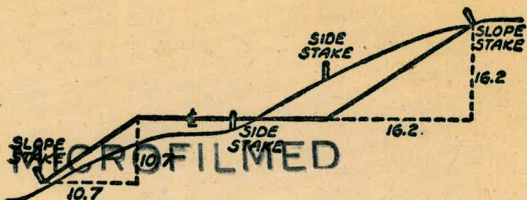


2096

PARADISE HILLS  
SEWERS

FIELD BOOK



DEC 31 1964

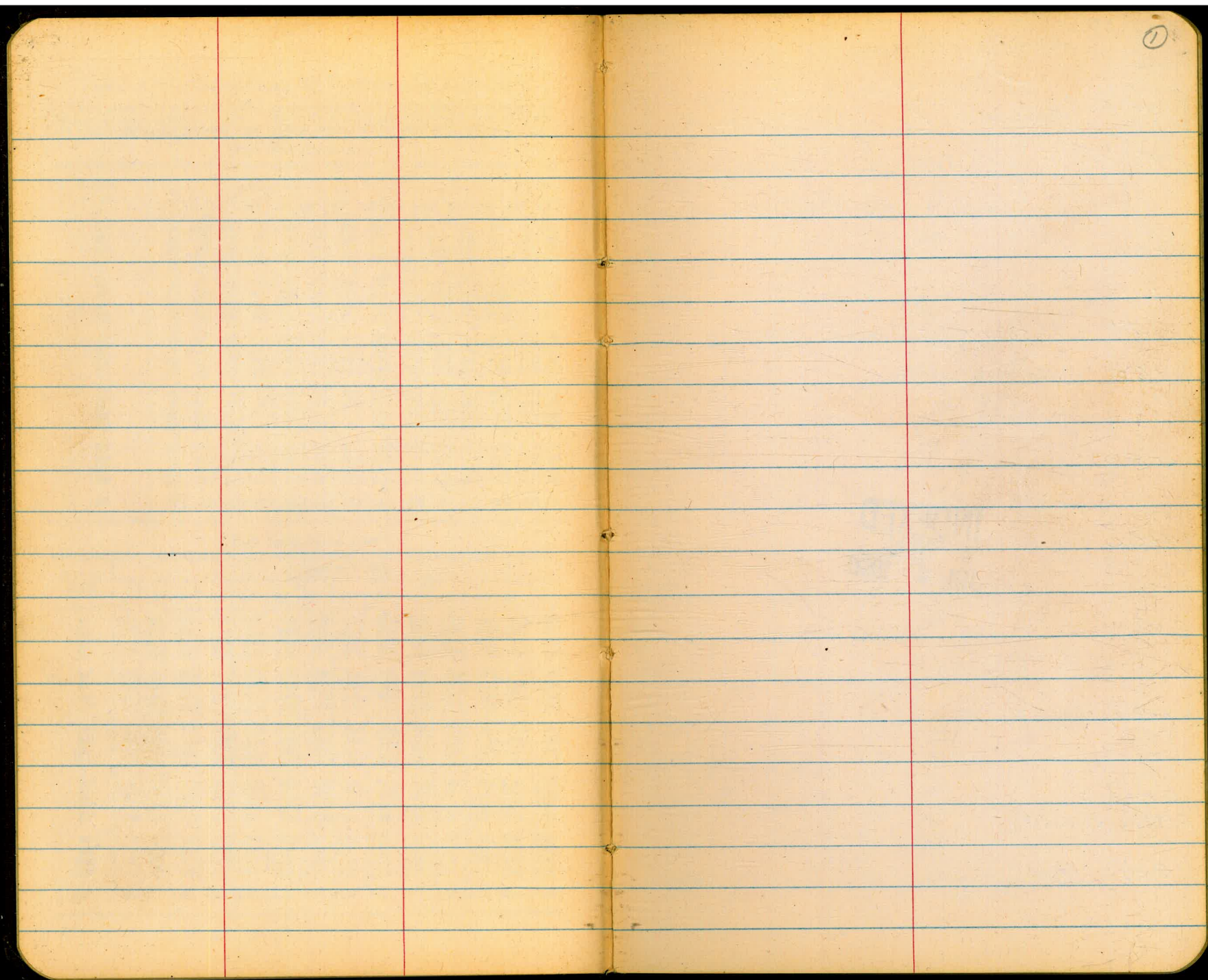
DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	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.

INDEXED

Completely 10/24/50 K.



6-28-50 Levels Proposed Sewer  
 Hendrats Cumberland St  
 Johnson Rachael to Sea Breeze  
 Crawford Bunch  
 v10#31677 (Cont'd. from FB 2092)  
 (Sketch FB 2092 P. 20)

(2)

2+00

TP. 12.50  $\overset{\vee}{176.15}$  0.65 163.65

1+68 Garage on Rt.

1+50

1+00

INDEXED  
 JUL 5 1950

0+50

0+18.5 Beg. Conc Paving

0+00 =  
 (6+8280 Rachael St.)

1317 11.99  $\overset{\vee}{164.30}$

152.31

SEBP Rachael & Cumberland

105.33 165.62  
 $\overset{\vee}{176.15}$   
 163.14 160.56  
 115 375  
 161.79 64 Floor  
 251  
 157.87  
 643  
 154.15  
 10.25  
 151.82  
 1248  
 151.8  
 12.5  
 164.30

Cumberland St. Cont'd

5+00

183.35  
5 55

4+50

180.71  
8 50

4+00

177.83  
11 28

T.P. 12.97  $\frac{189.11}{\times}$  0.01 176.14

179.11  
10 3  
175.12

3+50

3+26.15 Intersection Westwood line to north

174.12  
20 3

3+00

172.87  
3 28  
173.6  
2 5  
170.9  
5 9  
162.7  
13 5

2+50

169.42  
6 23  
169.4  
3 6  
156.9  
50  
19 3  
31  
80  
100

176.15  
1

176.15  
1

Cumberland St. Cont'd.

7+73 Garage on Lt

85.3  
72  
192.83  
196.29

7+50

195.52  
594

7+00

193.73  
773

BM 982 201.46 982 191.68 191.64

3 WBP Cumberland & Hopkins

201.46

4 31°35' Lt

6+60.89 15" west of Hopkins St.

192.44  
906

6+00

189.50  
120°

T.P. 1256 201.50 0.17 188.94

201.50

5+50

186.41  
204

189.11

189.11

Cumberland St. Cont'd

9+39 Garage on Lt.

192.76  
8<sup>2</sup> 4<sup>5</sup>  
91

9+00

197.31  
4<sup>12</sup> 197.33

8+81 Garage on Lt.

191.6  
9<sup>9</sup> 4<sup>07</sup>  
89  
floor

8+50

197.33  
8<sup>92</sup>

8+28 Garage on Lt.

193.4  
8<sup>1</sup> 4<sup>05</sup>  
89  
197.41  
196.85  
3<sup>97</sup> 4<sup>41</sup> 4<sup>43</sup>  
8 8  
03 G 201.46  
T

8+00

201.46  
T

Cumberland St. Cont'd.

12+30

196.42  
- 28  
-----  
197.10

12+00

0.60  
-----  
197.70

T.P. 0.50  $\overset{\vee}{197.70}$  4.26 197.20

on Chisel X 11+81<sup>54</sup>

197.70  
-----  
197.20

11+81<sup>54</sup> 1047' Lt.  
Intersection Deauville Line to South

11+00

197.17  
- 25  
-----  
197.19

10+50

4.27  
-----  
197.24

10+00 West side Garage on Lt.

196.04  
542  
- 49.5  
-----  
floor 4.22  
-----  
197.24

201.46  
-----  
X

201.46  
-----  
X



Cumberland St. Cont'd

14+50

12:15 185.53

14+00

11:50 185.83

13+70

11:15 186.54

13+50

10:50 187.52

13+00

6:70 191.00

12+50

7:50 185.20

197.70  
X

197.70  
X

Cumberland St. Cont'd

17+50

177 193.26

17+00

255 191.77

16+50

755 190.17

16+00

618 188.55

15+50

781 186.92

BM

8.81

✓  
194.73  
X

11.69

186.01

188.92

SWAP Morningside  
& Cumberland

194.73  
✓

15+01.27

Intersection

1178 185.92

14+87

197.70

↑

1254 185.16

197.70  
↑

Cumberland St. Cont'd

19+50

6<sup>20</sup> 201.31

19+00

9<sup>13</sup> 198.38

18+48.5 End Asph. Beg. Conc. Paving.

11<sup>25</sup> 196.26

17°25' Rt.  
18+31.58 Intersection Reo Line

11<sup>28</sup> 196.23

18+18.2 Edge Conc. Pav. Beg. Asph. Pav.

11<sup>58</sup> 195.53

18+00

12<sup>21</sup> 194.80

P.M.	12.62	207.51	+0.11	194.84	194.89	SWBP Reo & Cumberland
		$\frac{194.73}{\quad}$				

207.51

Cumberland St. Contd.

BM. 10.15 220.56 10.15 210.40 210.41

SWBP Cumberland  
& Rancho

21+80.02 Intersection Rancho Line

210.18  
37

21+50

209.34

21+00

208.24

20+70

202.3  
207.4  
18 3  
80 32

207.19  
36

TP. 13.24 220.55 0.20 207.31

220.55  
205.79

20+50

20+00

204.2  
31

207.51  
1

Cumberland St. Contd

23+87 Garage on Lt

220.39  
1260  
109  
floor

225.05

232.12

1087

232.99

246  
218.10

214.15

212.24

913  
58  
floor

210.33

23+50

T.P. 12.82  $\checkmark$  232.99 0.39 220.17

23+00

22+50

22+26 Garage on Lt.

22+00

220.56  
 $\checkmark$

26+00

$$\begin{array}{r} 230.5 \\ 129 \cdot 8 \cdot 4 \cdot 4 \cdot 55 \\ \hline 90 \quad 50 \quad 26 \end{array}$$

25+50

$$\begin{array}{r} 236.96 \\ 646 \end{array}$$

25+00

$$\begin{array}{r} 226.1 \\ 17 \cdot 12 \cdot 9 \cdot 9 \cdot 9 \\ \hline 80 \quad 50 \quad 26 \end{array}$$

T.P. 10.59  $\frac{243.42}{\times}$  0.16 232.83

$$\begin{array}{r} 243.42 \\ \hline 229.54 \end{array}$$

24+50

$$\begin{array}{r} 223.78 \\ 208 \end{array}$$

24+16 Garage on Lt.

$$\begin{array}{r} 227.32 \\ 921 \cdot 55 \\ \hline 54 \text{ floor} \end{array}$$

24+00

$$\begin{array}{r} 226.09 \\ 690 \end{array}$$

$$\frac{232.99}{\times}$$

$$\frac{231.99}{\times}$$

Cumberland St. Contd

B.M.

1.47 ✓ 241.95 241.95

SWBP Cumberland & Sea Breeze

27+01<sup>8</sup> End Conc. Paving

2' 241.31

26+50

3' 240.13

243.42 ✓  
↑

243.42  
↑

Levels Rancho Dr  
 Cumberland to North  
 (Sketch FB 2092 P. 21)

1+82 24" CMP on Lt

1+41.3 24" CMP on Rt

1+26

1+00

0+30

0+00 =  
 21+80.02  
 Cumberland

BM 0.32 210.73

210.41

SWRT Cumberland & Rancho Dr

200.41 204.93 203.95 204.72  
 10<sup>22</sup> 5<sup>10</sup> 6<sup>28</sup> 6<sup>01</sup>  
 16.25 16.25 16.25  
 FL. CB Grate  
 204.91 204.97 205.55 206.11 202.73  
 5<sup>82</sup> 5<sup>75</sup> 5<sup>18</sup> 4<sup>62</sup> 8<sup>00</sup>  
 13.75 4.75 21.2 21.6  
 CB HW FL  
 24"

200.93 205.73  
 9<sup>8</sup> 5<sup>0</sup> 5<sup>20</sup>  
 80 27

206.60  
 4<sup>13</sup>

209.52  
 1<sup>21</sup>

210.18  
 0<sup>55</sup>

210.73



Rancho Dr. Cont'd

4+50

987 206.11

4+00

989 206.09

TP 10.04  $\frac{215.98}{\times}$  479 205.94  
3+50.20 Intersection Lauder st. line

Chisel + 3+50.20

988 215.98  
479 205.94

3+00

500 205.73

2+50

522 205.51

2+00

564 205.09

$\frac{210.73}{\times}$

Rancho Dr Contd.

5170 DE

5100

21598  
    

825 207.73

972 206.26

21598

Lauder St.  
 Rancho Dr. to Sea Breeze  
 (Sketch P. 21)

TP. 12.94 227.83 1.09 214.89

1+50

1+00

0+50

0+17

0+00 =

1004 215.98  
 3+50.20  
 (Rancho Dr.)

208.94 Chisel + 7+50.20 P-15

353 212.45

895 210.02

845 207.52

1005 205.92

1004 205.94

215.98

Lauder St. Contd.

TP  
 4+00 9.55 237.05 0.33 227.50

3+44 Garage on Rt.

3+27 Garage on Rt.

3+00

2+50

2+00

227.83

227.50  
~~236.72~~  
 0.33  
 237.05

223.65  
 222.18

56  
 222.52 floor  
 531 713  
 59 floor

718 220.64

1035 217.46

1293 214.90

227.83

Lauder St Contd.

BM 1.29 241.97 241.95

T.P. 11.83 243.26 562 231.43

6+25 Garage on Rt.

6+00

5+67 Garage on Rt.

5+50

5+00

4+72 Garage on Rt.

4+50

4+05 Garage on Rt.

237.05

SWBP. Sea Breeze  
& Cumberland

232.38  
231.4  
467 57  
232.86 46 floor  
419 233.48  
233.48 229.02  
257 803  
233.50 57 floor  
347  
401 233.04  
232.00  
230.25  
505 680  
46 floor  
230.77  
528  
934 227.81  
11 56 floor  
225.41

Rancho Dr  
Cumberland to South  
Sketch (P 21 FB 2092)

2+00

1+50

1+00

0+50

0+00 =  
21+80.02  
Cumberland

BM 1279 223.20  
✓  
K

210.41

SW BP Cumberland & Rancho

20

9<sup>38</sup> 213.82

10<sup>29</sup> 212.91

11<sup>16</sup> 212.04

12<sup>24</sup> 210.96

13<sup>02</sup> 210.18

223.20  
✓

Rancho Dr. Contd.

5+85 D.E.

5+55 Garage on Pt.

5+00

4+50

4+00

3+50.52 Intersection Edgewater line

3+00

2+50

223.20  
↑

$\begin{array}{r} 224.19 \\ 0.57 \\ \hline 221.72 \\ 1.48 \\ \hline 220.15 \\ 30.5 \\ \hline 218.59 \\ 2.6 \\ \hline 217.4 \\ 6.06 \\ \hline 216.30 \\ 6.90 \\ \hline 215.52 \\ 7.68 \\ \hline 214.74 \\ 8.46 \\ \hline \end{array}$

223.20  
↑

Edgewater St.  
Rancho Dr. to Sea Breeze

22

2+00

625

229.93

1+50

1053

225.66

T.P. 13.26  $\overset{\vee}{236.19}$  0.27 222.93

736.19

221.62

1+00

158

0+50

488

218.32

0+17

682

216.36

0+00 =  
3+50.52  
(Rancho Dr.)

690

216.30

$\frac{223.20}{\lambda}$  (From P-21)



Edgewater St. Cont'd.

4+23

3+99 Edge Conc Pavin.

3+48 Garage on Rt.

3+23 Garage on Rt.

3+00 Garage on Rt.

TP 13.35  $\frac{249.40}{1}$  0.14 236.05

2+50

$\frac{236.19}{1}$

36 245.72

408 245.32

711 242.29  
10<sup>37</sup> 239.03

898 240.42 floor  
10<sup>79</sup> 238.61  
56

1087 238.53

249.40  
186 237.33

$\frac{236.19}{1}$

Edge water st. Cont'd.

BM7

7+35

4.21 245.19 245.18

SW BP Sea Breeze Co Edge water 255.6

7+00

6+50

6+50

BM7

9.53 254.71

245.18

SW BP Sea Breeze Co Edge water

6+00

5+50

5+00

4+50

249.40

255.9  
 +12 10.9  
 254.6 26 254.0  
 0 0.7 254.3  
 252.6 27 100  
 2 29 252.1  
 28 100  
 +24 251.0

+1 250.5  
 22 247.3  
 55  
 0 248.8  
 19 247.5

249.40

Reo Dr.  
 Cumberland to Albemarle  
 (Sketch FB 2092 P. 21)

2+12 2 30" CMP Rt

1+50

1+00

0+50

0+19 Edge Pipe

0+00 =  
 18+31.58  
 Cumberland)

BM 597  $\overset{\vee}{\underset{\wedge}{200.86}}$

194.89 SWBP Reo & Cumberland

6 2 194.66  
 6 33 194.53  
 5 2 195.16  
 5 33 195.53  
 5 1 195.40  
 5 0 195.86  
 4 2 196.10  
 4 62 196.24  
 200.86  
 31.25 31.25 31.25  
 Gate Cb F.L  
 13 80  
 187.06

Reo Dr Contd

4+50

4+00

3+80 End frame Valve Box

3+70 Beg Frame Water Valve Box (10'x16)

3+00

2+14.3 30" CMP on Lt

200.86  
/

25 198.26

4 196.5

454 196.22  
x 55  
Box

477 196.09  
x 75  
Box

58 195.06

185.62

194.51

193.94

194.7

18 6<sup>35</sup> 73<sup>2</sup> 6<sup>2</sup>  
2875 2875 2875  
Fl Cb Grate

200.86  
/

Rec Dr. Contd.

27

5120 DE

5100

200.86  
—  
1

+15 199.36

+0 200.66

200.86

Reo Dr

Cumberland to South  
(Sketch p. 21)

1+50

85 198.0

1+30

88 197.1

1+00

85 196.3

0+50

88 196.1

0133 Edge Asph Pav

87.4 196.17

0+00-

18+31.58

(Cumberland)

86.9 196.22

BM - 10.02 204.91

194.89

204.91

5.18 BP Cumberland & Reo

Reo Or Contd.

Br7

821 217.92 217.96

NWBP Reo 6° Winchester

4140

4+09 Garage on Rt.

41.00

TP 9.06 226.13 0.37 217.07

3+50

3+00

2+80 Garage on Rt.

TP 12.75 217.44 0.22 204.69

2+40

2+00 Garage on Rt.

204.91  
X

215.0  
221.6  
222.06  
11<sup>L</sup> 4<sup>S</sup> 4<sup>07</sup>  
88 37 5<sup>S</sup> 220.5  
220.1 11<sup>L</sup>  
6<sup>0</sup> 100  
226.13  
216.0  
211.4

8<sup>M</sup> 209.1  
12<sup>02</sup> 203.42  
78  
floor  
9<sup>S</sup> 204.7  
201.6  
198.04  
73<sup>3</sup> 685  
73  
floor  
204.91  
X

Morningside Dr.  
 Cumberland to South  
 P (Sketch FB 2092 R21)

2+50

192.23  
 93

2+00

190.24  
 92

1+50

188.46  
 70

1+00

187.17  
 99

0+50

186.47  
 69

0+00 =

185.89  
 27

(15+01.27  
 Cumberland St)

B17 13.24 199.16  
 ^

18892  
 185.92

S v B.P Morningside @ Cumberland

199.16  
 ^



Morningside Dr Cont'd

B17

10<sup>19</sup> 213.59 213.68

NWBP Winchester & Morningside

205.51  
78.9

5+30 DE

203.28  
10<sup>12</sup>

5+00

200.28  
13<sup>12</sup>

4+50

213.40

T.P. 14.33 213.40 0.09 199.07

197.9  
10<sup>12</sup>

4+00

196.18

3+50

29.8

194.23

3+00

493

199.16  
X

199.16  
X

Dea<sup>u</sup>ville St

Cumberland to South

Sketch (P. 20 2092)

T.P.

4.50 199.97 199.98

Chisel X

12+88.65 Shaw St. & Dea<sup>u</sup>ville (P. 37)

2+00 D.E.

5 198.74  
13

1+50

5 198.29  
10

1+00

6 197.74  
12

0+50

6 197.50  
17

0+00 =

11+81.54  
Cumberland)

7 197.20  
27

B. 17

7.27 204.47  
X

197.20

(Chisel + 11+81.54 P-C)

204.47

Shaw St  
Rachael to Deauville  
(Sketch FB 2092 P 20)

T.P. 13.69 178.49 0.23 16580  
1+50

162.30  
273

1+00

157.61  
842

T.P. 13.19 166.03 0.67 15284  
0+50

146.03  
151.48

0+18 Beg. Conc. Paving

147.64  
587

0+00 =  
5+41.85  
Rachael TP. 5.49 153.51 5.49 14805 14802  
P.M. 6.50 153.54 147.04

146.3  
72  
153.51

SEBP Shaw & Rachael  
NEBP Rachael & Winchester

4+50

171.8  
179.4  
179.75  
179.13  
179.47  
14° 6' 6" 6" 6"  
70 18 9 9  
Ch. G.

4+00 5° 23' Lt.

70° 178.69

T.P. 763 18576 0.36 178.13

18576  
0.36  
177.65

3+50

174.59  
25

3+00

170.78  
72

2+50

166.61  
166.3  
1188  
122  
24

2+00

161.00  
17.4  
75

178.49

178.49

Shaw St Cont'd

7+00

186.18  
949

6+74

183.23  
1174

175.67

BM. 12.07 175.67 2.13 183.63 183.60

SVIBP Shaw & Hopkins St

6+55.56 Intersection Hopkins St  
 $\Delta 16^\circ 10' 30''$

6+00

181.90  
586

5+50

174.3  
177.3  
181.2  
181.24  
180.63  
180.84  
11 8 4 4 5 5 4  
80 23 4 47 47  
Cb. G

5+00

174.1  
175.8  
179.9  
180.52  
179.90  
180.11  
11 10 5 5 5 5  
80 26 16 51 51  
Cb. G

185.76  
✓

185.76  
✓



Shaw St. Contd.

TP 9.31  $\checkmark$   
209.29  
A 3.92

199.98 Chisel + 12+88.65

12+88.65  $\Delta 90^\circ$  of Rt.  
Intersection Deauville

199.98  
3.92

12+00

11+50

11+00

10+50

203.90  
A

197.60  
197.70  
199.48  
199.71  
199.22  
198.97

203.90  
A

1458

Shaw St. Contd.

T.B.M.

1.38 207.91 207.91

(P44)  
Mail & Disc. & Ret. N.E. Cor.  
Winchester & Beauville

14+85 DE.

202.93  
230

14+50

201.72  
27

14+00

200.76  
853

13+50

200.45  
884

13+00

200.09  
922

209.29

209.29



Winchester St.

Rachael to Calle Gaviotas

(Sketch p. 20, 21, 22 FB209)

39

T.P. 12.41  $\frac{170.40}{\times}$  0.00 157.99

1+50

0 = 157.9

5 = 152.8

1+00

8 = 149.3

0+50

10 = 147.9

0+30

10 = 147.1

0+00 =

(0+00 Rachael)

B.M. 1095  $\frac{157.99}{\times}$

147.04

NE BP Winchester & Rachael

157.99

Winchester St. Cont'd

4+00

3+56.8 Beg. Conc. Pav.

3+45.32 5'48" Lt.

T.P. 10.86  $\begin{array}{r} \checkmark \\ 193.07 \\ \hline \end{array}$  0.52 182.21

3+00

2+50

T.P. 12.73  $\begin{array}{r} \checkmark \\ 182.77 \\ \hline \end{array}$  0.36 170.04

2+00

$\begin{array}{r} \checkmark \\ 170.40 \\ \hline \end{array}$

4+24 188.33

4+24 188.53  
4.2  
Pav.

5+23 187.64

5+00 187.07  
1.25  
Pav.

5+26 187.61  
Hub  
181.95  
183.07  
1.25  
Pav.

0.82  
0.2  
182.75

9+2 173.5

182.77  
164.7

170.40

Winchester 5<sup>th</sup> Contd.

TP 8.54 198.12 3.49 189.58

Hub 6+53.66

6+53.66 10°10' 21"

3 49

189.58

Hub

189.65

6+43.6 End Conc Pay

3 42

6+00

2 92

190.15

5+50

2 47

190.60

5+00

2 53

190.14

4+50

3 88

189.19

193.07 ✓  
✓

193.07  
✓

Winchester St Cont'd.

10+00

9+50

T.P. 13.44 ~~204.04~~ 7.52 190.60

8+88.31 A. 17° 11' 30" H.

8+00

7+50

7+00

198.12 ✓  
X

8° 196.0

10° 193.74

204.04

on Hub 8+88.31

8° 189.62

X.3  
Pay. 189.45

8° 189.4

8° 189.63

8° 189.4

198.12

Winchester St Cont'd

13+00

5' = 207.8

12+50

5' = 207.2

12+00

7' = 205.7

TP 9.43  $\frac{213.24}{x}$  0.23 203.81

$\frac{213.24}{x}$

11+50

0' = 203.4

11+00

5' = 200.9

10+50

5' = 198.5

$\frac{2040x}{x}$

2040 ✓

Winchester St Cont'd

16+00

15+50

15+00

14+50

T.B.M.

14+00

13+50

213.24  
T

206.2  
 7° 65' 75  
 206.7  
 5° 50' 30  
 208.2  
 3' 210.1  
 208.9  
 3'

208.4  
8'

208.3  
9'

208.1  
5'

208.0  
5'

213.24  
T

(p. 38)  
 No. 1 & 2  
 207.91  
 207.91  
 2. Let N.E. Cor  
 Winchester & Deauville

Winchester St. Contd

18+70

218.49  
 6<sup>3</sup>  
 11  
 Pav.  
 4<sup>9</sup>  
 7  
 4<sup>1</sup>  
 219.7  
 219.6  
 220.0

18+50

211.9  
 216.6  
 217.0  
 217.03  
 218.3  
 218.3  
 218.3  
 12<sup>7</sup> 8<sup>0</sup> 7<sup>6</sup> 7<sup>5</sup> 6<sup>3</sup> 6<sup>3</sup>  
 100 50 35 7.3 4  
 Pav.

18+00

A 4° 46' Rt.

17+25.75 Int. 1.25 West of Morningside

9<sup>8</sup> 214.91

17+00

10<sup>5</sup>  
 224.62 ✓  
 214.0

B.M. 1094 224.62 + 0.45 213.69 213.68

N.W.P. Winchester & Morningside

16+50

213.24 ✓  
 213.24

213.24 ✓  
 213.24

Winchester St. Contd.

B.M. 7.78 ✓ 225.71 6.66 217.96 (21796)  
20+57.42 14° 58' 30" Rt. Intersection Leo Dr

NW BP Leo & Winchester

217.35  
7.27

20+43.5 E. Edge Conc. Strip

217.40  
7.22

20+28.5 Reg. Conc Pav. Leo Dr

217.32  
7.30

20+00

218.3  
6.12

19+40 Garage on Rt

218.9  
5.2  
218.0  
6.5  
3.5  
floor

19+00

219.1  
5.5

224.62 ✓

224.62 ✓



22+00

11 3

214.4

21+50

11 8

213.9

21+00

10 5

215.1

20+96.8. Edge Conc. Paving

10 34

215.37

20+90.7 E. Edge Conc. Strip

9 97

215.74

20+74.4 Beg Conc Pav.

9 38

216.33

225.71 ✓

↑

225.71 ✓

↑

Winchester St. Contd.

24+45 Garage on Rt.

B.M. 13.37 238.25 0.81 224.90 224.88

23+97

23+80

23+30 Garage on Rt.

22+00

22+50

235.71

NW 1/4 Winchester  
& Rancho

226.2  
 12 L 139.3  
 238.25 ✓ 92  
 225.6 ✓ Floor 36  
 0 L 3.5 222.56  
 91  
 floor  
 222.3  
 220.79  
 220.07  
 220.4 floor  
 564  
 1.25  
 Pay  
 216.80  
 217.0  
 871  
 87  
 1.25  
 Pay  
 235.71



Winchester St Contd

29+00

28+50

28+00

27+3894 E Line Sea Breeze

BM 6.55 250.67 6.55 244.13 244.13

27+1394 Sea Breeze

27+00

250.68  
T

25  
247.8

X  
246.5

249.2  
65 60 44 45  
55 32 27  
246.1

51  
245.6

250.67  
X  
245.18  
550

58  
244.9

250.68  
T

N.W. Lead Plumb  
Winchester & Sea Breeze

Winchester St. Cont'd

T.P. 5.33  $\checkmark$  268.41 1.58 263.08

$\overline{\quad}$

32+09.64 & Calle Gaviota

31+50

31+00

30+50

30+00

T.P. 14.14  $\checkmark$  264.66 0.15 250.52

$\overline{\quad}$

29+50

250.67  $\checkmark$

$\overline{\quad}$

On Hub 32+09.64  
& Calle Gaviota

263.08

1.58

3x

261.3

258.9

255.9

253.0

264.66  
 $\overline{\quad}$   
0.15 250.52

250.67  
 $\overline{\quad}$

Winchester St. Contd.

52

33+50 O.E.

33+00

32+50

$\frac{268.41}{\lambda}$

✓ 265.68	265.0	264.0	260.3
273	34	44	81
546	30	50	100

31 265.3

42 264.2

$\frac{268.41}{\lambda}$

Calle Gaviota

Winchester to North

Sketch FB 2092-P.22

1170 DE.

1420 North side House on St.

1100

0+50

0+18

0+00 =

32+09.64

Winchester St)

B.M.

5<sup>33</sup>

268.41 ✓

263.08

on Hub Sta. 32+09.64

& Winchester & Gaviota

(p 51)

268.41

259.3  
 92 73 62 47 27  
 100 50 30 25  
 262.6  
 58 261.8  
 floor 50 25  
 263.8  
 263.1  
 265.0

264.8

264.0

262.8

263.08

Calle Gaviota  
Winchester to South  
 Stock FB 291 P 22

2+50 DE

2+00

1+50

1+00

0+50

0+00

0+00:  
 32109.64  
 Winchester Line

BM. 533 268.41 ✓  
 7

263.08

259.7  
 157 157 135 128  
 100 50 9

260.5  
 77 73 68  
 100 50

263.1  
 533

263.1  
 533

263.08  
 533

268.41  
 7

on Hub 32109.64 P. 52

251.6

254.6

258.8

261.6



Sea Breeze  
Winchester to Rosnott

Sketch FB 2092 R22

2+00

1+50

1+00

0+60

0+22

0+00 =

37+13.94

Winchester line

B.M. 9.75 253.87

^

244.12

N.N. Lead Plug Winchester & Sea Breeze

55 248.3

85

245.4

112

100

53 248.1

51 248.8

58 248.1

78 246.1

82 245.2

253.87

^

55

Sea Breeze Contd.

BM.

1.57 252.28 252.29

Gen. Men of Sea Breeze  
& Roanoke

3+21.81 (int. Roanoke line 5+40.26)

182

252.1

3+00

22

251.7

2+50

46

249.3

253.87  
1

253.87  
1

Reo Dr.

Winchester to North  
Sketch FB2092 R22

2+00

1+94 Garage on Rt.

1+50

1+35 Garage on Rt.

1+00

0+35

0+00 =  
201.57.42  
Winchester

BM 769  $\frac{225.65}{\downarrow}$  769

217.8

NWBP Winchester to Reo

57

223.51

214  
463

223.5

221.16

216.80

216.63

222

449

885

902

48

71

83

floor

221.7

49

221.2

220.46

216.55

215.51

215.71

49

519

910

102

993

54

220.3

43

63

71

83

floor

218.00

765

828

217.37

Reo Drive  
 Winchester to South  
 sketch p. 22 FB 2097

1+50

1+00

0+50

0+29

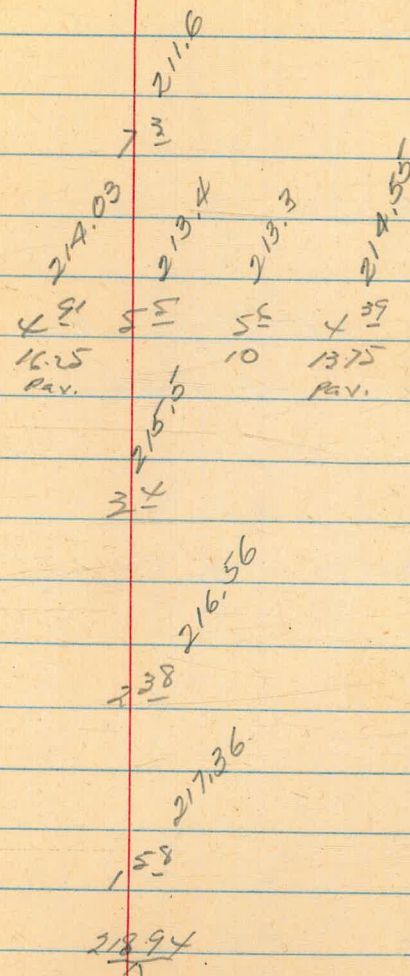
0+00 =

20 + 57.42  
 Winchester Line

BM 0.98  $\overset{\vee}{218.94}$   
 $\uparrow$

217.96

NNBP Winchester & Reo



Reo Dr. Cont'd.

444

4100

T.P. 8.99 216.91 1102 207.92

344.95 Int. Roanoke line

3400

2150

2400

218.94 ✓

210.2  
 206.59  
 208.2  
 208.3  
 206.4  
 206.37  
 10<sup>22</sup> 87 85 10<sup>5</sup> 10<sup>54</sup>  
 16 7 11 14  
 Pay 24.91 ✓ Pay

on Hub 344.95

207.92  
 11 02  
 209.7  
 207.92  
 207.7  
 201.4  
 10<sup>22</sup> 1102 11 2 17 5  
 14 37 80  
 Pay. Pay.

209.8  
 211.25  
 210.4  
 211.15  
 7.59 8.5 7.25  
 16.25 13.75  
 Pay Pay.

218.94 ✓



Roanoke St.

Reg Dr to Sea Breeze

Sketch FB 2092 P. 22

1+00

0+50

0+32.7 End Conc. Pav.

0+17 Beg Conc. Pav.

0+00 =  
3+41.95  
Reg Dr

BM 8.99 216.91  
N

207.92

(on Hub  
3+41.95 P. 59)

216.91  
N

5<sup>00</sup> 211.9

8<sup>00</sup> 208.1

10<sup>00</sup> 206.85

9<sup>45</sup> 207.42

8<sup>55</sup> 207.92  
Hub

Roanoke

Cont'd

62

4+00

6 = 236.9

3+50

12 = 230.6

T.P. 13.26  $\checkmark$   
 $\frac{242.95}{\times}$  0.24 229.69

$\frac{242.95}{\times}$   
5 = 224.6

3+00

2+50

10 = 219.8

T.P. 13.11  $\checkmark$   
 $\frac{229.93}{\times}$  0.09 216.82

$\frac{229.93}{\times}$   
9 = 216.7

2+00

214.2

1+50

22

$\frac{216.91}{\times}$

$\frac{216.91}{\times}$



Roanoke St Cont'd

63

6+50

7' = 258.6

257.5

6+00

8'

265.61

BM 13.32  $\downarrow$   
 $\frac{265.61}{\times}$  2.24 252.30 252.29

Conc. Mon & Sea Breeze @ Roanoke

5+40.26 = (Int. Sea Breeze Line = 302.81)

$\frac{256}{\times}$  252.08  
 400

5+00

9' = 247.7

4+50

11' = 243.1

T.P. 11.72  $\downarrow$   
 $\frac{254.84}{\times}$  0.13 242.82

254.84 ✓  
 $\times$

$\frac{242.95}{\times}$  ✓

Roanoke St Cont'd

B.M.

4.70 263.05 263.08

on Hub 32+0964  
(P 51 this bk)

T.P. 2.26 267.75 0.12 265.49

9+50

8+92.23

8+50

8+00

7+50

7+00

265.61  
1

6.0 259.61

3.0 262.57

stab

4.7 260.9

7.1 258.5

254.4

252.0

11.2 50

13.5 75

7.3 258.3

14.0 251.6  
73

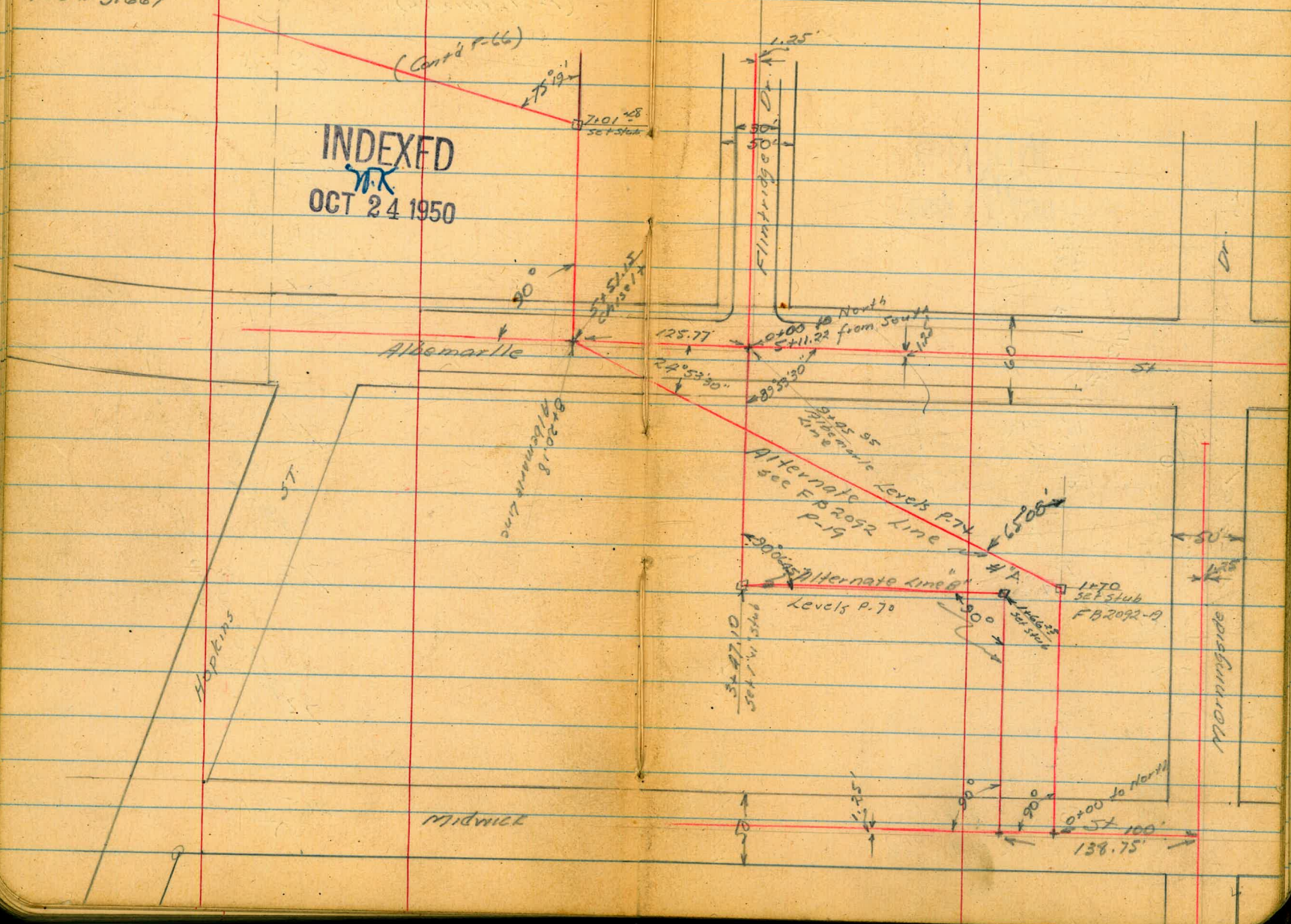
7.2 267.9

265.61  
1

Oct 1950  
Hendricks  
Johnson  
Bunch  
Shepard  
W07 31667

Proposed Sewer  
Blocks, 14, 15 & 17  
Paradise Hills

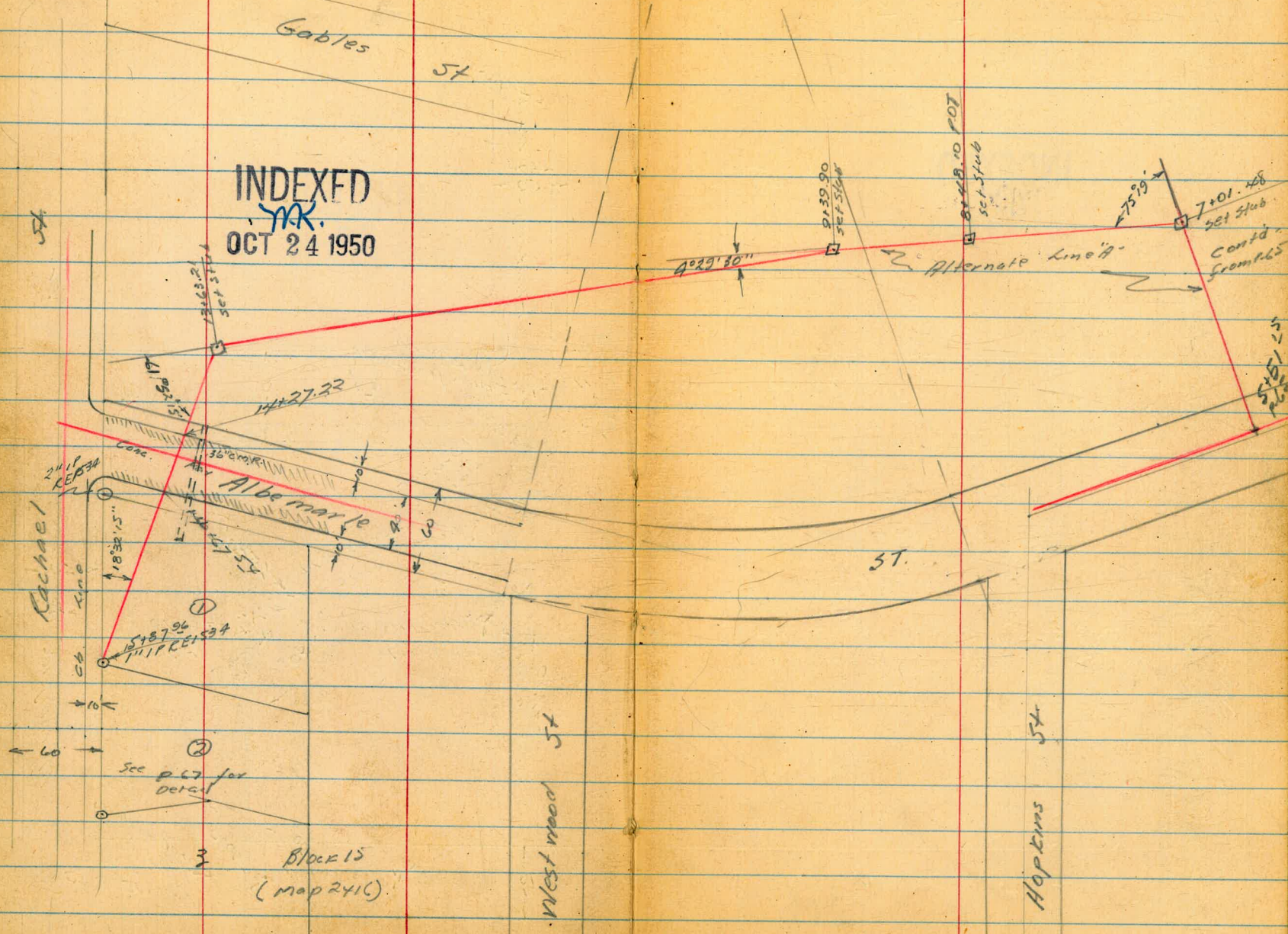
INDEXED  
MK  
OCT 24 1950



(Contd from P. 65)

CC

INDEXED  
YRK.  
OCT 24 1950





Levels Lot 2 BIKIS  
Paradise Hills  
Layout on P. 67

0+68 Edge Ditch on Prop Line

139<sup>5</sup> 137<sup>1</sup> 138<sup>1</sup> 145<sup>3</sup>  
00 4 10 25  
Ditch Ditch

0+60

140<sup>12</sup> 140<sup>1</sup> 139<sup>3</sup> 138<sup>4</sup> 145<sup>5</sup> 150<sup>1</sup> 152<sup>1</sup> 155<sup>8</sup> 160<sup>8</sup>  
-10.29 00 6 10 27 66 88 102 142  
Cb. Ditch

0+45

140<sup>20</sup> 140<sup>4</sup> 140<sup>5</sup> 138<sup>2</sup> 145<sup>6</sup> 149<sup>6</sup> 151<sup>3</sup> 159<sup>2</sup> 162<sup>4</sup>  
-10.29 00 6 15 31 60 78 113 142  
Cb. Ditch

0+30

140<sup>86</sup> 140<sup>7</sup> 140<sup>3</sup> 138<sup>1</sup> 145<sup>9</sup> 150<sup>4</sup> 152<sup>3</sup> 159<sup>3</sup> 162<sup>3</sup>  
-10.29 00 12 19 36 71 84 109 142  
Cb. Ditch

0+15

141<sup>52</sup> 141<sup>6</sup> 140<sup>4</sup> 139<sup>3</sup> 145<sup>4</sup> 150<sup>5</sup> 152<sup>2</sup> 159<sup>8</sup> 162<sup>2</sup>  
-10.29 00 15 24 39 73 84 117 142  
Cb. Ditch

0+00 = Fly line Lot 2

142<sup>26</sup> 142<sup>5</sup> 140<sup>1</sup> 140<sup>2</sup> 139<sup>4</sup> 145<sup>7</sup> 150<sup>3</sup> 151<sup>3</sup> 153<sup>4</sup> 159<sup>7</sup> 161<sup>8</sup>  
-10.29 00 10 23 30 45 73 84 93 122 142  
Cb. P.L. Ditch

B.M.

150+8

SEBP Rachael & Alhemarie

Contd from p 68

69

(section)  
1403.89 Along sly lot line

140 <sup>3</sup>	140 <sup>8</sup>	141 <sup>3</sup>	145 <sup>0</sup>	148 <sup>8</sup>
-10.32	00	5	15	50
Cb.				

0+90

140 <sup>02</sup>	140 <sup>5</sup>	141 <sup>0</sup>	144 <sup>5</sup>	148 <sup>2</sup>
-10.29	00	5	13	50
Cb.				

0+83 Edge ditch

139 <sup>8</sup>	140 <sup>5</sup>	144 <sup>6</sup>
00	5	13

0-75 Blm Ditch

140 <sup>04</sup>	140 <sup>5</sup>	140 <sup>5</sup>	147 <sup>1</sup>	148 <sup>5</sup>	141 <sup>4</sup>	145 <sup>2</sup>	148 <sup>4</sup>	150 <sup>5</sup>	151 <sup>5</sup>	154 <sup>1</sup>	155 <sup>8</sup>	157 <sup>5</sup>
-10.29	-3 <sup>3</sup>	-3 <sup>3</sup>	00	7	12	24	50	69	88	100	122	144
Cb.		H.W.	FL.									

10-23-50  
Hendricks  
Sherman  
Shepard  
Crawford

Levels Alternate Line B  
Sketch P-65

1400

0+67

0+35

0+13.75 ch

0+13.75 Gutter

0+00  
1+38.75 Midwick Line =

B17 993 189.71  
K

179.78

SWBP Morningside G Midwick

1852  
7.5  
5  
184.0  
8.0  
10  
181.7

1873  
24  
5  
185.6  
25  
10  
183.0

189.0  
0.7  
5  
187.8  
1.9  
10  
186.4

187.27  
24  
ch

186.66  
30.5  
G

186.97  
27.4

189.71  
K



Contd. from P 70

3+00

2+45

2+00

1+66.25 Rt. Ls to forward tangent

TP. 6.00	$\frac{182.39}{\lambda}$	13.32	176.39
----------	--------------------------	-------	--------

1+66.25 L. Lt. Rt. Ls to back line

1+32

$\frac{189.71}{\lambda}$

71

179.3	177.9	175.6
32	25	18
15		15

182.2	180.0	176.7
0.2	24	22
11		15

179.9	179.0	174.1
25	34	8.3
5		18
		7.00

176.4	174.6	174.4
6.0	7.8	5.0
	8	18
182.35		

on Hub 1+66.25

176.8	176.4	175.2
12.9	13.3	14.5
5		10

182.2	181.3	179.2
7.5	8.4	10.5
5.5		10

$\frac{189.71}{\lambda}$

(Cont'd from p. 71)

4+34

4+24

4+00

3+63

3+47.10 (RT Ls. to forward line)

3+47.10 L. RT. (RT Ls. to Back line)

182.39  
T

72

Q

12<sup>5</sup> 169.9

14<sup>9</sup> 167.5  
10  
14<sup>5</sup> 167.9  
10  
14<sup>10</sup> 168.4  
10

12<sup>0</sup> 170.4  
10  
11<sup>2</sup> 171.2  
10  
11<sup>0</sup> 171.4  
10

9<sup>0</sup> 173.4  
10  
9<sup>4</sup> 173.0  
10  
9<sup>13</sup> 173.1  
10

6<sup>2</sup> 176.2  
10  
6<sup>8</sup> 175.6

5<sup>0</sup> 177.4  
10  
6<sup>76</sup> 175.63  
Hub

182.39  
T

Cont'd from p. 72

B.M. 10 07 184.28 184.20  
9+45.95 Albemarle line  
5+11.22 =

NEBP Albemarle & Flint ridge  
161  
182.60

4+89.97 Gutter

182.01  
220

4+89.97 C6 so Albemarle

182.64  
157

4+77

181.4  
181.9  
182.6  
28  
22  
15  
10  
10

T.P. 889 184.21 7.07 175.32  
^

184.21  
173.4  
90  
10  
174.0  
84  
10  
174.6  
78  
10

4+50

182.39  
^

182.39  
^

Levels Alternate Line "A"  
 sketch p. 65  
 from FB 2092 P-75

3462

3450

3425

3400

2450

2400

1470 L. L. (section Rt Ls to forward base)

( $\frac{182.29}{1}$  from p. 73)

1683  
 144  
 170.4 170.8 168.3 173.6  
 12° 11° 14° 8.8  
 25 6 15

171.2 171.3 170.1 169.4 171.0 171.3  
 11.2 11.1 12.3 13° 11.4 11.1  
 20 10 9 4 10  
 10.5 171.9 171.6 172.4 10.0  
 13 18  
 toe toe

1133 173.2 173.4  
 9.1 9.2 9.0  
 12 21  
 toe toe

174.7 174.7 174.4  
 7.2 7.2 8.0  
 11 27  
 toe toe

175.1 175.4  
 7.3 7.0  
 10

$\frac{182.29}{1}$

Cont'd from p. 74

T.P. 1.84 174.8 11.87 172.34

5+78

5+69.90 Cb.

5+69.90 No Gutter Albemarle

TR 889 184.21 7.07 175.32

5+51.15 4.57

5+00.21 Gutter

5+00.21 30 Cb Albemarle

4+84

4+36

4+00

182.39  
11

171.9  
12.2  
10

172.0  
172.4  
11.8  
11.84

171.53  
12.58

184.21  
9.85 172.53

175.1  
7.25

175.8  
6.67

172.2  
10.2  
10  
176.6  
5.8

175.9  
8.5  
177.4  
5.0

167.6  
14.8  
19  
122  
14  
169.7  
8.5  
173.5  
10  
176.6  
5.8  
10  
178.9

7+10

7+01.48 (Rt. Ls to forward line)

7+01.48 G.L. (Rt. Ls to back line)

6+90

6+72

6+45

6+28

6+16

5+95

174.18

15.5 158.7  
 Ditch  
 15.5 159.8  
 6.5 167.6  
 161.2 159.0 159.8 166.0  
 13.0 15.2 15.2 8.0  
 17 7 166.0  
 Ditch  
 161.5 159.1 159.5  
 12.7 15.1  
 12 Ditch 10  
 162.5 162.1 160.3  
 11.7 12.1 13.9  
 10 26  
 163.3 163.1 161.5  
 10.5 11.1 12.7  
 10 13  
 Ditch  
 162.2  
 165.2 162.6 163.9  
 9.0 11.5 10.3 164.3  
 15 5 9.9  
 Ditch  
 8.4 165.8 165.6 167.0  
 10 10

174.18



Contd. from P 77

78

12+39

12+39

12+18

T.P. 3.23

154.78

13.24

151.55

12+00

11+50

11+00

10+60

10+29

10+00

9+72

164.79

148.8  
60 62 80 62 148.1  
25 27 34 146.7  
147.9  
69 72 60 50 148.0 149.7  
50 15 38 147.4

149.7 148.6 147.4 148.6 147.8 149.4 150.3  
15 16 17 16 15 14 15  
50 34 29 24 20  
150.6 150.6 148.2 151.2 152.2 152.4  
14 14 16 15 12 13 16  
50 41 35 28 151.4 151.6 149.5 153.1 154.5 157.5  
13 13 15 12 10 7  
50 37 29 17  
153.8 152.3 150.2 152.8 154.0 157.0  
10 12 14 12 10 7 15  
50 30 16 7 153.6 156.5  
153.8 153.0 150.5 156.0 158.1  
11 11 14 12 10 15  
30 15 5 157.2 159.2  
150.9 153.5 156.0 158.1  
13 11 8 10 6 10  
21 12 10 10  
151.3 151.2 157.2 159.2  
13 13 7 5 10  
19 6 10

164.79



15+00

14+82 36" CMP. Lt

14+67.54 S. Ch. line

14+47.38 ± Albemarle

14+27.22 do Ch. Albemarle

14+16 ± 36" CMP. Lt

13+63.21 (Rt. Ls to front line)

13+63.21 L. Rt. B. to back line

13+36

13+10

154.78

140.6  
 14 2 120  
 17 11 11 3 143.6  
 42.8  
 5.0 46.8

(E1  
 140.66)  
 17.5  
 148.30  
 6.48  
 Ch. G  
 47.58  
 10 48.78  
 47.44

148.1  
 C 70

147.07  
 772  
 G  
 141.01  
 148.0  
 681  
 147.6  
 151.1

105 105  
 H.V FL  
 143.2  
 11 6 9 8 143.0  
 21 14  
 Ditch  
 147.2  
 155.1

141.2  
 761  
 149.9  
 4.9  
 16

142.9  
 11 2  
 17  
 143.4  
 102  
 144.7

150.5  
 3  
 20  
 6 4  
 7 9  
 12 37  
 142.9  
 142.0

154.78  
 1

Cont'd. from p. 79

K

15

11

15

15 BM

4.30

150.48

150.48

SEBP

Albemarle &amp; Richey

13

142.5  
12.2

15+87.96 (N.W. Cor. Lot 2 BIK 15)

15+42

139.7	141.4	140.7	145.2
15 <sup>1</sup>	13 <sup>1</sup>	14 <sup>1</sup>	9 <sup>5</sup>
23	16		17

15+78

23204

545  
25  
795  
729  
1524

20.16  
2722  
4738

729

37  
18

518  
337  
481

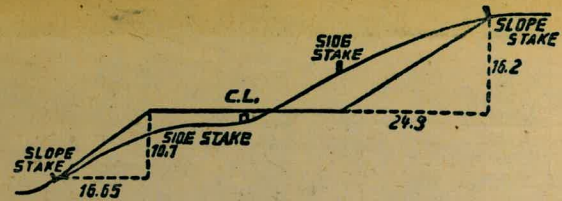
13.9

20+574  
139  
20 435  
15  
201 28  
20+574  
17  
744

27+13.94  
245  
26+89.4

1.8  
1285

8+48.10 POT  
7150 55 TP.



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
SLOPE 1/4 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	73.95	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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