2070

MUSGER

MANUAL

TRANSITBOOK

No. 4475

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

MICROFILMED DEC 1964

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

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INDEXED completely DEC 8 1954

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

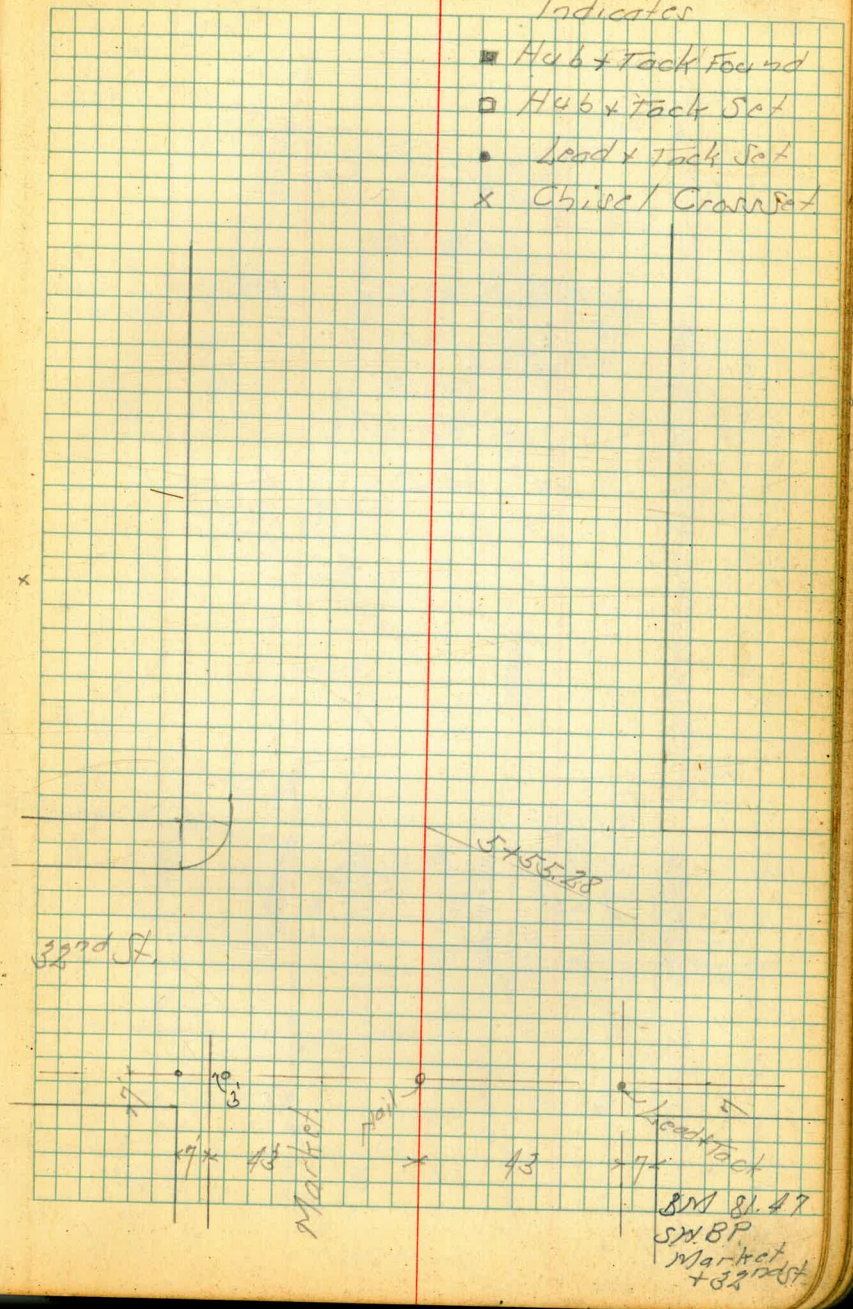
Alignment & Tie: Wabash Blvd. Section A	
" " Federal Blvd	2-10
Wabash Blvd. & Federal Blvd. Inner Loops	8
" " " N.W. Outer Conn.	7 + 10
" " " N.E. Outer Conn.	9
Wabash Blvd. Sta 97+65.01 to 105+49.75	8
Wabash Blvd. Sta 105+49.75 to S. Lightman	10-28
Alignment North East Outer Connection	29-31
" South East Inner Loop	32-33
" South West Inner Loop	34-35
" North West Inner Loop	36-37
" Federal Blvd. Sta. 31+45.83 to 47+97	38-39
" North West Outer Connection	40-42
" North West Access Road	43-45
" Federal Blvd & Market St Intersection	46-
" "B" Wabash Blvd & Wabash Ave Interchange Rt Lane	51-53
" "C" " " & " " Rt Lane	54-55
" D " " & " " Lt "	56

Alignment + Ties Wabash Boulevard
Section "H"
Federal Boulevard

No 22029

2

Indicates
■ Hub + Tack Found
□ Hub + Tack Set
• Lead + Tack Set
× Chisel Cross Set



Federal Blvd.

Set Rad. Hub 347
S 74° 03' 15" E
R.P.
121.40
2+58.34

Δ 72° 58'
Curb R 202.85'
" T 150.01
" L 258.34
" D. 8.4736

B.M. 6365
B.P.H. 1 ft
N'ly Federal
N of Market

Alig. Page 46
Stub Set
Feb 21-50
N 2072-75

Chiselcross on concrete walk
7+12.62 BC
0+00 = 7+56.4 BC. Curb

Δ 4° 18' 07"
R 500'
T 18.78
L 37.54
F 0.35

Island #1

Market

RP Hub
North of
House

Grades 2072 P7

Page 4

Curb
Δ 18° 17' 04"
R 12°
T 19.31
L 38.29
D. 14.3239

Curb
Δ 18° 51' 31"
R 300
T 50.00
L 96.00
D. 8.5944

Curb
Δ 67° 38' 14"
R 30' 89' 49"
T 20.22
L 35.41
D. 57.2958

Grades 2072.77
2088.19

Island #3

Island #1

Cont. Page 50

Chiselcross

Pl. Chisel Cross

Δ 25° 17' 48"
R 200
T 44.88
L 88.30
D. 8.5944

Line Change
Page 50

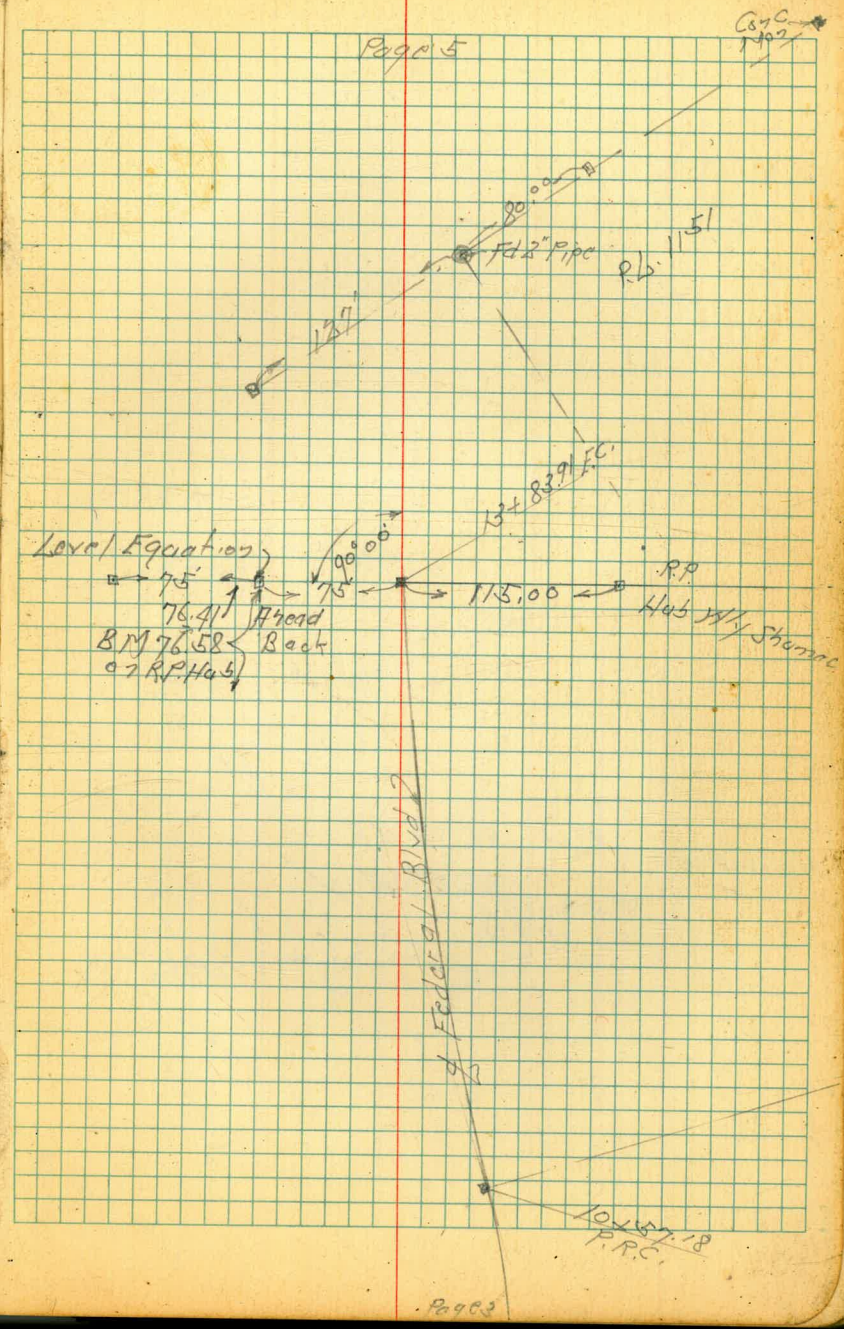
Δ 26° 15' 01"
R 200'
T 44.80
L 88.14
D. 8.5944

BM 5008
NE 7L+1
Market + 83 rd

Chiselcross

Federal Blvd.

+83.91	E.C.	7° 48'	
+75		7° 35.24' ✓	
+50		6° 59.43' ✓	
+25		6° 23.62' ✓	Δ 15°36'
12+0		5° 47.81' ✓	R 1200'
+75		5° 12.00' ✓	T 164.38
+50		4° 36.19' ✓	L. 326.73
+25		4° 00.38' ✓	Di 1.4324
13+0		3° 24.57' ✓	
+75		2° 48.76' ✓	
+50	P.O.C.	2° 12.95' ✓	
+25		1° 37.14' ✓	
11+0	= Culv. on Lt.	1° 01.33' ✓	
+75		0° 25.52' ✓	
10+57.18	P.R.C.		



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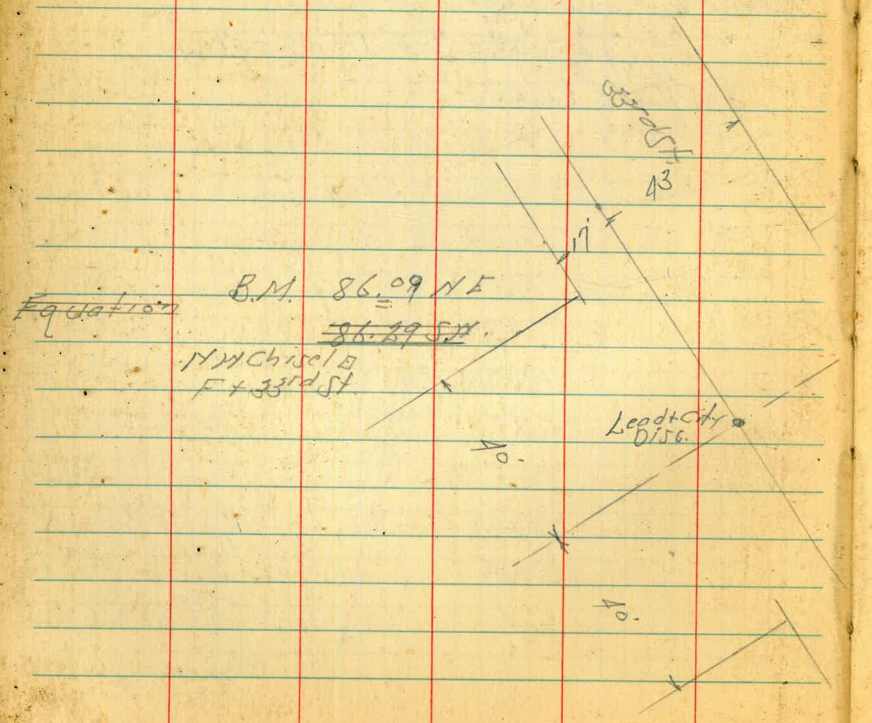
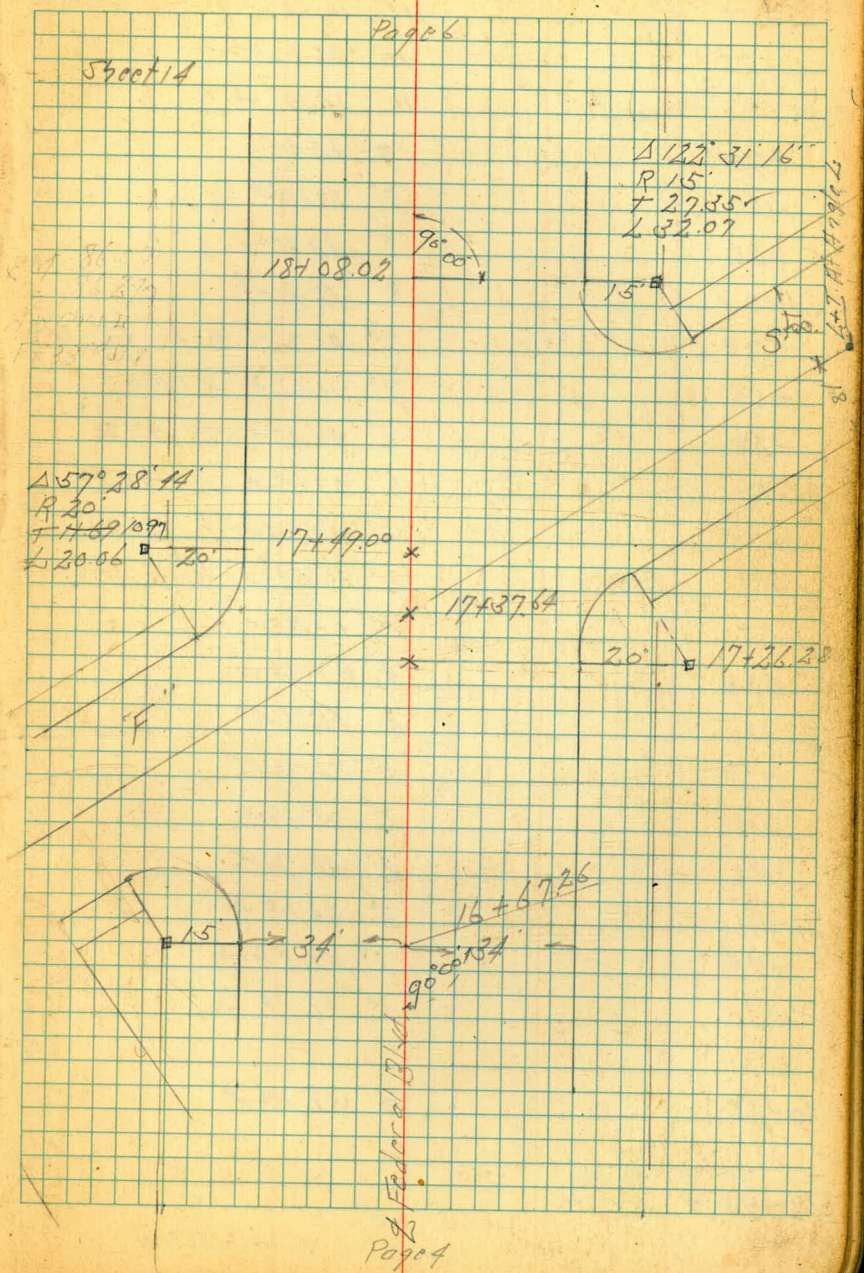
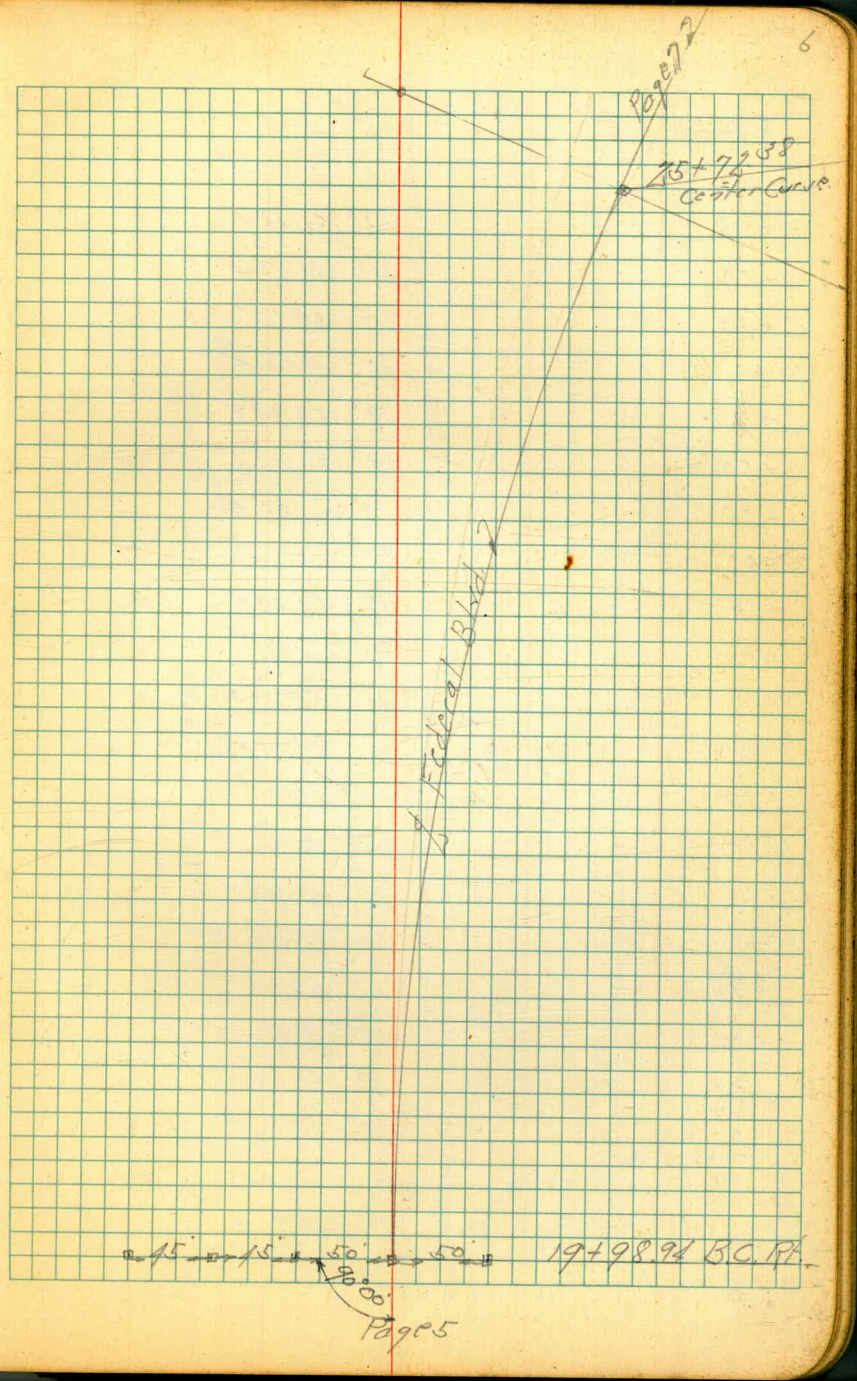




Federal Blvd.

+50		11° 16.58'
+25		10° 45.88'
25+0		10° 15.19'
+75		9° 44.49'
+50		9° 13.80'
+25		8° 43.10'
24+0		8° 12.91'
+75		7° 41.71' Δ 46° 56' 14"
+50		7° 11.02' R 1400'
+25		6° 40.33' T 607.83
23+0		6° 09.64' L 1146.89
+75		5° 38.94' E 126.23
+60	P.O.C.	5° 20.53' D 1.22777
+50		5° 08.25'
+25		4° 37.55'
22+0		4° 06.86'
+75		3° 36.16'
+50		3° 05.47'
+25		2° 34.76'
21+0		2° 04.08'
+75		1° 33.38'
+50		1° 02.69'
20+25		0° 32.00'
19+98.94	B.C.R.T.	

Orig #1863-39



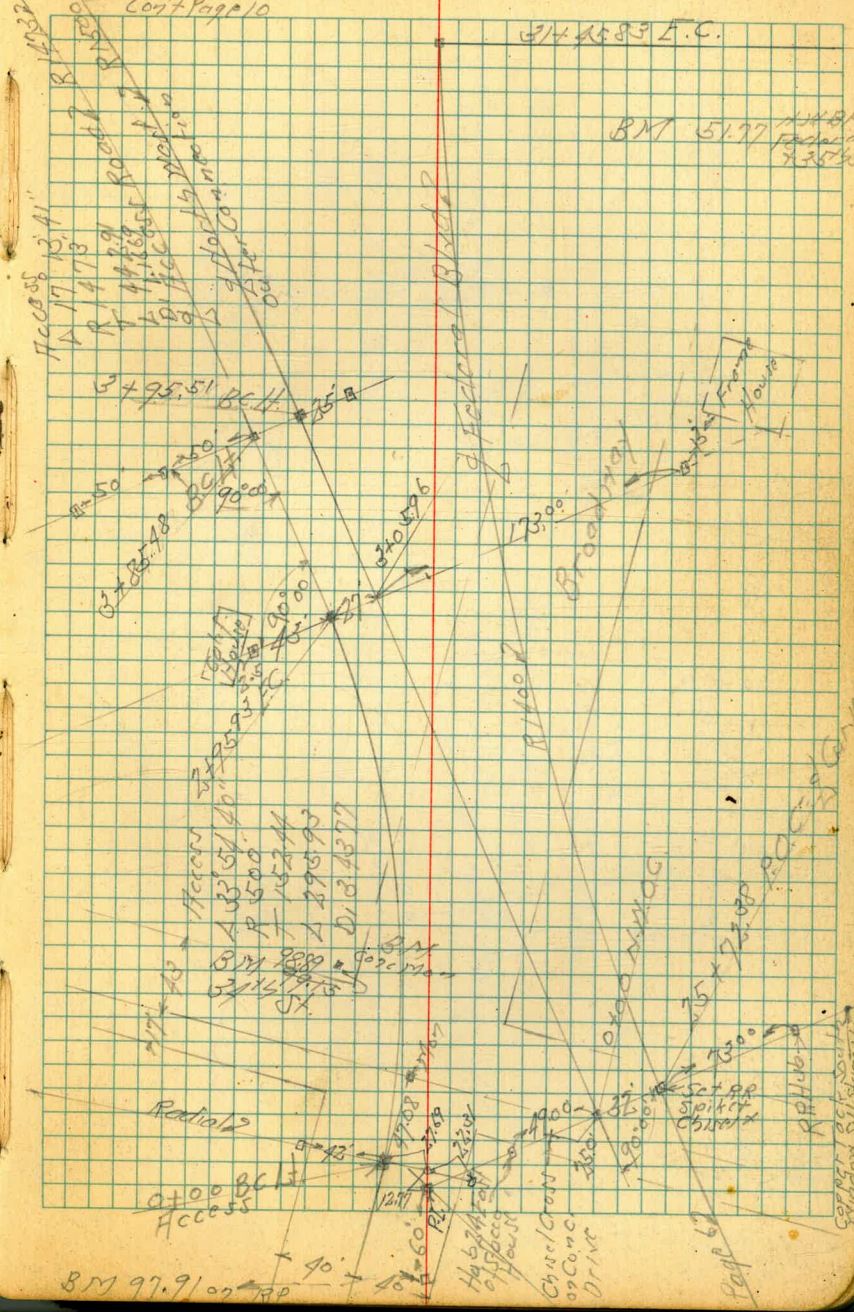
Federal Blvd. North West Outer Conn.
And Access Road

Con't Page 38

1+45.83	E.C.	23° 28.12'	
31+0		22° 31.86'	
+75		22° 01.16'	
+50		21° 30.47'	
+25		20° 59.75'	
30+0		20° 29.08'	
+75		19° 58.38'	
+50		19° 27.69'	
+25		18° 56.99'	
29+0		18° 26.30'	
+25		17° 55.61'	
+50		17° 24.92'	
+25		16° 54.22'	
28+0		16° 23.53'	
+75		15° 52.83'	
+50		15° 22.14'	
+25		14° 51.44'	
27+0		14° 20.75'	
+75		13° 50.05'	BM 98.89 99.16
+50		13° 19.36'	NE Mon. Broadway 134th
+25		12° 48.66'	New B.P.
26+0		12° 17.97'	
25+72.38	P.O.C. Center	11° 44.06'	

Page 8

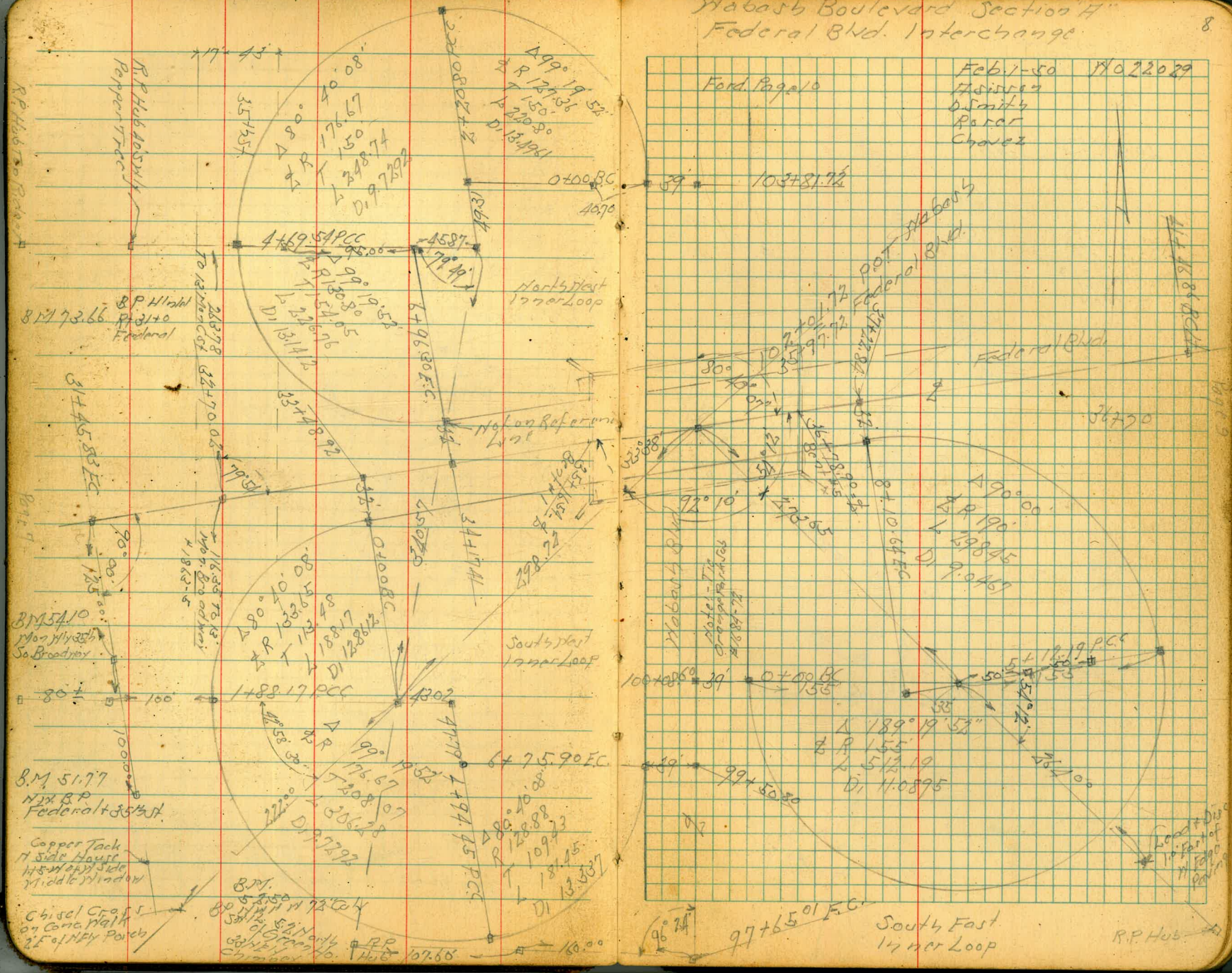
Con't Page 10

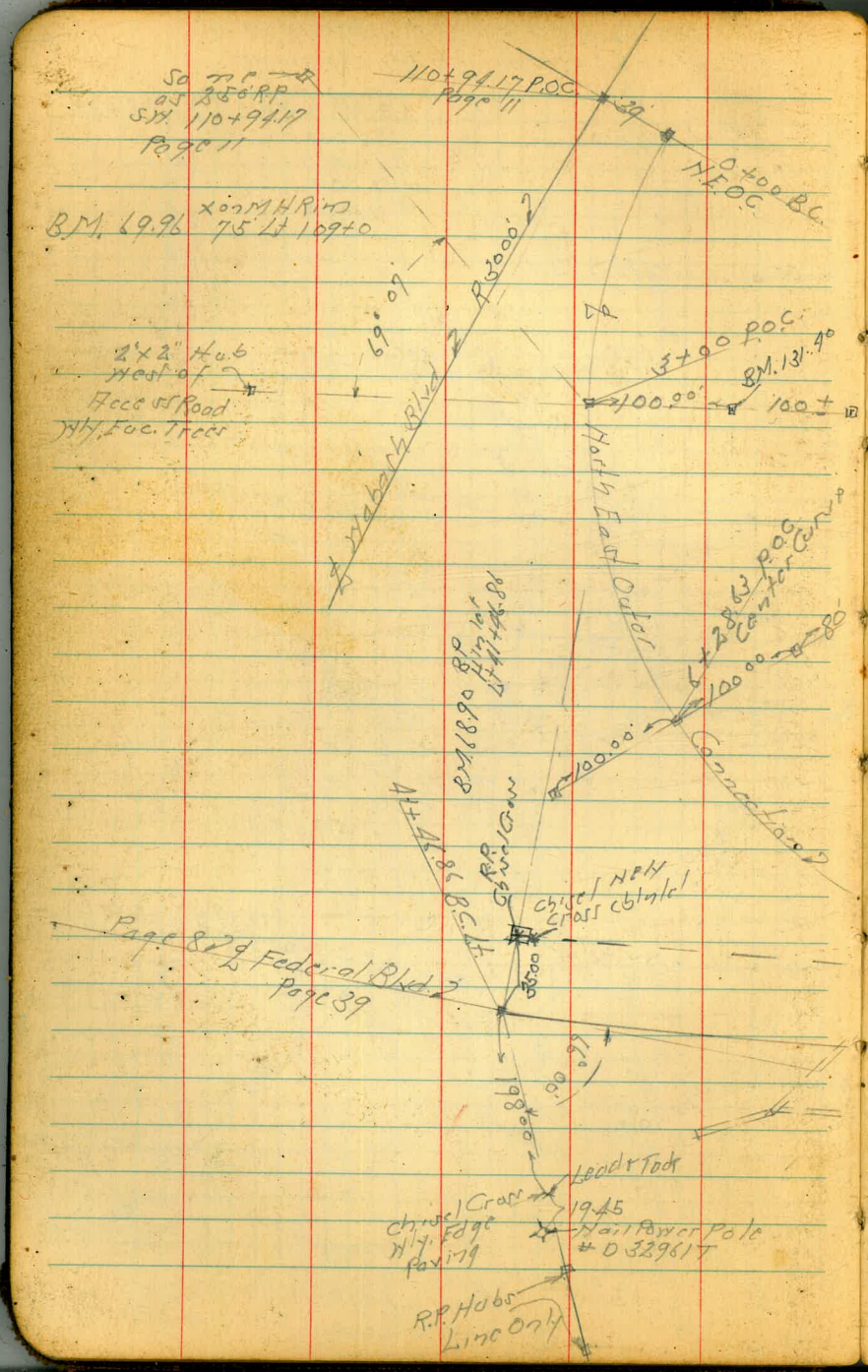


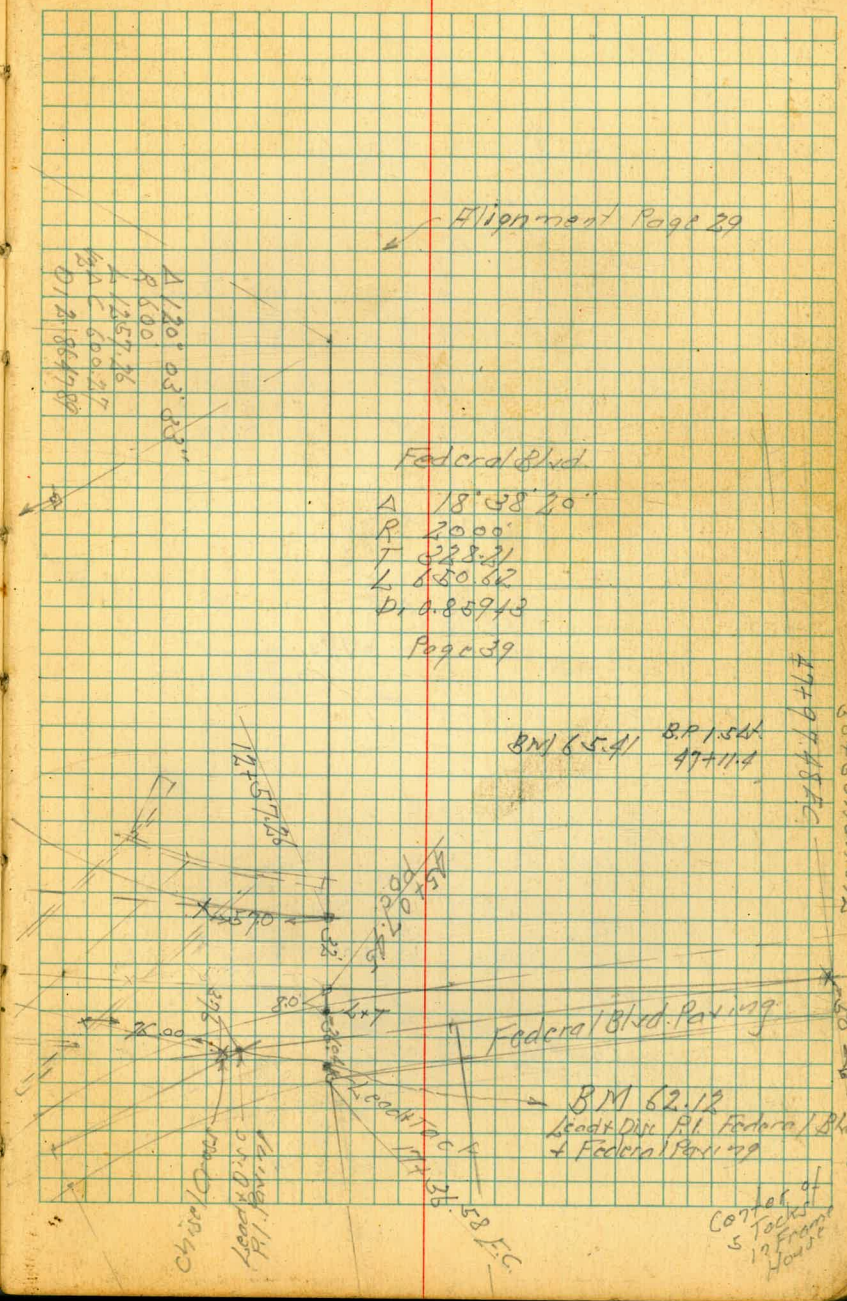
Wabash Boulevard Section "H"
Federal Blvd. Interchange

Ford. Pag. 10

Feb. 1-50 W 022029
H. Sisson
O. Smith
Rorer
Chavez



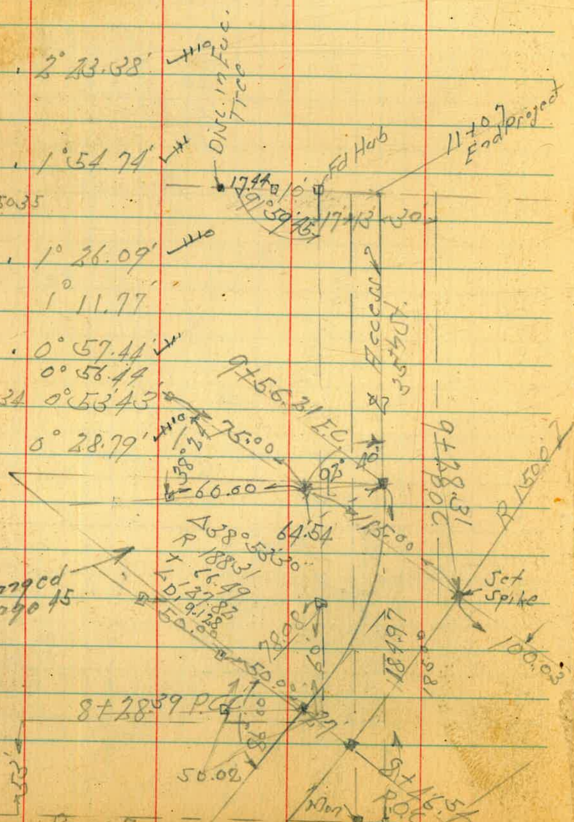

50 mc
at 250 RP
Sta 110+94.17
Page 11
110+94.17 P.O.C.
Page 11
N.P.O.C.
0+00 B.C.
B.M. 69.96
X on M.H. Rim
75' Lt 109+0
R 3000'
69° 07'
2"x2" Hub
West of
Access Road
Wh. Foc. Trees
3+00 P.O.C.
B.M. 131.40
100.00'
100 +
North East Outer Connection
Wabash Blvd
6+28.63 P.O.C.
Center Curve
80'
100.00'
100.00'
B.M. 68.90 BP
Hinge of
Sta 4+14.80
Sta 4+14.80
C.P.R. Crossing
chisel N&W
Cross chiseled
Page 8 & 9
Federal Blvd
Page 39
Lead & Tack
19.45
Nail Power Pole
D 32961 T
chisel Cross
Wh. Edge
Paving
R.R. Hubs
Line Only


Alignment Page 29
Δ 130° 03' 03"
R 500'
T 1257.76
L 2168.80
Federal Blvd.
Δ 18° 38' 20"
R 2000'
T 328.21
L 650.82
D 0.85943
Page 39
BM 65.41
B.P. 1.54 Lt
47+11.4
Federal Blvd. Paving
BM 62.12
Lead & Disc Pl. Federal Blvd
& Federal Paving
Lead & Tack
Chisel Cross
Lead & Disc
Pl. Paving
Centers of
5 Tracks
12 Frame
House

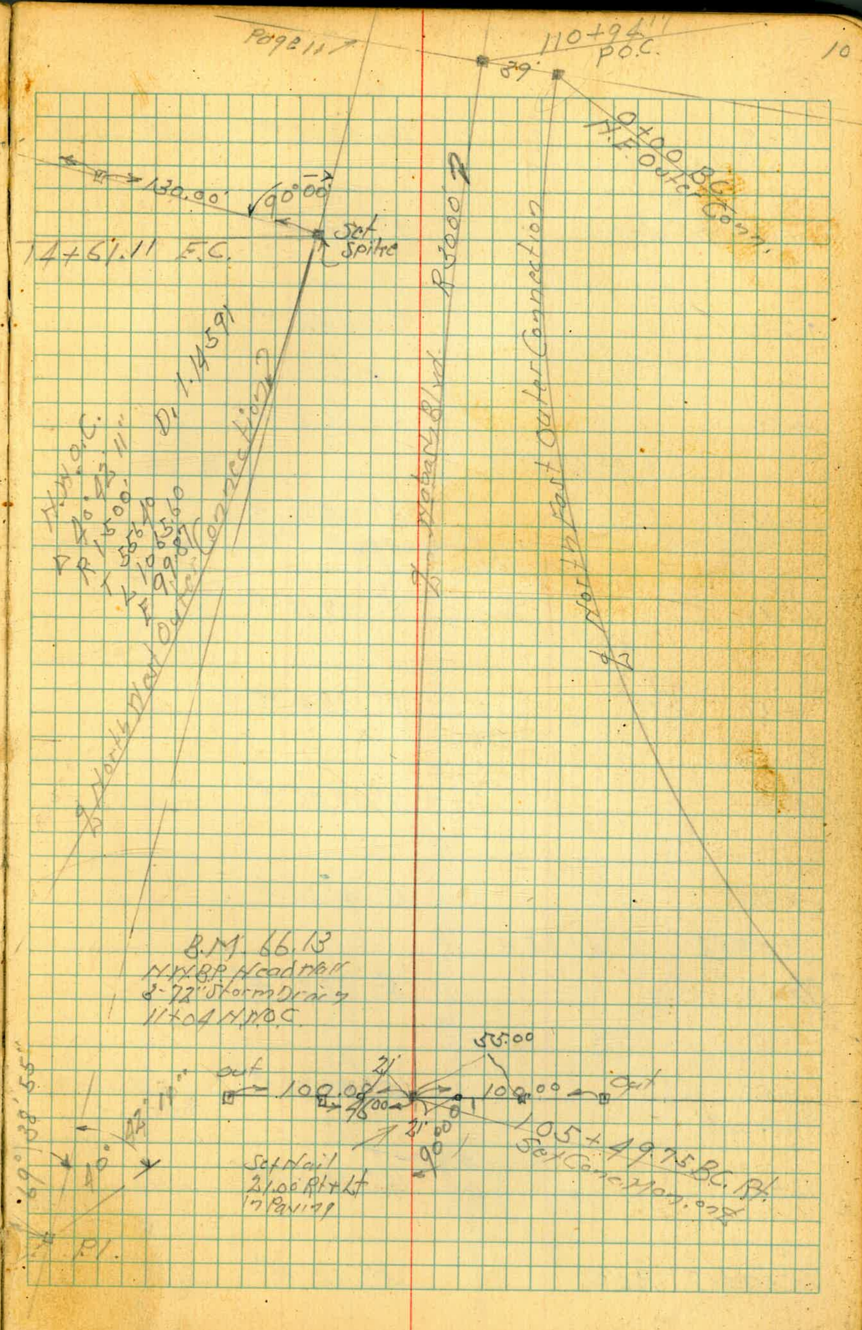
Wabash Blvd. North West Outer Conn.
And Access Road.

		Right	
+50	P.O.C.	4° 46.62'	
110+0		4° 17.97'	
+50		3° 49.33'	
109+0		3° 20.68	
+70.34	x	3° 03.68	
+50		2° 52.03'	
108+0		2° 23.38'	
+50		1° 54.74'	
	c 21 Lt. 50.35		
107+0	P.O.C.	1° 26.09'	
+75		1° 11.77'	
+50	= Culv.	0° 57.44'	
+18.25	- Chisel x	0° 56.44	
+43	c 100' Rt 48.34	0° 53.43'	
106+0		0° 28.79'	
	c 21' Lt 50.62		
	c 100' Rt 48.57		
105+49.75	B.C. Rt.		

Δ 32° 59' 40"
R 3000'
T 888.48
L 1727.58
E 128.80
D. 57.296



C St.

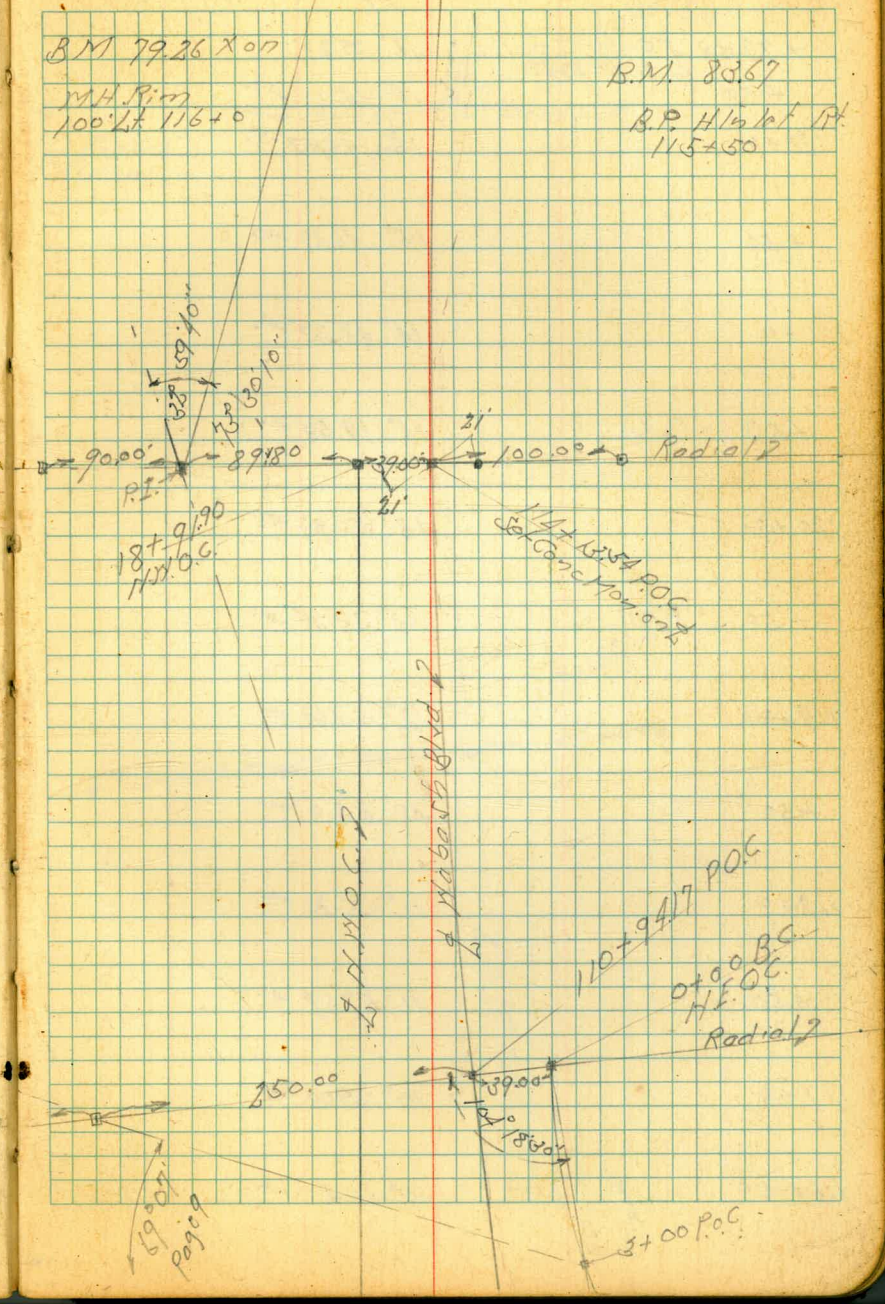


Wabash Boulevard Section "H"

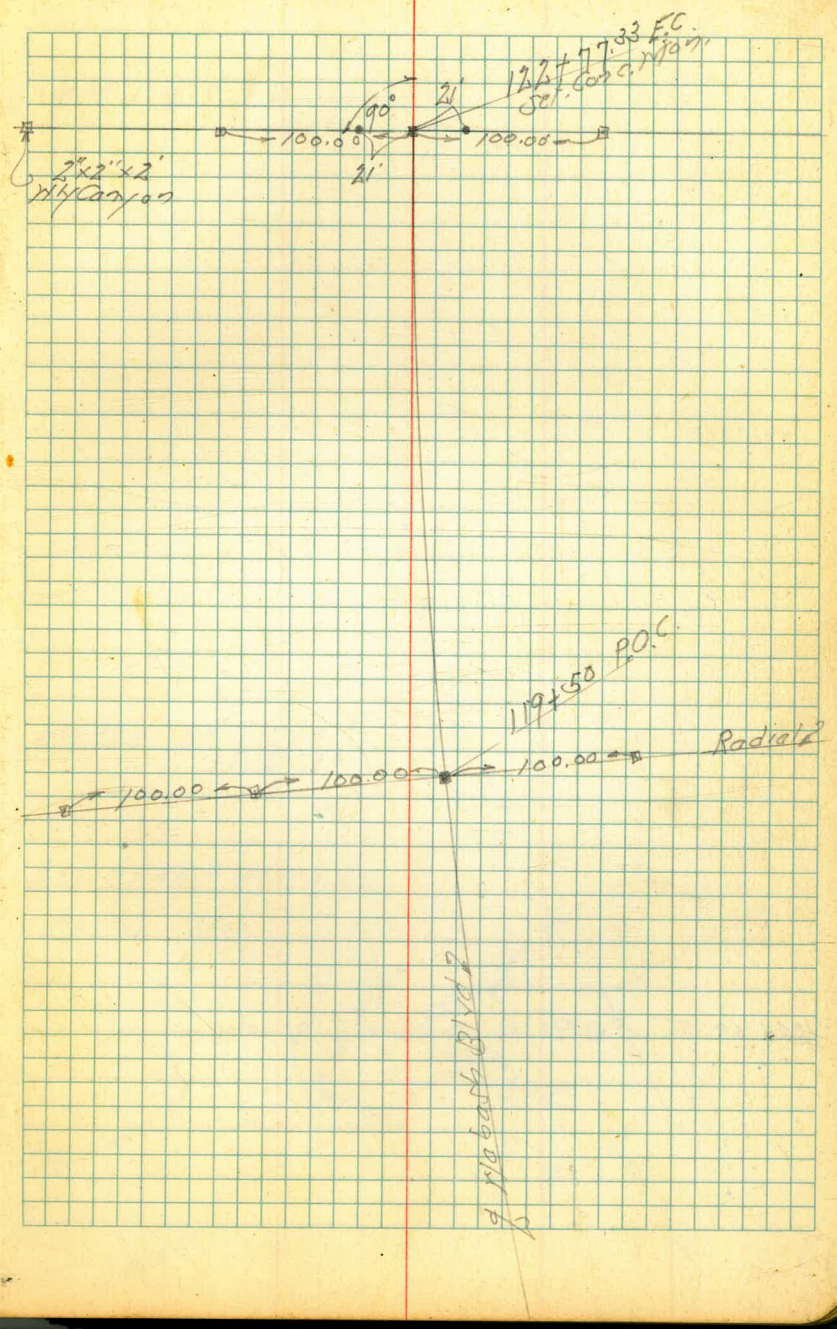
		Rt.
116+0		10° 01.75'
+50	= Culvert	9° 33.10'
115+0		9° 04.45'
+50		8° 35.80'
	c 21' Lt 36.72	
+13.54	P.O.C. = Center	8° 14.91'
	c 100' Rt of ℄ 13.09	
	c 21' Lt 13.62	
114+0		8° 07.16'
+50		7° 38.51'
113+0		7° 09.86'
+50		6° 41.21'
+53.32	6° 31.65 ✓	
112+0		6° 12.56'
+50		5° 43.92'
111+0		5° 15.27'
110+94.17	P.O.C.	5° 12'

5' North of Power Line

100.00



			Rt		
+77.83	E.C.		16° 29.83'		
+50	C 21'4+27.52		16° 14.17'		
122+0			15° 45.55'		
+50			15° 16.87'		
121+0			14° 48.23'		
+50	= Culv.		14° 19.58'		
120+0			13° 50.93'		
+50	P.O.C.		13° 22.28'		
119+0			12° 53.63'		
+50			12° 25.0'		
118+0			11° 56.34'		
+50			11° 27.69'		
117+0			10° 59.04'		
116+50			10° 30.4'		

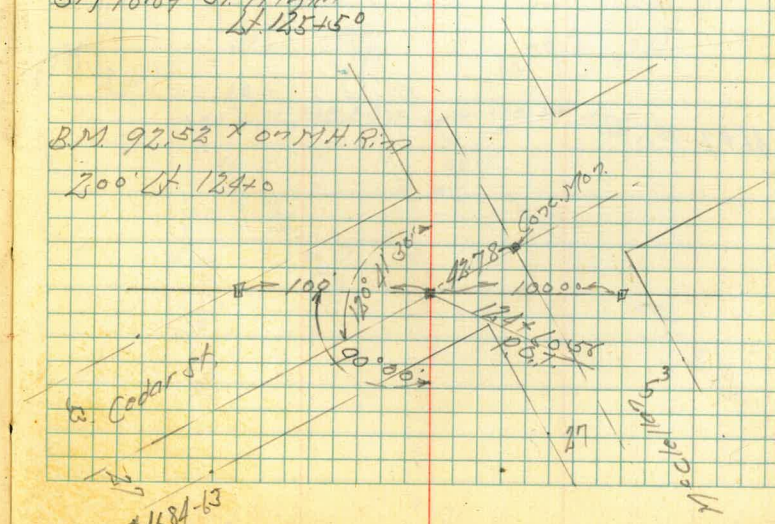


124+60.56 POT

BM 107.18 B.P.H. Inlet
Lt. 134+0

BM 98.84 B.P.H. Inlet
Lt. 125+50

BM 92.52 X on M.H. R.+0
200' Lt. 124+0

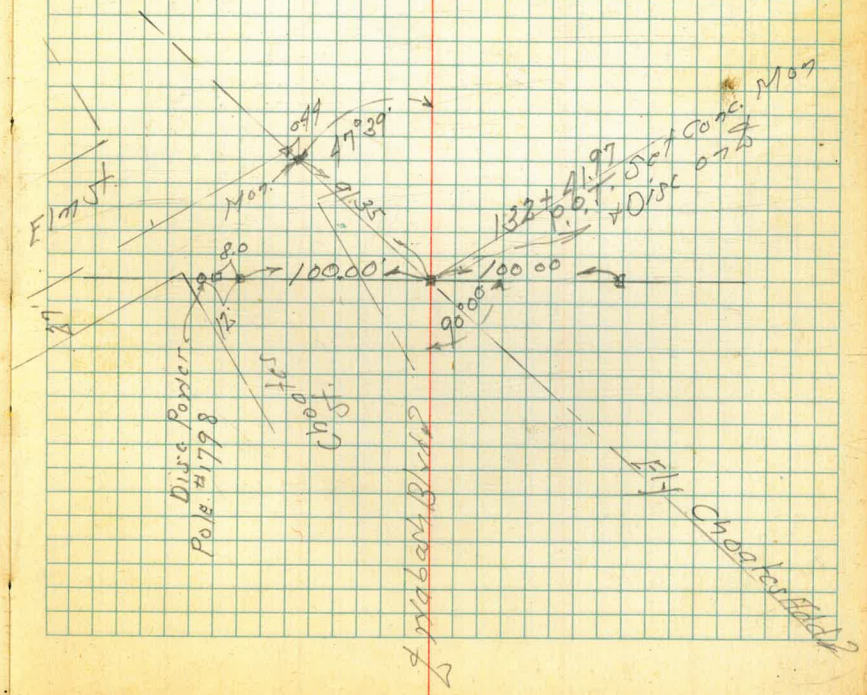


Wabash Boulevard Section "A"

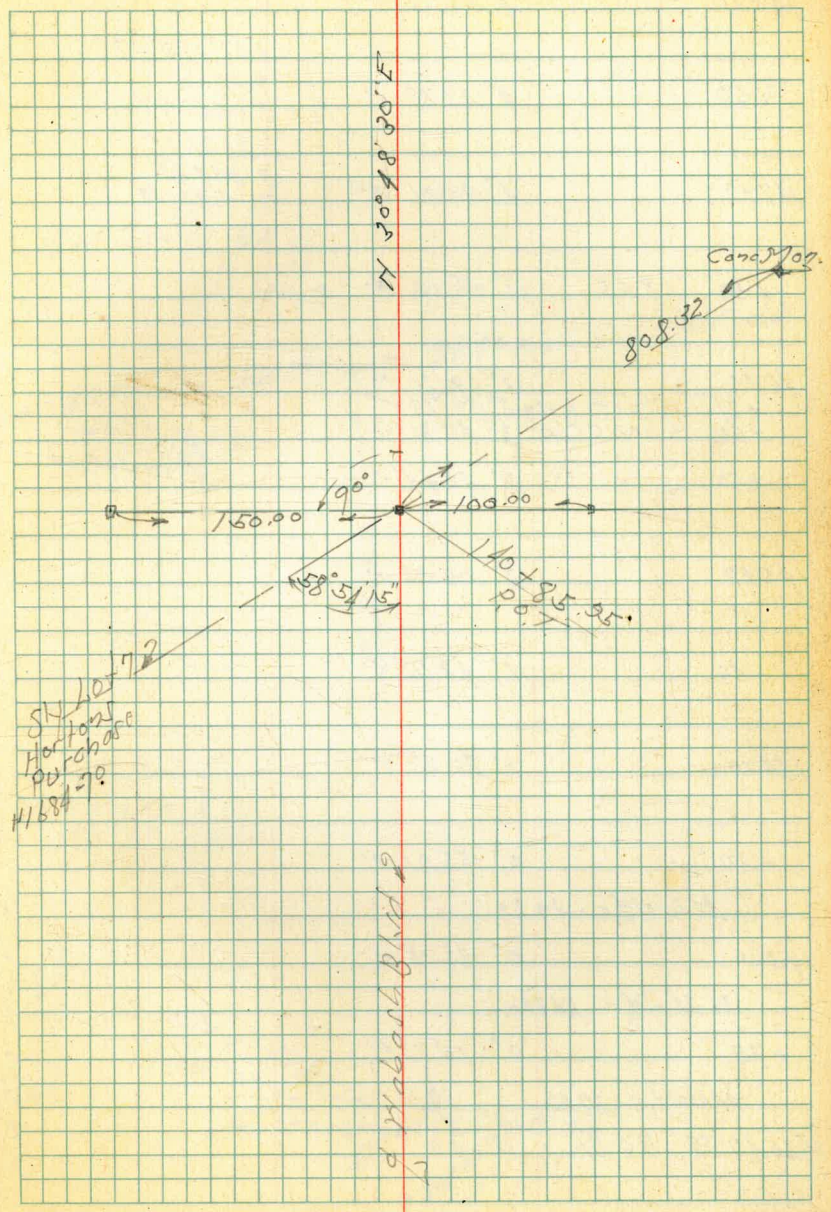
1324 41.97 P.O.T.

1384.69

B.M. 104.92 X on M.H.
Rim 60' Lt of 132+50



140+85.95 P.O.T.


N 30°48'30" E
Conc Mon.
80.8.32
150.00
100.00
90°
140+85.95
P.O.T.
158°51'15"
SW Lot 72
Horton's
Purchase
H.B.84-70
d Hubbard Ltd

		Left		
148+0		4° 56.72' x.0		
				Δ 51° 35' 42"
+50		4° 29.87' x		R 3200'
				T 1546.77
				L 2881.61
147+0		4° 03.01' x.0		E 354.22
				D, 5371.48
+50	P.O.C.	3° 36.15' x.		
146+0		3° 09.30' x.		
+71	= Storm Drain	3° 38.72		
+60	= Sewer Lat.	2° 47.81 ✓		1"x1"x14" For Line of Road
+50		2° 42.44' x.		
145+0		2° 15.58' x.		
+50		1° 48.72' x.		
144+0		1° 21.87' x.		
+50		0° 55.01' x.		
21' Lt of ℄ c: 49.68				
143+0		0° 28.15' x.		
21' Lt of ℄ c: 24.84				
+75		0° 14.72' ✓		
21' Lt of ℄ c: 27.23				
142+47.59	BC Lt.	0° 00'		

Indicator
• Nail in Pavement

BM 127.88 B.P. in
N Inlet
Lt 145+71

Radial

99.90

100.10

85.00

146+50
P.O.C.

℄ Hobart Blvd

B.M. 120.10
X on M.H. Rim
200' Lt 144+0

Curb Line
Sewer Lat
21' Lt of ℄ c: 27.23
142+47.59 BC Lt

21'

100.00

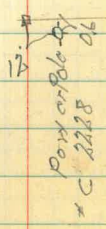
100.00

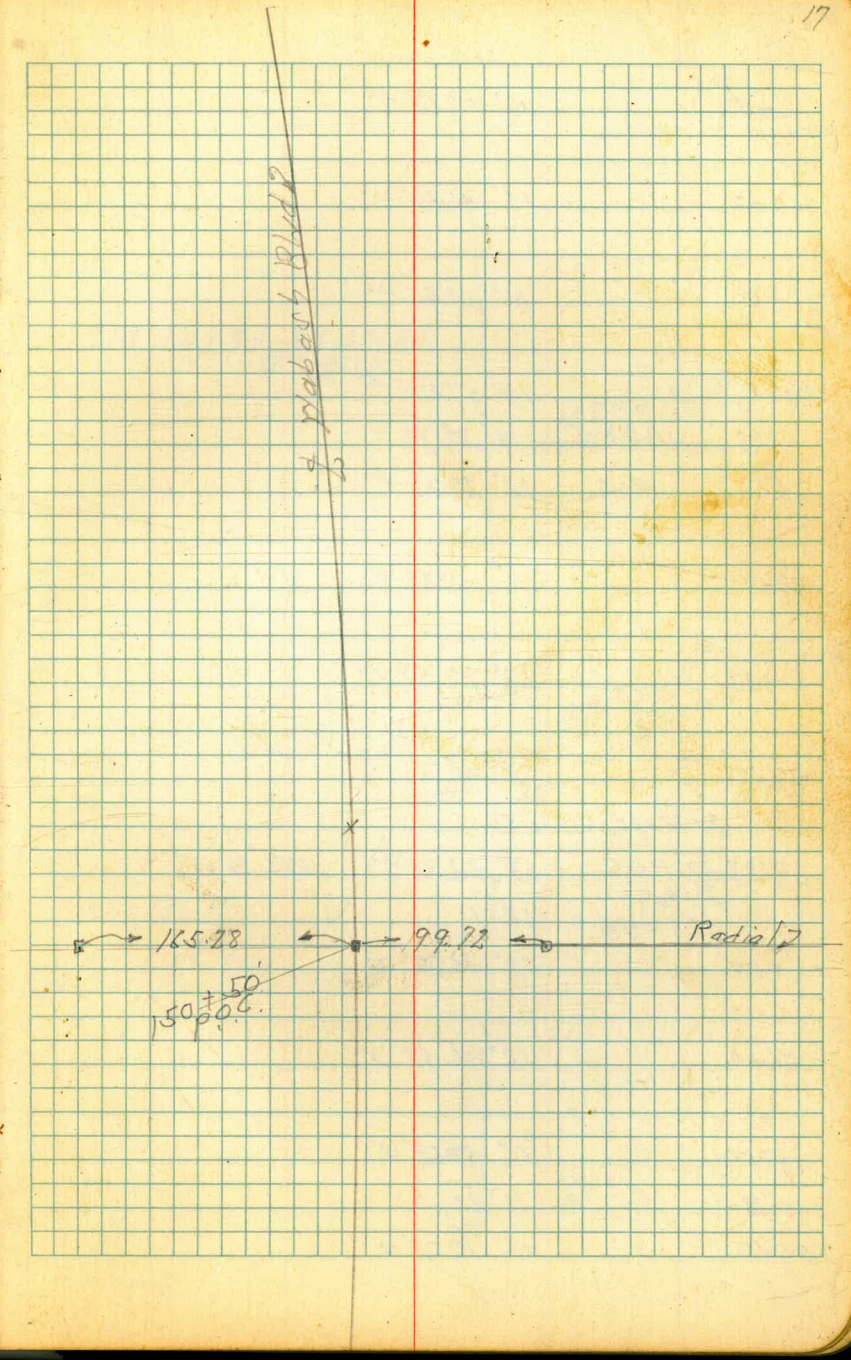
21'

90°0'

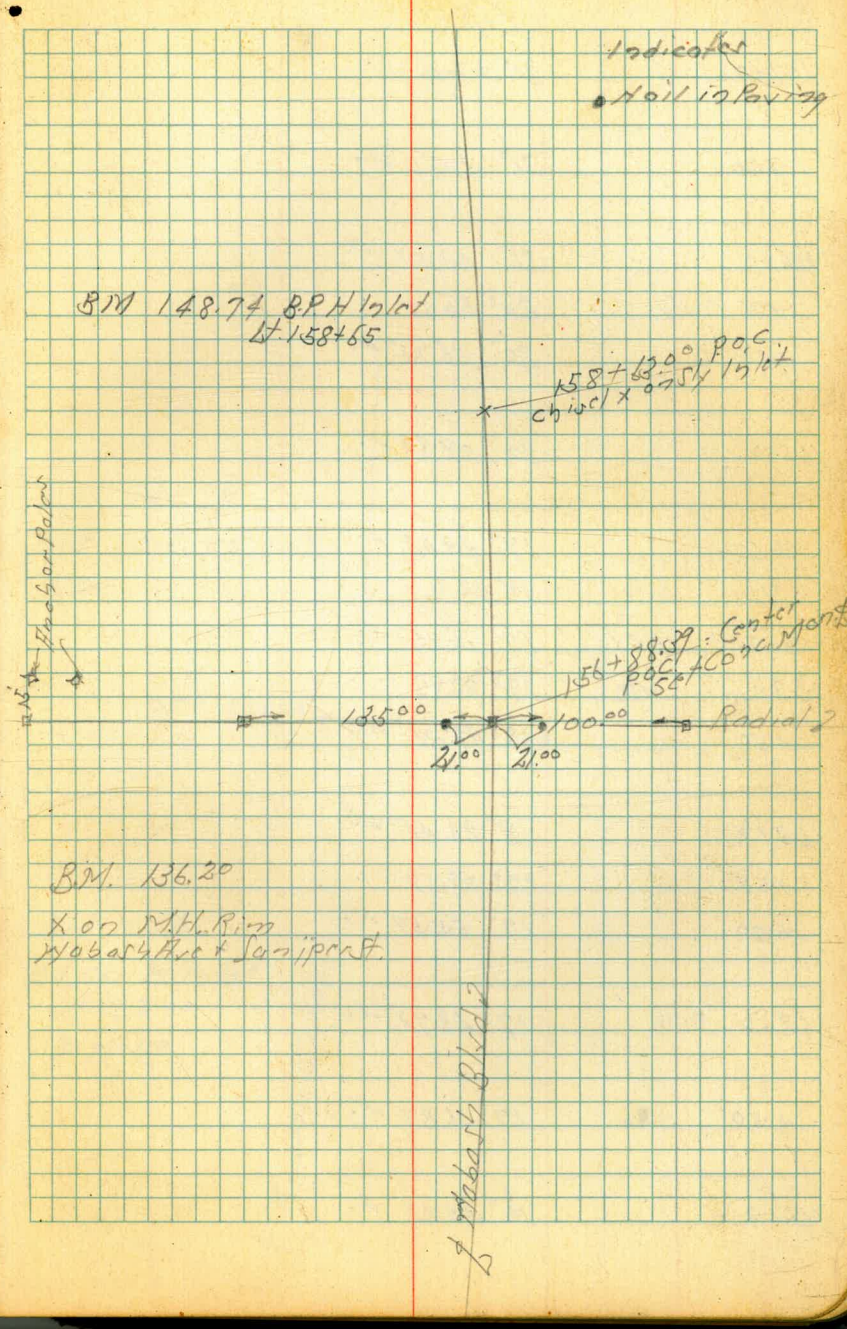
Curb Line
Sewer Lat
21' Lt of ℄ c: 49.68
21' Lt of ℄ c: 24.84
21' Lt of ℄ c: 27.23
142+47.59 BC Lt

Wabash Boulevard Section "H"

		Left		
+50		10° 45.86' N.		
154+0		10° 19.01' N.		
+50		9° 52.15' N.		
153+0		9° 25.29' N.		
+50		8° 58.43' N.		
152+0		8° 31.58' N.		
+50		8° 04.72' N.		
151+0		7° 37.86' N.		
+98.20	P.O.C.	7° 36.78	× on Sly Inlet	
+50	P.O.C.	7° 11' "		
150+0		6° 44.15' N.	R.P. Hub	
+50		6° 17.29' N.		
+36	6° 09.77'			
149+0		5° 50.43' N.		
148+50		5° 23.57' N.		

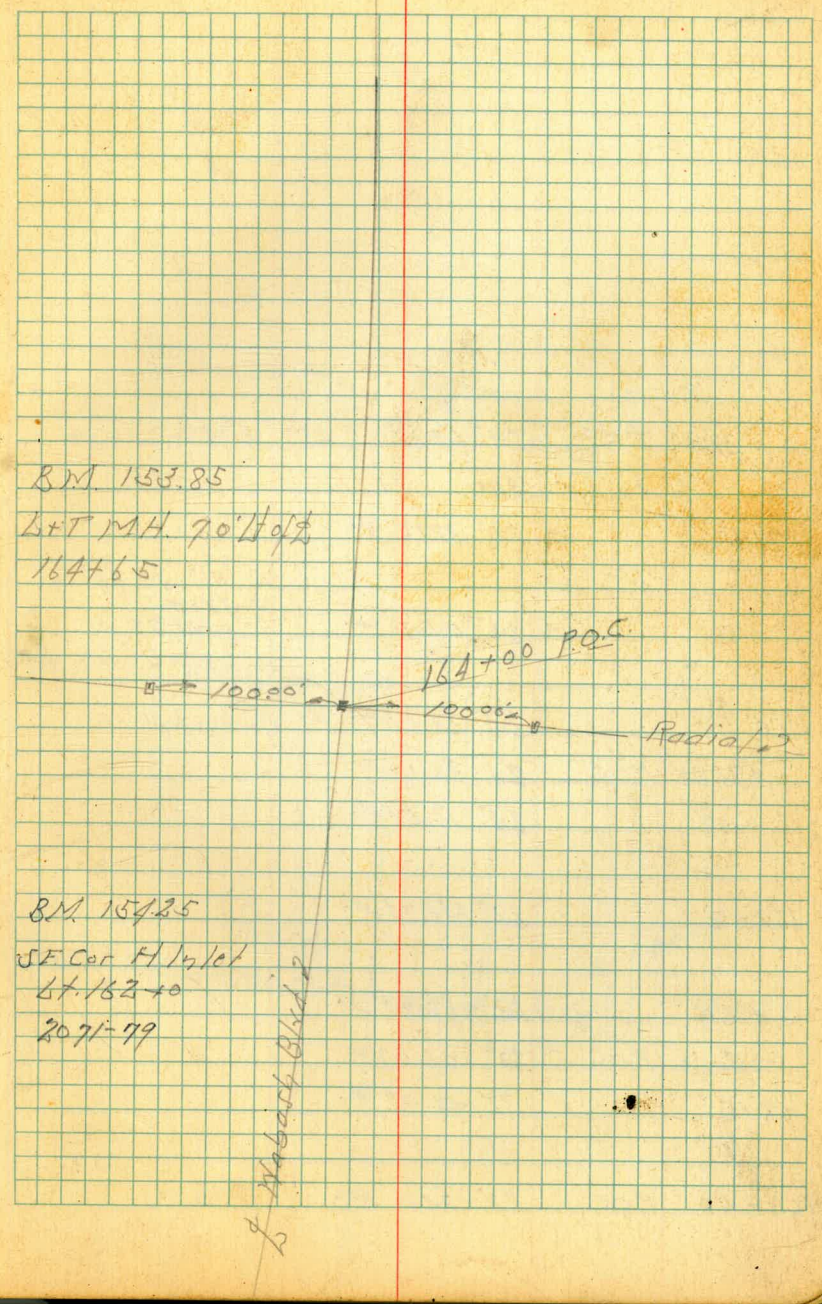


		Left	
+50		16° 08.16' ✓	
160+0		15° 41.30' ✓	
+50		15° 14.45' ✓	
159+0		14° 47.59' ✓	
+63	Storm Drain	14° 27.71' ✓	
+50	P.O.C.	14° 20.73' ✓	
158+0		13° 53.87' ✓	
+50		13° 27.02' ✓	
157+0		13° 00.16' ✓	
	21' Ht of ⊥ C: 11.54		
+88.39	P.O.C.	12° 58.92' ✓	347° 06' 05"
	Mid Point 21' Ht of ⊥ C: 38.13		
+50		12° 33.29' ✓	
156+0		12° 06.44' ✓	
+50		11° 39.58' ✓	
+38.16	42' Rt opp MH	11° 30.53'	
155+0		11° 12.72' ✓	



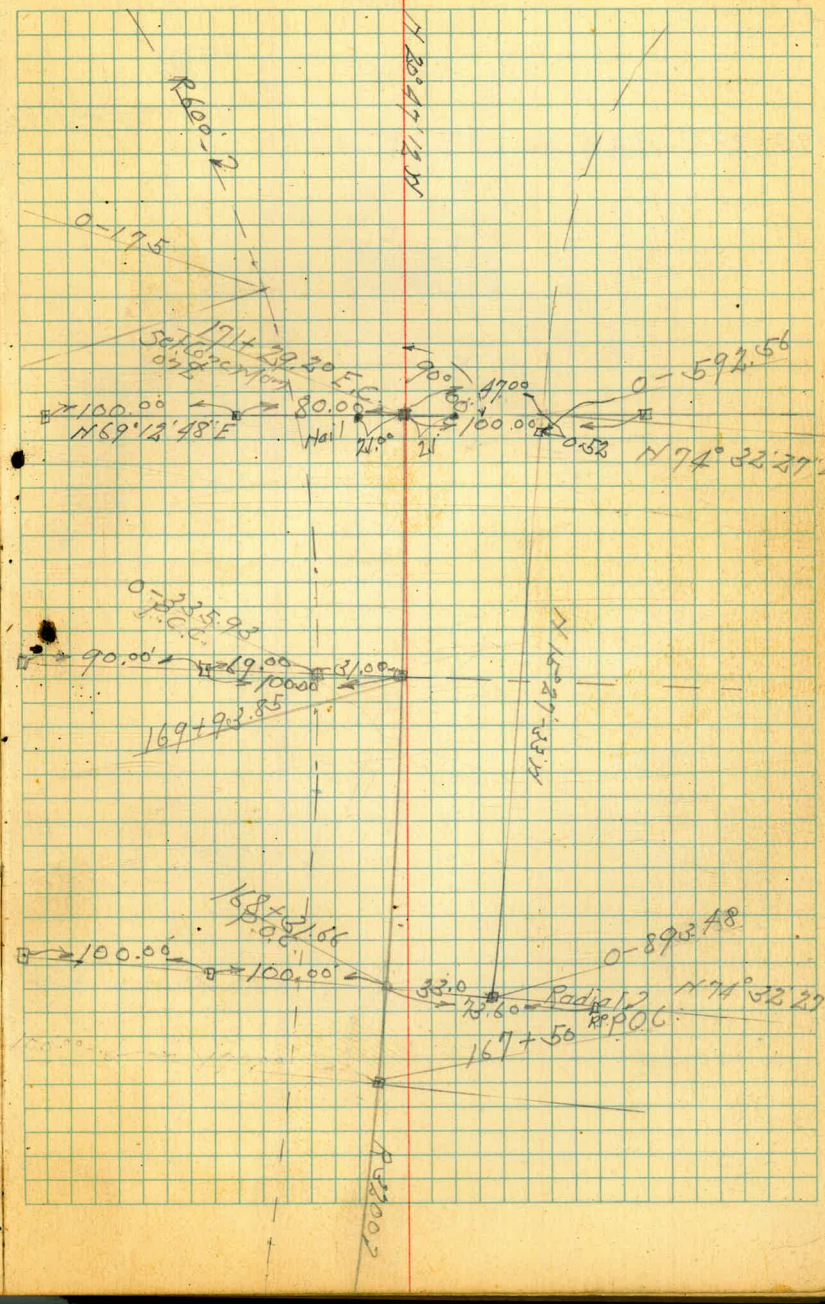
BM. 136.20
X on M.H. Rim
Wabash Ave + Juniper St.

		Left
167+0		21° 57.81' N.
+50		21° 30.45' N.
166+0		21° 03.59' N.
+76	Culv.	20° 50.69'
+50		20° 36.73' N.
165+0		20° 09.88' N.
+50		19° 43.02' N.
+12	culv.	19° 22.61
164+0	P.O.C.	19° 16.16' N.
163+75	culv.	19° 02.74
+50		18° 49.31' N.
163+0		18° 22.45' N.
+58		17° 59.89'
+50		17° 55.59' N.
162+0	Culv.	17° 28.73' N.
+50		17° 01.88' N.
161+0		16° 35.02' N.



Wabash Blvd. Section H.

+29.20	E.C.	25° 47.85	334° 12' 09"
24 ft of ℄ C = 28.99			
171+0		25° 32.17' H.	
			Δ 51° 35' 42"
			R 3200'
+50		25° 05.31' H.	T 1546.77
			L 2881.61
			E 354.22
170+0		24° 38.45' H.	D 1.537148
+93.85	P.O.C.	24° 35.14' H.	
+50		24° 11.59' H.	
169+0		23° 44.74' H.	
+50		23° 17.88' H.	
+31.66	P.O.C.	23° 08.02' H.	
168+0		22° 51.02' H.	
167+50	P.O.C.	22° 24.16' H.	



Feb. 10. - 50
A. Sisson
D. Smith
Rover
Chaver

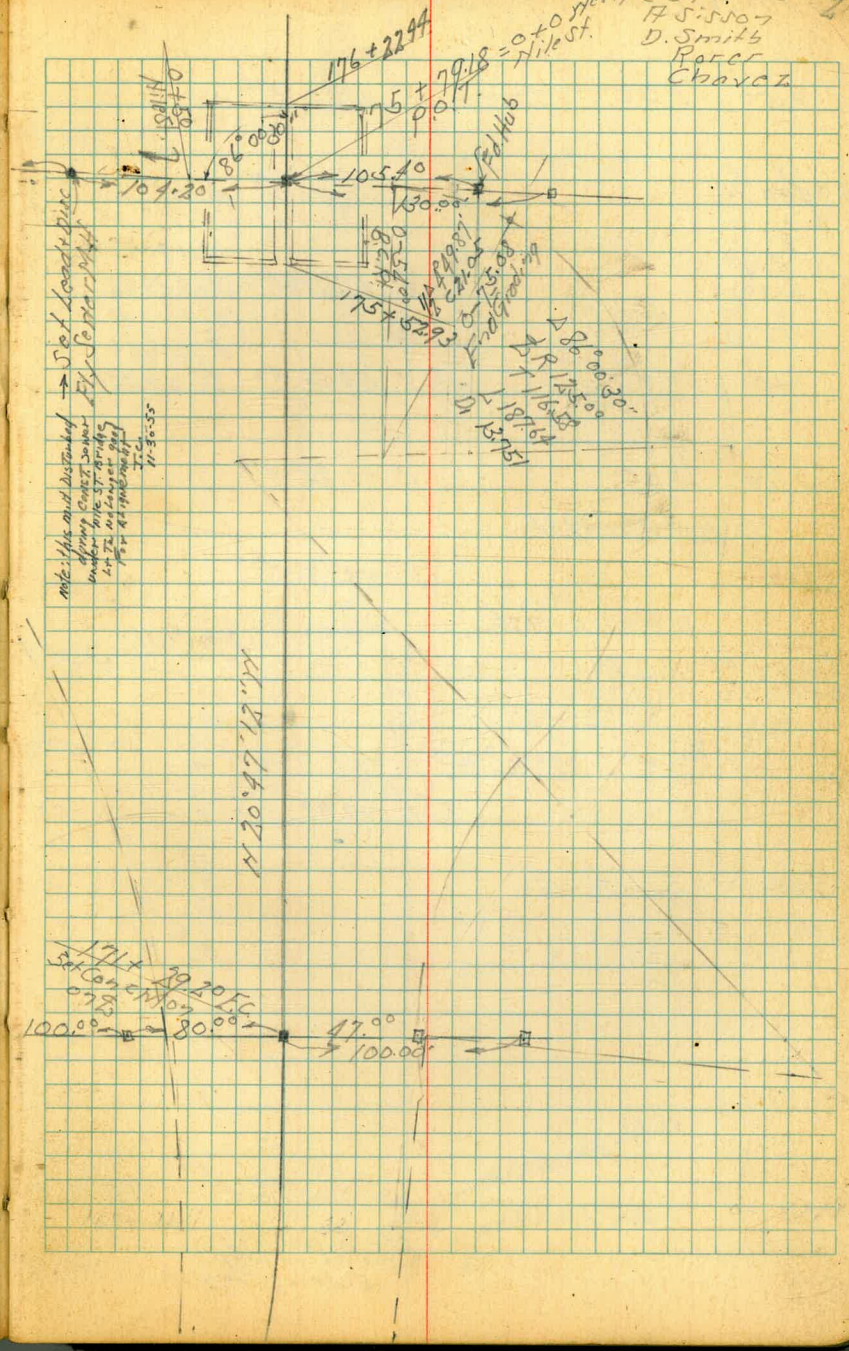
BM. 169.64 × on M.H. Rim 100' Hol. ℄ 176+0

Olive St.

175+79.18 P.O.T.

BM 191.73 8.P. High lot ℄ 176+35

BM 163.89 × on M.H. Rim 100' Hol. ℄ 172+60

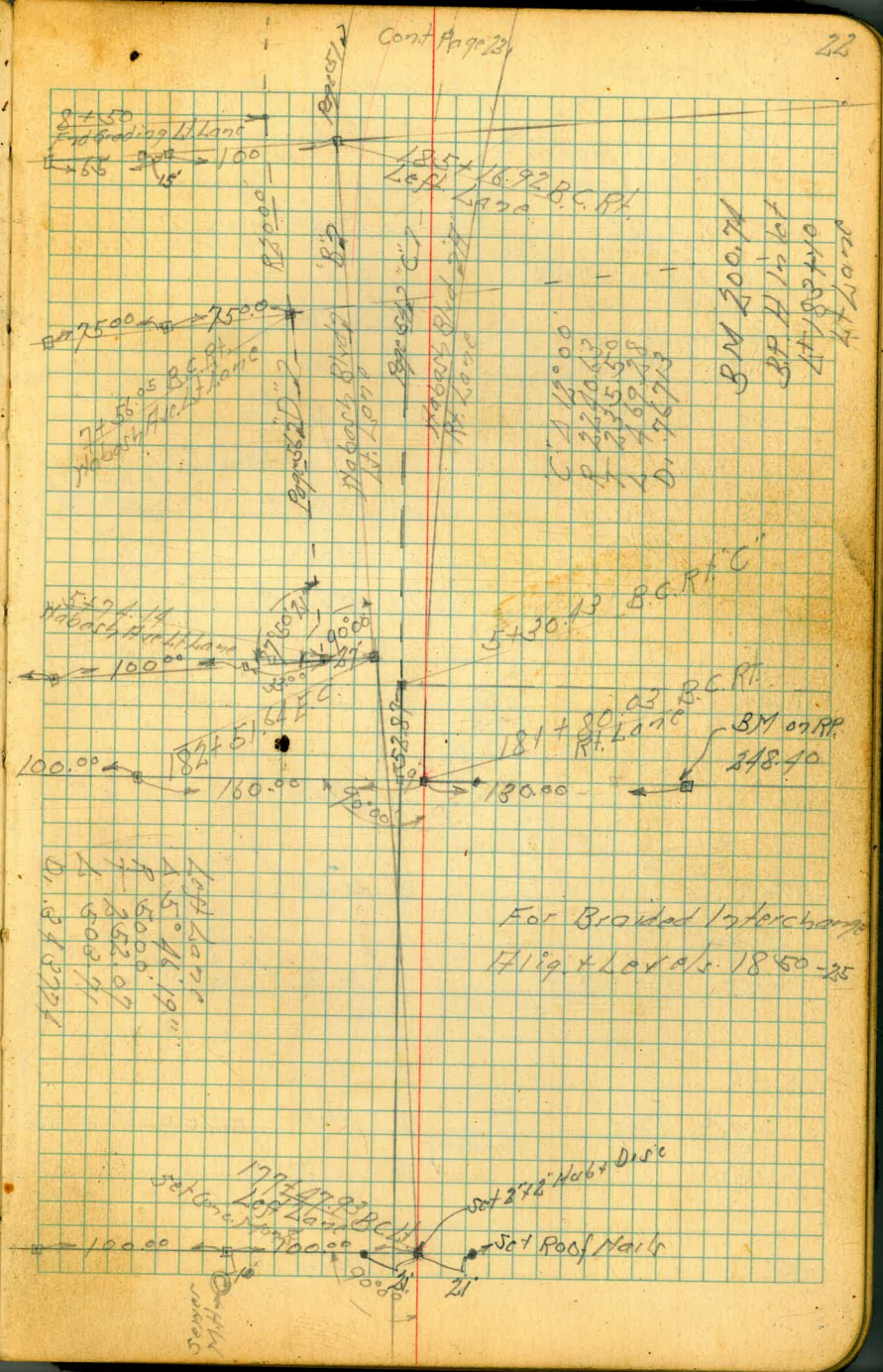


Wabash Blvd. Right Lane

		Right	
+50	P.O.C.	4° 17.80'	
184+0		3° 30.05'	Δ 51° 10' 45"
			½Δ 25° 20' 22.5"
			R 1800'
+50		2° 42.31'	T 980.62
			L 1717.80
			E 226.35
183+0		1° 54.56'	D. 0.95493
+50	P.O.C.	1° 06.82'	
	21' Rt of ℄ = 49.42'		
182+0		0° 19.07'	
	21' Rt of ℄ = 19.74		
181+80.03	B.C. Rt.		2' South of wire fence 60.00

B.M. 179.99 X on M.H. Rim 120' Lt of ℄ 181+50

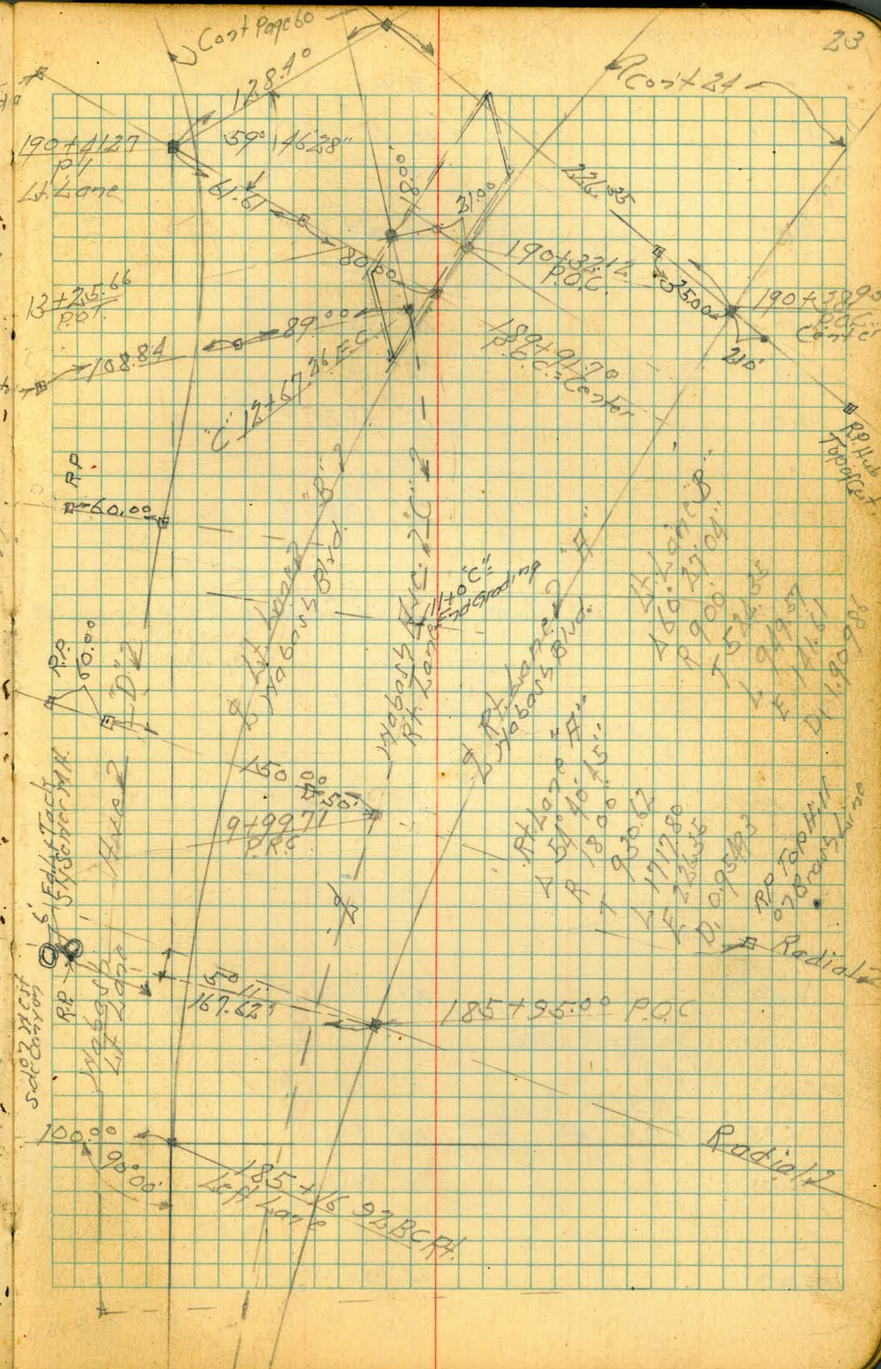
Fly Brush Toe, Slope on west side of Canyon



Wabash Blvd. Section "A"
Right Lane

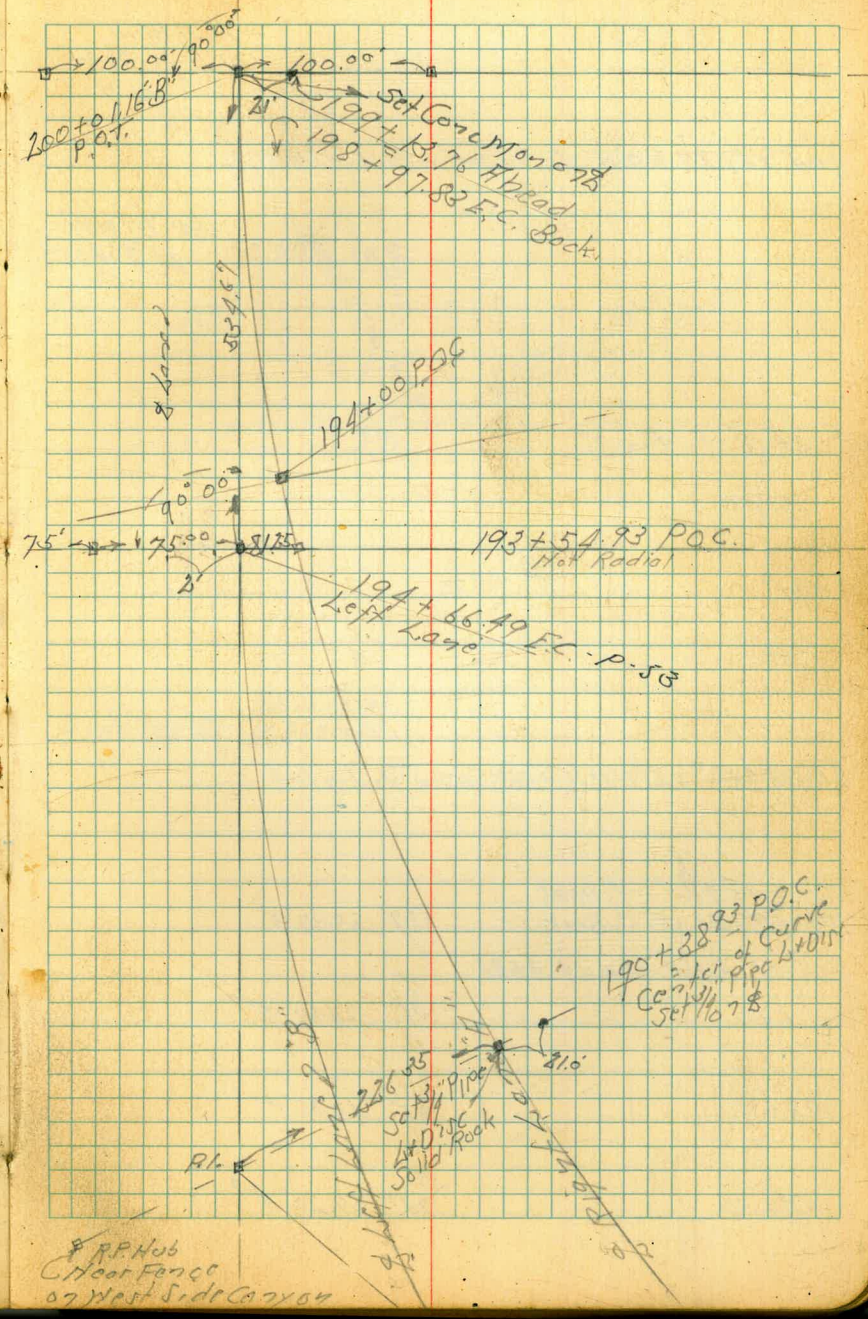
			Right	
+50			13° 50.76'	Hub under Dead Avocado Tree
21' Rt of ℄ C: 10.94				
c 75 Rt of ℄ 10.61				
+38.93	P.O.C. Center		13° 40.18'	B.M. 200.40 Lt + Disc M.H. Jct. Wabash + Victoria St.
c 75 Rt of ℄ 37.175				
21' Rt of ℄ 38.48				
190+0			13° 03' +40	
c 75' Rt of ℄ 23.955				
+75	P.O.C.		12° 39.13'	
+50			12° 15.26' +40	under Avocado Tree
189+0			11° 27.51' +40	
+60	P.O.C		10° 49.31'	
+50			10° 39.77' +40	
188+0			9° 52.02' +40	
+50			9° 04.28' +40	
187+0			8° 16.53' +40	
+50	P.O.C & Strip		7° 28.78' +40	
186+0			6° 41.04' +40	
+95	P.O.C	R.P. Top Ridge	6° 36.60' → 65.00	
+50			5° 53.29' +40	
185+0			5° 05.55' +40	

Radial "D" 11+64.44 P.R.C.



Wabash Blvd. Right Lane

		Right
197+0		24° 11.45' R.P. Hub North Side Canyon
+50		23° 23.71'
196+0	P.O.C.	22° 35.96'
+83	Culvert	22° 19.73'
+50		21° 48.22'
195+0		21° 00.47'
+50		20° 12.72' R.P. 80.0 R.P.
194+0	P.O.C.	19° 25'
+50	0	18° 37.28'
193+0		17° 49.49'
+50		17° 01.74'
	c 75' Rt. of ℄ 17.92	
192+0	c 75' Rt. 17.37	16° 14'
+85	P.O.C.	15° 59.68'
+50	c 75' Rt. of ℄ 33.54	15° 26.25'
191+0		14° 38.50'



Feb. 15-50
H.S. 5507
O. Smith
Rorat
Chance

B.M. 244.53 × M.H. Rim 125 ft of ℄ 206+80

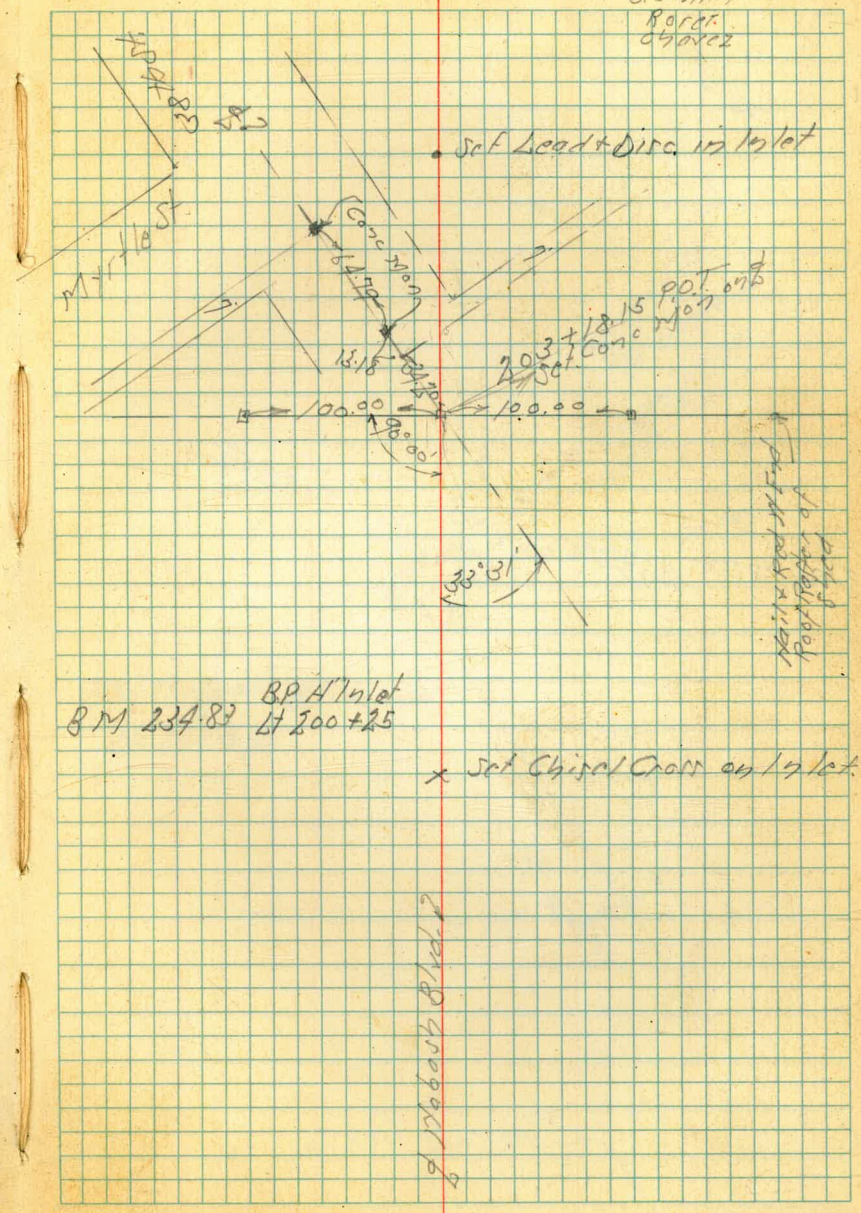
204+48.22 P.O.T. ℄ Lead & Disc In let

BM 255.24 B.P. H In let ℄ 204+50

203+18.15 P.O.T.

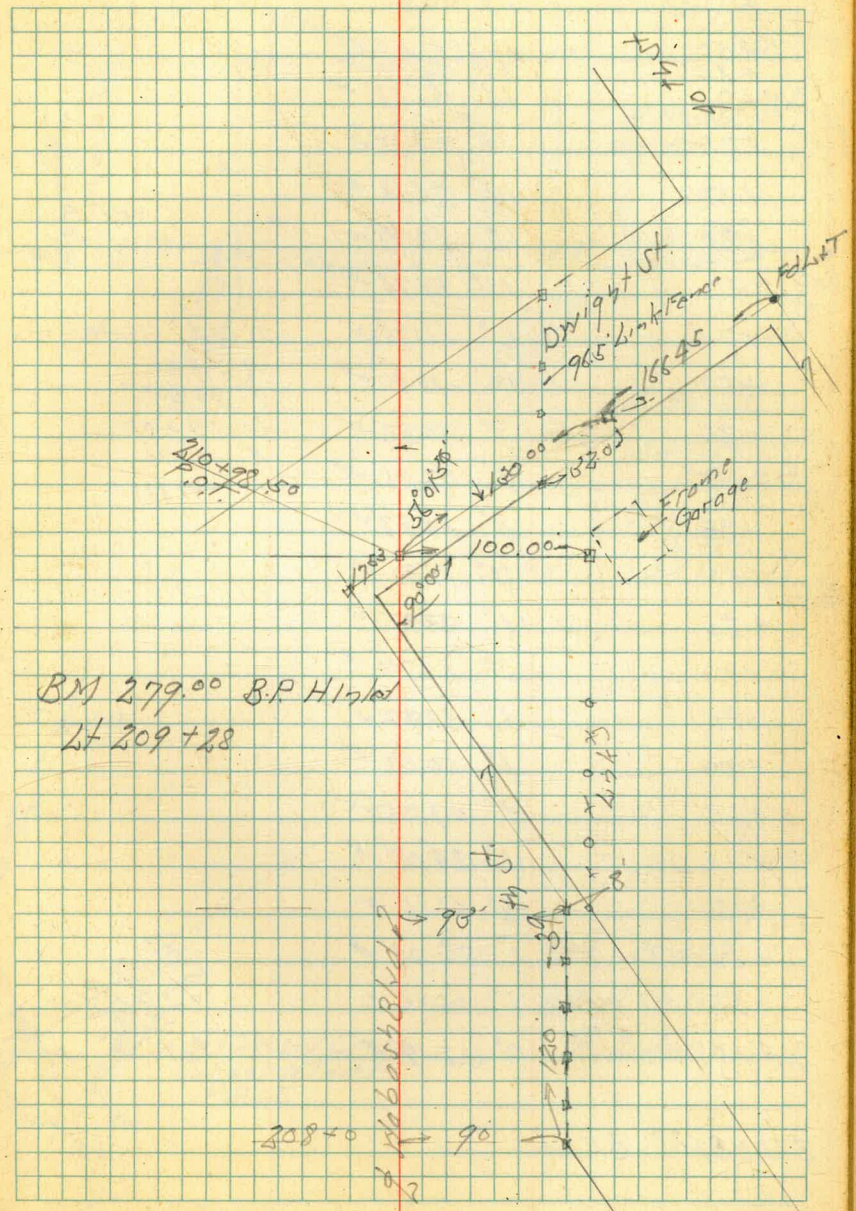
200+23.0° = Chisel Cross on S/y. In let

199+18.72 Ahead
198+97.83 F.C. Back 27° 20.37' ×
21 Rto/℄ C 47.21 C. 75 Rto/℄ 45.84
+50 26° 34.69' +11°
198+0 25° 46.95' +11°
197+50 24° 59.20' +11°

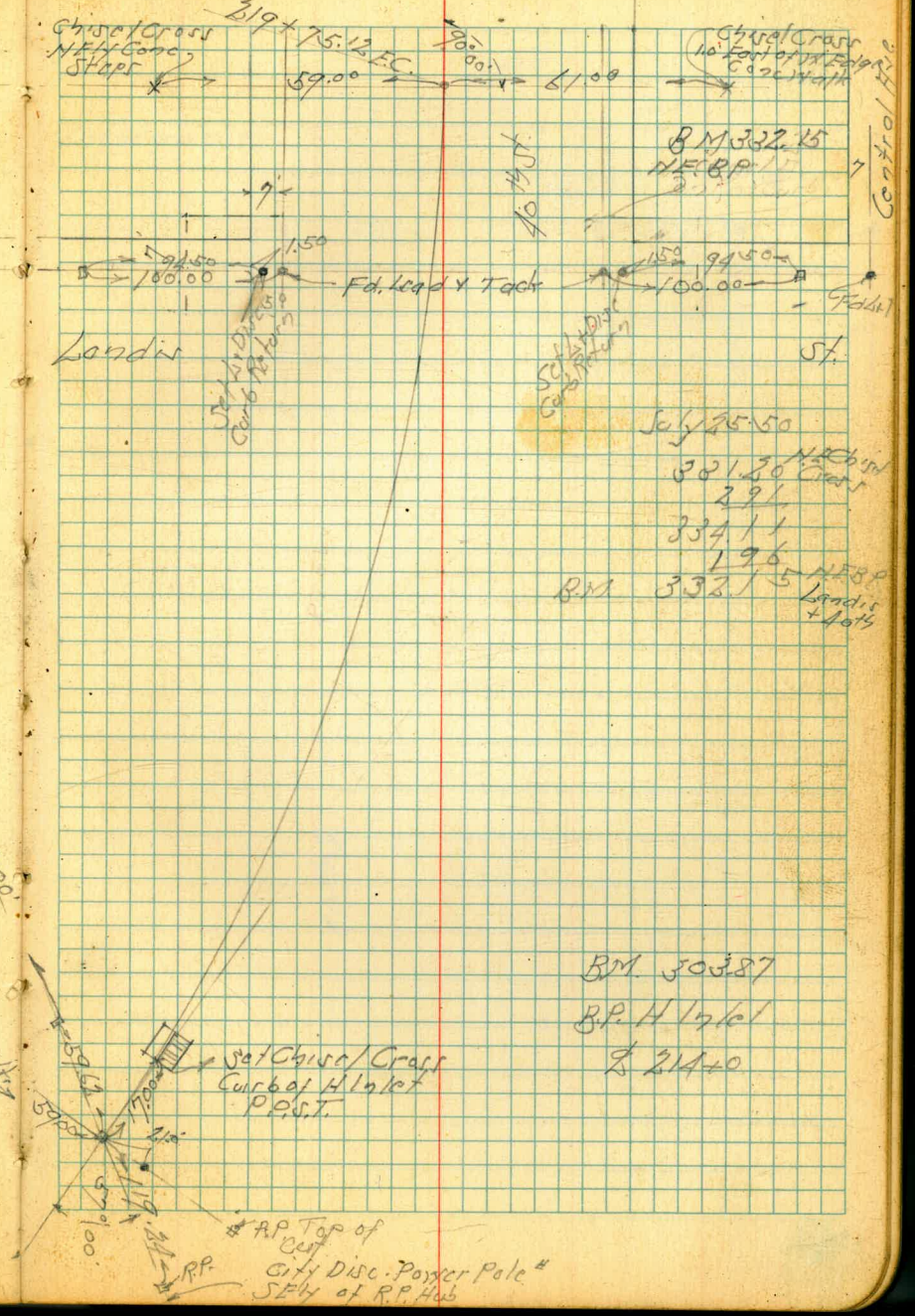


Wabash Blvd. Section "H"

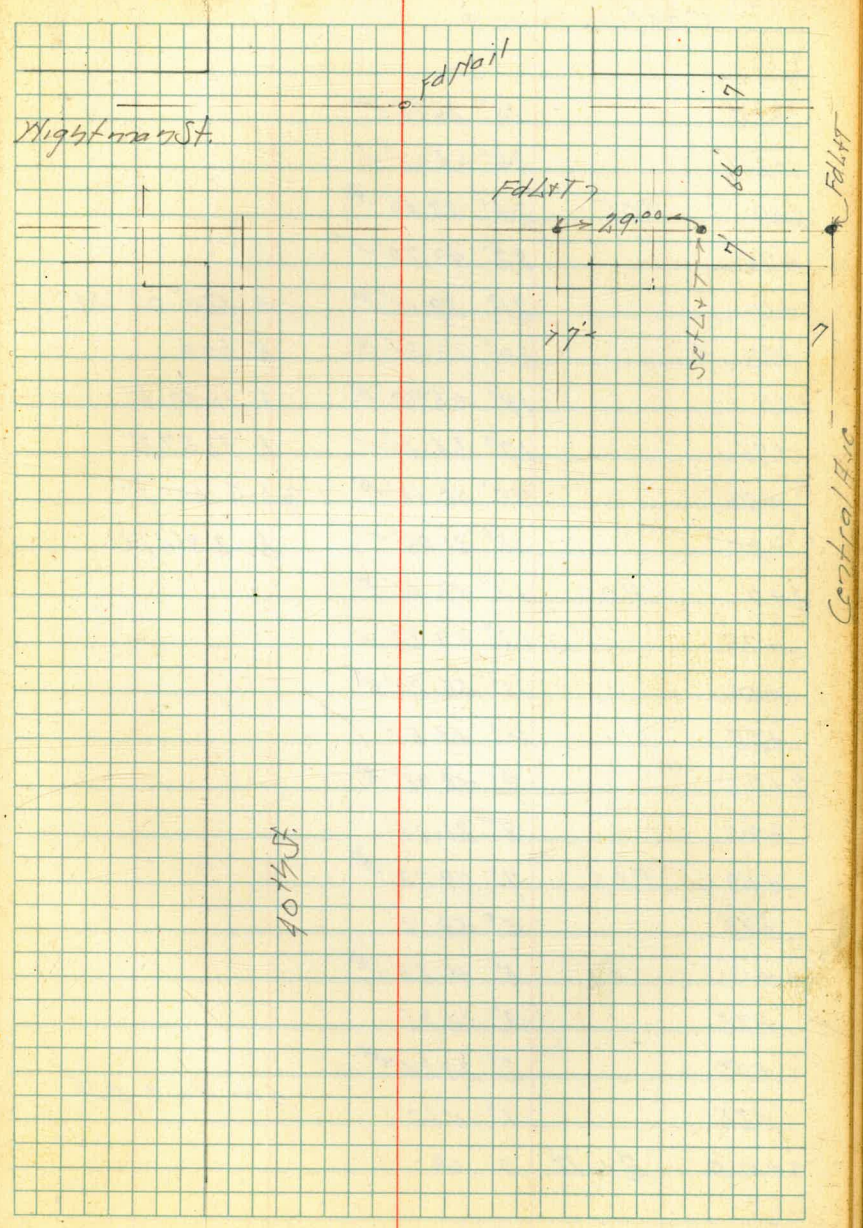
210+98.50 P.O.T.



+75.12	E.C.	17° 00.75'	
+50		16° 17.57'	
+25		15° 34.59'	
219+0		14° 51.42'	
+75		14° 08.65'	
+50		13° 25.68'	
+25		12° 42.91'	
218+0		11° 59.74'	
+75		11° 16.76'	Δ 34° 01' 30"
+50		10° 33.80'	R 1000
+25		9° 50.82'	T 305.97
217+0		9° 07.85'	L 593.85
+75		8° 24.87'	E 45.76
+50		7° 41.91'	D. 1.71887
+25		6° 58.93'	
216+0		6° 15.97'	
+75		5° 32.99'	
+50		4° 50.02'	
+25		4° 07.05'	
215+0		3° 24.08'	
+75		2° 41.11'	
+50		1° 58.14'	
+25		1° 15.16'	
214+0		0° 32.19'	
213+81.27	B.C.L.t.		



Wabash Blvd. Section "H"



Alignment North East Outer Connection
Wabash Blvd. + Federal Blvd. Interchange
Sketch Page 9

+50		26° 15.64'	
+25		25° 04.02'	
5+0	P.O.C.	23° 52.40'	
+75		22° 40.78'	
+50		21° 29.16'	Δ 120° 05' 33"
+25		20° 17.54'	R 600'
4+0		19° 05.92'	T 1040.47
+75		17° 54.30'	L 1257.26
+50		16° 42.68'	½Δ C 600.27'
+25		15° 31.06'	D, 2.864789
3+0	P.O.C.	14° 19.44'	
+75		13° 07.82'	
+50		11° 56.20'	
+25		10° 44.58'	
2+0		9° 32.96'	
+75		8° 21.34'	
+50	P.O.C.	7° 09.72'	
+25		5° 58.10'	
1+0		4° 46.48'	
+75		3° 34.86'	
+50		2° 23.24'	
+25		1° 11.62'	c 100' Lt of ℄ 41.66
0+00	B.C.Lt	0° 00'	

North East Outer Connection

+25		53° 42.90'
11+0		52° 31.28'
+75 = Culv.		51° 19.66'
+50		50° 08.04'
+25		48° 56.42'
10+0		47° 44.80'
+75		46° 33.18'
+50		45° 21.56'
+33	P.O.C.	44° 38.59'
9+0		42° 58.32'
+75		41° 46.70'
+50		40° 35.08'
+25		39° 23.46'
8+0		38° 11.84'
+75		37° 00.22'
+50		35° 48.60'
+25		34° 36.98'
7+0		33° 25.36'
+75		32° 13.74'
+50		31° 02.12'
+28.63	P.O.C. Mid Pt.	30° 00.90'
6+0		28° 38.88'
5+75		27° 27.27'

North East Outer Connection

+57.26	E.C.	60° 01.78'
+25		58° 29.38'
12+10		57° 17.76'
+75		56° 06.14'
11+50		54° 54.52'

Alignment South East Inner Loop
Wabash Blvd. & Federal Blvd. Interchange
Sketch Page 8

+12.19	P.C.C.		94°	39.93' ↵
5+0			92°	24.75' ↵
+75			87°	47.51' ↵
+50			83°	10.27' ↵
+25			78°	33.04' ↵
+12 = Rip Rap		76°08.87'		
4+0	P.O.C.		73°	55.80' ↵
+75			69°	18.56' ↵ Δ 189° 19' 52"
+50 = Culvert			64°	41.32' ↵ R 155'
+38 = Rip Rap		62°28.25'		
+25			60°	04.09' ↵ T
3+0			55°	26.85' ↵ L 512.19
+75			50°	49.61' ↵ D. 11.0895
+50			46°	12.38' ↵
+35	P.O.C.		43°	26.03' ↵
+25			41°	35.14' ↵
2+0			36°	57.90' ↵
+75			32°	20.66' ↵
+50	P.O.C.		27°	43.42' ↵
+25			23°	06.19' ↵
1+0			18°	28.95' ↵
+75			13°	51.71' ↵
+50	50' C = 49.78		9°	14.47' ↵
+12.06	–		7°	46.43'
+25			4°	37.24' ↵
0+00	B.C.Lt			

+10.64	F.C.	45° 00'	
8+0		43° 28.73'	
+75		39° 37.56'	
+64		37° 58.05	
+50		35° 51.40'	Δ 90° 00'
+25		32° 05.23'	R 190'
7+0		28° 19.06'	L 298.45
+75		24° 32.89'	D. 9.0467
+50		20° 46.72'	
+25	P.O.C.	17° 00.55'	
6+0		13° 14.39'	
+75		9° 28.22'	
+50	50' C=49.85	5° 42.06'	
5+25		1° 55.89'	

25
12.19
12.81

Alignment South West Inner Loop
Mabary Blvd. + Federal Blvd. Interchange
Sketch Page 8

+94.45	P.C.C.	49° 39.93' ⊥		
+75		46° 30.65' ⊥		
+50		42° 27.40' ⊥	Δ 99° 19' 52"	
+25		38° 24.17' ⊥	R 176.67	
4+0		34° 20.94' ⊥	T 208.07	
+75		30° 17.71' ⊥	L 306.28	
+50		26° 14.48' ⊥	D 9.7292	
+25		22° 11.25' ⊥		
3+0		18° 08.02' ⊥		
+75		14° 04.79' ⊥		
+50		10° 01.56' ⊥		
+25		5° 58.33' ⊥		
2+0		1° 55.10' ⊥		
+88.17	P.C.C.	0° 00' 40° 20.07' ⊥		
+75		37° 30.67' ⊥		
+50		32° 09.15' ⊥	Δ 80° 40' 08"	
+25		26° 47.62' ⊥	R 133.65	
1+0		21° 26.10' ⊥	T 113.48	
+75		16° 04.57' ⊥	L 188.17	
+50		10° 43.05' ⊥	D 12.8612	
+25		5° 21.52' ⊥		
0+00	B.C.Lt			

+75.90	F.C.	40° 20.07' ⊥
+50		34° 34.57' ⊥ Δ 80° 40' 08"
+37.74 = 99+10.52		31° 51.05'
+25 = Culvert		29° 01.11' ⊥ R 128.88
6+0		23° 27.72' ⊥ T 109.43
+75		17° 54.29' ⊥ L 181.45
+50		12° 20.87' ⊥ D, 13.337
+25		6° 47.45' ⊥
5+0		1° 14.02' ⊥

Alignment Northwest Inner Loop
Wabash Blvd. + Federal Blvd. Interchange
Sketch Page 8

5+0		6° 40.28' Lt.	
+69.54	PCC	0° 00' 40° 20.03' Lt.	
+50		37° 09.93' Lt.	Δ 80° 40' 08"
+25		33° 06.70' Lt.	R 176.67
4+0		29° 03.47' Lt.	T 150.00
+75		25° 00.24' Lt.	L 248.74
+50		20° 57.01' Lt.	D, 9.7292
+25		16° 53.78' Lt.	
3+0		12° 50.55' Lt.	
+75		8° 47.32' Lt.	
+50		4° 44.09' Lt.	
+20.80	PCC	0° 00' 49° 39.93' Lt.	
2+0		44° 59.22' Lt.	Δ 99° 19' 52"
+97	= Storm Drain	44° 18.74'	
+75		39° 21.82' Lt.	R 127.36
+50		33° 44.41' Lt.	T 150.00
+25		28° 07.01' Lt.	L 220.80
1+0	= Storm Drain	22° 29.61' Lt.	D, 13.4961
+75	P.O.C.	16° 52.21' Lt.	
+50		11° 14.80' Lt.	
+25		5° 37.40' Lt.	
0+00	B.C. Lt.		

+96.30	EC.	49° 39.93' Lt.
+75		44° 59.99' Lt. Δ 99° 19' 52"
+50		39° 31.46' Lt. R 130.80
+25		34° 02.93' Lt. T 154.05
6+0		28° 34.40' Lt. L 226.76
+75	P.O.C.	23° 05.87' Lt. D, 13.1412
+67	= Storm Drain	21° 20.74
+50		17° 37.34' Lt.
5+25		12° 08.81' Lt.

Federal Blvd.

Sketch Page 7

37+28.84 P.O.T. = Opp E.C. South East Inner Loop

35+97.72 P.O.T. = 102+01.72 Wabash Blvd.

34+17.41 P.O.T. = Opp E.C. North West Inner Loop

33+48.92 P.O.T. = Opp. B.C. South West Inner Loop

31+45.83 E.C.

Bt. Ford. From Page 7

Federal Blvd.

Sketch Page 9

47+97.48	E.C.	9° 19.17'	
+75		8° 59.85'	
+50		8° 38.36'	
+25		8° 16.88'	
+07.5 = Inlet		8° 01.83'	
47+0 = ℄ 2'R'		7° 55.39'	
+75		7° 33.91'	
+58 = ℄ 2'R		7° 19.39'	
+50		7° 12.42'	Δ 18° 38' 20"
+25		6° 50.93'	R 2000'
46+0		6° 29.45'	T 328.21
+75		6° 07.96'	L 650.62
+50	P.O.C. 35' Rt.	5° 46.47'	D. .85943
+25		5° 24.98'	
45+0		5° 03.50'	
+75		4° 42.02'	
+50	P.O.C.	4° 20.53'	
+25		3° 59.05'	
+13 = Ely Bridge		3° 48.73'	
44+0		3° 37.56'	
+76 = Center Bridge		3° 16.92'	
+39 = Sly Bridge		2° 45.13'	
+25		2° 33.10'	
43+0		2° 11.61'	
+75		1° 50.13'	
+50		1° 28.64'	
+25		1° 07.16'	
42+0		0° 45.67'	
+75		0° 24.18'	
41+46.86	B.C.L.		

Alignment North West Outer Connection
to Wabash Blvd. At. Federal Blvd.

Sketch Page 7

		Left
+50		6° 46.21' +111
+25		6° 17.57' ✓
7+0		5° 48.92' +111
+75		5° 20.28' ✓
+50		4° 51.62' +111
+25		4° 22.98' ✓ Δ 40° 42' 11"
6+0		3° 54.33' +111 R 1500'
+75		3° 25.69' ✓ T 556.40
+50	P.O.C.	2° 57.03' +111 L 1065.60
+25		2° 28.39' ✓ E 99.87
5+0		1° 59.74' +111 D 1.14591
+75		1° 31.10' ✓
+50		1° 02.44' +111
+25		0° 33.80' ✓
4+0		0° 05.15' ✓
3+95.51	B.C. Lt.	0° 00'

0+00 = Opp. 25+72.38 P.O.C. Federal Blvd. Page 7

Feb. 20-50 40
A.S. Smith
D. Smith
J. Rorer
E. Chavez

Northwest Outer Connection

		Left.
+25		17° 45.11' °
13+0		17° 16.46' ++°
+75		16° 47.82 °
+50		16° 19.17' ++°
+25		15° 50.52' °
12+0	P.O.C.	15° 21.87' ++°
+75		14° 53.23' °
+50		14° 24.58' ++°
+25	Diamond	13° 55.93 °
11+0		13° 27.28' ++°
+75		12° 58.64 °
+50		12° 30' ++°
+25		12° 01.34' °
10+0		11° 32.69' ++°
+75		11° 04.04' ✓
+50		10° 35.40' ++°
+28.31	P.O.C. = Center	10° 10.57' ✓
+25		10° 06.76
9+0		9° 38.10 ++°
+75		9° 09.45' ✓
+46.54	P.O.C. = Opp P.C.C. Access	8° 36.83' ++°
+25		8° 12.15' ✓
8+0		7° 43.50' ++°
7+75		7° 14.86' ✓

Northwest outer Connection

18+91.9° = 39' Lt of 114+18.54 P.O.C. Wabash Blvd

+61.11	E.C.	20° 21.08'
+50		20° 08.35'
+25		19° 37' N
14+0		19° 11.06'
+75		18° 42.41'
13+50		18° 12.76'

Alignment North West Access Road
Wabash Blvd. 34th to 35th St North of Broadway
Sketch Page 7 and 10

37 8548	B.C. Lt = Opp. 3+95.5' N. of O.C.		
+95.93	E.C.	16° 57.33'	
+75		15° 45.37'	
+50		14° 19.93' ✓	Δ 33° 54' 40"
+25		12° 53.48	R 500'
2+0		11° 27.54' ✓	T 152.44
+75		10° 01.60	L 295.93
+50		8° 35.66' ✓	D. 3 48775
+25		7° 09.71	
1+0		5° 43.77' ✓	
+75		4° 17.82	
+50		2° 51.89'	
+25		1° 25.94	
0+00	B.C. Lt. = ℄ Broadway West of 34th St.		

North West Access Road

+28.39	P.C.C.	8° 36.83'	
8+0		8° 03.70'	
+50		7° 05.36'	
			Δ 17° 13' 41"
7+0		6° 07.01'	R 1473'
			T
+50		5° 08.67'	L 442.91
			D, 1.1669
6+0		4° 10.32'	
+50		3° 11.98'	
5+0		2° 13.63'	
+50		1° 15.29'	
4+0		0° 16.94'	
3+85.48	B.C. Lt.		

North West Access Road

11+07 POT = End Project

+56.21	E.C	19° 26.75' ✓	
+50		18° 30.07	Δ 88° 55' 30"
+25		14° 41.87'	R 188.31
			T 66.49
9+0		10° 53.66' ✓	L 129.82
			D, 9.128
+75		7° 05.46'	
			Used →
+50		3° 17.26'	
		0° 00	
8+28.59	PCC	8° 36.83'	

+80.10	
+78.11 E.C	19° 58.5'
+50	16° 49.35' ✓
	Δ 39° 57'
+25	14° 01.12' ✓ R 255.45
	T 92.85
9+0	11° 12.90' ✓ L 178.11
	D, 6.7288
+75	8° 24.67' ✓
+50	5° 36.45' ✓
+25	2° 48.22' ✓
8+00 PCC	0° 0'

North West Curb Line Stationing
Federal Blvd. & Market St. East of 32nd.
Sketch Page 3

+86.18 = Inlet	26° 17.60'	
+74.18	24° 35.92'	
+64.20	22° 11.35'	
		Δ 72° 58'
1+42.21	20° 05.02'	CbR 202.85
		T 150.01
1+20.20	16° 58.53'	L 258.84
		D, 8.47361
+98.18	13° 51.93'	
+76.15	10° 45.26'	
+57.41	8° 06.47'	
+35.35 (PT)	4° 59.53'	
+22.05	4° 31.58'	
+09.98	1° 24.57'	
0+0 = Curb B.C.Lt.		

North West Curb
Federal Blvd. + Market St. East of 32nd St.

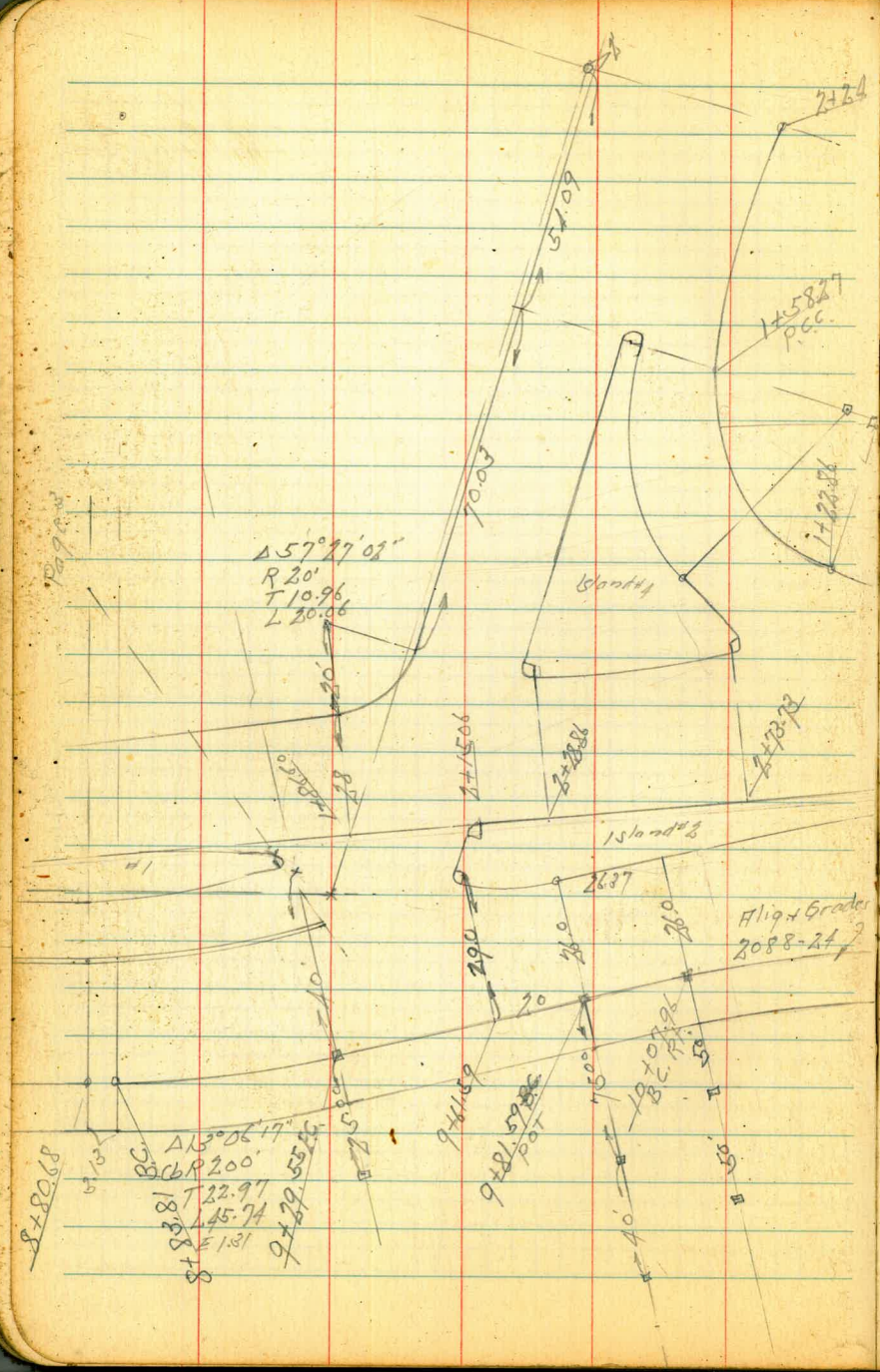
+58.34	P.R.C.		36° 29'		
+52.04			35° 36'		
+30.10	✓		32° 30.08'		
2+08.15			29° 40.09' ✓		
1+98.18	✓		27° 59.28' ✓		

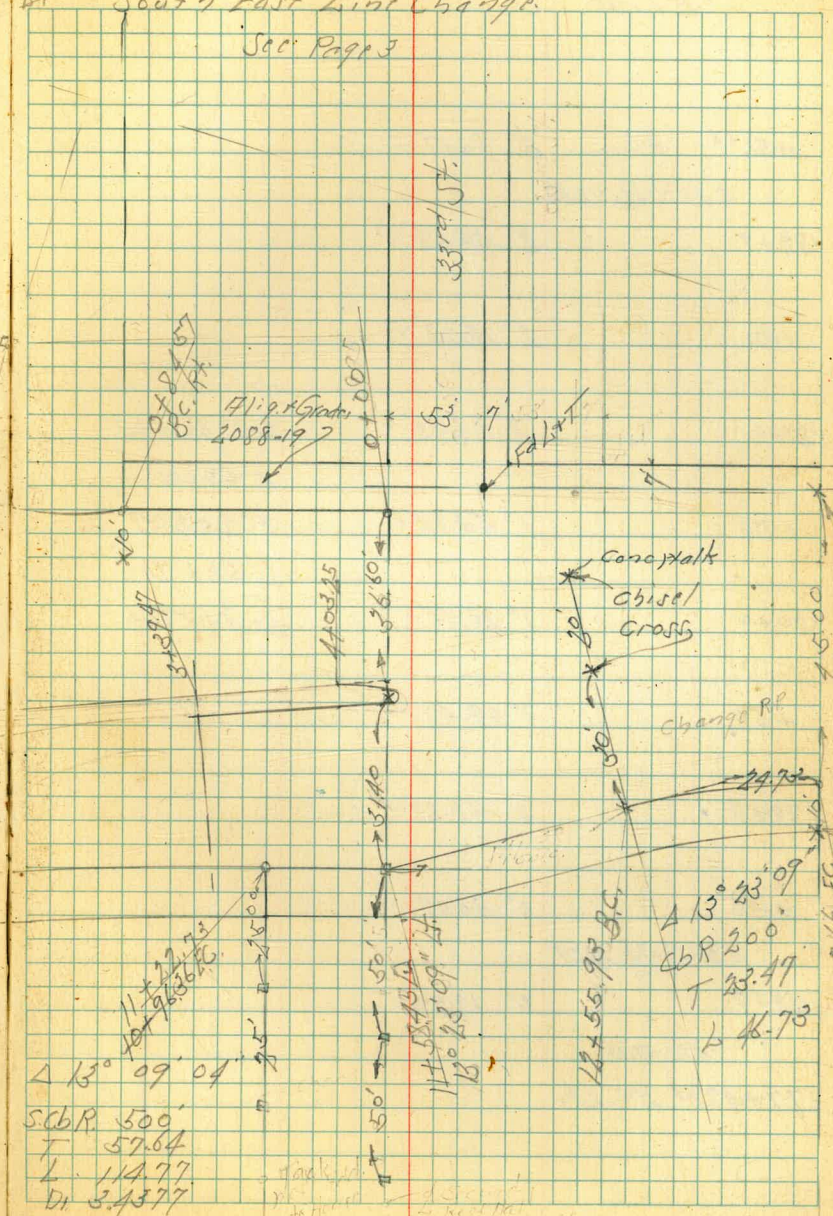
North East Curb Line Stationing
Federal Blvd & Market St. East of 32nd St.

Alignment & Grades 1918-19

Wabash Blvd. Sec H
27 P.R.C. Market St. & Federal Blvd. Intersection
South East Line Change

See Page 3





Alignment Wabash Blvd. & Wabash Ave
Braided Interchange Left Lane
"B" Line

+51.64	F.C.	2° 53.17'	
	C 21'8 0/4 51.42		
182+0		2° 35.42' ✓	
+50		2° 18.23' ✓	
181+0		2° 01.03' ✓	Δ 5° 46' 19.3"
			R 5000'
+50		1° 42.85' ✓	T 252.07
			L 503.71
180+0		1° 26.66' ✓	D 1.343774
+50		1° 09.47' ✓	
179+0		0° 52.28' ✓	
+50		0° 35.09' ✓	
	C 21'8 0/4 49.79		
178+0		0° 17.90' ✓	
	C 21'8 57.86		
177+47.83	BC. Lt.		

Left Lane "B"

190+0		15° 22.62'
+91.70	P.O.C. = Center	15° 06.77'
+64.86		14° 15.53
+54.87		13° 55.48'
+50		13° 47.12' Δ 60° 27' 04"
189+0		12° 11.63' R 900'
		T 524.35
+50		10° 36.14' L 949.57
		E 141.61
188+0		9° 00.65' D. 1.90986
+50		7° 25.15'
187+0		5° 49.66'
+75		5° 01.92
+50		4° 14.17'
+25		3° 26.42'
	C 21'24 o/t 25.88	
186+0		2° 38.67'
+50		1° 03.18'
	C 21'24 o/t 32.85	
185+16.92	B.C. Rt.	

Left Lane "B"

+16.49	E.C. P-24	30° 13.54'
	c 21' Lt of ℄ = 16.88	
+50		29° 42.05' ✓
	c 21' Lt of ℄ 51.16	
194+0		28° 06.58' ✓
+50		26° 31.07' ✓
193+0	P.O.C	24° 55.57' ✓
+50		23° 20.08' ✓
192+0		21° 44.59' ✓
+50	P.O.C.	20° 09.10' ✓
+06.92		18° 46.83'
191+0		18° 33.66' ✓
+50		16° 58.11' ✓
190+32.48	21° Lt = ℄ Bridge	16° 23.96'

Alignment Wabash Blvd. & Wabash Ave Rt Lane
"C" Line

+99.71	P.R.C.	6° 00' ✓	
		~~5° 21.87'~~	
+50		5° 21.87' ✓	
9+0		4° 43.50' ✓	
+50		4° 05.15' ✓	
			Δ 12° 00'
8+0		3° 26.79' ✓	R 2240.63'
			T 235.50'
+50		2° 48.43' ✓	L 469.28'
			D. 0.76713°
7+0		2° 10.08' ✓	
+50		1° 31.72' ✓	
6+0		0° 53.37' ✓	
+50		0° 15.01' ✓	
5+30.43	B.C. Rt		

4+77.56 = 9' West 181+80.03 B.C. Rt "A" Line

Wabash Ave. Right Lane "C" Line

19+47.25	P.O.T.		
+67.25	E.C.	15° 19.77'	
+50		14° 20.43'	
			Δ 30° 39' 38"
12+0		11° 28.54' ✓	R 500'
			T 137.06
+50		8° 36.65' ✓	L 267.55
			D. 3.43774
11+0 = End Grading		5° 44.77' ✓	
10+50		2° 52.88' ✓	
9+99.71	P.R.C.	0° 00'	

Alignment Wabash Blvd. + Wabash Ave.
Left Lane "D" Line

+64.44	P.R.C.	5° 50.98'	
+50		5° 38.57'	
11+0		4° 55.60'	
			Δ 11° 41' 58.5"
+50		4° 12.68'	R. 2000'
			T 204.91
10+0		3° 29.66'	L 408.39
			D. 0.859436.
+50		2° 46.69'	
9+0		2° 03.71'	
+50 = End Grading		1° 20.74'	
8+0		0° 37.77'	
7+56.05	BC Rt		

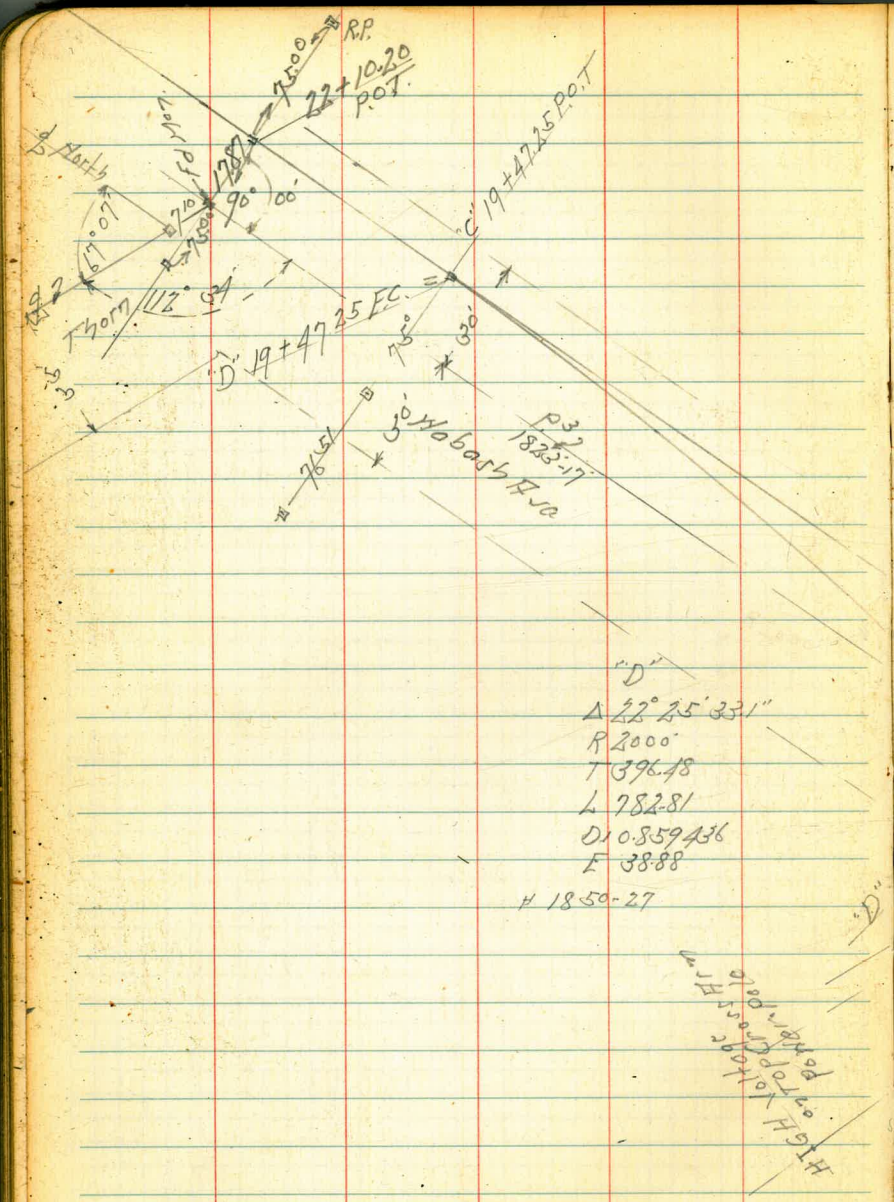
5+74.14 = 27' West 182+51.64 E.C. 8"

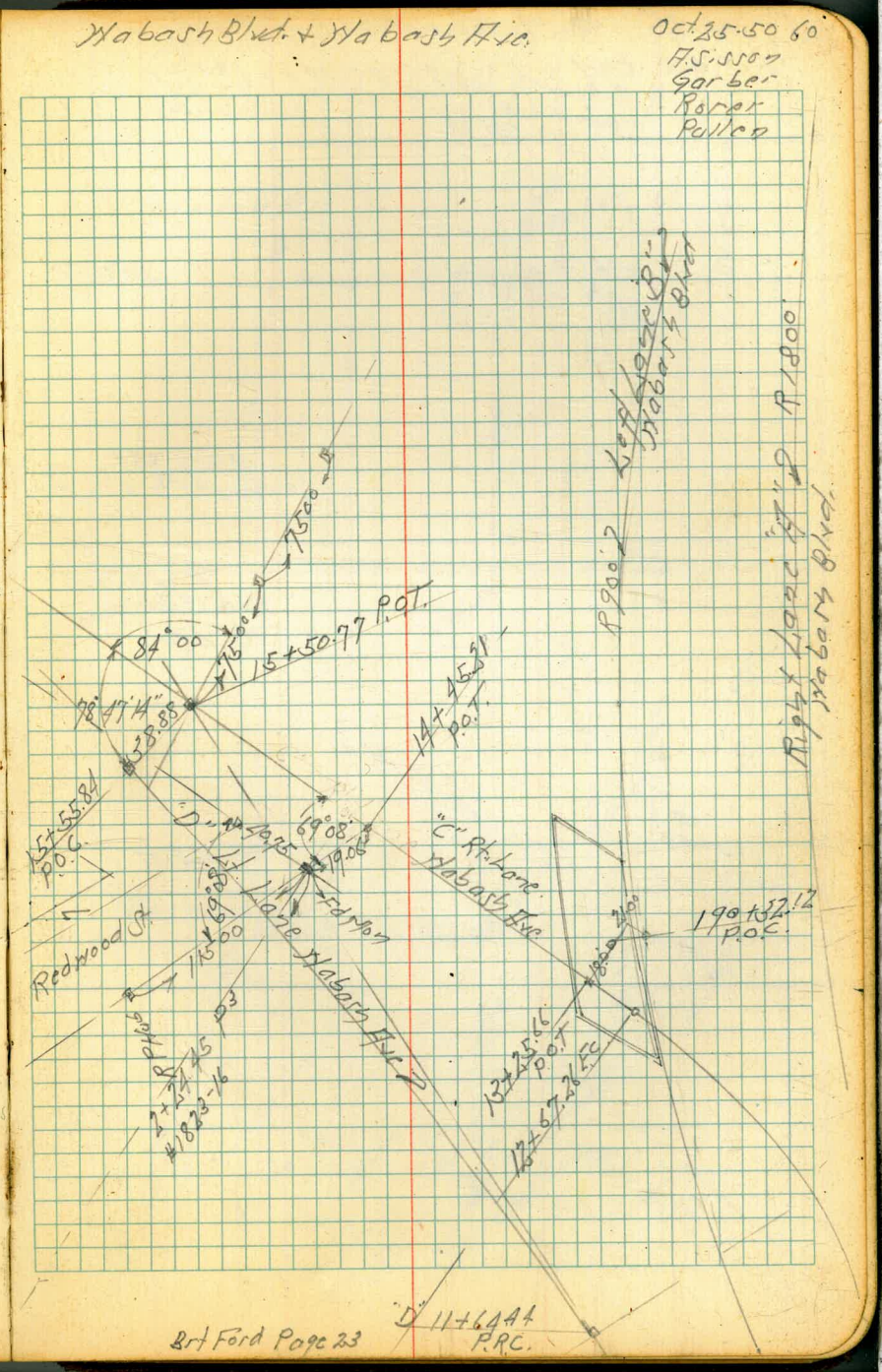
"D" Line

17+0		7° 40.28'	
+50	P.O.C.	6° 57.31'	
16+0		6° 14.34'	
+55.84	P.O.C. = Center	5° 36.38'	
+50		5° 31.36'	Δ 22° 25' 33.1"
			R 2000'
15+0	P.O.C.	4° 48.39'	T 396.48'
			L 782.81
+50		4° 05.42'	E 38.88
			D. 0.859436
14+0		3° 22.45'	
+50		2° 39.48'	
13+0		1° 56.50'	
+50		1° 13.53'	
12+0		0° 30.56'	
11+64.44	P.RC		

"D" Line

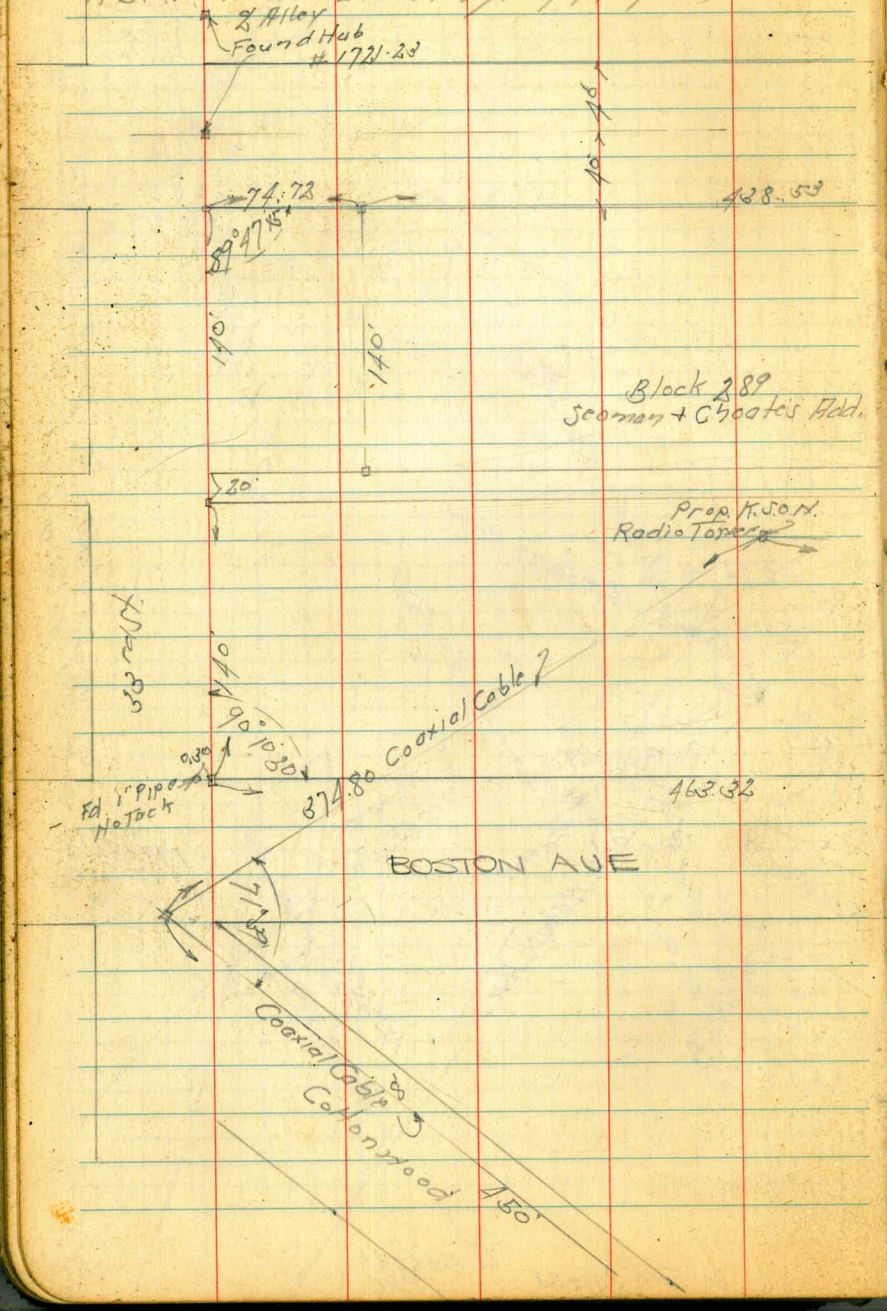
+47.25	EC.	11° 12.77'
19+0		10° 52.17'
+50		9° 49.20'
18+0		9° 06.22'
17+50		8° 23.25'





Brt Ford Page 23

Wabash Boulevard Right of Way
K.S.O.N. Radio Exchange of Property

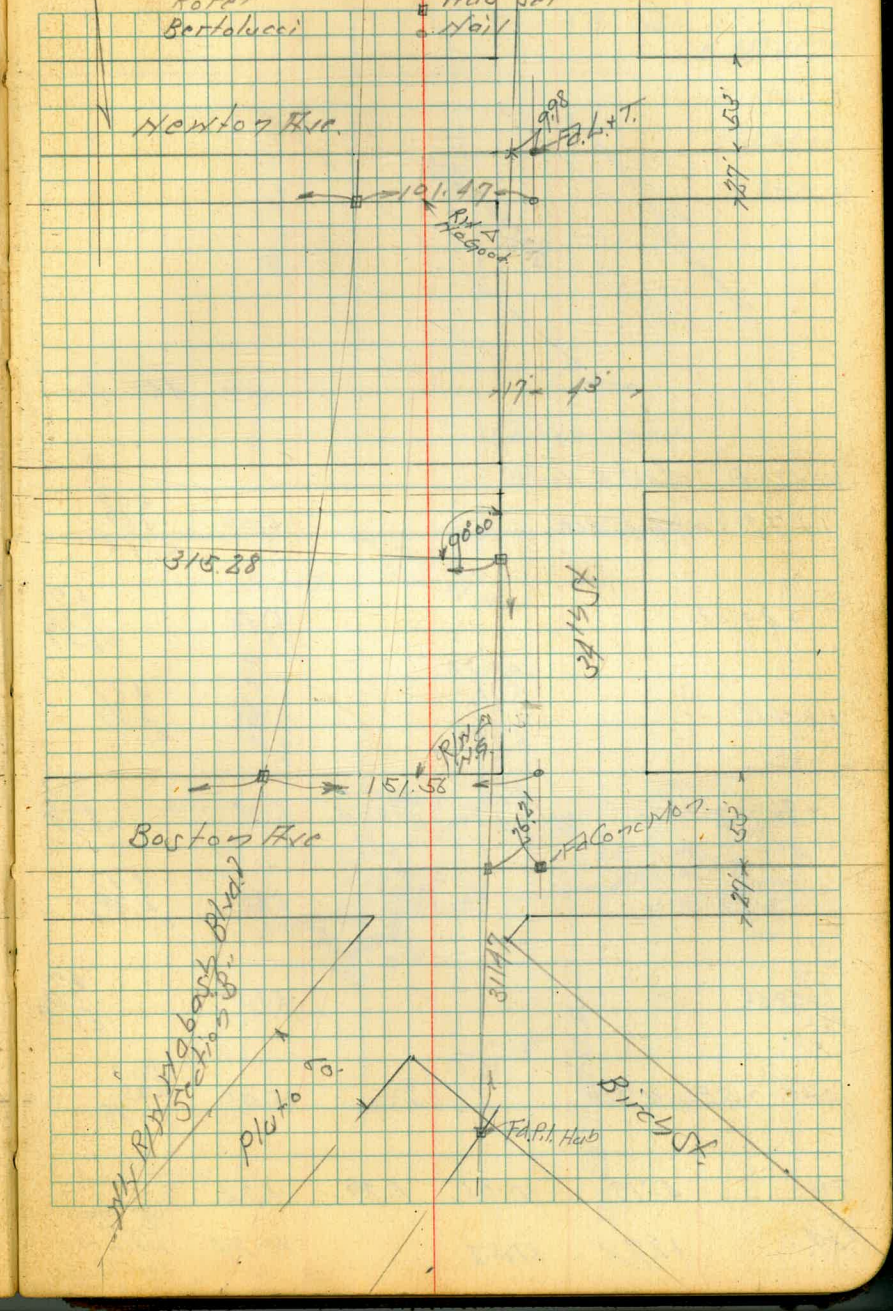


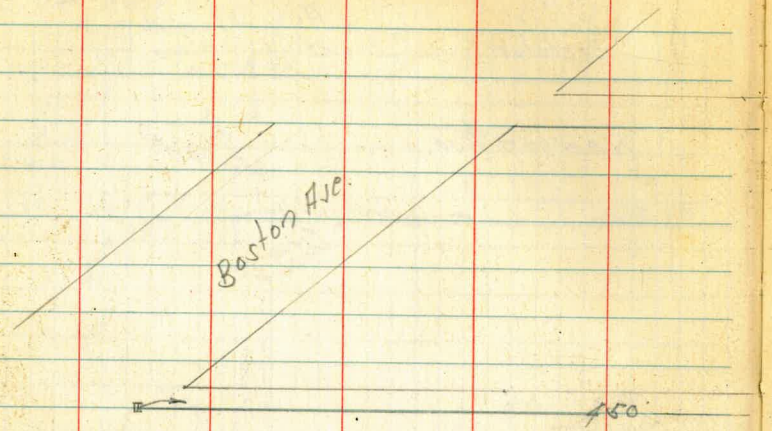
May 12-51
R Sisson
Pope
Rorer
Bertolucci

W.O. 22009 R/W
Indicator
Hub Set
Nail

#1684
#1721

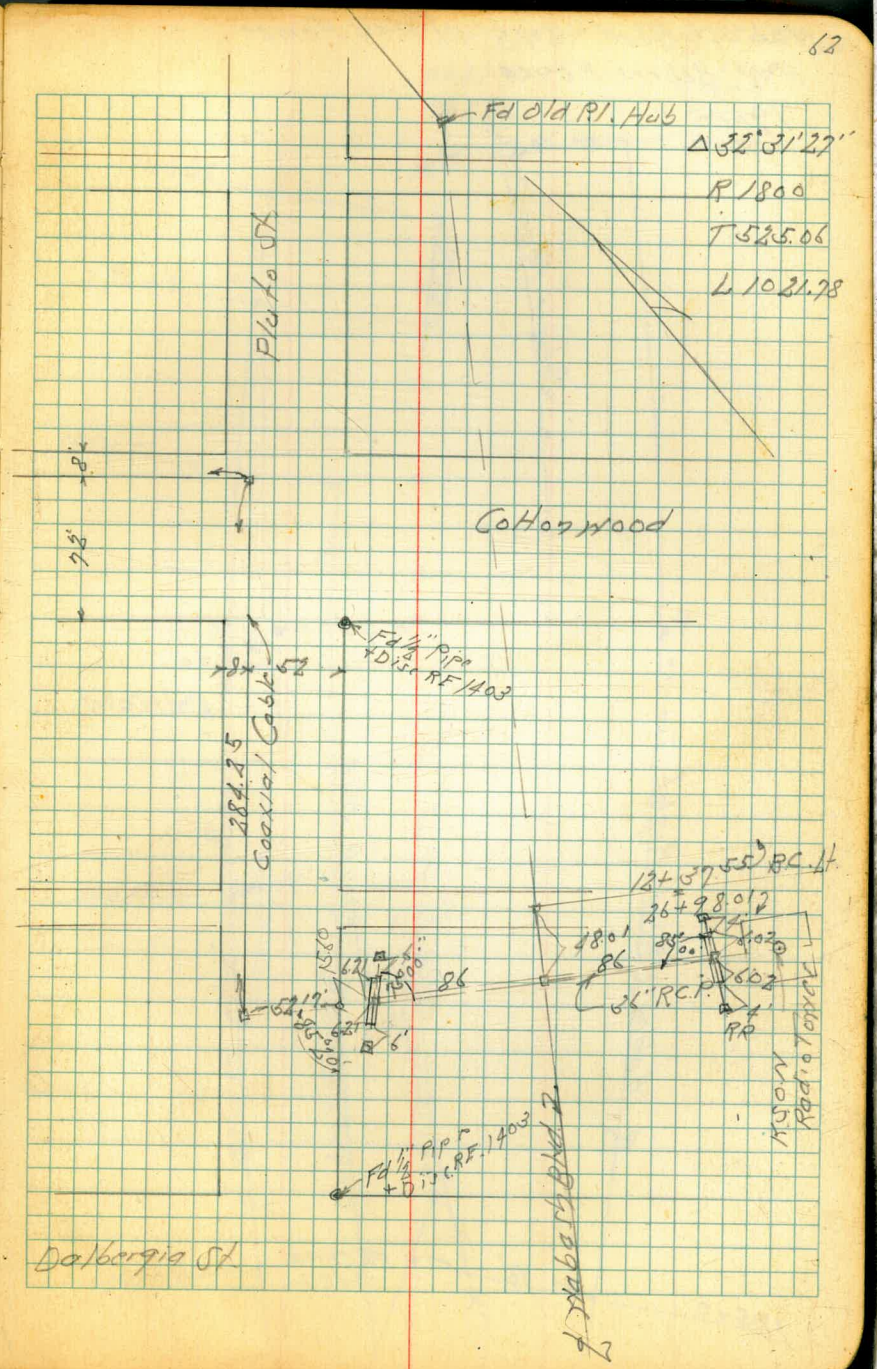
61



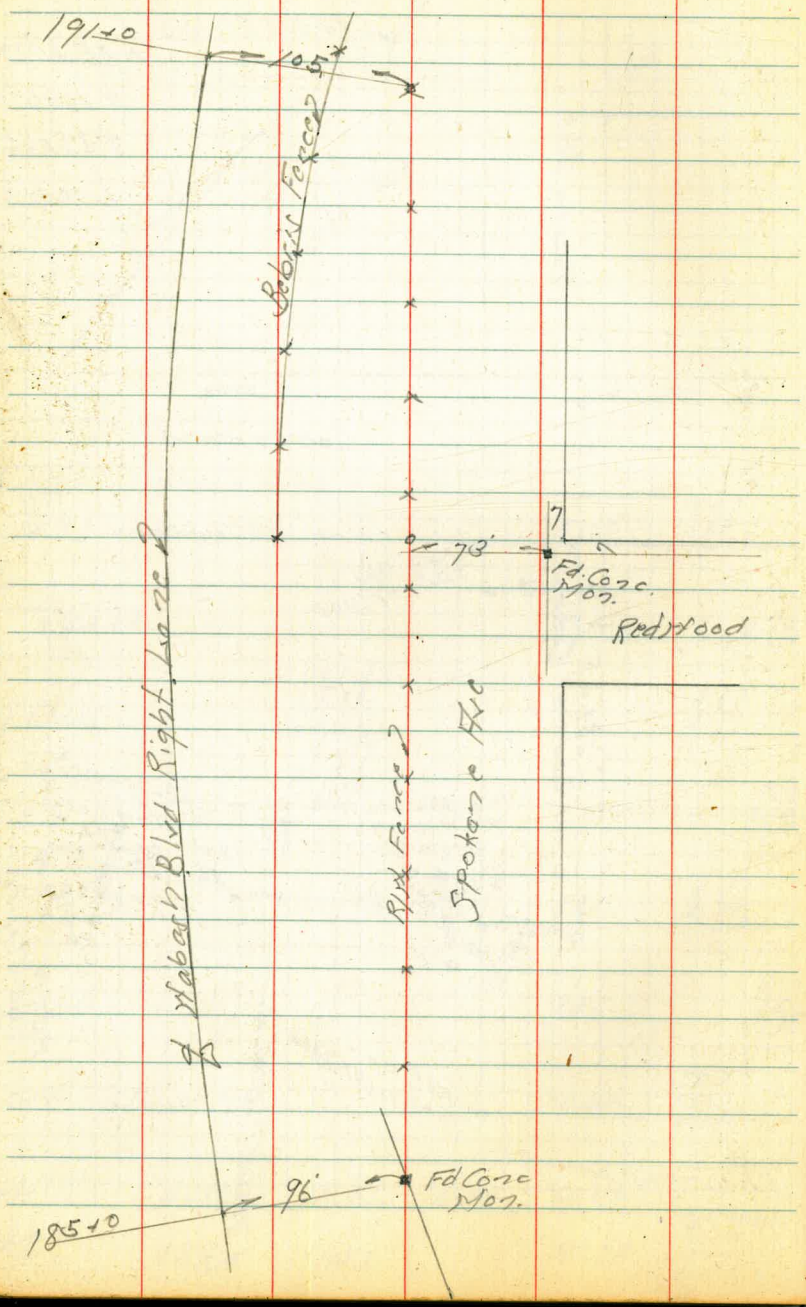


July 20.51 offset 5' North

1+72 = MH 36" RCP				5.00	5.03 3.60 c1.43
+43.33				5.33	4.70 2.83 c2.87
1+14.66		10.03 5.76 4.27 6.24 11.01 4.90		5.66	4.37 2.76 c1.61
+86 ∠ Hwy.		BM 6.11	= SCB Main HL Rigel → 6.28	6.00	4.03 2.74 c1.29
+57.83				5.66	4.37 2.74 c1.63
+28.66				5.33	4.70 3.61 c1.09
0+0 = SF 4, 36" RCP				5.00	5.03 5.51 F0.48
TP	4.79	10.03	6.29	5.24	
BM.	1.29	11.53		10.24	SP Iron Rivet Main St & Los Cholla Bridge



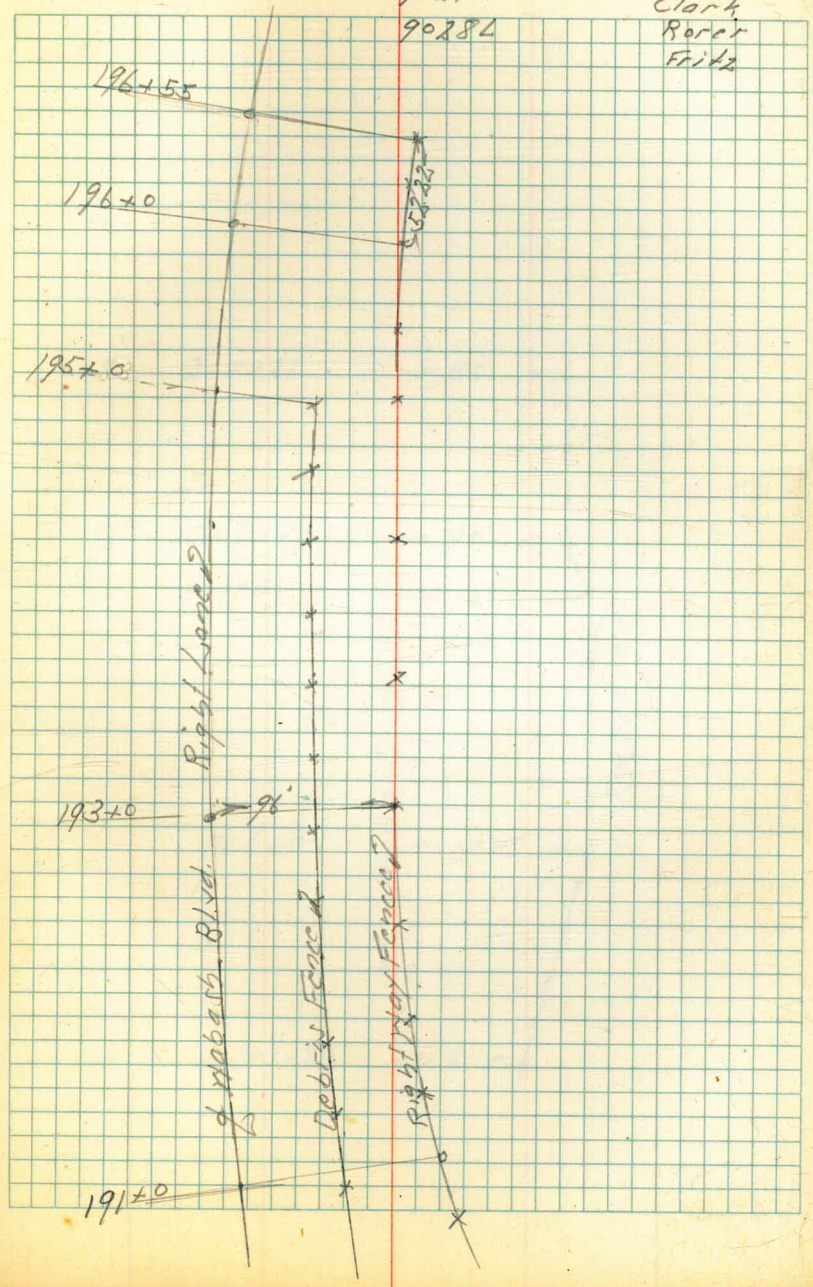
Wabash Blvd. Right of Way Fence
And Debris Fence



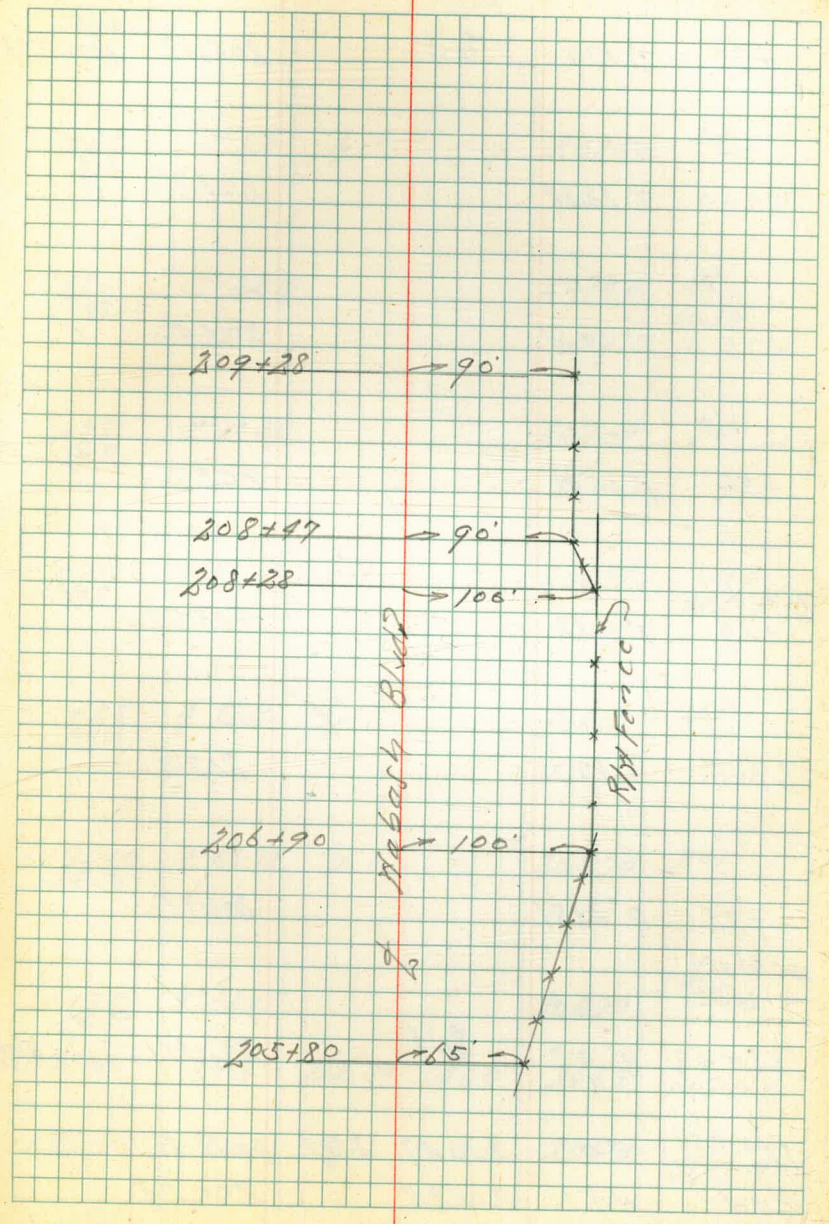
W.O. 22029
90276
90284

Sept 27-51
A.S. Isaac
Clark
Rorer
Fritz

63



Wabash Blvd. Right of Way Fence



Alignment + Grades Debris Fence
188+50 to 195+0 Right Long.

		slope			
+25	2° 47.11'	3/4:1		204.32	6.15 / 44.75 Rt of ℄
190+0	2° 23.34'			203.85	6.62
+75	1° 59.36'			203.40	7.07
+50	1° 35.49'			202.96	7.51
+25	1° 11.62'			202.54	7.93
189+0	0° 47.75'			202.12	8.35
+75	0° 23.87'			201.73	8.74
41' Rt of ℄ c. 2.43					
188+50	0° 00	3/4:1		201.33	9.14 / 44.75 Rt of ℄
TP	8.01	210.47	2.74	202.46	
BM	4.51	205.85		200.74	

		slope			
+25	5° 58'	1/2:1		208.50	6.30
192+0 POC	5° 34.12'			207.94	6.86 / 6.54 / CC 3°
+75	5° 10.35'			207.39	7.41
+50	4° 46.48'	1/2:1		206.82	7.96 / 44.50 Rt of ℄
+25	4° 22.60'	3/4:1		206.31	8.47
191+0	3° 58.73'	3/4:1		205.79	9.01
+75	3° 34.86'			205.29	9.51
TP	8.93	214.80	4.60	205.87	0.7 Pipe Mid pt ℄
190+50	3° 10.98'	3/4:1		204.80	9.67 / 44.75 Rt of ℄

210.47

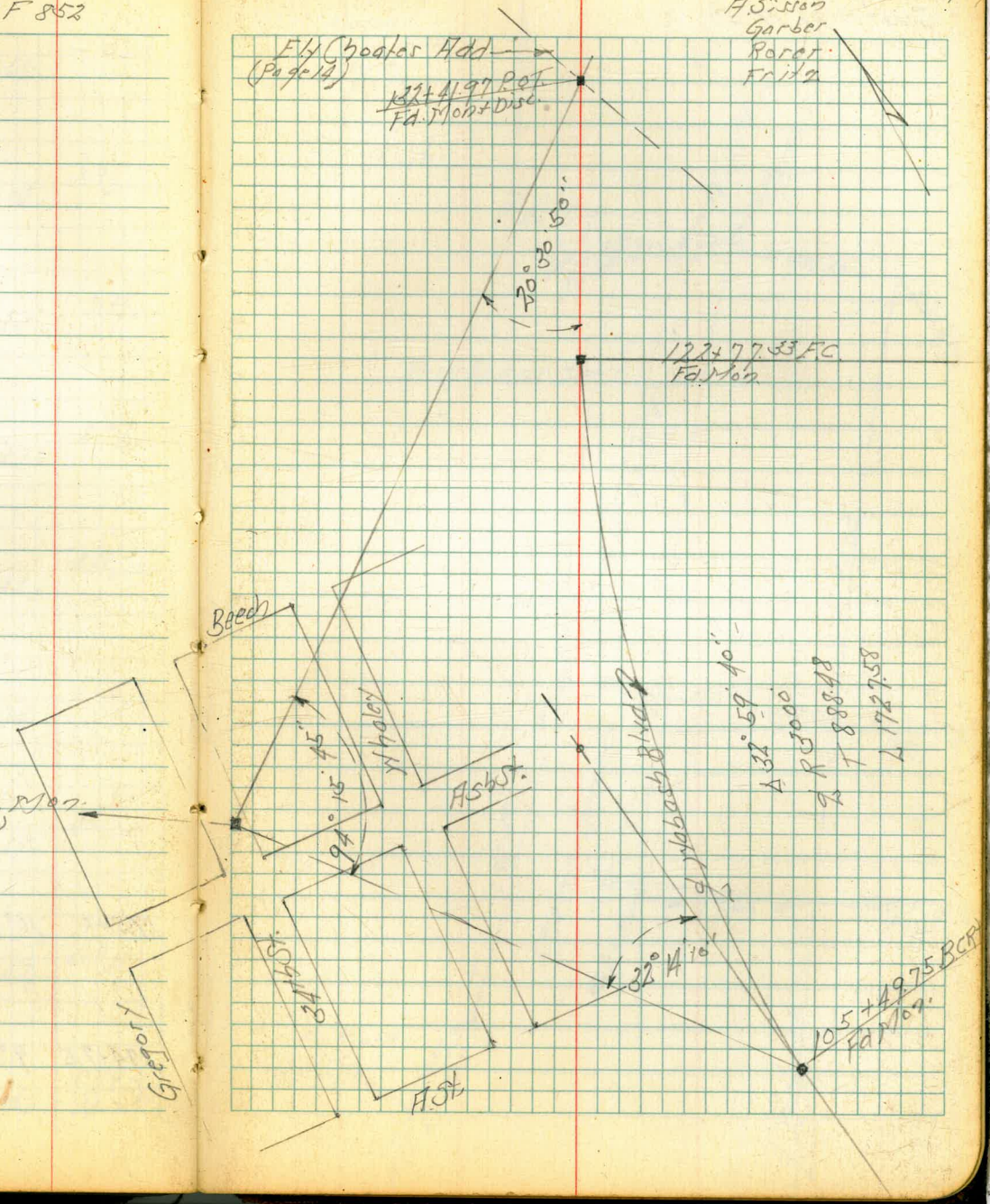
		Slope		
+50	9° 32.85'	½:1	213.60.	1.20
+25	9° 08.98'		213.02.	1.78
194+0	8° 45.11'		212.44.	2.36
+75	8° 21.23'		211.87.	2.93
+50	7° 57.36'		211.31.	3.49
+25	7° 33.49'		210.75.	4.05
193+0	7° 09.61'		210.19.	4.61
+75	6° 45.74'		209.62.	5.18
192+50	6° 21.87	½:1	209.06.	5.74 / 11.50 Rto ½
		214.80		

195+0	10° 20.6'	3/1:1	214.86	+0.06
194+75	9° 56.73'	½:1	214.23	0.57 / 11.50 Rto ½

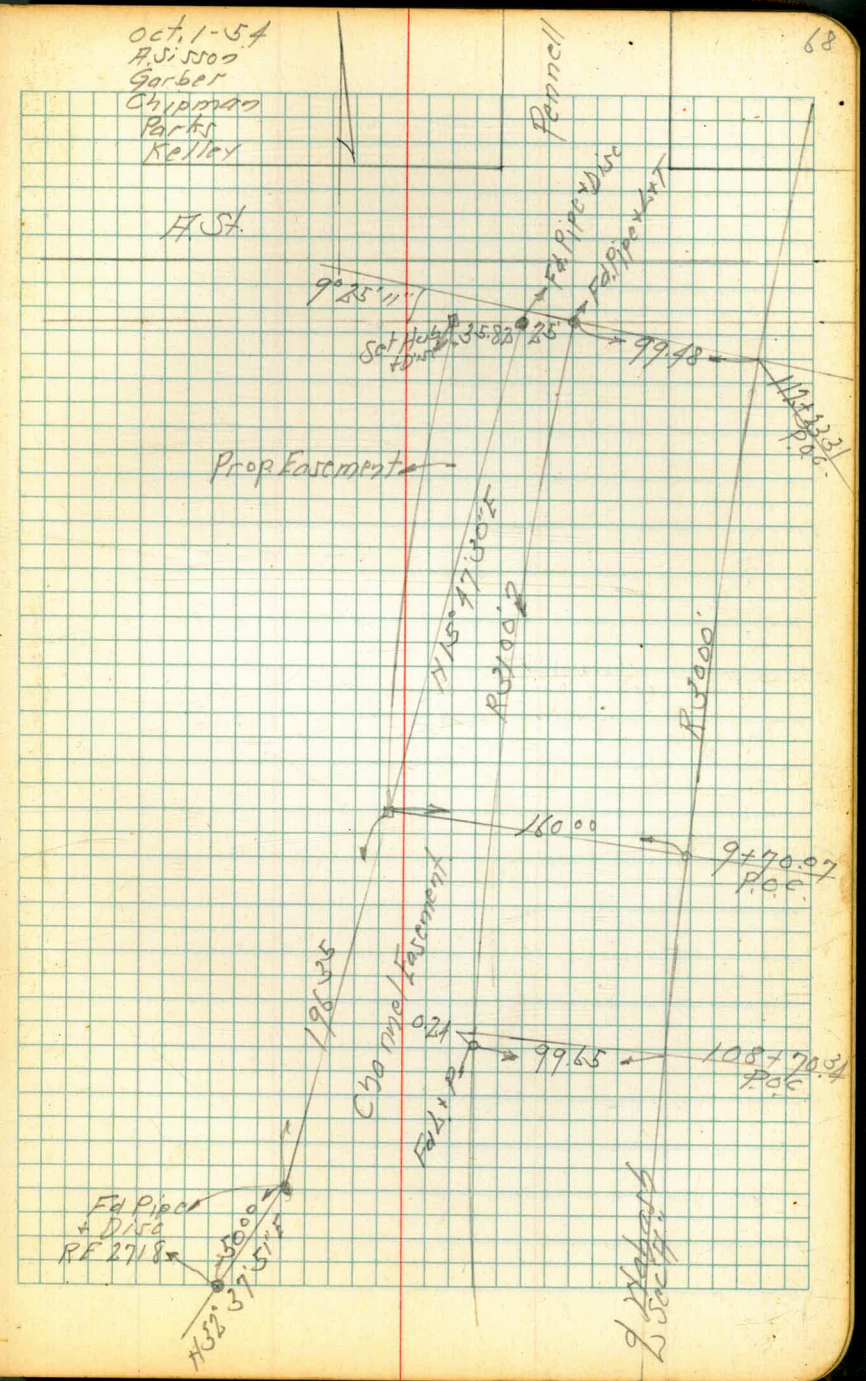
214.80

Wabash Blvd. Section "A"
Tie to Plane Coordinate Station 7F 852

Jan. 8. 52
A. Sisson
Garber
Rarer
Fritz



Proposed Easement West of Wabash Bld.
South of A St.



Check Levels

BM	5.97	57.74	ok	51.77	NW BP Federal +33rd St
	12.55	70.07	0.22	57.52	
	13.20	82.82	0.45	69.62	
	11.93	94.56	0.19	82.63	
	9.21	103.23	0.54	94.02	
BM	2.975	102.125	4.08 ok	99.15	NE Mon Broadway +34th St
	8.97	102.015	9.08	93.045	
	1.645	95.085	8.575	93.440	
BM	0.925	87.025	8.995	86.090	NW Church FSt +33rd St
			0.10	86.925	SW Top Fthy FSt +33rd
	0.55	76.29	11.285	75.740	
	0.385	63.725	12.93	63.36	
	2.205	55.655	10.275	53.450	
BM	12.045	61.925	5.775	49.88	NE 7th & T Market +33rd St
			This Job	50.08	

March 16-50
A Sisson
Chavez

61.925

TP	1.04	71.68	0.285	61.640
TP	9.74	83.75	0.67	74.01
BM			2.47	81.28 SW BP Market +33rd St
			Use	81.47
			This Job →	81.37 Plan

Equation

86.07 NE use this Job

86.29 SW

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9+(20—16)÷2 or 2 ft. added to 41.9 =43.9. For slopes of 1 on 1 see inside of front cover.

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