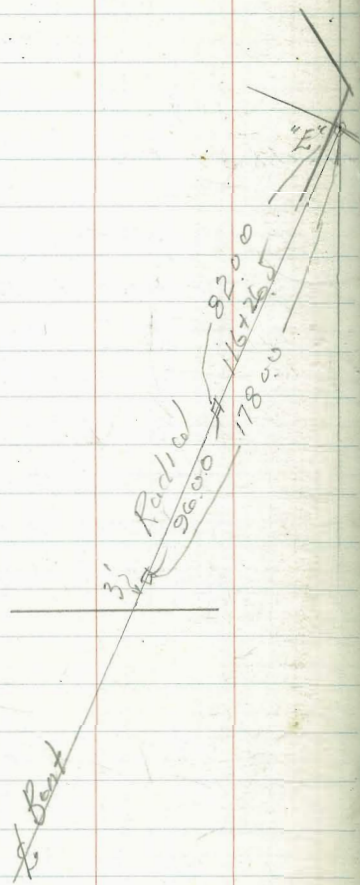
116+56.69 1°34.3 - New
116+56.5 1°37.1

116+71.69 0°29.2
116+71.5 0°28.1

116+78.5 0°00
116+86.5 0°21.2
116+86.5 0°25.4
1°13.3
117+01.5 1°14.9

117+16.27 2°05.7
117+16.5 2°08

3°00.8
117+30.5 3°01.9



61+44.28 F.B. 2281-16
P.C.C. 17

WABASH FREEWAY SEC. 'B'

SD & A. R.R.

REVISED BRIDGE N° 5

over Las Chollas Creek Churn.

Walker Plan 1960-D

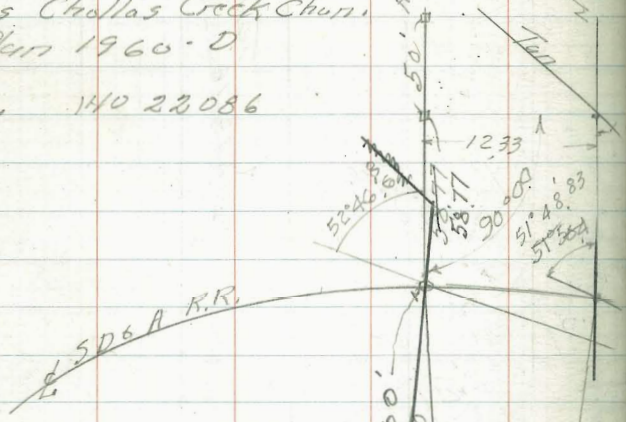
Pope

Bartolucci

140 22086

Fuller

7-22-53



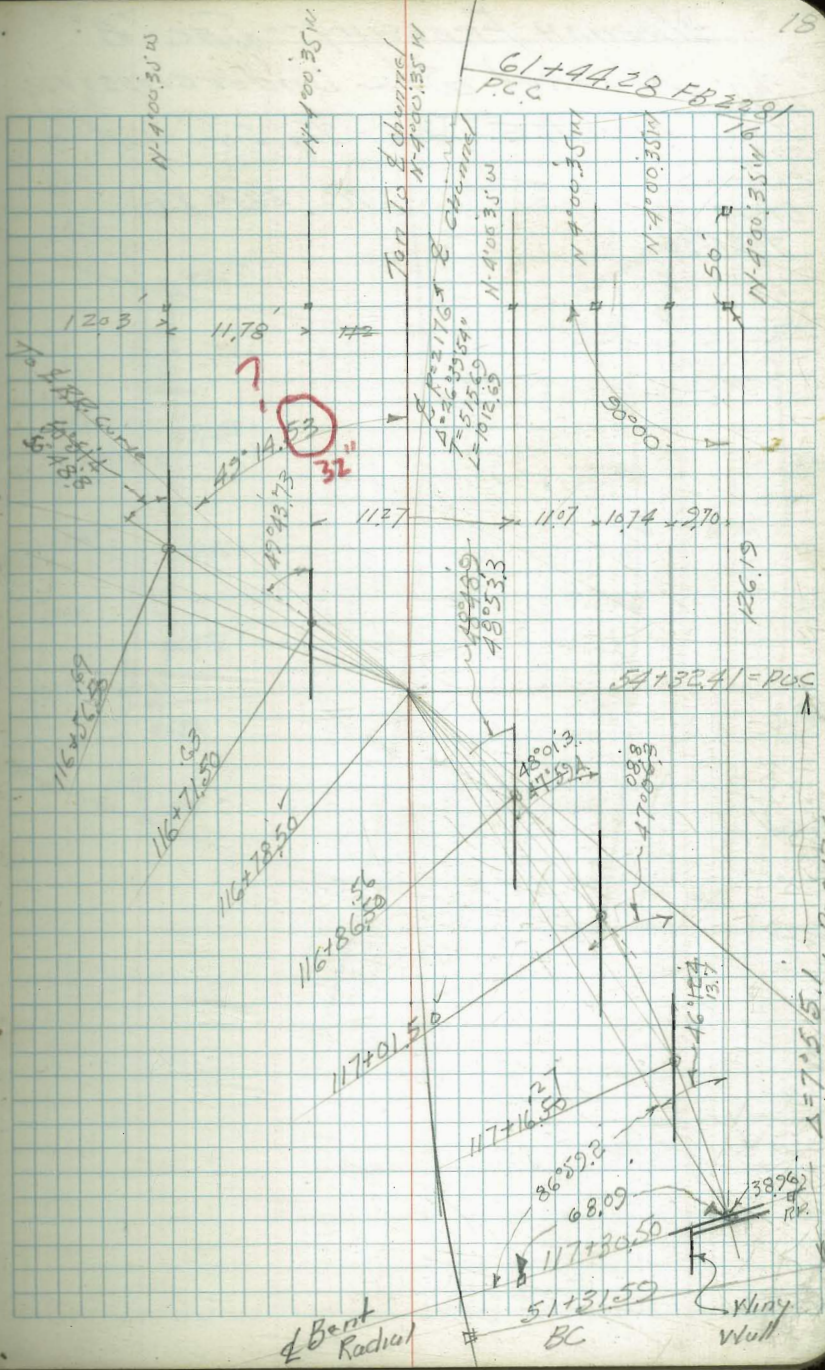
8-17-53

Note: Bents Moved
To New Stations as
Shown "per Inst. M. Richardson
SD & A. Eng."

So that outside stringers
will not exceed 30'

RR Curve = 12°25'
RP = 461.46

RR.
Bent
Radial



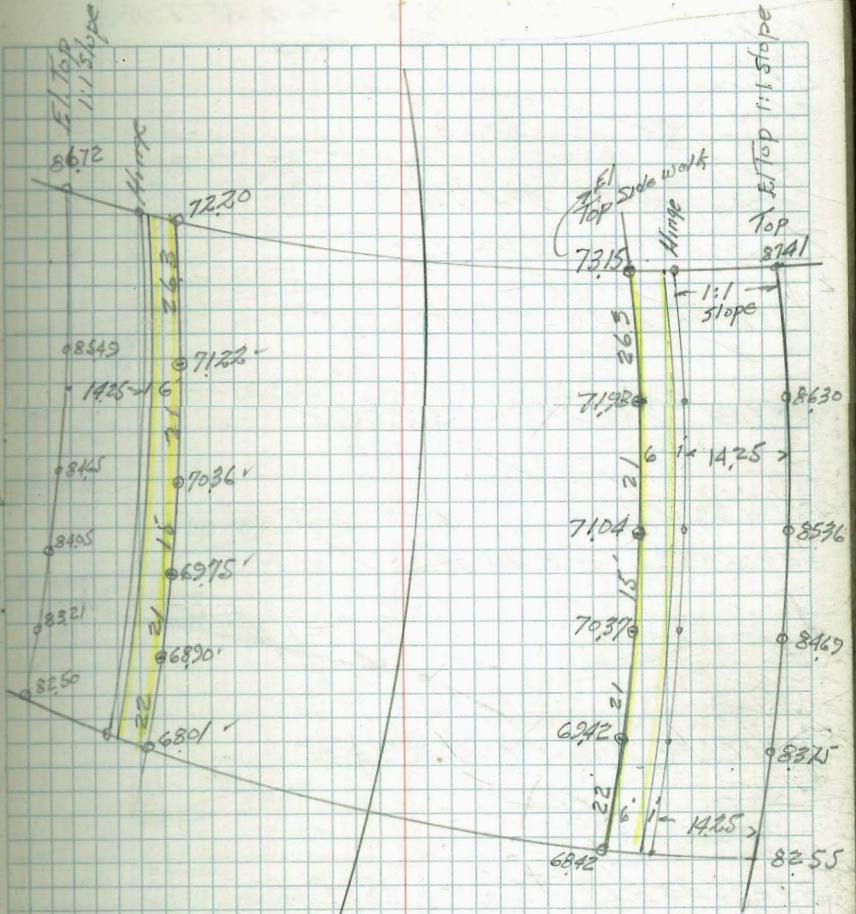
WABASH FREEWAY - SEC. "B"

Market St ~ Undercrossing

Walker
Pope
Oltmann
Olson
7-21-54

Finish Grades - Top Side Walk

NO 22086



MARKET ST. UNDERCROSSING

BRIDGE PLAN 1581-A-D
on WABASH BLVD.

Walker
Pope
Ottawa
Olson

Def. Δ

2-23-57

Station

87+43.53 = E.C. $9^{\circ}42'40''$

84+99.83 = POC $9^{\circ}00'46.7''$

Ref. line

84+78.44 = Bkd. N^o 2 = $8^{\circ}57'05.65''$

84+54.44 = 2nd Bent #3 = $8^{\circ}52'58.15''$

2nd Bent

84+06.44 #2 = $8^{\circ}44'43.10''$

Ref. line

83+58.44 = 1st Bent #1 = $8^{\circ}36'28.05''$

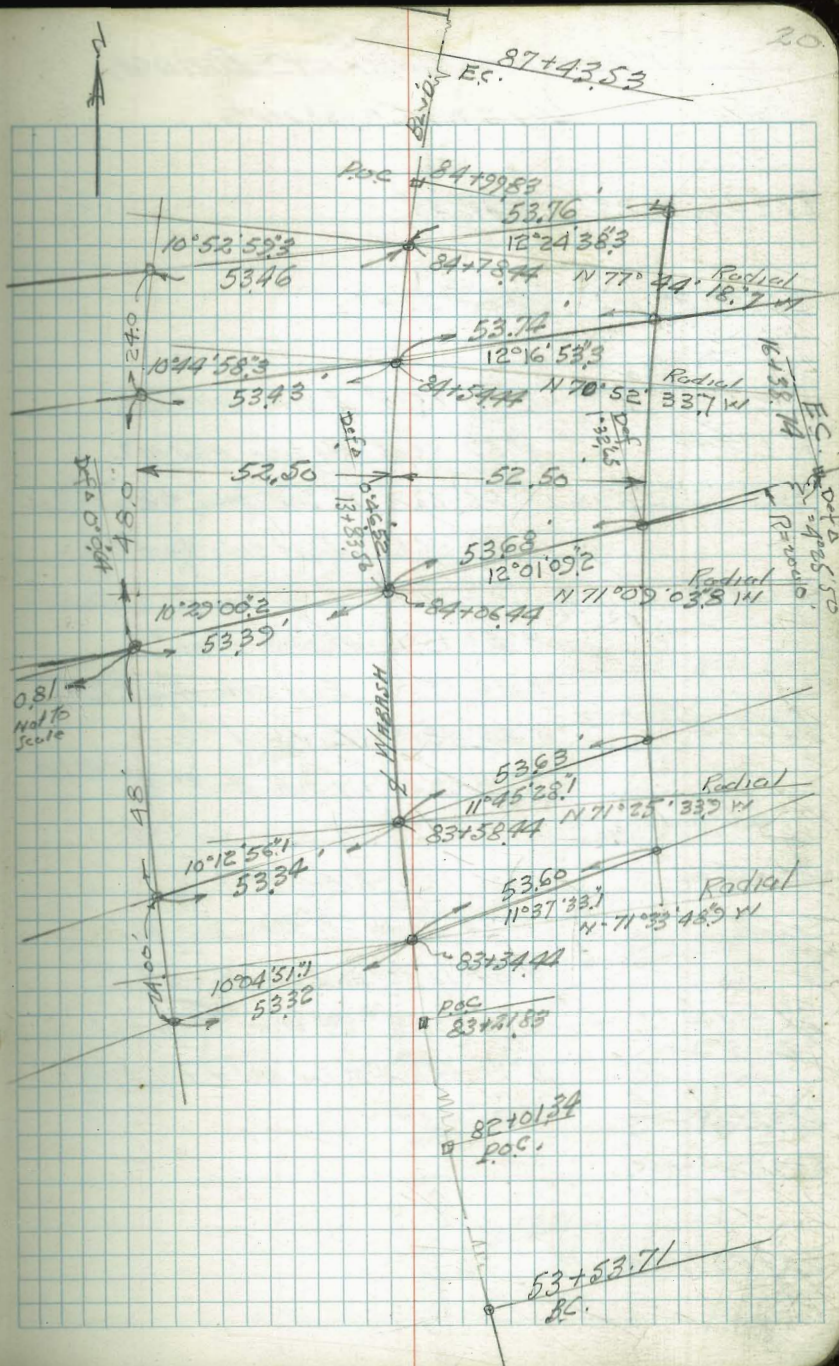
Ref. line

83+34.44 = Bkd. N^o 1 = $8^{\circ}32'20.55''$

83+2.183 = POC. $8^{\circ}36'10.5''$

82+01.34 = POC. $8^{\circ}09'28''$

53+53.71 = B.C.



WABASH & MARKET BRIDGE,
UNDERCROSSING

87+43.53 - E.C. $2^{\circ}42'40''$

84+99.83 - P.O.C. $2^{\circ}00'46.7''$

$8^{\circ}59'05.50''$ E side Bldg N=2

84+78.44

$8^{\circ}57'05.65''$ - Ref. Line Bldg N=2

$8^{\circ}55'22.10''$ W Side Bldg #2

$8^{\circ}54'56.65''$ East side Bent #3

84+54.44

$8^{\circ}52'58.15''$ - E Bent #3

$8^{\circ}51'15.9''$ W side Bent #3

$8^{\circ}46'39.00''$ East side Bent #2

84+06.44

$8^{\circ}44'43.10''$ - E Bent #2

$8^{\circ}43'03.45''$ - W side Bent #2

$8^{\circ}38'21.35''$ - E side Bent #1

83+58.44

$8^{\circ}36'28.05''$ - E Bent #1

$8^{\circ}34'51.00''$ W side, Bent N=1

$8^{\circ}34'12.55''$ East End Bldg N=1

83+34.44

$8^{\circ}32'20.55''$ Ref. Line Bldg N=1

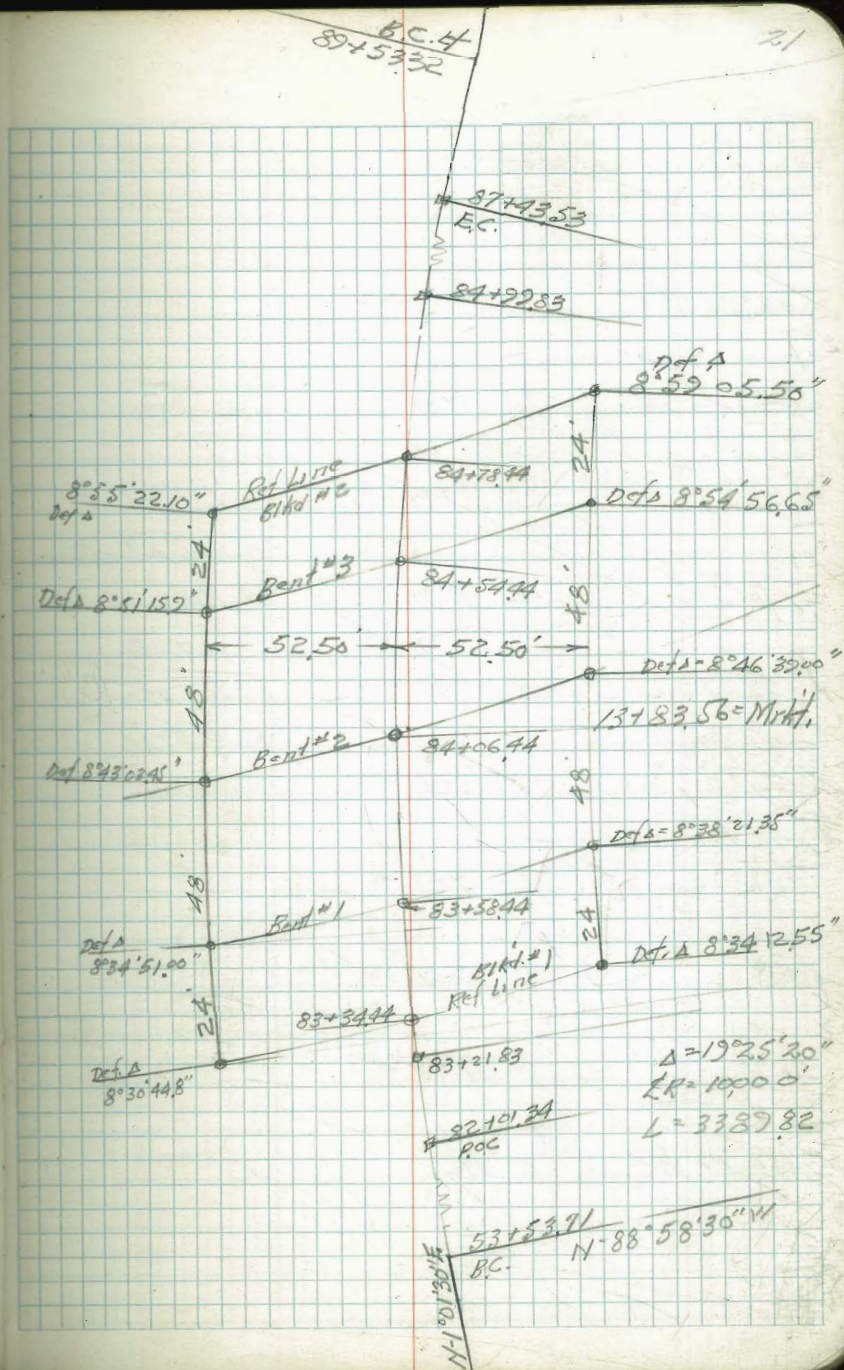
$8^{\circ}30'44.8''$ West End Bldg N=1

83+21.83 - P.O.C.

$8^{\circ}30'10.5''$

82+01.34 - P.O.C.

53+53.71 - B.C. + A.



Change of Alignment
South West Outer Connection
Nabors Blvd x Market St

Grades Page 35

+52.28 F.C. 31° 27.32' ✓

+25 26° 59.41' ✓

4+0 22° 53.85' ✓

Δ 62° 54' 38"

+75 18° 48.29' ✓

1/2 31° 27' 19"

2 R 175'

+73.27 18° 31.26' 100'

T 107.05

L 192.15

D: 9.8221

+41.27 13° 16.96' ✓

+28.27 11° 09.27' ✓

3+0 6° 31.61' ✓

+75 2° 21.05' ✓

2+60.13 B.C. 0° 00'

22

+01 6° 41.93'

6751.01 176d.

+5336 FC. 8h 13° 14.85 ✓

Δ 26° 29' 59"

+25

9° 59.82 ✓

Δ 13° 14' 49.5"

Δ R 250

670

7° 07.93 ✓

I 53.85

+83.18 = opp.

279570 SW 12.350°

5° 12.27

L 115.60

+75

4° 16.04 ✓

D. 1.8755

+50

1° 24.16 ✓

5437 76 BC.

0° 00'

5790.
L 947.561.
122

5° 58.18'

Change of Alignment
 South West Outer Connection
 Hobart Blvd & West St

78+49.68 POC Hobart

^{= opp}
 +34.32 E.C. 31° 52.28' W

9+0 26° 15.17' W

Δ 63° 44' 34"

+75 22° 09.62' W ~~31° 52.17'~~

PR 175'

+50 18° 04.66' W T 108.81

Δ 194.69

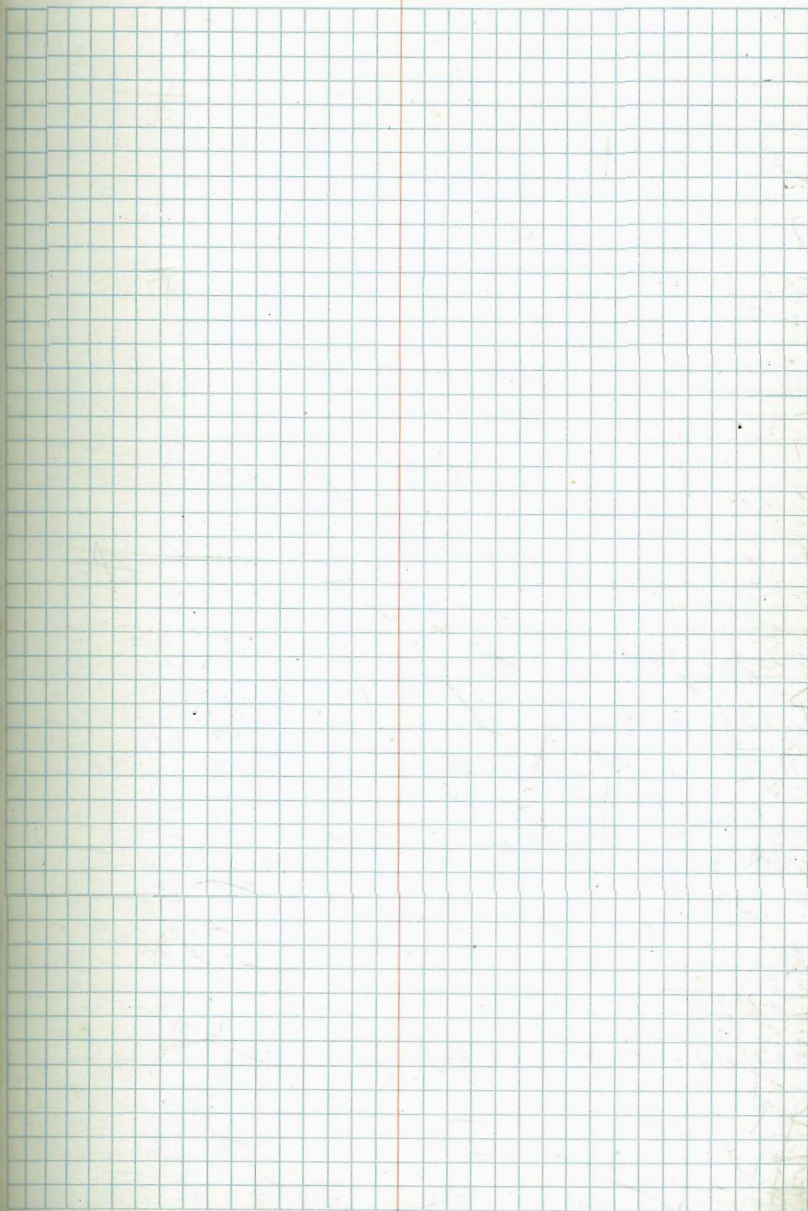
+25 13° 58.51' W D 9.8221

8+0 9° 52.95' W

+75 5° 47.41' W

+50 1° 41.86' W

5 7+39.63 B.C.R.T. 0° 00'



Change of Alignment Market St Lt 407

For Grades Sec P. 32

+19.73 EC	5° 05.58'	
+25	4° 23.07'	Δ 10° 11' 10"
11+0	3° 40.10'	1/2 Δ 5° 05.35"
+75	2° 57.12'	Δ R 1000
+50	2° 14.15' ✓	T 89.13
+25	1° 31.18'	L 177.78
10+0	0° 48.21' ✓	D 1.71887
+79.34	0° 12.90'	
9+71.95 B.C.R.	0° 00'	

North West Outer Connection
Hobash + Market St.

See 2046-59

Opp 9+34.74 Lt. Lane

+33.91 EC	0° 00'
18.78	
7+15.13	3° 19.25'
24.16	
+90.97	7° 39.59'
15.97	
+7.5	10° 25.03'
10.0	
6+6.5 POC	12° 11.15'

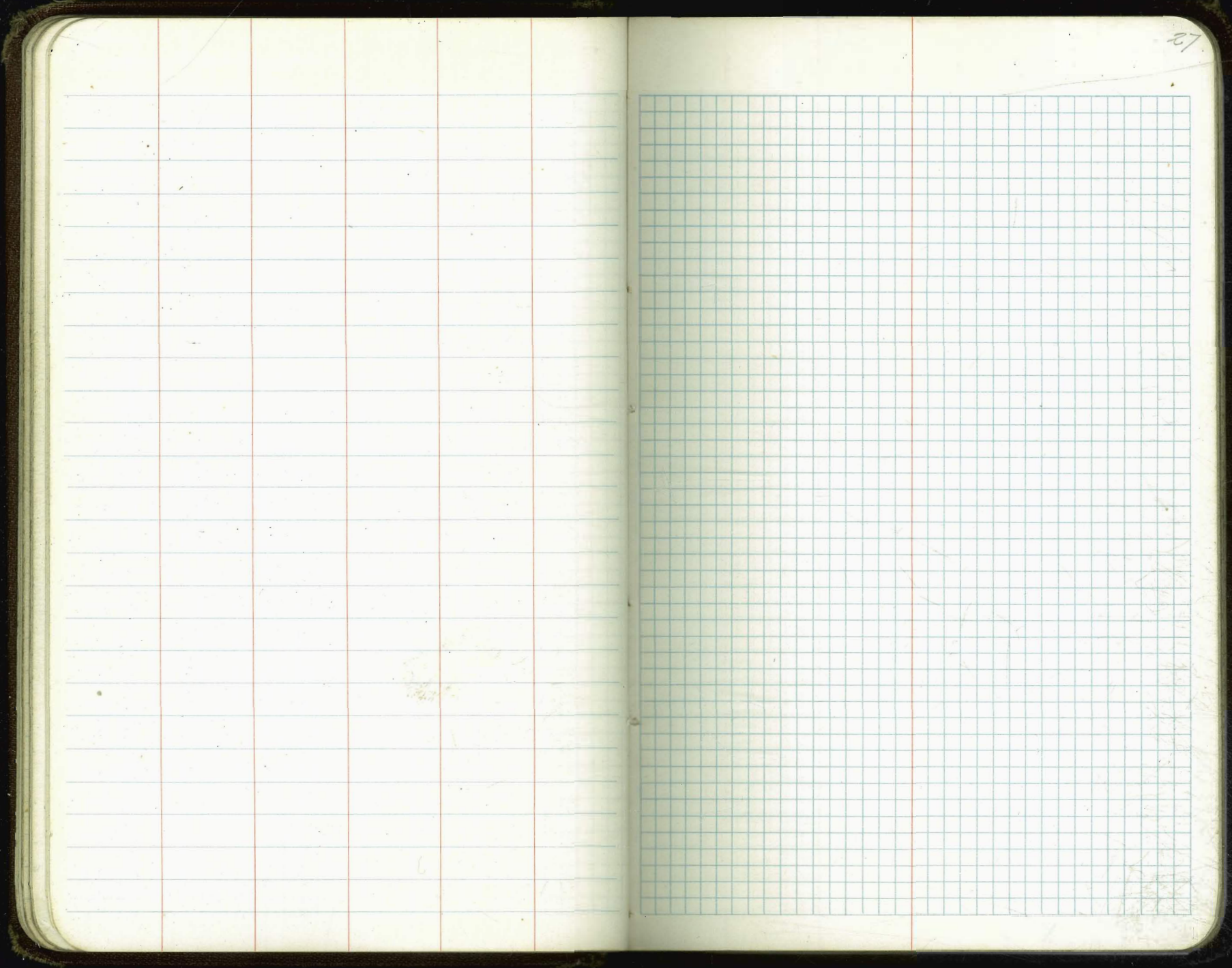
+15.13 POC 11° 34.23'

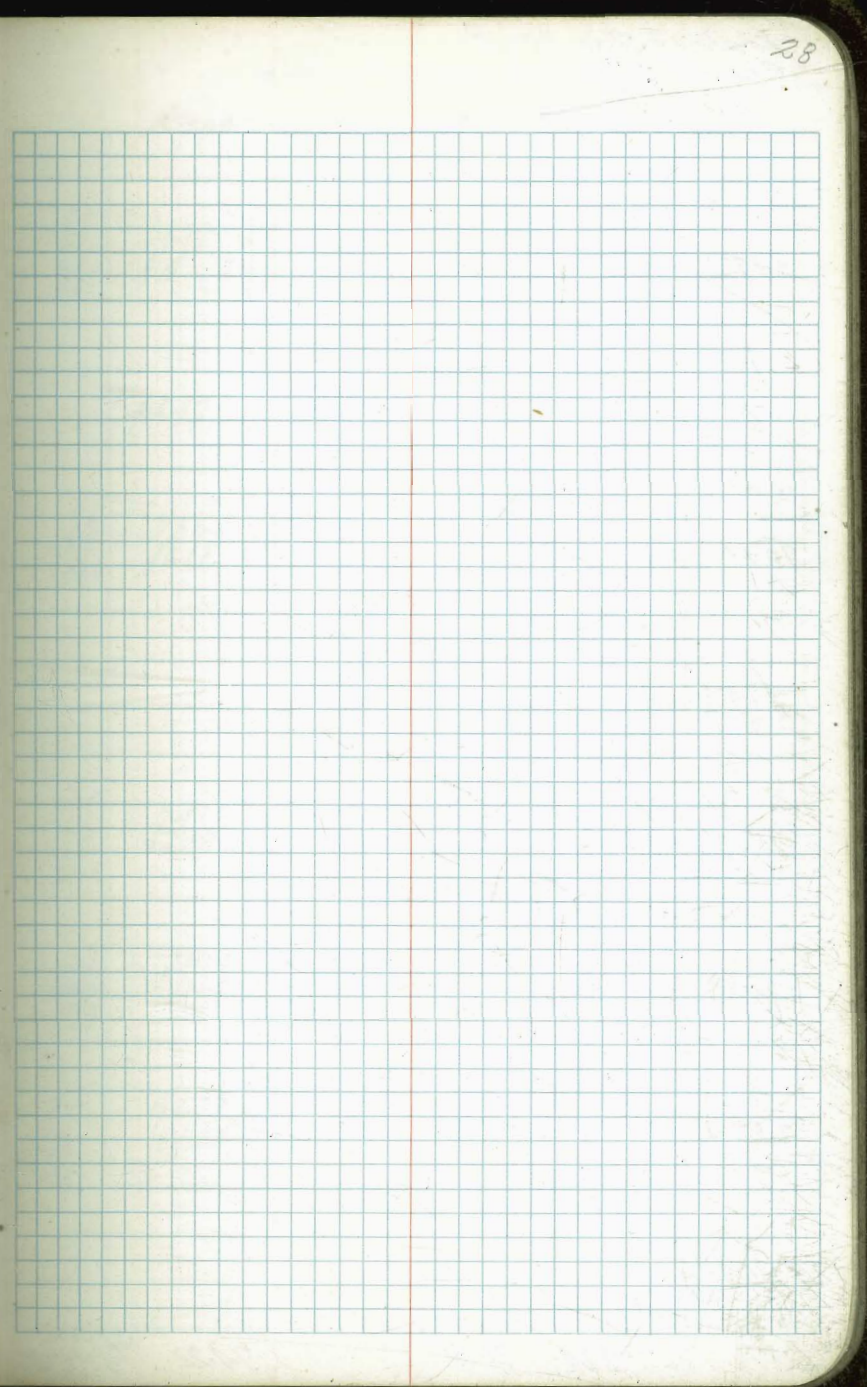
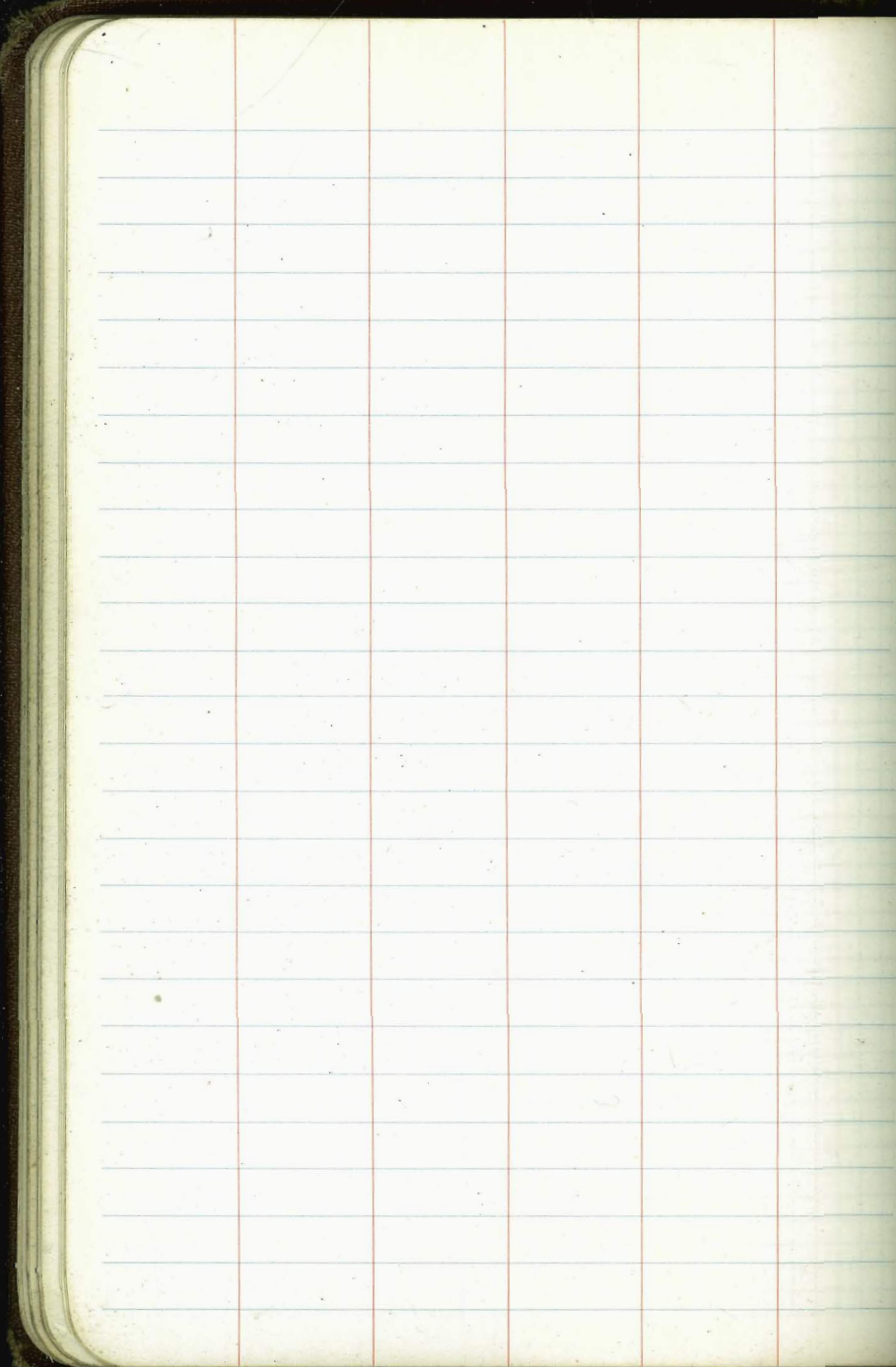
+50 8° 50.52'

+25 4° 25.21'

0+0 = B.C. Pt. 0° 00'

Opp 8+74.01 Hobash





Woburn Ave. Sec B
Change for North West Outer Conn

At Market St

Aug. 20 46-57

Super | Slope

+37.82 .06

+25 .057

90+0 .0546

+75 .049

+5332.045
BC 44

+25 .036 1/2:1

89+0 .033 1/2:1

88+74.61
0+0 NWAC

BM

2.24 76.46

74.22

Super
Drop in for
90+0

June 3-54
F.S. No 2
Gar. bar
Chipman

29
Park
Kelley

Hinge Edge Pav Edge Pav

2

5.9
5.9
8.9
44
70.58
44
5.8
5.8
F0.2
33

45.47
71.69
34.47

4.4
3.9
0.5
48.6
72.03
48.13
3.9
F0.1
37.13

73.64
39.49
33

2.3
1.1
0.7
53.3
74.17
52.58
1.9
1.1
60.2
71.6
74.60
41.58
75.05
33

1.1
1.3
1.2
7.29
7.29
75.34
54.55
0.7
1.2
75.74
33.5

0.1
26.1
F0.0
95.5
-9.3
76.39
56.52
26.1
26.1
76.75
43.52
73.7
33

North West Outer Conn.
Ht Hobart
Super Slope

+65.43 0733

+50 0633

+25 048

0358
0400 BC Rt. 1/2 mi

76.46 Bt Ford
R99029

F.P. 2 F.P. High

Head Bank
-1.8
8.1
F 8.9
14.9
1.1

80.21
6
79.11
9
78.50
20
-26
1.2
F 1.8
9
-1.8
1.2
F 1.8
9
1.7

79.79
6
78.84
9
78.14
20
-24
1.7
0.1

79.05
6
78.35
9
77.80
20
-1.3
1.5
F 1.5
9
1.3

78.17
6
77.65
8.52
77.26
19.52
-0.8
1.5
F 1.5
8.5
1.5

North West Outer Conn.
At Market St.
Super Slope

9+17.50 = End Walk
1/2 Lane CBFC

+3391 FC
9+39.74 at Lane

0° 00'

57.16 T

+27.2 13' R of A - Tol MH.
Dia. 2.5'

48.23 - Elm

9+15.13 3° 19' 25" CBPCC

+9097 0.4 = 1' R
on Lt. 7° 35' 58"

50.68 30.01 - 6
9' cb 8

6+65 0.45 12° 11' 15"

50.6
54.8 52.10 51.43
Fo. 42 9' cb 9' - 6' cb

BM 1284 6 on 58

47.74 DSE Cor Br.
Market V
Cholla Bridge

Aug. 3-54
Curb Grade

47.74 DSE Cor
Market V
52.8 Cholla Bridge

BM 47.74 DSE Cor Br.
2.65
50.4 AT

53.02
cb 43
47.74
53.37
53.128

51.8 51.8 52.9
58.2 57.9 on cb - 58.8 Fordbrk
Fo. 3.84
47.17 47.84 48.04
8' - 6' 10' - 6' 21

47.4 48.5
45.5 51.2
cb 5.84 Fo. 3.8
47.51 48.28 48.48
11' cb 21

41.3
Fo. 3.8
48.22 48.89 49.09
9' - 6' 11' - 6' 21

3.11 0.5
2.32 0.5
Fo. 3.8 0.5
19.24 49.91 50.11 40.3
9' - 6' 11' - 6' 21 22.5

18.3 - 0.8
18.2 1.8
Fo. 3.8 Fo. 3.8
50.53 51.20 51.40 -1.0
9' - 6' 11' - 6' 21 21.4

Head Book

11.0
5.5
Fo. 3.8
7.9

New Left Lane Market St.
West of Hobart

TP 8.54 16.65 2.47 5811 0.0 Plus 810+78

+50
For Alignment see p. 25

+25

10+0
BM 47.74
9.92
57.16
H.S.F. Corp
Bridg

+79.34 = 1

+71.95 BC RT.

+50
17.74
5.67
53.41

+25

+04.60 P4 Cb of Rt.

9+0

BM 12.84 60.58 47.74
H.S.F. Corp
Market St
+Cholla Br

Lt. H
Hinge Curb
3
Rt. S

6.11
54.64 59.54 44
58 FO.77 26
52.71 53.21 7.37
0.0 0.0 3.96
0.0 0.0 0.47

7.42
53.36 58.25 53.16
36 FO.40 26
51.53 52.03 8.55
0.0 0.0 6.58
0.0 0.0 0.97

5.35
56.6 51.81
FO.31 26
50.34 50.84 9.74
0.0 0.0 8.06
0.0 0.0 0.68

50.68 50.70
FO.62 26
6.48 1.80
7.11 7.11
FO.62 FO.65
49.41 49.91 10.67
0.0 0.0 9.38
0.0 0.0 1.09

4.53 48.82
7.3 12
5.32 48.67
12 17.25
5.49 18.33
48.83 48.83 11.25
0.0 0.0 11.81
0.0 0.0 0.24

5.34 48.07
6.07 12
5.45 17.96
6.0 12 17.59
48.09 48.09 12.49
0.0 0.0 12.42
0.0 0.0 5.03
0.0 0.0 3.50
0.0 0.0 0.93

5.85 47.58
6.07 12
5.95 47.46
6.04 12 47.03
0.0 0.0 47.53
0.0 0.0 47.32

Left Lane of Market St.

Lt = North
10.09

B

Rt = South

+25

559.
582.
Fo. 23.
61.66
21.50
7.12
24
61.06
9.01
61.57
61.26
Fo. 15
5.14
5.07
CS Co. 07.

12+0

65.83
332
71.15 T
65.83
236
68.19 T
4 HW
12+75 Rt.

11.04
654.
182.
Fo. 30.
60.11
21.50
808
24
59.82.
60.52
6.38
9.01
26
4.25
6.35
6.35

+7822

6.68
7.55
Fo. 31
5997
6.61
7.33
Fo. 91.
60.04
22.85
58.80.
59.30
7.35
7.31
Co. 04.

+4973 = EC.

790.
59.15
39.94
Fo. 73.
58.95
29.94
57.25.
57.95
2.98
Co. 07.

+25

874.
58.11
38.42
Fo. 09.
57.91
28.42
56.27
56.27
9.38
5.22
1.78.

11+0

986.
57.01
36
Fo. 11.
56.81
26
55.08.
55.58
11.07
7.78
Co. 27.

10+75

10.99.
55.86
36
Fo. 03.
53.66
26
53.70.
54.40
10.20
8.54
Co. 29.

6665

North Lane at Market St.

71.157

13150

+2823.5

1310

12175

+72.66 Future
66.85

12150

66.65

L.N

L

RT-S

34

64.00 cb.

504	65.15 = cb	608	3.12	
286	65.88	687	3.88	
6068	6068	6506	6590.	66.40
		24		66.03

64.31	72.51	72.51	4.38	
49	64.11	639	50.2	64.56
	65.39 = cb	24		65.06
	65.40			65.34 = stake
	61.29			60.28

63.25	830	63.88 = 12.75	
47	3.50	63.79	
	2.79	64.11	2.88
	3.15 = cb	63.85	63.27
	63.86	24	63.77
	60.71	24	60.22

165	9.15	6.19	62.19	62.69
475	62.00	24	9.01	62.70
60.05	24.19			60.10

South West Outer Connection
to Market St. Alignment Page 22

Super Slope

+25 0714
 709.28-54
 FP+Cbr.
 17.74
 10.48
 58.22

+75 0914

+41.27 065
 F₂dCb, R₁xL₁

+28.29

+70 03

+75

+160.13 01A
 B.C.

BM 11.52 59.26

47.74

4 S.F. Cor.
 Market St.
 Coal & Brown

Aug 21-54
 H.S. Johnson
 D.S. Brown
 Col. P. Man
 Col. H. H.
 Keller

Lt.

d

pt.

35

F.P.	1.88	EP	Hinge	
56.48 12.54 Ditch	56.34 6	55.34	54.56 19	
4.4 5.3 50.9 13.4	4.6 5.2 50.9 12.54 Ditch	35.2 481	5.8 5.8 53.41 8	6.8 6.8 5.0 30
	498	626	7.3 8.3 51.96 8	8.3 8.3 50.96 19
5.56 5.62 9.15 10.2	5.66 9.52 9.52 6	8.5 9.5 10.2 8	6.91 7.02 7.02 F ₂ 11	9.2 9.2 9.2 21.5
	51.28 12.18	51.36 6	7.5 7.2 7.2 F ₂ 0.67	51.07 10
	50.48 6	8.7 8.6 8.6 10	7.56 7.56 7.56 10	8.6 8.6 8.6 20
	19.49 6	10.1 10.0 10.0 10	8.1 8.1 8.1 10	8.1 8.1 8.1 20
	48.88 6	10.1 10.0 10.0 10	9.01 8.85 8.85 10	9.01 8.85 8.85 20

Super Shop
6+0 063

+75 0464

+50 04

+37.76 .019
BC Lt

5+0 0036

+75 0214

TP 12.29 71.31 024 59.02

4+52.28 .045
FC

Edgo Pav.

58.227
0.58
57.64
10.19
67.83
66.66
67.77
12.08
79.85

59.26

Lt Z

24
25
Feb 14
29
FL2
146

FP 1082
2.5
18.90
12.5
58.24
6

67.04
12
070
67.13

61
80
FL2
149

65.17
12

70
out

64.31
12

97
12.7
F20
163

61.63
12

59.91
12

0.9
31
Feb
153

58.36
12

10
31
F21
180
6

58.27

7.76
59.87

61.9

61.64

7.76

59.87

61.9

61.4

61.69

59.57

0.58

59.42

8

Rt.

FP
10.74
19.71
8

67.78

2.03

65.81

64.82

61.4

61.69

59.57

0.58

59.42

8

Rt.

H129
1.6
3.7
FL5
8

68.39
19

2.03

66.25
19

5.01

65.03
19

9.6

61.73
19

8.26

59.34
19

0.58

59.05
19

8

36

0.9
31
F22
223

5.1
7.0
FL2
219

6.03
507

9.6
10.2
Feb
199

2.2
3.2
0.0
19

Super Slope

+50 045

Edge Pav.
79.85T
0.15
79.70
5.28
85.38
4.66

+39.63 BC RT.
.04

BY 80.78
SE J inlet
79+05%
80.78

+25 0314

RM 8.078
2.50
83.38T

740 015

+75 0064

+51.01 #hd.

+5336 FC BK
0264

6725 041

TP 11.87 82.94 0.24 71.07
71.31

Lt A

Rt.

30
63
F33
190

EP 328
79.90
12
79.90
12
386

E.P. 401
79.27
8
78.77
19
442

43
63
F33
223

74.50
12
79.42

78.86
19
78.42

out

462
78.72
12
78.66

506
78.22
19
77.88

58
80
F23
153

59 6.19
80
F21
6
77.12
12
77.09

640
61
87
F24
8
76.88
19
76.76

63
87
F25
228

75.20
12
807
75.21

7.78
75.30
19
75.37

97
104
F40
141

97 6.60
104
F44
6
73.20
12
73.25

623 93
102
F49
8
73.62
19
73.91

90 5.9
112
F22
223

8.86
70.91
12
70.99
6

8.28
72.57
8
72.02
19

South West Outer Connection

78+49.68 Hobart
 - opp
 +34.32 F.C.
 0182

Edge Pav.
 83.28

9+0 027

+89.92 = 1' R Berm on Lt.

+75 046

+44.92 = Fwd Ditch on Lt.

+50 055

+25 06

8+0 06

7+75 055

8291

Line Change

Lt.

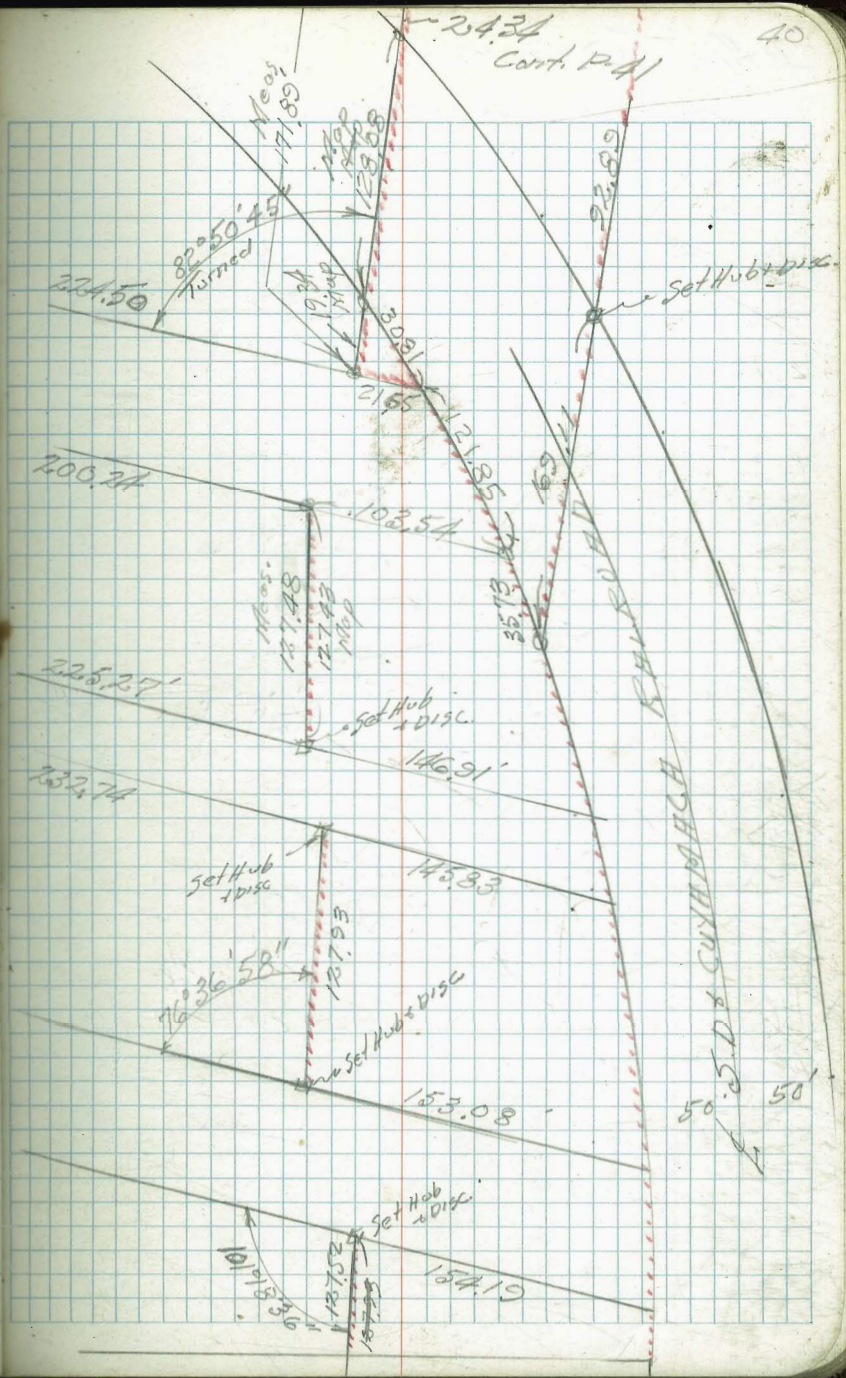
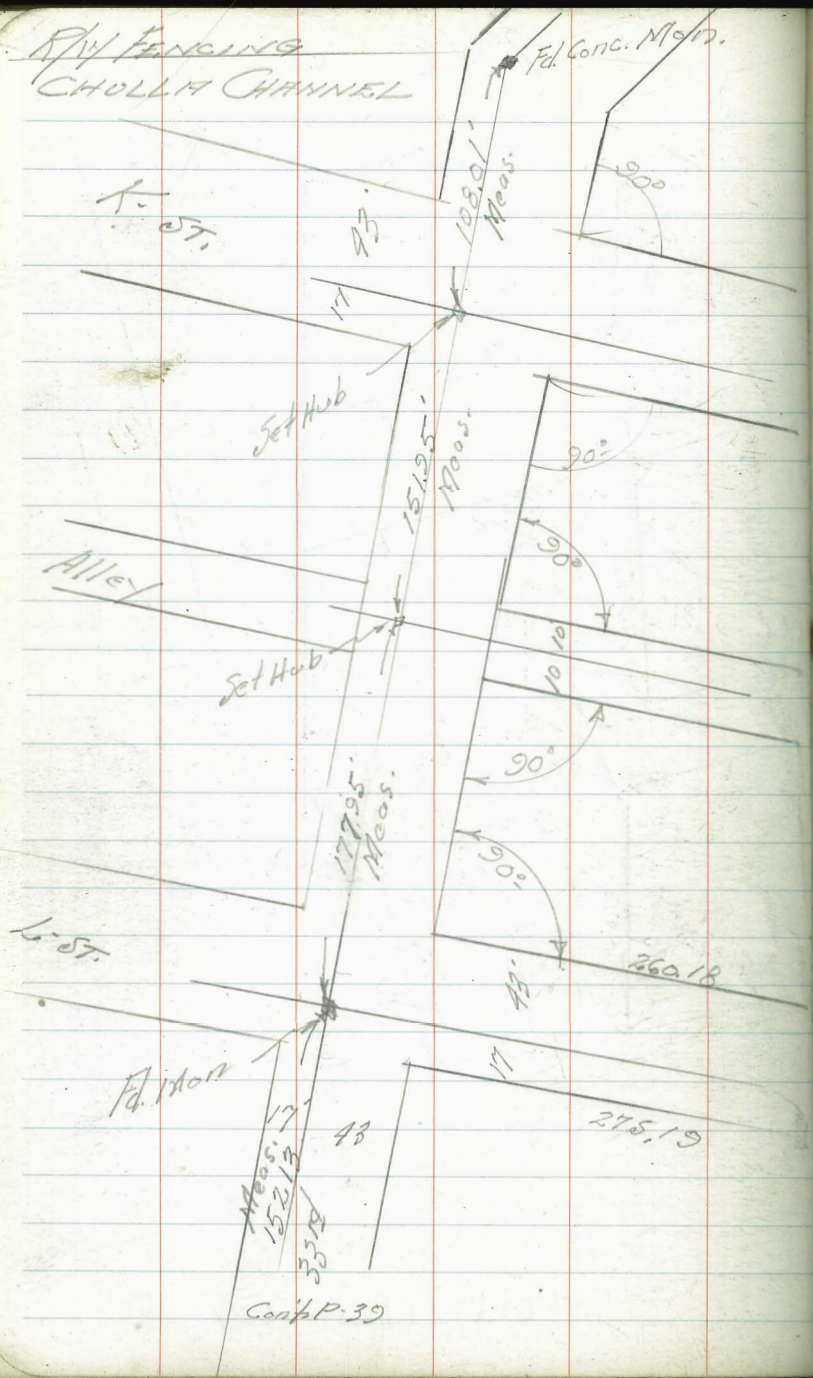
Z

Rt

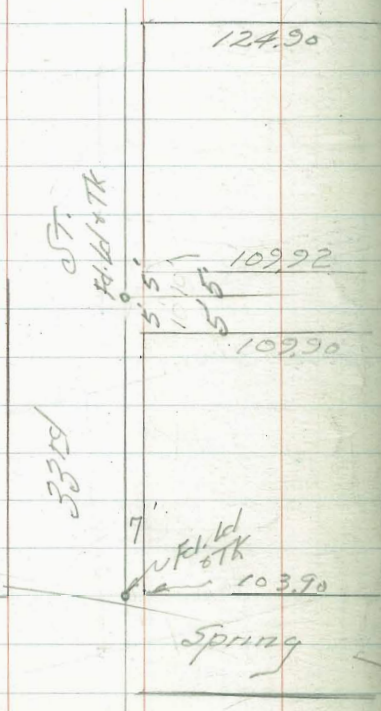
38

Line Change	Lt.	Z	Rt	38
82.94T				
218				
80.76	5.57	6.165	E.P. 5.81	
	12.62	79.63	79.44	79.28
	79+058	6	7.14	1/84
	(80.78)			
		298	324	310
		80.53	79.94	79.44
		6	8	8
			F26	F26
			8	19
				5.6
				3.3
				3.5
		1.92	2.62	
	81.40	81.31	80.66	80.15
	12			19
		1.41	2.38	2.0
	12	1.5	2.0	2.6
	81.78	81.67	80.90	80.30
	12	F24	F28	F26
		6	8	19
				3.4
		1.58	2.43	
	81.82	81.70	80.86	80.20
	12			19
		1.86	2.70	2.4
	14	1.5	2.0	2.6
	42	1.7	2.0	2.6
	81.54	81.42	80.58	79.92
	12	F32	F26	F20
		6	8	19
				2.2
		2.46	3.23	
	80.93	80.82	80.05	78.45
	12	6	8	19

R.V. FENCING
CHOLLIA CHANNEL



R/W FENCING
CHOLLA CHANNEL



129.80

J-ST.

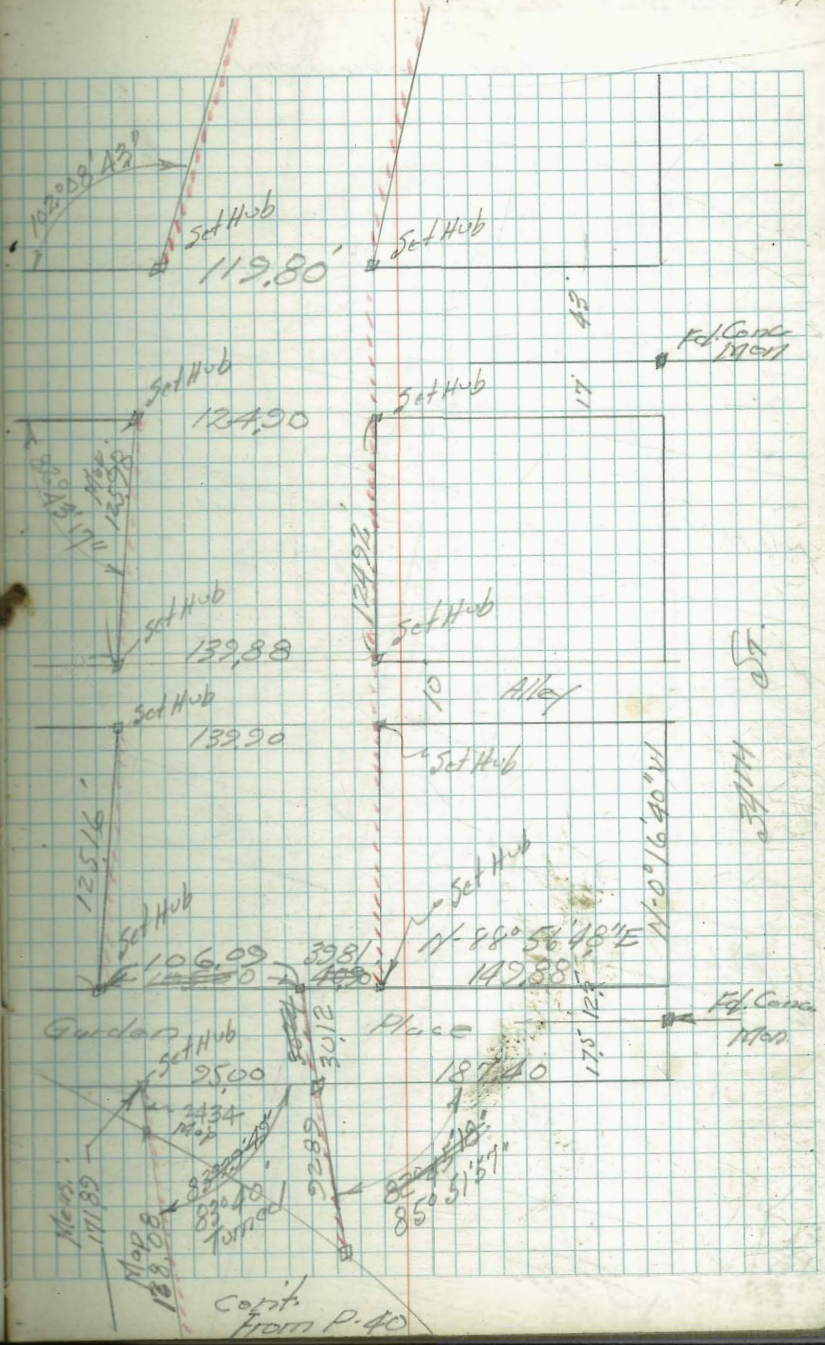
124.90

109.92

109.90

103.90

Spring



102°08'42"

Set Hub

119.80

Set Hub

Set Hub

124.90

Set Hub

82°03'17"

Set Hub

132.88

Set Hub

Set Hub

139.90

Alley

Set Hub

125.16

Set Hub

106.09

Set Hub

N 88° 56' 48" E

149.88

N 0° 16' 40" W

Guardar

Set Hub

95.00

Place

187.40

171.89

83°04'00"

83°04'00"

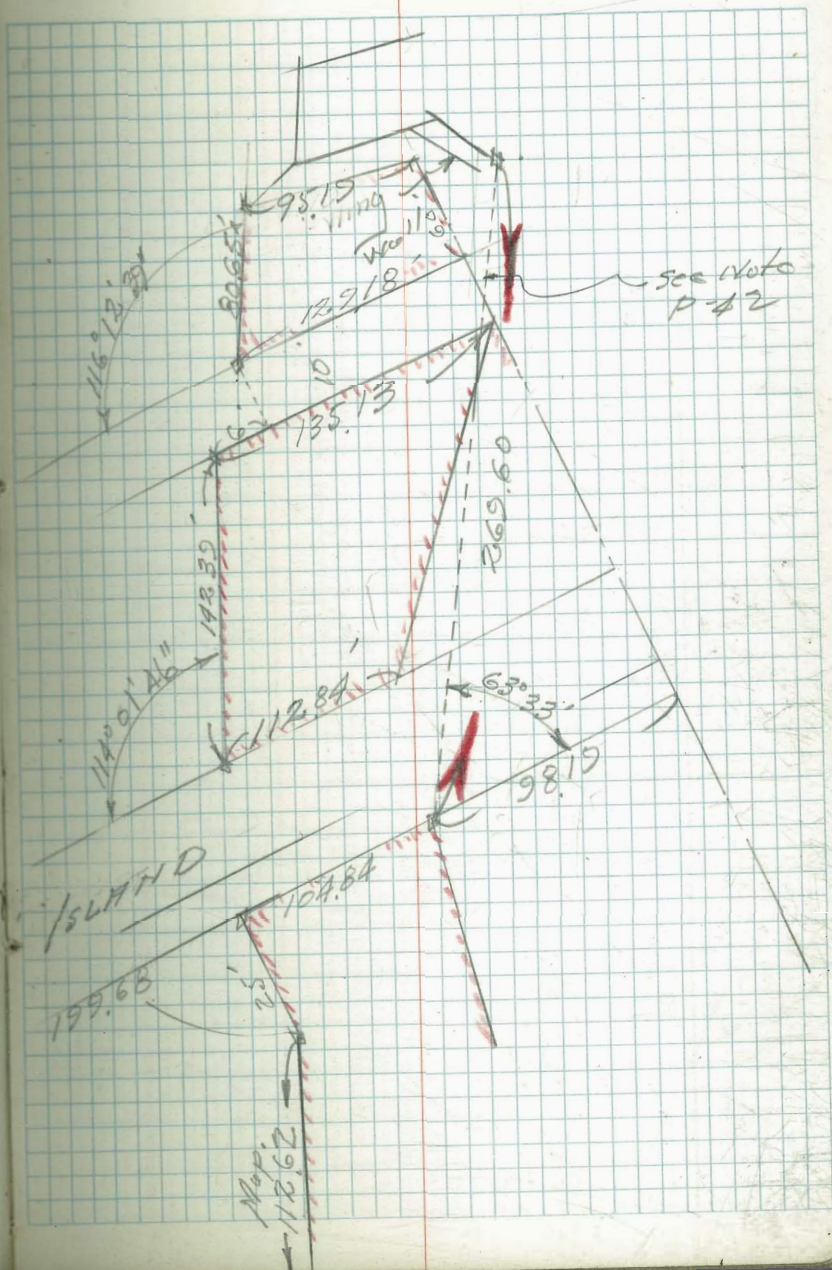
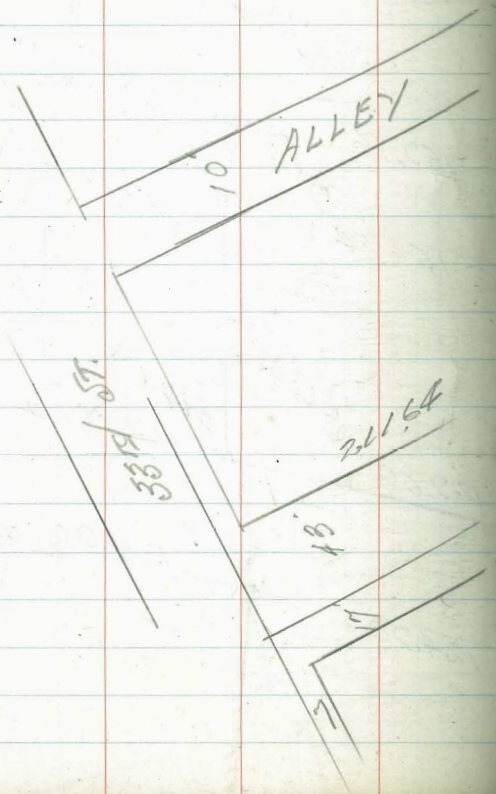
188.08

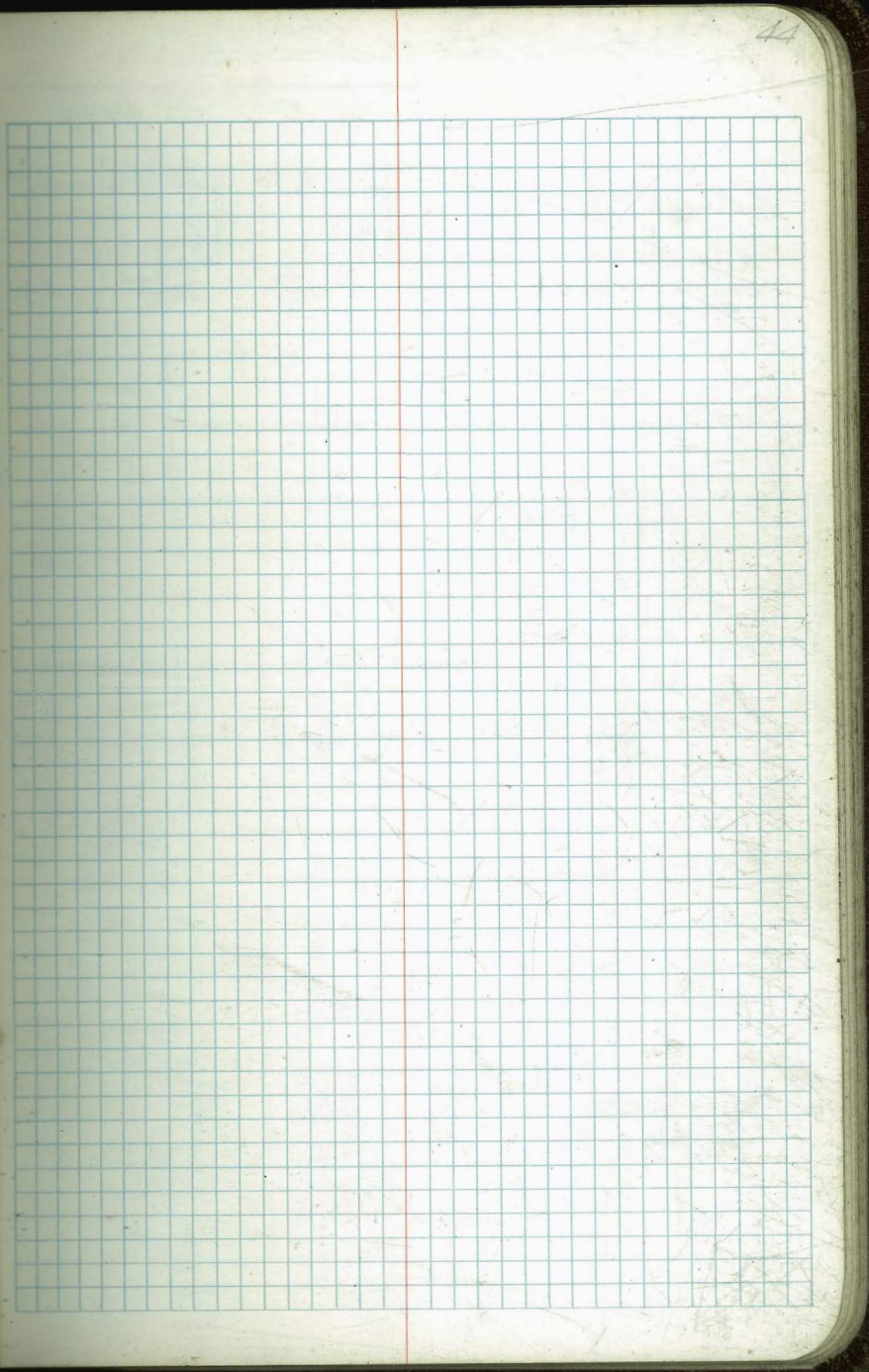
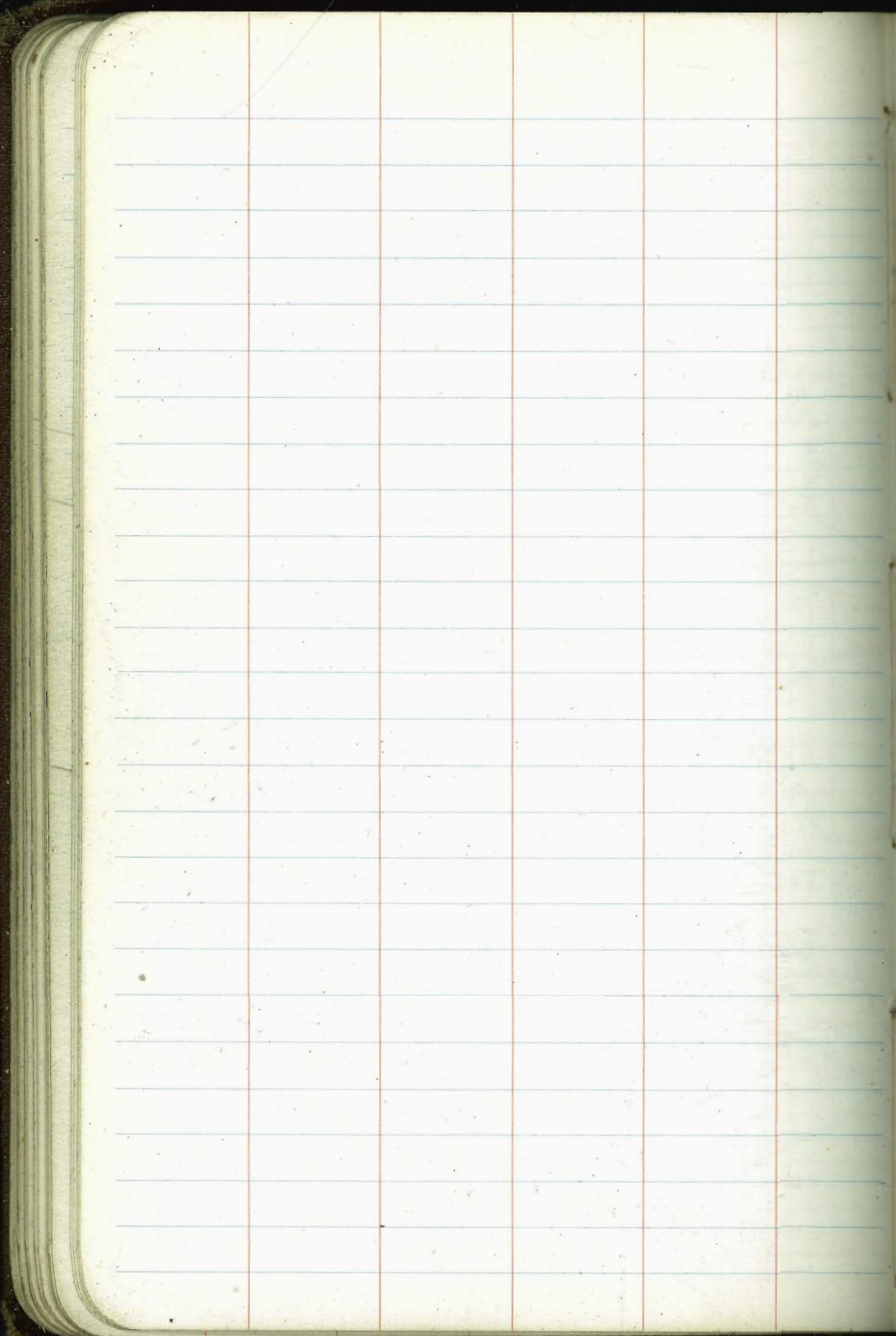
82°04'00"

85°05'57"

Cont. from P. 40

R/W - Fencing
Cholla Creek Channel

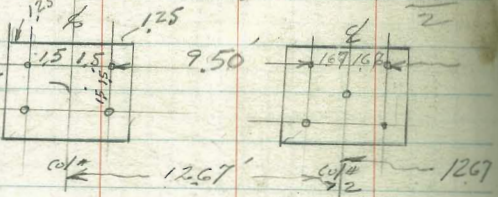




GRAND AVE. NORTH BRIDGE

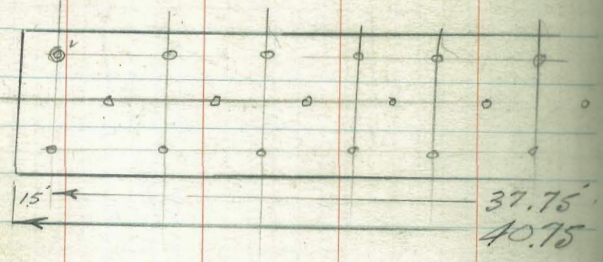
Additional Data R.R.'s etc Grid 335-4

R.R. 3045
BENT #4

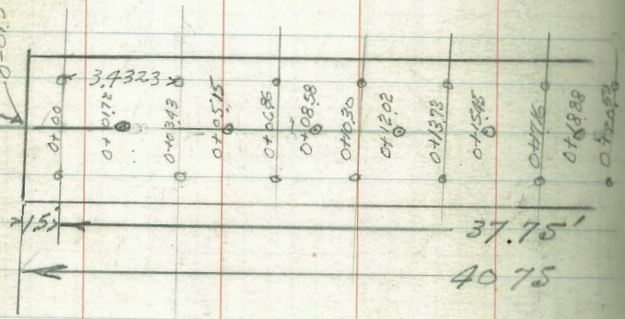


Ref El. on Footings P-53

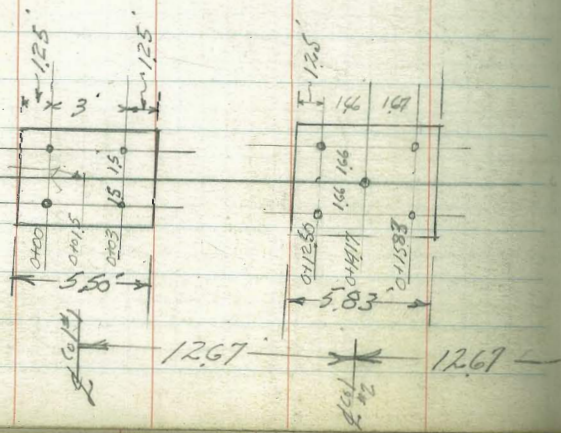
BENT #3



R.R. # 3855
BENT #2



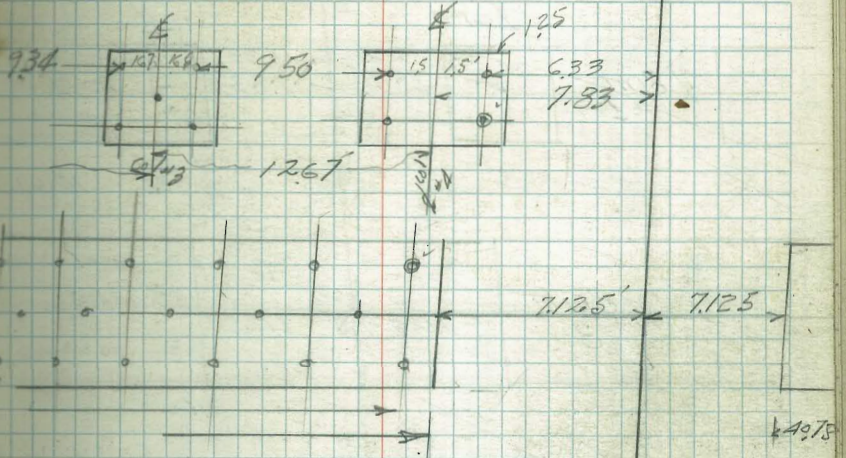
R.R. # 5300 R.R. # 3060
BENT #1



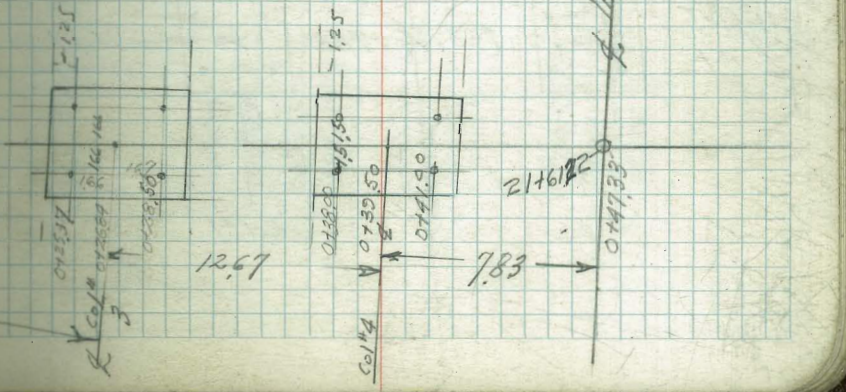
FOOTINGS

Additional Data Grid 335-4 45

45.83

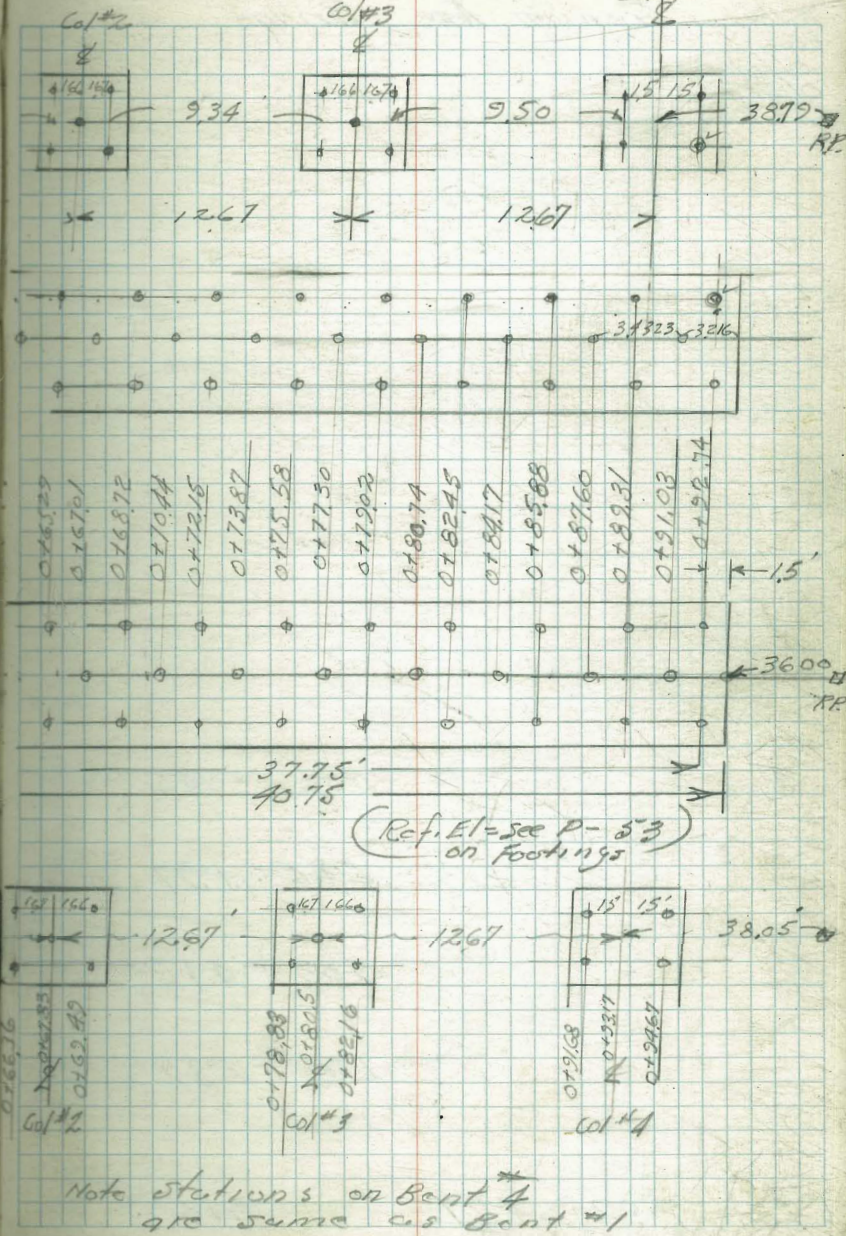
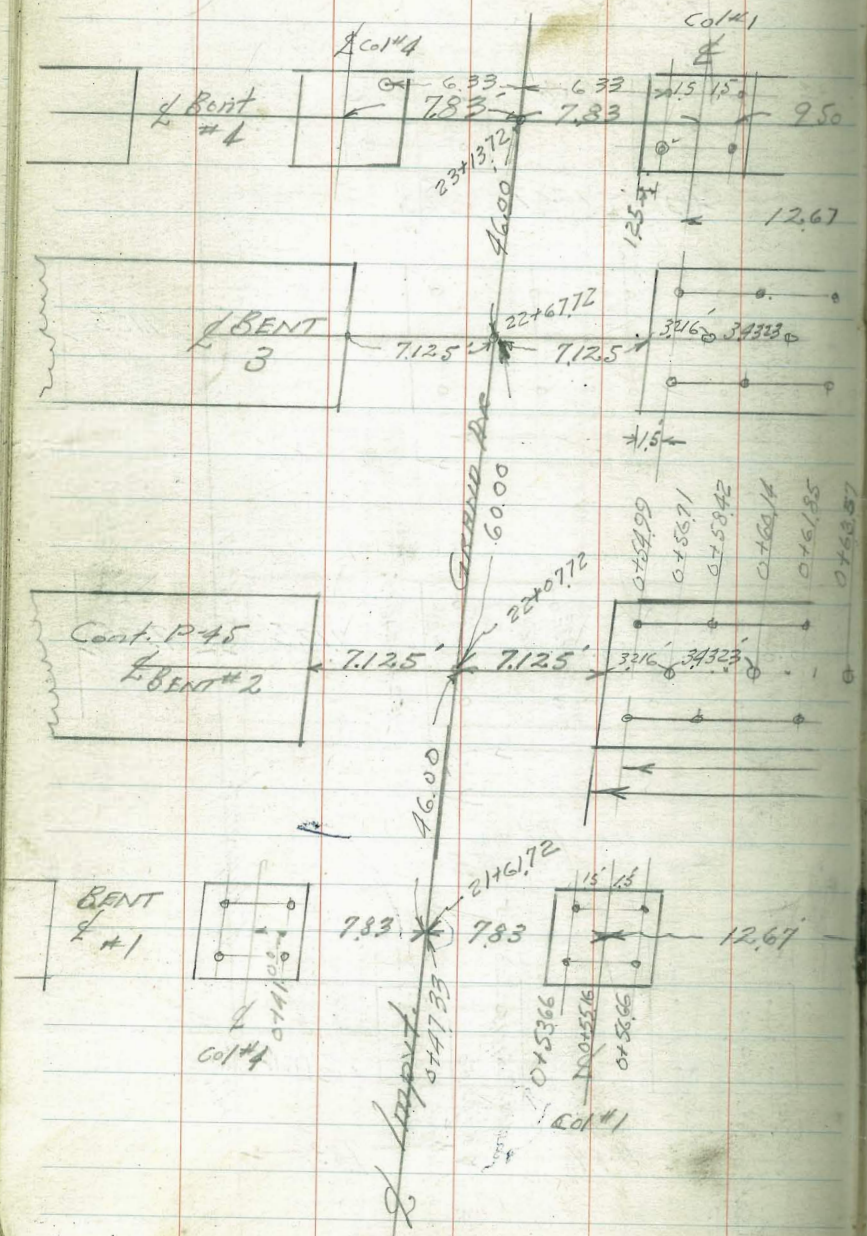


Reference El. on Footings - P-53



GRAND AVE. & SOUTH BRIDGE

FOOTINGS



(Ref. El = see P-53 on Footings)

Note stations on Bent #4 are same as Bent #1

Notes for Test Piling

Walker
Pope
Olman
Oliver
3-8-55

GRAND Ave - Bridge

5.32 - 0.45

6.84 - 1.97

9.03 - 4.16

7.26 - 2.39

2.69 4.87

2.18

Stub approx 10' West Bent #3

Stub Bent #2

Set Nail on Piling Bent #2

Set Nail on Piling Bent #1

Temp.
BM R.P. 3045 ft. of 2 Col #1 Bent #4
Grid Book 335
J

GRAND ^{AVENUE} ST BRIDGE, sketch P45

Elevations on Top of Piling 5 →
BENT NO 1

Stations = per sketch P45 Lt. E Rt.

0+82.16 }
0+80.5 } col #3
0+78.83 }

0+69.47
0+67.83 = col #2

0+66.16
0+56.66 } So. Bridge
0+53.66 } col #1

0+41 } col #4
0+38 } -300 → Set
→ Rd. Hcd.

0+28.50 }
0+26.84 } col #3
0+25.17 }

0+15.83 }
0+14.17 = col #2
0+12.5 }

0+03 } col #1
0+00 } -7.17

TP -0.69

Chk on R.P. 38.05' Rd of col #4 South Bridge 0.55'

T
6.26

Grid 335.6

BM = chisled □ in curb 62.5' Rt 20+83
Grid $\frac{335}{6}$

BENT NO 1

L. E. R.

0 + 9467 } So. Bridge
0 + 9317 } Col #4
0 + 9168
cot

N. Bridge

BENT NO 2

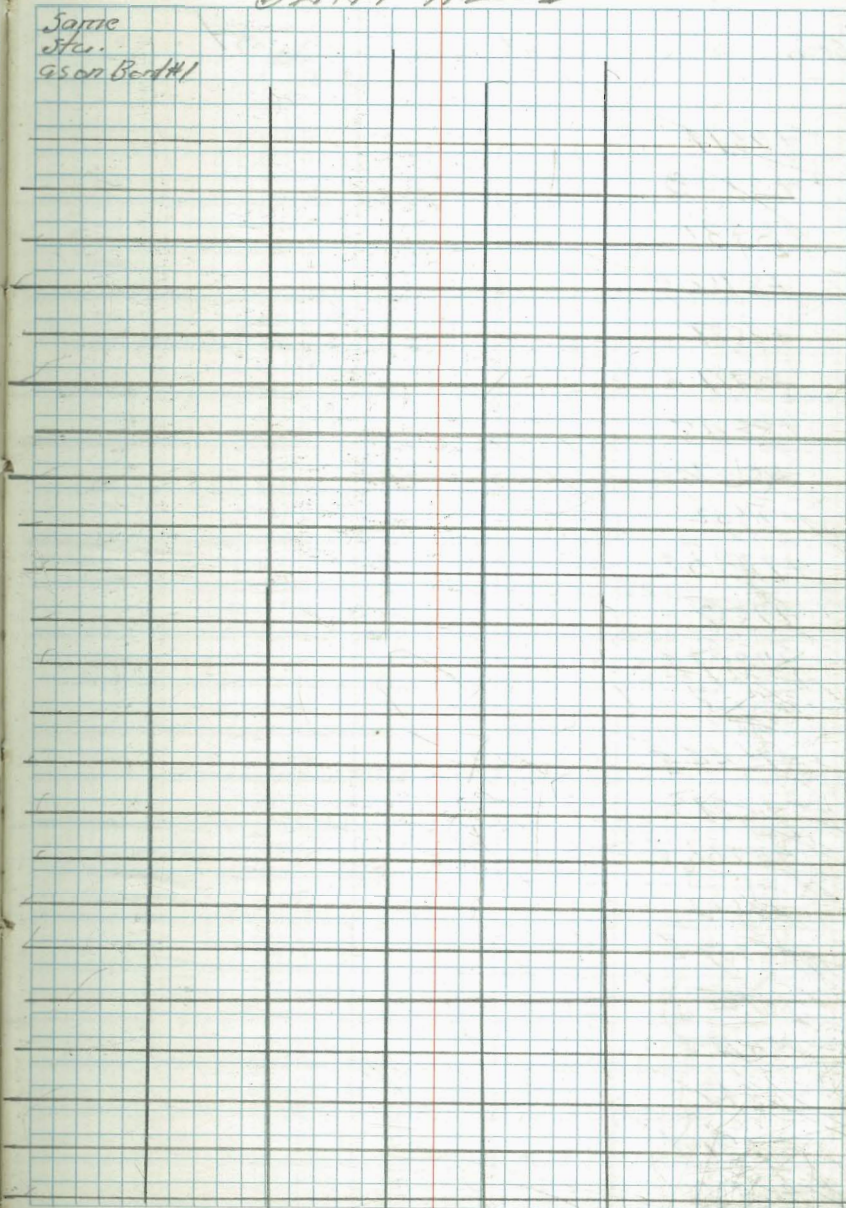
Sta. = stake P-45 Lt E Rt

	Last Row in N. Bridge	-7.17
	+37.78	
	+36.04	
	+34.32	
	+32.61	
	+30.89	
	+29.18	
	+27.46	
	+25.75	
	+24.03	
	+22.31	
	+20.59	
	+18.88 E only	
	+17.16	
	+15.45 E only	
	+13.73	
	+12.02 E only	
	+10.3	
	+8.57 E only	
	+6.86	
	+5.15 E only	
	+3.43	
	+1.72 E only	
	0+00	-7.17

North Bridge

BENT NO 3

Same
Sta.
as on Bent #1



BENT NO 2 ~ So-Bridge
GRAND AVE

Stn. L E R

+92.74 ^{Last} _{Pile}

+91.03 E

+89.31

+87.60 $\frac{1}{2}$

+85.88

+84.17 E

+82.45

+80.74 E

+79.02

+77.30 E

+75.58

+73.87 E

+72.15

+70.44 E

+68.72

+67.01 E

+65.29

+63.57 E

+61.85

+60.14 E

+58.42

+56.71-2

0 +54.99

(BENT #3 - sta same as Bent #2) 51

L E R

GRAND AVE BRIDGE True
Elev.

BENT 4 - N- Bridge

Ld & TK Col #1 2.29 - 4.86
" " " 2 2.35 - 4.92

" " S- Bridge - Bent 4

Col #1 Ld & TK 2.33 - 4.90
" 4 " " 2.41 - 4.98

BENT 3 N- Bridge

L&T No. End Footing 8.16 - 5.09

L&T So. End Footing 8.08 - 5.01

2.52 3.07 0.55

BENT #2 - N- Bridge

Ld & TK 15' East & N-End 2.45 - 5.02

" " " " S-End 2.50 - 5.07

3.88 4.43 0.55 - BM

BENT #1

Col #4 S- Bridge Ld & TK 2.50 - 5.01

Col #1 S Bridge Ld & TK 2.47 - 5.02

Col #4 N Bridge Ld & TK 2.50 - 5.01

Col #1 N Bridge Ld & TK 2.35 - 4.86

2.14 4.49 2.35

CHK. 3.24 4.49 0.55

Walker SET-REFERENCE 53
Elev.

Papa
Sturman
Dlart 5-24-55

ON FOOTINGS
ON LEFT PAGE

BM. RR stake 38.05 so. of col. #4 Bent #1

BM on RR 30.60 W of Col #1 - N- Bridge
Grid 335-5

BM on R.R. Stake 38.05 South of Col #1
South Bridge
Bent 1
Grid 331
5

Grand Ave Bridge

North Bridge	chr. B.M.	4.93	6.26
	Bridge Deck South side	-1.24	9.95
	Bridge Deck North side	1.89	9.30

15.55
6 pps
oil man
down

B.M. 10.64 11.19
T 0.55

B.M. = chisel in curb. 225 Rt. 20 x 83

B.M. = Ref. Hub 38.05 Rt. Col. of Bent # 1

NORTH BRIDGE - GRAND AVE
Check Elevations EXISTING Concrete

Walker
Pope
Ottumwa
IOWA
6-22-55

23 + 14.22	East End N. Gully	1.69 2.73	9.73
23 + 14.22	S. Gully East End Bridge	1.07	10.35
22 + 62.50	1/2 Bent #3 N End Bridge	5.30	6.12
22 + 62.50	1/2 Bent #3 S End Bridge	4.38	7.04
22 + 07.72	1/2 Bent #2	4.55	6.87
22 + 07.72	1/2 Bent #2 End Bridge N. End Bottom Deck	5.28	6.16
N.V. Cor Deck		2.15	9.27
SW Cor End Deck		1.62 1.53	9.80 9.89
5.16	11.42		6.26

384 50%

BM

GRAND AVE CURB GRADES

4

56

2 Impvit Stations
Cont. from P-52

cont. P-59

33+75 6° 34.25

+625 6° 22.75

3.75' Lt. = cb Gut.

33+50 6° 11.25
~~4° 41.5~~

2' Rt = Gut.

33+375 6° 00.00
~~4° 30~~ 725 Rt Widen Curb on Rt = Gut Line

125 5° 48.75 = Begin Widen Curb on Rt

33+00 5° 26'

Cont. from P-52

Handwritten mark

41	33	9' cb	5' cb	= Elev.	9'	33'
892	880	848	802	802	738	646
	237	✓	205	705	666	
	6057		F027	F097	F072	

2'	3.75' Lt. = Gut
799.0	799.0
693	692
F107	F102

41	33'	9'	3' Rt = Gut	9'	33'	cb
881	873	841	795.6	795	795.6	684
	268	✓	693	659	658	
	6025		F103		F137	offset

725 Rt = Gut
792.6
690
F102

41	33'	9' cb	9'	33'	cb
878	866	834	788	805	788
	241	241	709	657	691
	6063	6475	F079		F097

41	33'	9'	cb	9'	33'
871	859	827	781	798	781
	232		698	620	688
	6061		F083		F093

GRAND AVE - CURB GRADES
Cont. from P-56

Cont. P-58

35+00 8°29.0
cb = 42.7' LT

34+93 8°22.45
Begin curb on Lt. = 43' 4" of 2 = Top Face curb

3

+75 8°06.25

34+50 7°43.5

+25 7°20.75

34+00 6°57.0

Cont. from P-56

2

57

44	41	33	9	5	9	33
924	924	824	838	838	782	688
731		757	757	723		
F278		F081	F081	F059		

43
988 Top cb
625
F293

44	41	33	9	5	9	33
922	910	878	832	832	782	686
743		751	751			
C038		F081	F081			

Hint

44	41	33	9	5	9	33
914	902	870	824	824	768	668
749		734	734	700		
C038		F090	F090	F062		

44	41	33	9	5	9	33
907	895	863	817	817	767	661
741		729	729	692		
C046		F088	688			

44	41	33	9	5	9	33
900	888	856	810	810	746	654
724		714	714	660		
C036		F096	F096	F086		

14.98 N of EC. 8' curb R

EC. 8' curb R on Figueroa Blvd Sketch P-65

$90^{\circ}04.3'$
35 + 38.78 = P.R.C. 8' CURB RADIUS = 49' Lt = Radius Point.

$90^{\circ}00.45'$
35 + 34.56 = 1' CURB R = 8' Rt.

35 + 20.5 $8^{\circ}51.75'$

$8^{\circ}47.5'$
35 + 20.50 cb = 41' Lt. = 56' cb R for ctr Island

$8^{\circ}33.5'$
35 + 10.5 = 1' cb R = 6' Lt.

10.92 = cb

EC. 8' R
997 = cb
920
F077

41' Hwy 41 41 = Reset
100 996 = cb 996
 278 247
 F078 F049

Reset 1' cb R
 P.R.C.
839 839
783 780
F066 F089

8' Photo post
846 = cb Eff. 1' cb R 846 = Reset
780 773
F066 F073

41' Hwy 41 33' 9' E. 9' 33'
998 992 = cb 892 726 = P.V. 788 = P.V. 788 698
 828 725
 F094 F063

9' 33'
785 = P.V. 698

7.55 = stake

GRAND AVE CURB GRADES
 2 Impvt. Station defa REVISED GRADES
 36+25 10°22.74 DRAWING 2320-B-D

PRE 10°16.6
 36+18.26 P.C. curb Ret 45.4, 50' curb R=95 Lt

36+00 10°00.0

35+82-Bik 2

9°41.8
 35+80 End of curb 6' Rt = Gutter.

35+75 9°37.25

9°22.18
 35+58.44 4' curb R = 3' Lt

2.25 -TP

35+50 9°14.5

59
 Lt. E Rt
 Horiz. 45' 33' 7' 9' 33'
 51. 1036 921 ✓ 867.6b 784 833 825 ✓ 722 ✓
 1082 7.34 7.58
 0.56 0.73 F 0.72

33' 7' gut 7' 9' 33'
 913 ✓ 859.6b 802 826-Rev. 818 722 ✓
 7.74 7.88 S.H. 11.
 F 0.85 F 0.74

8.14
 7.40
 F 0.74

6' gut
 8.63 8.69.6b Ends here
 7.19 7.66
 F 1.44 F 1.03

33' 7' gut 6' gut 9' 33'
 9.06 ✓ 853.6 863 865.6b 811 715 ✓
 7.67 7.55 7.73
 F 0.86 F 1.08 F 0.72

4' P.C. 7'
 846 847
 7.18
 F 1.29

33' 9' 33'
 899 ✓ 803.6 Rev. 9' Rt 33'
 859.6b 7.71
 7.56
 F 0.74

GRAND AVE ~ Curb Grades

Lt Q Rt 60

= Revised Grades = Drawing # 2320-BD

Finish

37+75 12° 39.24

TP on Rt Curb 37+50

7.99

Hinge	45	33	9'	7'	7'	9'	33'
51	1078	963	867	859	767	874	866
1082					773		770
Co.04					Co.06		

37+50 12° 16.49

Hinge
51
1083
123
F74
141

45	33	9'	7' shldr.	7'	9'	33'
1071	956	860	852	760	868	860
1073				780		844
Co.02		F.05		Co.030		F.016

37+25 = End of Island Curb = 4' Lt
11° 53.74

45 cb	38	9'	4' cut	7'	9'	33'
1063	948	854	880 cb	753	862	854
1077				791		758
Co.14			F.033	Co.12		

37+00 11° 30.99

51	45	33	76 cut	7	9	33
1070	1058 cb	943	889 cb	753	855	847
F.73	10.26		822	842		751
170	Co.18		F.067	F.035		
		1E	Gate Top Box			
	400	817	832	742 = low		
				780 Rt.		
				Co.38		

36+83 = Cut-in at Type # Inlet

Top ~~886~~
Box - 886
used
to fit exist
cb

36+75 11° 08.24

Hinge	45	33	76 cut	7	9	33
51	1062	1056 cb	935	881 cb	748	847
1073				807	748	839
Co.23				F.074	000	743

36+50 10° 45.49

Hinge	45	33	76 cut	7	9	33
51	1055	1043	928	874 cb	766	840
1053				795	768	832
F.73	Co.14		F.079	F.008		816
						F.016

Rev

14°27.56
38 + 94.04 = E.C.

+75 14°10.24

Imp. Deter

$\Delta = 28^{\circ}55'12''$

L.R. 1888.60

+50 13°47.49

T = 487.02

L = 953.27

Def p. H = 910'

38 + 25 13°24.74

No Change From 38+04 Ahead

38 + 04^{AA} 13°06.03

Cont. Grd 335

No Change from

38 + 00 13°01.99

Revised Grades

Drawing 2320-B-D

51	45	33	9	7		7	3	33
107	107	97	875	867	7.74	881	873	7.77
127			852		7.74		841	
F 96			1023		10.04		F 932	
144								

FIGUEROA BLVD.

Walker Curb And Paving Grades

Pope 8.25.55 Plan 2320-B-D

Johns Sketch P-65, 66

NW 1/4
CURB → Cont. P-63
Total Δ
230' 14"

1+63.23 = End cb Here = End Permanent Paving

1+50.23 16° 12.6

1+35.23 8° 06.3

"D" = 1+20.23 36° 32.46"
Stations are opp & from Here North

"C" 18° 16.23"

0+39.0 = opp 4' curb R - P.R.S.

"B"
P.C.S. 8' curb R NW Grand

0+26.43 ctr 50' R

P.R.S. 8' curb R NW Grand = "A" sketch P-65

0+13.86 = 1' cb R Sketch P-65

Hinge = 17'	14'	14'	17' = Hinge
660	654 = cb	615	710 = cb
	654		716
	6.00		642
			F 0.68

17' = Hinge	14'	14'	17' = Hinge
761	755 = cb	716	811 = cb
734	734	734	817
F 5.2	734	734	738
78	F 0.20		F 0.73
			F 5.4
			81

Hinge	14'	14'	17'
17	14	14	= Hinge
883	877 = cb	838	933
	860		746
	F 0.17 ✓		F 1.87

Hinge	14'	14'	17' = Hinge
981	975 = cb	936	1021 = cb
834	834	834	1027
F 7.4	F 0.70	F 0.72	F 1.85
711			F 0.74

Hinge = Road	1002 = cb
1008	1002
776	766
F 1.06	F 0.36

Hinge	997 = cb	0+39
1003	997	846 = cb at 4' curb
51	207	760
F 4.9	F 0.88	F 0.86
7.4		

Hinge	996 = cb	843
1001	996	753
		F 0.80

839
773
F 0.66

FIGUEROA BLVD

2+32.58 = End of Job	def 0°43.76 12278	chds 17.41	chds 17.41
23.50		23.32	23.68
2+09.08	0°26.18		
17'		17.37	17.63
1+91.58	0°13.09		
17'		17.37	17.63
1+74.08 = ARC	29°06'17"		

Cont from 62

Lt 2

Rt. 63

17'	14'		14' 17'
411	First Ground 260 2.21 F0.01	310	260 260 2.14 F0.46
17'	14'		14' 17'
411	311 3.52 ca 41	339	367 367 3.28 F0.39
17'	14'		14' 17'
Berm 485	385 3.80 F0.05	413	441 441 4.30 F 0.11
Berm 17	14'		14' 17'
602	502 = Rev. 5.39 F 0.37	530	643 643 5.41 F 1.02
56			37 F 2.9 42

FIGUEROA & Grand
N.E. Curb Ret 50'R

TR Run MAH 163 Fin. end 9.78 F8.85
+73

Total Δ
⑤ = F.C. 50' CB R 67°02

④ = Apex 53°37'36"

③ 40°13'12"

CTR

② 26°48'48"

① 13°24'24"

Sketch P-65
BG. = 36+18.26

Curb Hinge
10.70 3 10.76
9.67 2.16
F 1.03 F 8.6
7.3
17.9

10.77
10.54
F 0.23

10.62
10.64
C 0.02

10.58 45' Hinge 10.64
1.54
F 9.1
13.7

10.49
10.52
C 0.05

10.35
10.49
C 0.14

Hinge
10.36 6' 10.47
10.55 1.48
C 0.19 F 9.0
15.5

GRAND AVE.

Walker
Pope
Johns
8-5-55

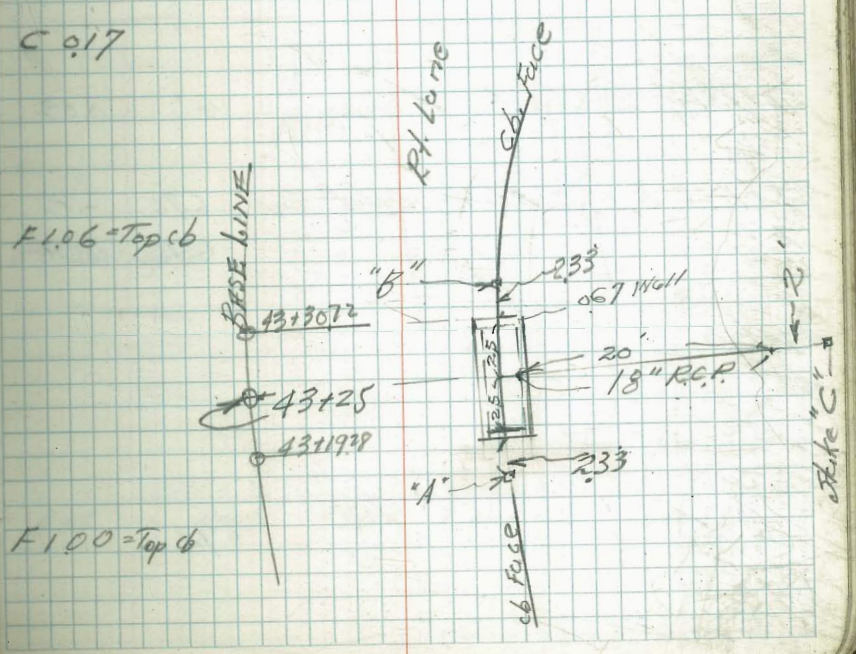
CURB INLETS RT. LANE

43+25

Inside Dim. = 5' Type "K"

5.50
5.17
2.33

Stake "C"	-0.33	Invert -0.50
43+50		Top cb Exist. cb = 6.62 6.58
Stake "B"	5.40	Top cb 6.46
43+30.72		6.46
		5.46 6.43
43+25 = Inlet Type K	5' Wide = Inside Length	
43+19.28		Top cb 6.46
Stake "A"	5.46	6.46
43+00		Exist. cb. 6.62 6.50 - Plan

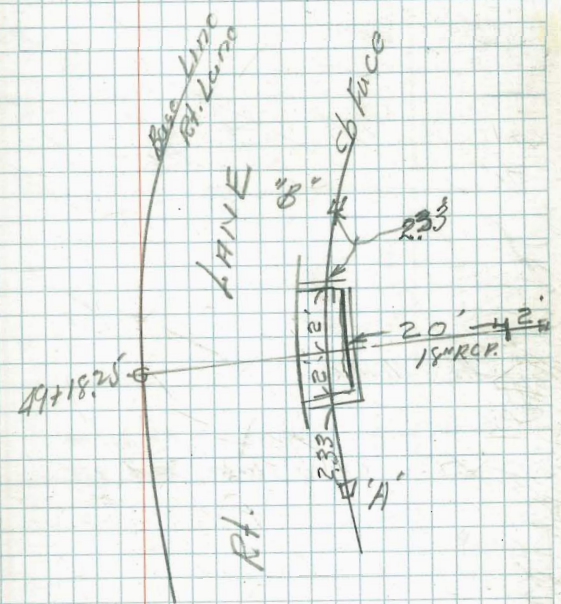


GRAND AVE - CURB INLET

49+18.25 = Inlet
 Inside Dim = 4' Type K

500
 267 -
 233

10"	-0.86	Invert -1.30	C 0.44
8"	6.94		
49+20.85 = outside edge Box	6.74	8.04	F 1.10 = Top cb
49+18.25 = Inlet	6°	8.09	
49+16.25 Beg. outside inlet Box	6.76	8.16	
A	6.76	8.06	F 1.30 = Top cb



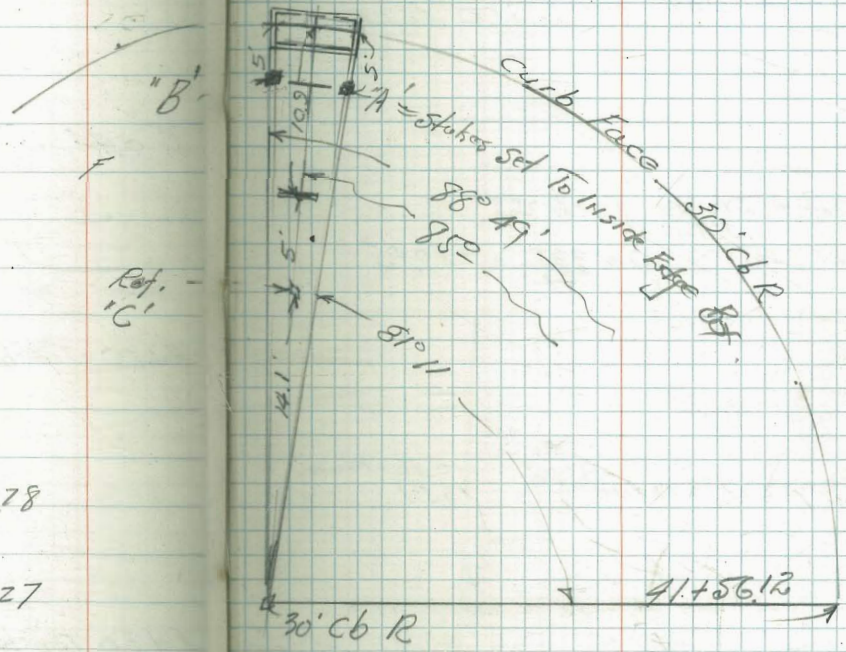
49+0.0

6.94

8' on stake 49+00 3' back cb Grid 335/40

GRAND AVE - C6. INLET

Hulker on Return N.Y. Cor Pacific
 Pope Curb stakes set 5' from
 Jabris Curb Face on Outside INSIDE
 8-5-55 edge 4" Type K Box



chk 41+25 778

Temp 41+00 on Rt. 41+00
 8 PM, curb stake Grd. 335
 42 827

"C"	7.77	Invert 6.00	cut 1.77
"B"	10.78	Top cb 9.89	c 0.96 = Top cb
"A"	10.62	Top cb 9.89	c 0.79 = Top cb.

THE PACIFIC HIGHWAY
GRADES FOR K TYPE Inlet

Walker
Pope
Johns
Elmore
8-5-55

226 + 71.35 = south edge

set stakes 2.33 from outside
Edge Box on curb line

Reset Inlet stakes 10-6-55

B.M. on stake 227+00 Gd $\frac{335}{61}$ = 10.05
3' back cb

chk Edge Pav. 26'4" 227+00 10.56 = Plan.
10.51

Top Box

Reset $\rightarrow \frac{9.35}{10.51}$ 10.67

"B"

Reset $\rightarrow \frac{9.40}{10.51}$ 10.67

"A"

B.M. Nail in Pole 37+90
Gd 335-41

2.91

2
3
23
10
51
51
33

10.00
7.67
2.33

10.00

833

7.67

2.33

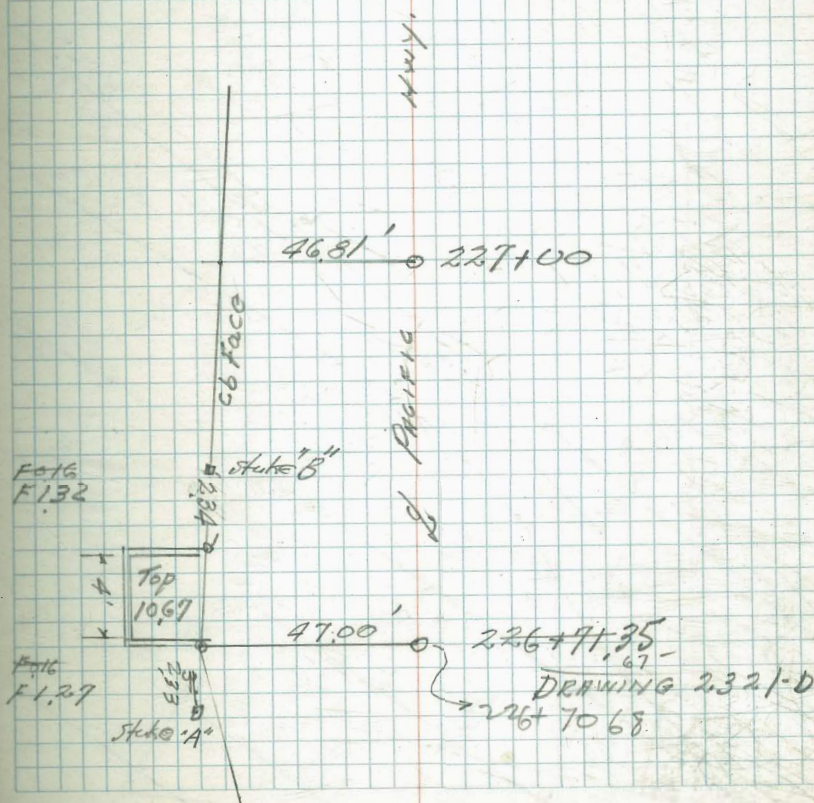
2.33

4.67

5.23

2.33

7.66

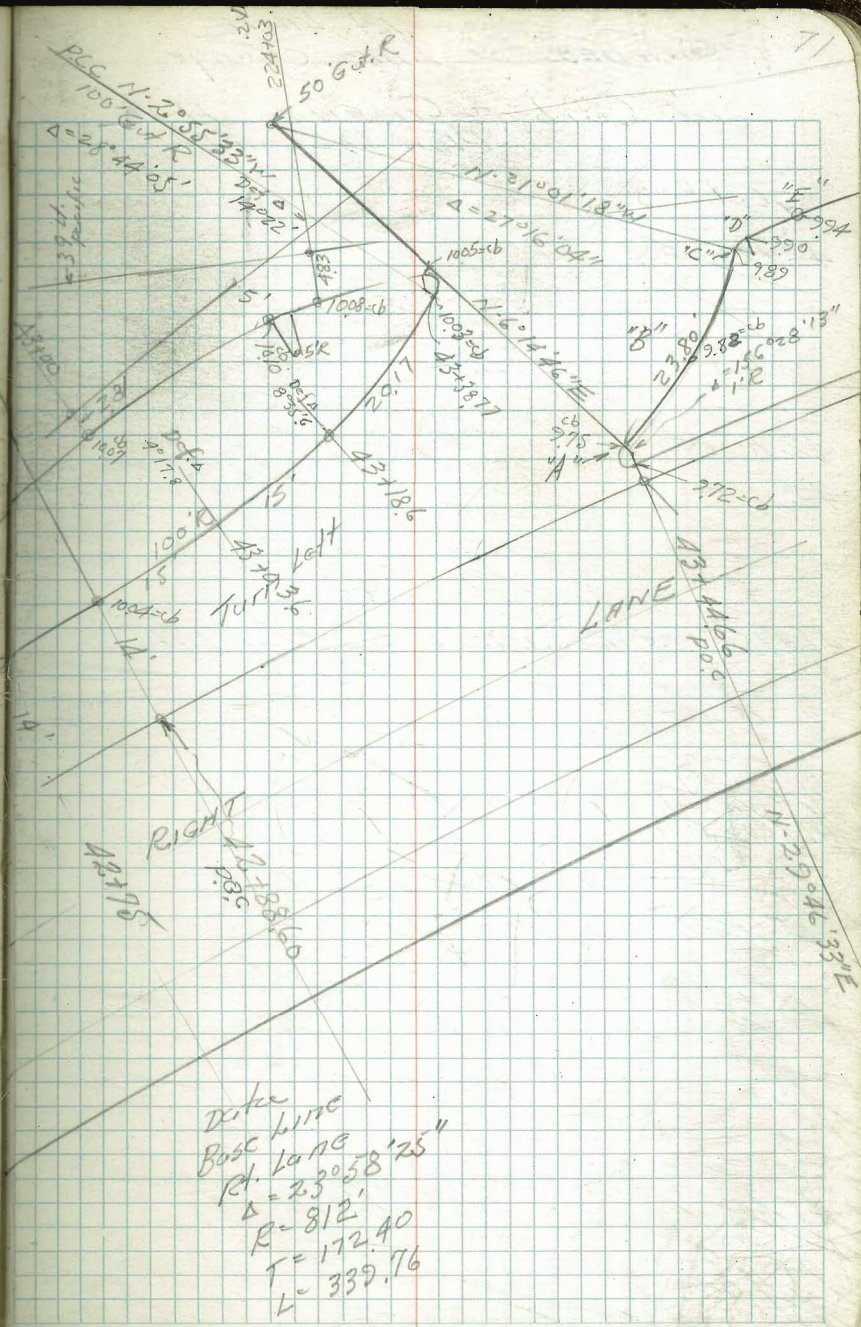
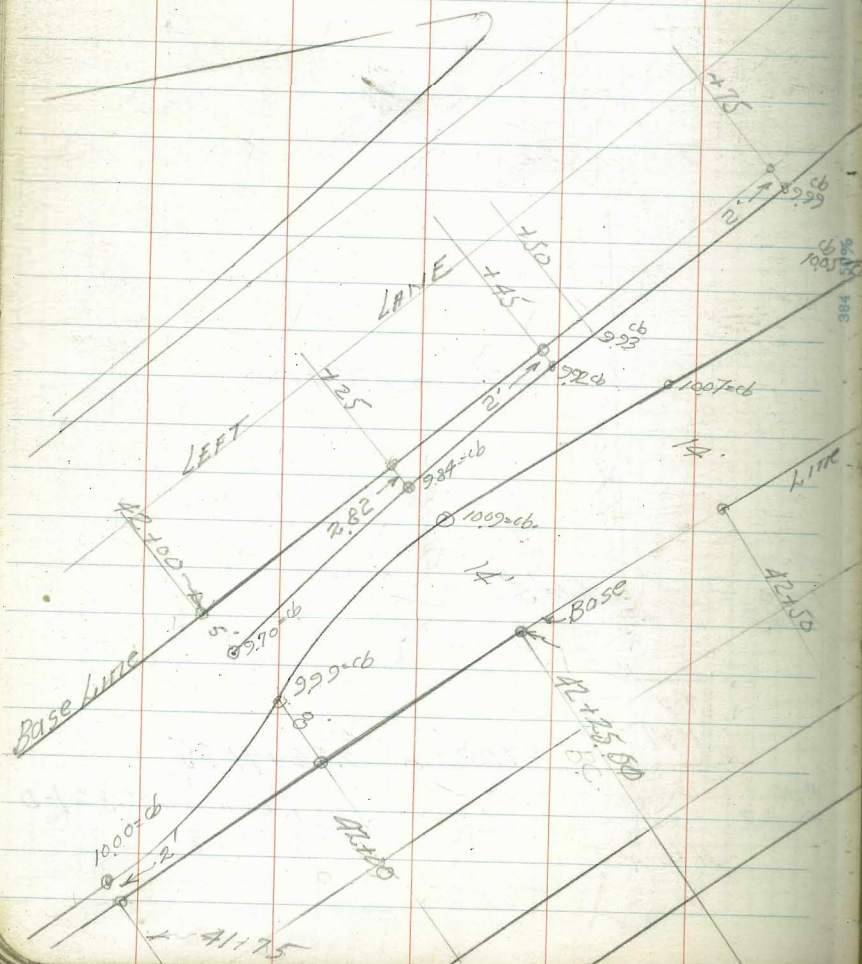


GRAND AVE

CHANGE IN LAYOUT

AT PACIFIC HWY = See Plan 2324AD

Walker
Pope
Elmore
Johns
7-19-55



Delta
Base Line
Rt. Lane
 $\Delta = 23^{\circ} 58' 25''$
 $R = 812'$
 $T = 172.40$
 $L = 339.76$

RT. LANE
GRADES For Lane Change

112 Curb - GRAND AVE
Plan 3321-RD

Cont'd P. 73

42+25-PCC

42+00

42

41+75 - PCC in curb line for Turn Left.

41+48.5

41+50

41+25

41+05

Lt.

Base
RT
Lane

73

14'
1009
864
F 1.45

2.31

8
999+cb
925
974

2.33-Pav

2
1000+cb
958
F 0.47

9.35

2
1000+cb
933
F 0.62

9.37

2.82
999+cb
931
F 0.68

9.38

5
1010+cb
887
F 1.23

9.40-Pav

Rt LANE.
GRAND AVE

43+50

43+44.66 = opp 1' Gut. R

+25

43+00

43+88.60 = PRE in left Turn cb

42+75

42+50

Lt

73
Base
RT
Lane

921

2'
cb
972 921
902
F 070

923

925

14'
1004 = cb
932
F 072

14'
1005 = cb
932 927
F 073

14'
1007 = cb
904 929
F 103

LEFT TURN TO Pacific
From Rt. Lane

"C" on Rt. of Lt. Turn = PCC 1' G. R.

"B" on Rt. of Lt. Turn

"A" on Rt. of Left Turn

4313877 - PCC 1' G. R.

43118.6

43103.6

Lt

Rt

74

989-6
513
F0.76

982-6
898
F0.84

975-6
902
F0.73

1003
900
F1.03

1001-6
937
F0.68

1002-6
932
F0.70

GRAND AVE -
Curb Grades For Change in Line
Plan 2321-AD

LEFT LANE

BASE
LINE

75

43+23.06-BC 5'R

43+00

+75

+50

+45

+25

42+00

5'
10/10cb
~~884~~
F1.26

2.81
1067cb
~~945~~
F062

2'
999
~~935~~
F064

2'
993cb
047

2'
992cb
~~866~~
F1.26

2.82
984cb
~~866~~
F1.18

5'
970cb
~~918~~
F0.52

PACIFIC HIGHWAY
CURB GRADES FOR LINE CHANGE
Plan 2321-A-D

224+03.24

223+88.15 = opp 1' Gut R

223+86.76 = ^{opp} 1' Gut. R

+50

+25

223+00

76
Pacific
Hwy.

1008=cb
901
+1.07

1005=cb
900
+1.05

990=cb
913
+0.77

994
913
+0.81

985=cb

977=cb

GRAND AVE - Curb Grades
For Bridge Approaches at
PICO St.

Walker
Taylor
Kilmore
Johns
12-13-25

23+25

23+14.94

23+00

+75

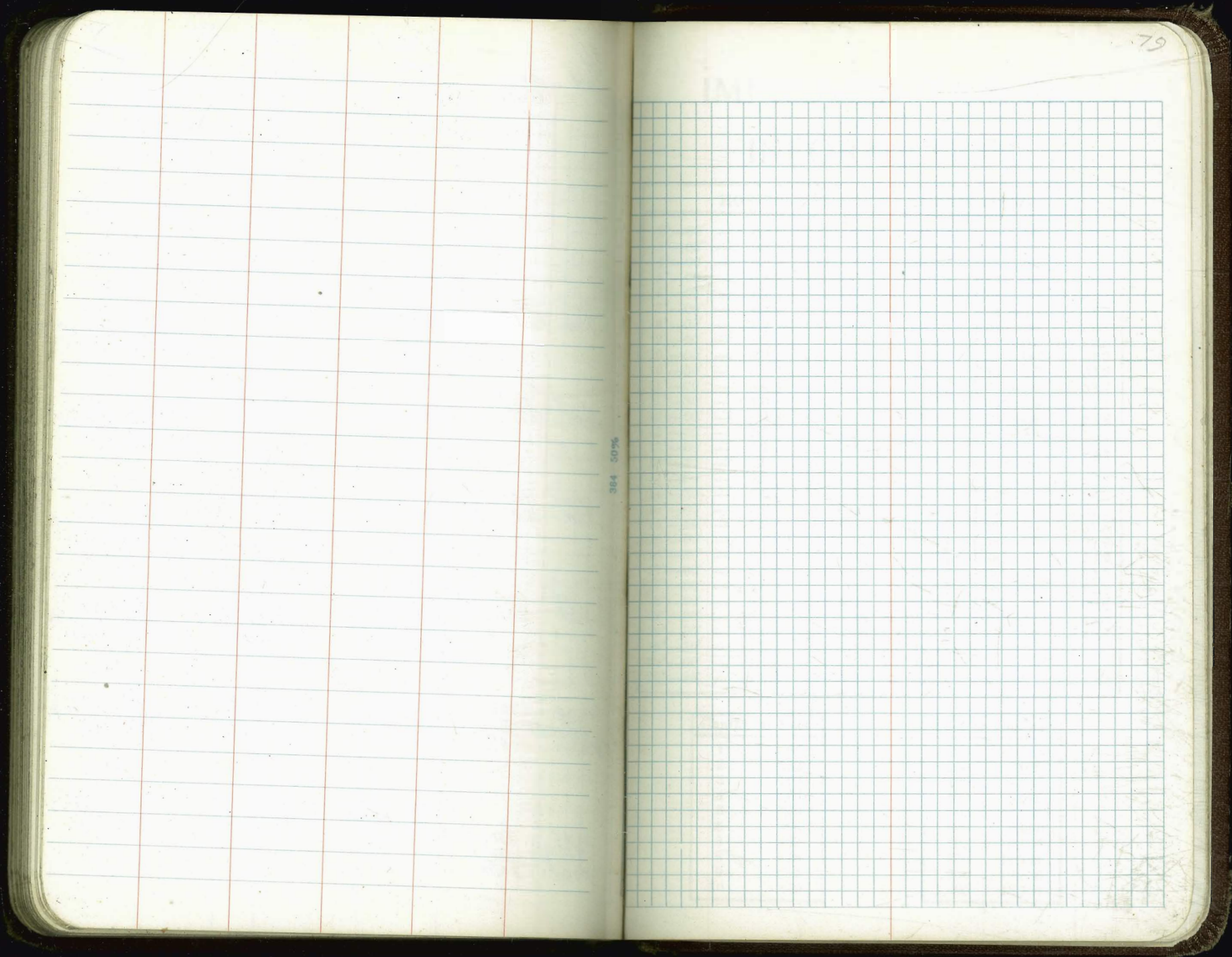
+50

+25

22+00

6.26

41' L ^t Curb	41' Gut	9' L ^t Curb	9' Gut	9' R ^t Curb	9' Gut	41' L ^t Gut	41' R ^t Curb
10.47 9.25-stk F1.22	9.66 9.25 F0.41	10.28 9.89 F0.39	11.08 9.89-stk F1.19	11.12 9.91-stk F1.21	10.30-Gut 9.71 9.10-stk F0.61	9.71 9.10-stk F1.40	10.56 9.10-stk F1.40
10.56	9.72	Exist. 10.35 Exist. 11.18	Exist. 11.23 Exist. 10.38	Exist. 11.23 Exist. 10.38	Exist. 9.75	Exist. 10.59	Exist. 10.59
10.87	9.80	Exist. 10.46 Exist. 11.28	Exist. 11.27 Exist. 10.43	Exist. 11.27 Exist. 10.43	Exist. 9.80	Exist. 10.64	Exist. 10.64
10.75	9.91	Exist. 10.60 Exist. 11.42	Exist. 11.37 Exist. 10.51	Exist. 11.37 Exist. 10.51	Exist. 9.90	Exist. 10.73	Exist. 10.73
10.76	9.89	Exist. 10.53 Exist. 11.37	Exist. 11.35 Exist. 10.51	Exist. 11.35 Exist. 10.51	Exist. 9.89	Exist. 10.71	Exist. 10.71
BM Chisled in curb 62.5' left 30483 Grade 335-32							



384 50%

IMPROVED TABLES AND INFORMATION

HORIZONTAL STADIA CORRECTIONS

2°-00' — 0.1	21°-00' — 12.8	33°-00' — 29.7
3°-00' — 0.3	21°-30' — 13.4	33°-15' — 30.1
4°-00' — 0.5	22°-00' — 14.0	33°-30' — 30.5
5°-00' — 0.8	22°-30' — 14.7	33°-45' — 30.9
6°-00' — 1.1	23°-00' — 15.3	34°-00' — 31.3
7°-00' — 1.5	23°-30' — 15.9	34°-15' — 31.7
8°-00' — 1.9	24°-00' — 16.5	34°-30' — 32.1
9°-00' — 2.5	24°-30' — 17.2	34°-45' — 32.5
10°-00' — 3.0	25°-00' — 17.9	35°-00' — 32.9
10°-30' — 3.3	25°-30' — 18.6	35°-15' — 33.3
11°-00' — 3.6	26°-00' — 19.2	35°-30' — 33.7
11°-30' — 4.0	26°-30' — 19.9	35°-45' — 34.1
12°-00' — 4.3	27°-00' — 20.6	36°-00' — 34.6
12°-30' — 4.7	27°-30' — 21.3	36°-15' — 35.0
13°-00' — 5.1	28°-00' — 22.0	36°-30' — 35.4
13°-30' — 5.5	28°-30' — 22.8	36°-45' — 35.8
14°-00' — 5.9	29°-00' — 23.5	37°-00' — 36.2
14°-30' — 6.3	29°-30' — 24.3	37°-15' — 36.6
15°-00' — 6.7	30°-00' — 25.0	37°-30' — 37.1
15°-30' — 7.2	30°-15' — 25.4	37°-45' — 37.5
16°-00' — 7.6	30°-30' — 25.8	38°-00' — 37.9
16°-30' — 8.1	30°-45' — 26.2	38°-15' — 38.3
17°-00' — 8.5	31°-00' — 26.5	38°-30' — 38.7
17°-30' — 9.0	31°-15' — 26.9	38°-45' — 39.1
18°-00' — 9.5	31°-30' — 27.3	39°-00' — 39.6
18°-30' — 10.1	31°-45' — 27.7	39°-15' — 40.0
19°-00' — 10.6	32°-00' — 28.1	39°-30' — 40.5
19°-30' — 11.2	32°-15' — 28.5	
20°-00' — 11.7	32°-30' — 28.9	
20°-30' — 12.3	32°-45' — 29.3	

Chains to Feet

1	66
2	132
3	198
4	264
5	330
6	396
7	462
8	528
9	594
10	660

Feet to Chains

100	1.515
200	3.030
300	4.545
400	6.060
500	7.575
600	9.090
700	10.606
800	12.121
900	13.636
1,000 ...	15.151

Waines Bid 124 2ND
Floor
176911 - EXT-1059

51.98 Long chd

387.9
26.87

11.92

809
307

-5.02

888

888

810
307

-5.09

24.48
34.96
24.54

139.88