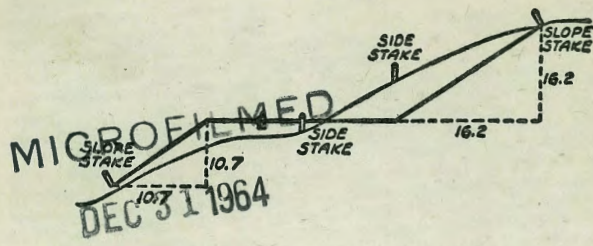


2099





K 17-18

68 Nly 1/2  
60 Sly 1/2

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

INDEXED  
to page # 28

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



TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.81	.92	1.04	1.29	1.42	1.54	1.66	
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.035	.039	.043	.047	.051	
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

1 Int. 18th St & Pershing Dr  
 2-4 Drain - Franciscan Way  
 5-15 X-SEC Midway Dr. - Ollie to W. Pt Loma  
 16-28 X-SEC Orange Ave 54th to Sparten  
 Drainage survey, lots 5, 6, 7, + 8  
 28-36 Andrew Jackson Tract, 53rd + Trojan  
 Sewer Prelim.  
 41-57 Julian St. - Sunset - Gaines etc.  
 37-40 - X-Section Ingelow - Plum to Clave  
 58 - Houses - Wightman at Gaines  
 Cosgrove PK - Elevation, for  
 Proposed inlet rear 59  
 of 3327-53d. to 62  
 Eleva - 5th av Brooks to Pann  
 curb. 2 gutter - w. side 63



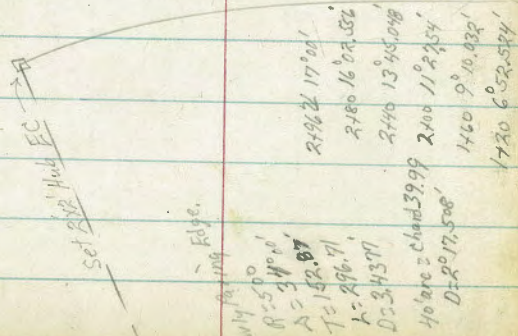
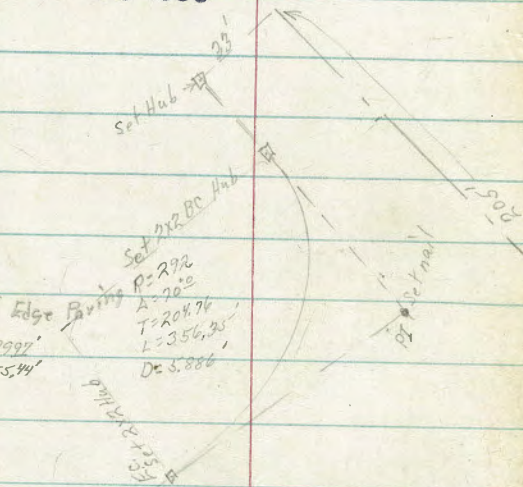
D. Smith  
E. Sherman  
G. Cota.

Ref Drawing # 8106 K

INDEXED  
W.K.  
JUN 23 1950

0100	0°00'
EC	
0140	3°53.44'
0180	7°50.88'
1420	11°46.32'
1460	15°41.76'
2100	19°37.20'
2140	23°32.64'
2180	27°28.08'
3120	31°23.52'
3456	35°00'
BC	

Note:  
40' chord = 3997'  
40' r D = 3955.74'



0100 4°35.016'  
0140 8°17.508'  
BC-0100 = 0°00'

Set 2x2' Hub BC at K

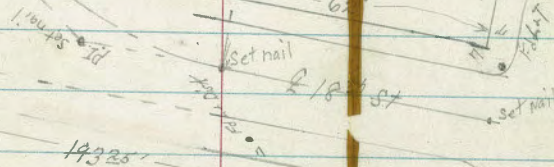
18th & Pershing Dr. Intersection

Note: Staked Northwesterly Edges of Spring  
for observation purposes.

WO # 20666

1-22-50

R = 180'  
A = 76°  
L = 140.63'  
L = 238.26'

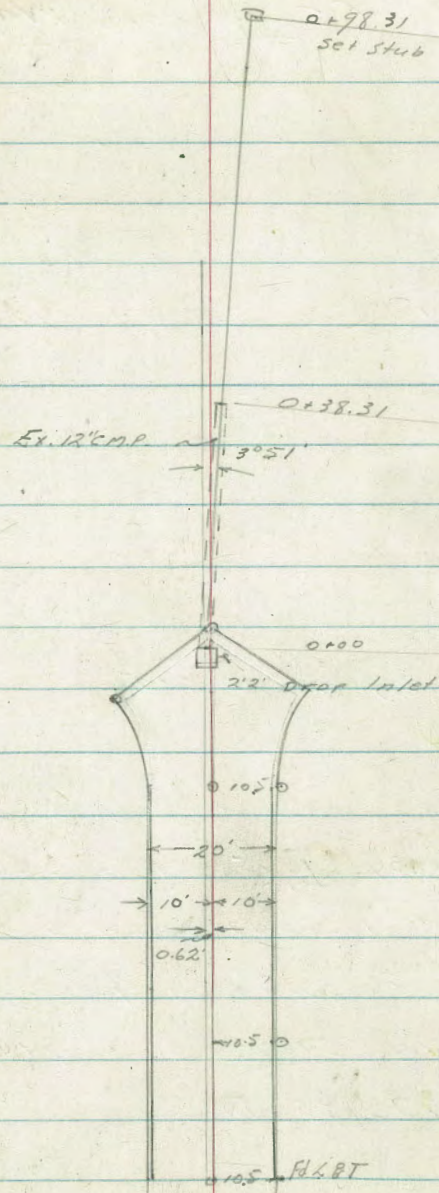
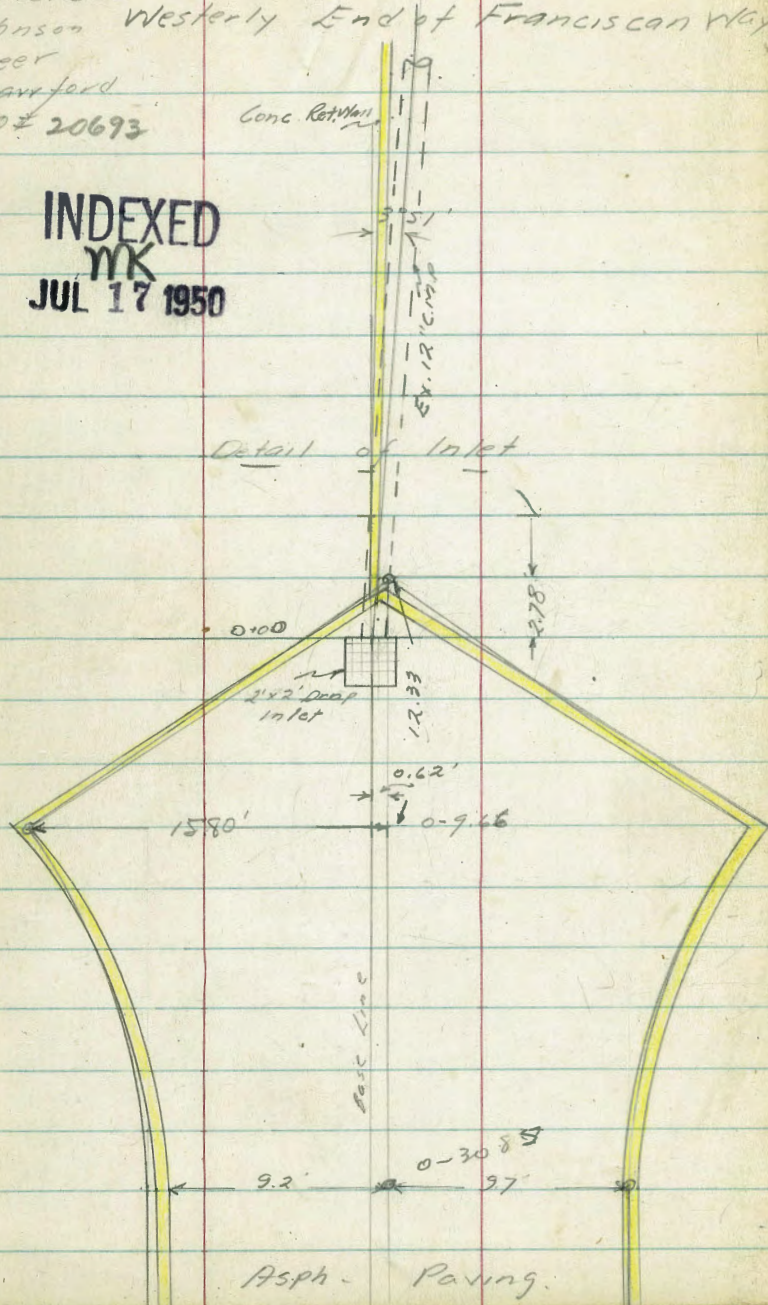


A ST



7-14-50 Proposed Extension of Drain  
 Hendricks  
 Johnson Westerly End of Franciscan Way  
 Greer  
 Crawford  
 W/O # 20693

INDEXED  
 NYK  
 JUL 17 1950





Levels Proposed Drain  
Franciscan Way

0+42

301.2	301.2	305.8	302.6	302.6	304.5	304.4
5-8	5-8	1-2	3-4	4-4	2-5	2-6
20	3	2	2	4	20	
		Wall Gr				

0+38.31 End Ex. R<sup>o</sup> C.M.P.

301.2	304.4	306.3	303.9	301.75	303.8	304.9	304.6
5-8	5-5	0-7	W-1	5-20	3-5	2-1	2-4
20	3	2	2	FX	2	X	20
	Gr	Wall	Gr				

0+00

304.32

2-6.3

FX

0+00 Reg Ex. 12" C.M.P.

305.93

1-0.2

Grate

0-30.84

306.95

X

TP 0.34 306.95<sup>v</sup> 13.86 306.61<sup>v</sup>

R Disc 0-30.84 (S 2201)

TP 0.21 320.47<sup>v</sup> 13.04 320.26<sup>v</sup>

TP 0.16 333.30<sup>v</sup> 13.19 333.14<sup>v</sup>

TP 1.42 346.33<sup>v</sup> 8.26 344.91<sup>v</sup>

B.M. 9.73 353.17<sup>v</sup> 343.44<sup>v</sup>

SWBP Madison & Delaware



Drain Cont'd

1+13

272.4	272.7	272.0
34 10	34 11	35 10
10		12

0+98.31 End Proposed Pipe

252.6	250.6	272.7
24 1	26 4	29 3
5		13

0+85 BC Wall

290.1	288.8	289.9	289.9	287.6	285.4
16 5	18 2	17 1	17 1	19 4	21 6
16	3	2	2		15
		Wall			

0+60

301.4	300.5	299.7	301.0	299.1
5 4	6 5	7 3	6 10	9 8
20	5		3	20

306.95  
/

306.95  
/

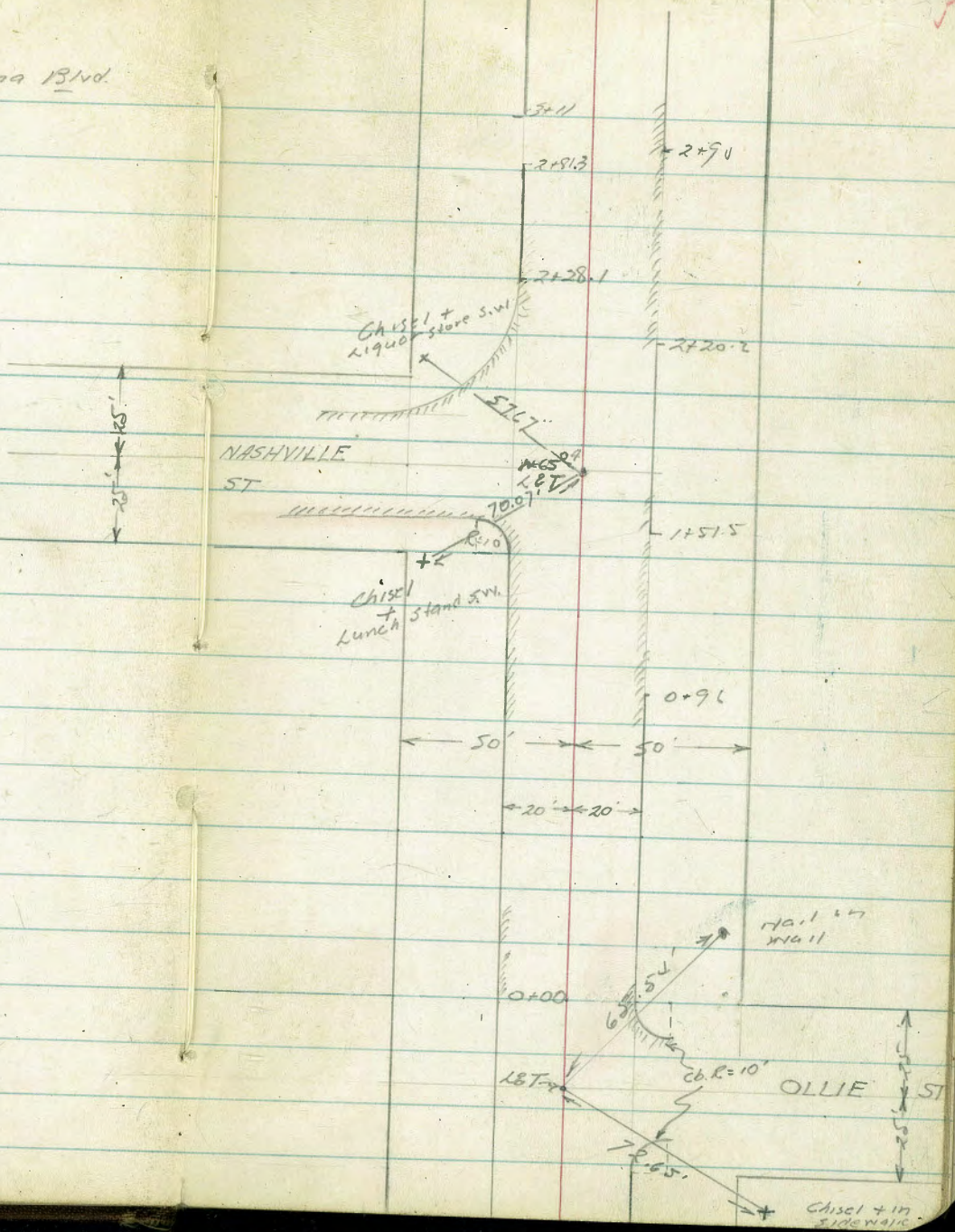
+



7-26-50  
Hendricks  
Johnson  
Greer  
Grawford  
NO# 20697

X SECTION  
MIDWAY DRIVE  
Ollie to W. Ft. Loma Blvd.

INDEXED  
JUL 28 1950



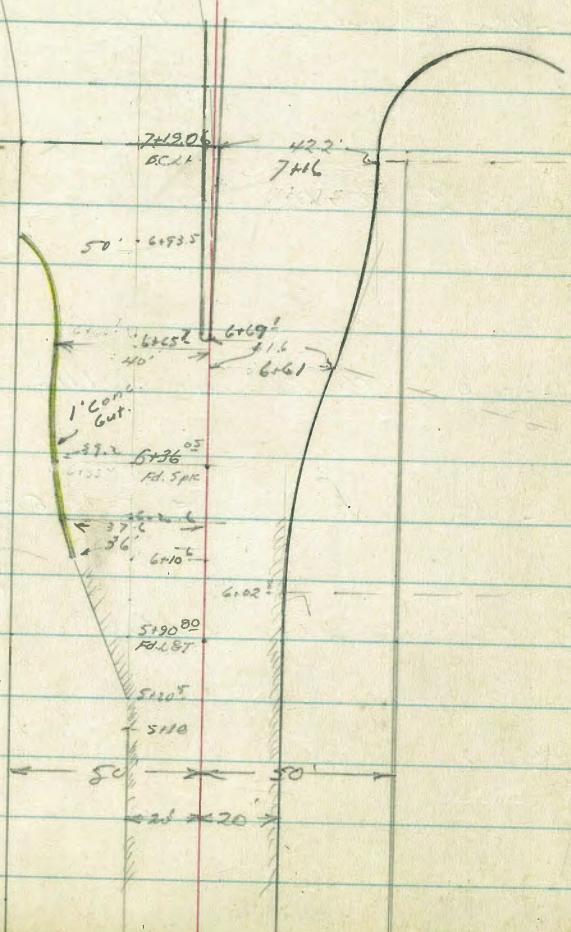


Midway Dr Cont'd.

6

$6-93.5$   
 $5+90.80$   
 $\hline 1.0270$

$R = 415.12$   
 $\Delta = 39^{\circ}02'30''$   
 $T = 14717$





Levels Midway Dr  
Cont'd.

(With self reading rod)

0+06 Light Standard 25.4' RT  
Power Pole # 4099 22' RT

0+00 So. Line Ollie

0-10 So. Ch. Line Ollie

0-25  $\frac{1}{2}$  Ollie St.

0-40 No. Ch. Line Ollie St.

0-42 Power Pole # 5975564 37' RT

0-50 No. Line Ollie

B.M.

2.18

USE 2.39

DOES NOT CHECK WITH B.P. ON HEADWALL AT W. PT. LOMA

ALL ELEV. ARE  
0.24 TO LOW.

0<sup>6</sup> 0<sup>5</sup> 17<sup>5</sup> 11<sup>0</sup> 14<sup>2</sup> 12<sup>6</sup> 12<sup>5</sup> 2<sup>4</sup>  
50 34 20 20 20 20 50  
Ch G G Ch

0<sup>6</sup> 17<sup>4</sup> 11<sup>0</sup> 14<sup>2</sup> 12<sup>1</sup> 10<sup>3</sup> 12<sup>8</sup> 0<sup>7</sup> 0<sup>2</sup>  
50 20 20 20 30 30 50 63  
Ch G G Ch

0<sup>6</sup> 17<sup>2</sup> 10<sup>7</sup> 13<sup>8</sup> 12<sup>4</sup> 12<sup>8</sup> 0<sup>9</sup> 0<sup>7</sup>  
50 20 20 20 30 30 50 70  
Ch G G Ch

0<sup>5</sup> 21 17<sup>1</sup> 10<sup>7</sup> 13<sup>7</sup> 12<sup>7</sup> 10 12<sup>9</sup> 0<sup>8</sup> 0<sup>6</sup>  
50 24 20 20 20 30 30 50 75  
Ch G G Ch

0<sup>3</sup> 2<sup>2</sup> 17<sup>1</sup> 10<sup>8</sup> 13<sup>5</sup> 12<sup>4</sup> 12<sup>8</sup> 1<sup>2</sup> 1<sup>0</sup>  
50 23 20 20 20 20 20 50 80  
Ch G G Ch

Chisel  $\square$  West Ch. Midway & Nashville



1+195 End Conc Slab

14 174 171 14  
 73.8 33.8 45.8 45.8  
 Pav Pav

0+91.5 Beg Conc sidewalk around

← → 168 14  
 458 458  
 Pav Pav

Drive in on Lt.

0+96 End Cb on Rt

14 1.8 40 24 200 35  
 46 20 20 20 50  
 G Cb G Cb

0+82 Light standard 21.5 Lt.

0+78 Power Pole # 537355-4 37' Lt.

0+50

14 24 43 12 87 25  
 50 20 20 20 50  
 G Cb G Cb

0+16<sup>s</sup> Anchor Pole 39' Lt.

0+10 Cb Levels off on Lt.

126 108  
 20 20  
 Cb G

0+07 Cb Breaks down on Lt.

171 108  
 20 20  
 Cb G

(Add 0.24' to readings)



Midway Dr. Cont'd.

♀

7

1+81 Power Pole # 4501 22' Rt.

1+80.04 So. Cb. Line Nashville

-0 <sup>04</sup>	-0 <sup>12</sup>	-0 <sup>01</sup>	-0 <sup>24</sup>	-0 <sup>33</sup>	14	63	157	223	30	32
100	100	82	82	50	20		20	20	41	48
cb	G	cb	G				G	cb		

1+65.04 ♀ Nashville

0 <sup>33</sup>	0 <sup>80</sup>	0 <sup>97</sup>	18	59	150	214	30	31
100	50	30	20		20	20	40	50
					G	cb		

1+56 Light Standard 25.5' Rt.

1+51.5 Beg. Cb. on Rt.

145	211	50	54
20	20	37	50
G	cb		

1+50.04 No. Cb. Line Nashville

-0 <sup>55</sup>	0 <sup>08</sup>	100	079	105	49	145	30	31
100	80	30	30	20		20	39	50
		cb	G					

1+40.04 No. Line Nashville

0 <sup>2</sup>	0 <sup>4</sup>	14	124	102	50	141	30	34
100	50	27	20	20		20	38	50
		cb	G			Pay		

(Add 0.24' to readings)



2+50

1 <sup>2</sup>	1 <sup>9</sup>	3 <sup>8</sup>	1 <sup>92</sup>	1 <sup>91</sup>	3 <sup>4</sup>	3 <sup>2</sup>
50	20	20		20	41	50
	cb	G				

2+41 Power Pole # 537354 H 38' Lt

2+40<sup>8</sup> End SWI on Lt 455'

2 <sup>16</sup>	2 <sup>12</sup>
50	455'
	SWI

2+32 Light Standard 22' Lt.

2+38.1 Beg Cb on Lt

1 <sup>87</sup>	1 <sup>27</sup>
20	20
cb	G

2+20.2 End Cb on Lt

2 <sup>10</sup>	2 <sup>07</sup>	1 <sup>6</sup>	1 <sup>19</sup>	1 <sup>78</sup>	1 <sup>78</sup>	2 <sup>44</sup>	3 <sup>2</sup>
50	45	21	20		20	20	49
	SWI		G		G	cb	

1+90.04 Beg Conc. sidewalk 45' Lt  
So. Cb line Nashville St.

0 <sup>1</sup>	2 <sup>12</sup>	2 <sup>09</sup>	0 <sup>65</sup>	1 <sup>00</sup>	1 <sup>64</sup>	1 <sup>63</sup>	2 <sup>26</sup>	3 <sup>4</sup>
90	50	45	34	20		20	20	49
						G	cb	

Prop

(Add 0.24 to readings)



Midway Dr. Cont'd.

\$

3+51.5 Beg Cb. on Lt.

261 195  
20 20  
Cb G

3+51 Power Pole # 537353 38 Lt.

3+50 Dr. slopes up to Cb.

24 245 210 195 247 239 309 35 35  
50 22 20 20 20 20 20 42 50  
Dr G G Cb

3+11 (Beg 2 Conc. Ramp. or Dr.) on Lt.

208 186 170  
22 20 20  
Dr. G.

3+06 Light Standard 25.5' Rt.

3+00

18 21 163 218 216 280 36 32  
50 30 20 20 20 42 50  
G Cb

2+90 Beg Cb. on Rt.

208 274  
20 20  
G Cb

2+81.3 End Cb. on Lt.

217 156  
20 20  
Cb G

(Add 0.24' to readings)



Midway Dr. Contd.

4

12

4+72 Power Pole # 537352.H 38.5' Lt.

4+64 End frame Bldg. 49.3' Lt.

4+65 Power Pole # 4549 22.5' Lt.

4+56 Light Standard 26' Lt.

4+50

28	25	22	25	31	28	34	36	36
48	30	20	19		20	20	42	50
		cb	G		G	cb		

4+37.5 Beg frame Bldg. 48.6' Lt.

4+31 Beg cb on Lt.

265	246
20	19
cb	G

4+00

24	25	22	28	265	327	36	36
50	36	20		20	20	42	50
		rev.		G	cb		

3+90 End cb on Lt.

28	29
20	20
cb	G

3+81.5 Light Standard 23' Lt.

(Add 0.24' to readings)



6+06 Light Standard 25.5' Rt.

6+12 End frame Bldg 48.4' Lt.

6+25 Power Pole # 4561 22' Rt.

6+00

4<sup>0</sup> 3<sup>9</sup> 3<sup>5</sup> 3<sup>39</sup> 3<sup>81</sup> 3<sup>48</sup> 4<sup>10</sup> 4<sup>2</sup> 3<sup>5</sup> 3<sup>6</sup>  
 50 39 339 20 20 20 25 30 50  
 Pav G Cb

5+91 Beg frame Bldg 48.5' Lt.

5+80

3<sup>0</sup> 3<sup>17</sup> 3<sup>07</sup> 3<sup>60</sup> 3<sup>25</sup> 3<sup>85</sup> 3<sup>5</sup>  
 25.4 20 20 20 50  
 Pav G Cb

5+20.5 Pav. ls. out on Lt.

296  
20

5+109 End Cb on Lt.

304 291  
20 19  
G

5+100

24 3<sup>2</sup> 296 281 3<sup>32</sup> 3<sup>07</sup> 3<sup>68</sup> 3<sup>2</sup>  
 50 25 20 19 20 20 50  
 Cb G G Cb

(Add 0.24 To readings)



Midway Dr. Cont'd

6+70 Light Standard 43' Lt.

6+65.7 P.C. Cb on Lt.

40<sup>08</sup> 355 357  
40 39.8 38.8  
Cb G G

6+61 + P.R.C. Cb on Rt.

39 40<sup>01</sup> 351 351 396 40<sup>32</sup> 40<sup>07</sup> 373 458 45  
46 40.1 39.7 38.7 20 20 31.6 31.6 37  
Cb G G G Cb

6+36.05

38 388 339 339 369 40<sup>03</sup> 362 437 43  
46 39.2 39 38 20 23.7 23.7 33  
Cb G G G Cb

6+20.6 BC Cb on Lt.

38<sup>8</sup> 341 341  
376 374 36.4  
Cb G G

6+13 Power Pole # JP4564 39.5' Lt.

6+10.6 Beg Cb @ 1' Conc. Gut end.

40<sup>01</sup> 355 355  
36 35.8 34.8  
Cb G G

6+02.8 BC Cb on Rt.

35<sup>1</sup> 41<sup>4</sup>  
20 20  
G Cb

(Add 0.24' to readings)



Midway Dr. Contd

4

N

SHOULD BE 2.00 (Ret. F.B. 650, 2050, etc.)

276 276

BR in NW. of Culvert NW. Cor. W. Pt. Loma & Midway

7+19.06 B.C. Frontier St on Lt

41	41	41	41	41	41	41	41	41	41	41	41	41	41
45	39	20	2	1.7			1.2	1.5	20	43	43		
	Par.		Par.	Cb			Cb	Par.		G	Cb		

7+16 PRC Cb. on Rt

424	59
429	429
G	06

6+93.5 End Cb. on Lt

414	307	308	382
497	452	48	417
Cb.	G	G	Par.
	520	438	
	1.	1	
	Island	Pave	

6+69.1 Base of Traffic Island i'd

(Add 0.24' to readings)



D. Smith  
V. Fay  
E. Sherman  
J. Crawford

West Lot 10 Lemon Villa (494)  
East line Richmond Hills

INDEXED

OCT 3 X 1950

Cross Sec Orange Ave  
54th to Spartan Dr.

Fd 2" pipe  
182412

446367

Fd Con Man  
34994

34994

55th St

proposed

30

30

20

20

existing

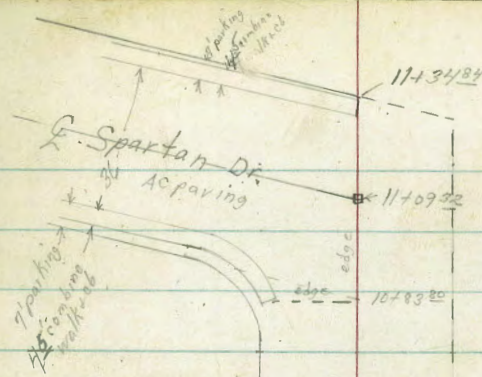
Orange Ave

54th St

Fd 1"

25

25



Wo# 25020 16  
10-9-50

INDEXED

OCT 3 X 1950

Belleview Hts Unit 4  
West # 2578  
East # 10  
Kamen Villa (53)

Man out  
set Hub  
1000

proposed

30

30

20

20

existing



X Sec Orange Ave

0+41 13 RT & 4" olive tree

0+15 Proposed Prop. 54th

0+13 15 RT & dead man

0+07 16 RT & guy pole 18" dia

0+00 East Prop. 54th

0-09 RT & Fire Hyd

0-11 RT & water valve box

0-15 Edge con paving

0-25 E 54th St

TP BM

TP

BM

11<sup>12</sup> 371<sup>30</sup>  
10<sup>14</sup> 361<sup>81</sup>

7<sup>53</sup>

363<sup>72</sup> Orange 54th

360<sup>13</sup>

351<sup>67</sup> Trojan 54th

54th to Spartan  
St-North E

St-South West  
10-9-50

360.4 361.6 362.1 362.46  
102 92 92 8<sup>49</sup> 8<sup>49</sup> 362.81 362.81 362.6 363.9  
50 30 20 10 edge AC 3 edge AC 14 20 30 50  
363.3 363.7

360.6 362.0 362.5 362.90 363.29 363.32 362.8 364.7 364.0  
102 93 88 8<sup>40</sup> 8<sup>21</sup> 7<sup>28</sup> 8<sup>5</sup> 6<sup>0</sup> 7<sup>3</sup> 364.2  
50 30 20 10 edge AC 3 edge AC 13 20 30 50  
362.63 8<sup>57</sup> 5<sup>2</sup> 5<sup>2</sup>

359.59 362.15 362.70 363.44 364.31 364.85 367.93  
112 95 86 7<sup>86</sup> 6<sup>22</sup> 6<sup>45</sup> 3<sup>52</sup>  
80 30 20 20 30 80

359.57 362.39 362.87 363.77 364.74 365.22 367.90  
112 82 83 7<sup>53</sup> 6<sup>56</sup> 6<sup>08</sup> 3<sup>40</sup>  
80 30 20 20 30 80

371<sup>30</sup>



2707 15° H & 12" tel pole # 212

2700

1786 13° RT & 3" olive tree

1750

1712 13° RT & 8" olive tree

T.P.<sub>2</sub>

532

367<sup>15</sup>

947

361<sup>83</sup>

1700

0768 13° RT & 4" olive tree

0755 14° RT & 12" dia tel pole # 211

0750

Lt = North

Rt = South

18

359.6	360.4	361.2	361.55	361.79	361.61	361.2	361.8	362.0	362.4
7 <sup>5</sup>	6 <sup>8</sup>	5 <sup>2</sup>	5 <sup>60</sup>	5 <sup>32</sup>	5 <sup>54</sup>	6 <sup>0</sup>	5 <sup>2</sup>	5 <sup>2</sup>	4 <sup>8</sup>
50	30	20	10	5	5	10	20	30	50
			edge AC		edge AC				

358.8	359.6	360.4	361.43	361.73	361.49	361.0	361.6	361.4	362.0
8 <sup>2</sup>	7 <sup>6</sup>	6 <sup>8</sup>	5 <sup>22</sup>	5 <sup>42</sup>	5 <sup>66</sup>	6 <sup>2</sup>	5 <sup>5</sup>	5 <sup>8</sup>	5 <sup>2</sup>
50	30	20	10	5	5	10	20	30	50
			edge AC		edge AC				

359.1	359.3	360.3	361.48	361.84	361.75	360.6	362.1	361.5	362.2
12 <sup>2</sup>	12 <sup>0</sup>	11 <sup>0</sup>	9 <sup>82</sup>	9 <sup>46</sup>	9 <sup>55</sup>	10 <sup>2</sup>	9 <sup>2</sup>	9 <sup>8</sup>	9 <sup>1</sup>
50	30	20	10	5	5	14	20	30	50
			edge AC		edge AC				

359.3	360.5	361.2	361.77	362.10	362.05	361.1	362.6	362.4	362.2	362.8
12 <sup>0</sup>	10 <sup>8</sup>	10 <sup>1</sup>	9 <sup>82</sup>	9 <sup>20</sup>	9 <sup>25</sup>	10 <sup>2</sup>	8 <sup>2</sup>	8 <sup>2</sup>	9 <sup>1</sup>	8 <sup>5</sup>
50	30	20	10	5	5	14	17	20	30	50
			edge AC		edge AC					

371<sup>30</sup>



TP<sub>3</sub>12<sup>38</sup>377<sup>68</sup>

125

365<sup>40</sup>on E Mon  
5541 Orange3781 14<sup>5</sup> Lt E Dead man

3780 E Orange crosses edge AC.

3761 14<sup>5</sup> Lt E 12" tel pole #2133752 14<sup>0</sup> Lt E 6" olive tree

3740 BC. of AC paving turns South into 5541

3700

2756 13<sup>0</sup> Rt E 4" olive tree

2750

2710 13<sup>0</sup> Rt E 8" olive tree

Lt = North

E

Rt = South

19

363.2	364.0	365.0	365.53	365.05	364.8	365.8	367.0
32	32	22	12	20	23	13	02
50	30	20		20	26	30	50
				edge			
				AC			

361.6	362.4	363.2	363.45	363.58	363.38	363.0	363.8	364.0	364.4
55	42	40	370	357	322	42	33	32	28
50	30	20	10	5	10	20	30	30	
			edge						
			AC	edge					
				AC					

361.0	361.6	362.4	362.49	362.68	362.60	362.2	363.0	363.0	363.4
62	55	42	466	47	455	50	42	41	32
50	30	20	10	5	10	20	30	30	
			edge						
			AC	edge					
				AC					

359.8	360.6	361.2	361.88	362.08	361.91	361.6	362.4	362.6	363.0
72	65	52	527	507	524	56	42	46	42
50	30	20	10	5	10	20	30	30	
			edge						
			AC	edge					
				AC					

367<sup>15</sup>



TP<sub>4</sub> 10<sup>84</sup> 387<sup>60</sup> 0<sup>92</sup> 376<sup>26</sup>

5750

5719 14" Lt E 12" tel pole # 214

5700

4763<sup>64</sup>

4715

4714 24" N + E fire Hyd.

3799<sup>64</sup> E 55<sup>th</sup>

Lt = North ♀ Rt = South

20

375.7 375.3 375.2 375.5 376.0 376.2 376.4  
2° 2° 2° 2° 1° 1° 1°  
50 30 20 20 30 50

370.7 370.9 371.3 371.3 371.6 371.9 372.1  
7° 6° 6° 6° 5° 5°  
50 30 20 20 30 50

368.9 368.8 368.2 368.5 369.3 369.7 370.1  
8° 8° 9° 8° 8° 7°  
50 30 20 20 30 50

365.4 365.4 366.9 366.4 367.7 367.6 368.2  
12° 12° 11° 11° 10° 10° 9°  
50 30 20 20 30 50

364.3 364.9 365.6 365.8 366.39 366.50 366.66 367.32  
13° 12° 12° 11° 11° 11° 10° 10°  
50 30 20 145 20 30 50  
AC AC AC AC

377<sup>68</sup>



TP

12<sup>35</sup>412<sup>07</sup>0<sup>9</sup>399<sup>13</sup>

7+50

7+00

TP

12<sup>25</sup>399<sup>76</sup>0<sup>9</sup>387<sup>51</sup>6+56 14<sup>34</sup> E 12" tel pole # 215

6+50

6+00

5+75

Lt=North

E

Rt=South

21

396.6	396.5	396.5	396.1	395.8	396.0	395.7
32	32	32	32	40	38	42
50	30	20		20	30	50

391.6	391.6	391.7	392.0	391.9	391.6	391.6
82	82	81	78	72	82	82
50	30	20		20	30	50

39976

386.7	386.8	387.0	386.8	387.0	386.9	386.8
02	08	06	08	08	02	08
50	30	20		20	30	50

381.1	380.9	380.8	380.9	381.4	381.4	381.3
63	62	68	67	62	62	63
50	30	20		20	30	50

378.6	378.4	378.2	377.9	378.9	378.7	378.4
90	92	94	92	82	82	92
50	30	20		20	30	50

38760



9470 23<sup>3</sup> 4 2 9" pole #427487 H

9450

409.1	407.5	407.2	406.0	405.9	405.2	404.0	403.1	401.9
3 <sup>0</sup>	4 <sup>6</sup>	4 <sup>2</sup>	6 <sup>1</sup>	6 <sup>2</sup>	6 <sup>2</sup>	8 <sup>2</sup>	9 <sup>0</sup>	10 <sup>8</sup>
50	30	20	10		12	20	30	50

9470

412.6	411.9	411.2	410.3	409.0	408.1	406.4	405.3	402.6
7 <sup>05</sup>	03	02	1 <sup>8</sup>	3 <sup>1</sup>	4 <sup>0</sup>	5 <sup>2</sup>	6 <sup>8</sup>	9 <sup>5</sup>
30	30	20	10		10	20	30	50

9404 12<sup>3</sup> 4 2 12" pole #217

8490

415.3	414.5	414.3	413.0	411.3	410.2	409.7	408.0	406.2	402.5
13 <sup>2</sup>	12 <sup>4</sup>	12 <sup>3</sup>	10 <sup>2</sup>	0 <sup>8</sup>	1 <sup>2</sup>	2 <sup>4</sup>	4 <sup>6</sup>	5 <sup>2</sup>	8 <sup>6</sup>
50	30	25	20	10		12	20	30	50

8460

412.5	411.8	411.3	409.4	408.4	407.6	406.1	405.5	403.0
7 <sup>04</sup>	03	08	2 <sup>1</sup>	3 <sup>1</sup>	4 <sup>8</sup>	6 <sup>0</sup>	6 <sup>6</sup>	9 <sup>1</sup>
50	30	20	10		10	20	30	50

8430

408.3	406.8	406.3	405.2	403.9	403.0	402.1
3 <sup>8</sup>	5 <sup>3</sup>	5 <sup>8</sup>	6 <sup>2</sup>	8 <sup>3</sup>	9 <sup>1</sup>	10 <sup>0</sup>
50	30	20		20	30	50

8404 14<sup>2</sup> 4 2 12" pole #216

8400

403.7	403.5	402.9	401.4	400.3	400.0	399.8
8 <sup>4</sup>	8 <sup>6</sup>	9 <sup>2</sup>	10 <sup>7</sup>	11 <sup>8</sup>	12 <sup>1</sup>	12 <sup>3</sup>
50	30	20		20	30	30

412.07

Lt=North

2

Rt=South

22



Lt=North

♀

Rt=South

23

11409<sup>32</sup> ♀ Spartan

386.6	385.96	385.47	386.2	386.2
6 <sup>7</sup>	7 <sup>4</sup>	7 <sup>9</sup>	7 <sup>2</sup>	7 <sup>2</sup>
50	25		25	50

11700 sut. Brk in AC

386.26	386.07	385.54	386.3	386.2
7 <sup>4</sup>	7 <sup>30</sup>	7 <sup>23</sup>	7 <sup>1</sup>	7 <sup>2</sup>
50	25		25	50

TP<sub>8</sub> 5<sup>28</sup> 393<sup>31</sup> 12<sup>31</sup> 387<sup>55</sup>

393<sup>37</sup>

10460 edge AC on Lt and R

395.1	389.0	389.00	388.90	388.39	388.53	392.6	391.3	390.6
4 <sup>8</sup>	10 <sup>2</sup>	10 <sup>26</sup>	10 <sup>26</sup>	11 <sup>4</sup>	11 <sup>33</sup>	7 <sup>3</sup>	8 <sup>5</sup>	9 <sup>3</sup>
38	25	225	18	18	1	25	50	
		walk	cb	3d				

10430

398.8	391.6	391.1	390.6	396.5	395.7	394.9
1 <sup>1</sup>	8 <sup>3</sup>	8 <sup>2</sup>	9 <sup>3</sup>	3 <sup>4</sup>	4 <sup>2</sup>	5 <sup>0</sup>
40	28	25	1	25	50	

10460

401.9	395.5	395.3	394.4	400.2	399.0	397.6
12 <sup>0</sup>	4 <sup>1</sup>	4 <sup>5</sup>	5 <sup>5</sup>	10 <sup>3</sup>	0 <sup>2</sup>	2 <sup>3</sup>
42	30	25	1	25	50	

TP<sub>7</sub> 0<sup>05</sup> 399<sup>86</sup> 12<sup>26</sup> 399<sup>81</sup>

399<sup>86</sup>

9495

406.0	405.9	402.9	402.2	402.0	401.5	400.2	403.0	401.5	400.9	399.9
6 <sup>1</sup>	6 <sup>3</sup>	9 <sup>2</sup>	9 <sup>2</sup>	10 <sup>1</sup>	10 <sup>6</sup>	11 <sup>2</sup>	9 <sup>1</sup>	10 <sup>6</sup>	11 <sup>2</sup>	12 <sup>2</sup>
50	44	35	30	20	15	1	20	30	50	

412<sup>07</sup>



Lt North

2

Rt South

24

BM starting

540

351<sup>68</sup>

351<sup>68</sup>

+ Lt T & Trojan  
+ 5473

TP

098

357<sup>08</sup>

10<sup>07</sup>

356<sup>10</sup>

BM

077

368<sup>17</sup>

365<sup>20</sup>

E Mon 5574  
Orange p 19

TP<sub>10</sub>

12<sup>05</sup>

388<sup>42</sup>

check  
page 28

TP<sub>9</sub>

7<sup>12</sup>

400<sup>47</sup>

0<sup>02</sup>

393<sup>35</sup>

11734<sup>84</sup> East Prop Spartan

11732

11727 East Ch Spartan

386.5 385.9 385.3 385.4 385.8

62 75 81 80 76  
50 25 25 50

385.48

789

walk  
back edge  
end

386.74 386.33 386.03 385.57 385.39 384.96 385.4 385.8  
63 70 73 78 78 84 82 76  
50 94 15 15 8 94 25 50  
Ch end

393<sup>32</sup>



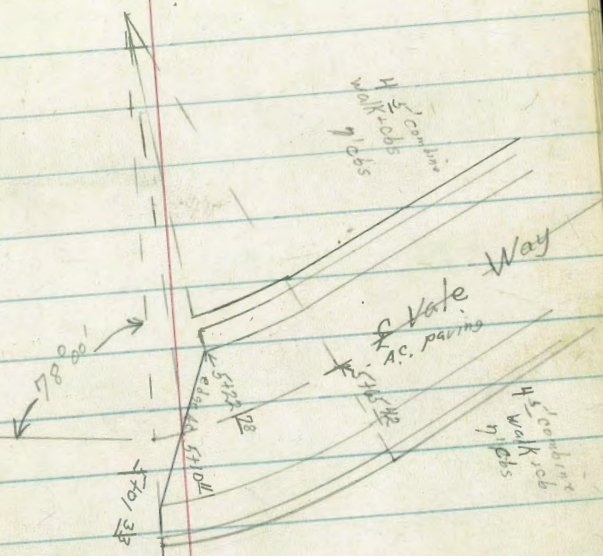
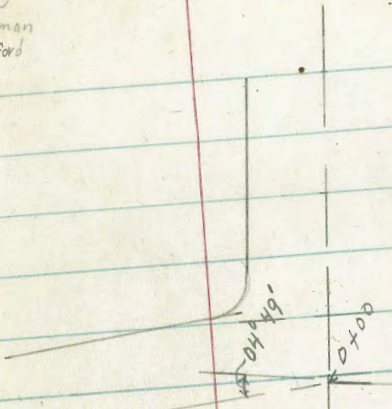
D. Smith  
Wm Fay  
F. Sherman  
J. Crawford

Cross Sec Street Area  
inside Richmond Hts.  
Vale Way to Street

25020  
10-10-50 25

Notes reduced  
v.w.  
10-11-50

INDEXED  
M.K.  
OCT 3 X 1950



Westerly 4th Lot 10  
Kemper Mill 78'



Lot 1.  
127 57'  
F 3/4" Pipe  
Lot 25  
90'  
F 3/4" Pipe  
Kemper Mill Lot 10  
Each 1/2" pipe

INDEXED  
M.K.  
OCT 3 X 1950



INDEXED

MAR 13 1951

TP

1470

1028 379<sup>16</sup>

144 368<sup>18</sup>

X Sec loop St in Richmond Hts

Lt=North

WO # 25020

26

10-10-50

Lt=South

356.8	359.5	362.2	364.5	368.7	371.9	373.2	375.1
12 <sup>8</sup>	10 <sup>1</sup>	7 <sup>4</sup>	3 <sup>1</sup>	0 <sup>2</sup>	+2 <sup>2</sup>	+3 <sup>6</sup>	+5 <sup>5</sup>
50	42	25	10	12	25	50	

1135

358.2	358.0	355.1	360.6	367.0	372.6	374.5
11 <sup>4</sup>	11 <sup>6</sup>	14 <sup>5</sup>	9 <sup>0</sup>	2 <sup>6</sup>	+3 <sup>0</sup>	+4 <sup>2</sup>
50	40	25	25	25	50	

1400

357.9	356.7	354.0	364.4	368.6	370.2	371.7	372.5
11 <sup>2</sup>	12 <sup>2</sup>	15 <sup>6</sup>	5 <sup>2</sup>	1 <sup>0</sup>	+0 <sup>6</sup>	+2 <sup>1</sup>	+2 <sup>2</sup>
30	25	16	5	18	25	35	50

0470

357.5	356.7	356.7	353.6	362.4	363.1	368.5	370.6	371.7
12 <sup>1</sup>	12 <sup>1</sup>	12 <sup>1</sup>	16 <sup>0</sup>	7 <sup>0</sup>	6 <sup>5</sup>	1 <sup>1</sup>	+1 <sup>0</sup>	+2 <sup>1</sup>
50	25	20	12	3		25	35	50

0435

356.6	361.1	353.4	358.8	361.6	363.4	365.4	367.6	369.0
13 <sup>0</sup>	13 <sup>5</sup>	16 <sup>2</sup>	10 <sup>8</sup>	8 <sup>1</sup>	6 <sup>2</sup>	4 <sup>2</sup>	2 <sup>0</sup>	0 <sup>5</sup>
30	25	17	12	10	25	35	50	

0400

355.8	359.7	355.8	358.7	363.9	367.3
13 <sup>0</sup>	15 <sup>2</sup>	13 <sup>0</sup>	10 <sup>2</sup>	5 <sup>2</sup>	2 <sup>3</sup>
50	38	25	10	25	50

BM

422 369<sup>62</sup>

365<sup>40</sup>

2 Mon. Orange  
5514  
P 19

369<sup>62</sup>



4750

TP<sub>2</sub>

973

388<sup>58</sup>

031

378<sup>85</sup>

4700

3750

3700

2750

2700

Lt=North

Rt=South

27

375.1	377.4	379.7	382.1	384.6
135	112	82	65	40
50	25	25	25	50

388<sup>58</sup>

372.4	374.6	377.4	379.9	384.3
68	45	18	02	15
50	25	25	25	50

371.7	373.4	375.2	378.7	382.6
75	58	40	05	13
50	25	25	25	50

369.1	371.2	372.7	376.0	377.9	380.7
101	80	65	32	13	15
50	40	25	25	25	50

366.5	370.6	373.0	374.1	377.0	378.7
122	88	62	51	22	05
50	25	10	25	25	50

361.3	364.4	370.3	372.2	374.7	376.7
172	148	82	70	45	25
50	25	12	25	25	50

37916



TP<sub>20</sub>

015

388<sup>43</sup>

388<sup>42</sup>  
Page 24

6+15<sup>42</sup>

5765<sup>42</sup>

EC Vale Way

5722<sup>28</sup>

cbend on North Vale Way

5710<sup>11</sup>

edge paving E Vale Way

5701<sup>33</sup>

cbend on South Vale Way

Lt = North

E

Rt = South

28

304	304	300	300	305	256	250
225	18	18	18	18	18	225
walk	cb	sat	sat	sat	cb	walk

522	520	528	529	548	500	422
225	18	18	18	18	18	225
walk	cb	sat	sat	sat	cb	walk

82	66	708	701	720	729	762	723	715
50	25	225	18	18	18	18	18	225
walk	walk	walk	cb	sat	sat	sat	cb	walk

380.76  
82

92	85	84	848	804	801	75	25	30
50	23		18	18	225	25	30	
			sat	cb	walk	end		

388<sup>58</sup>

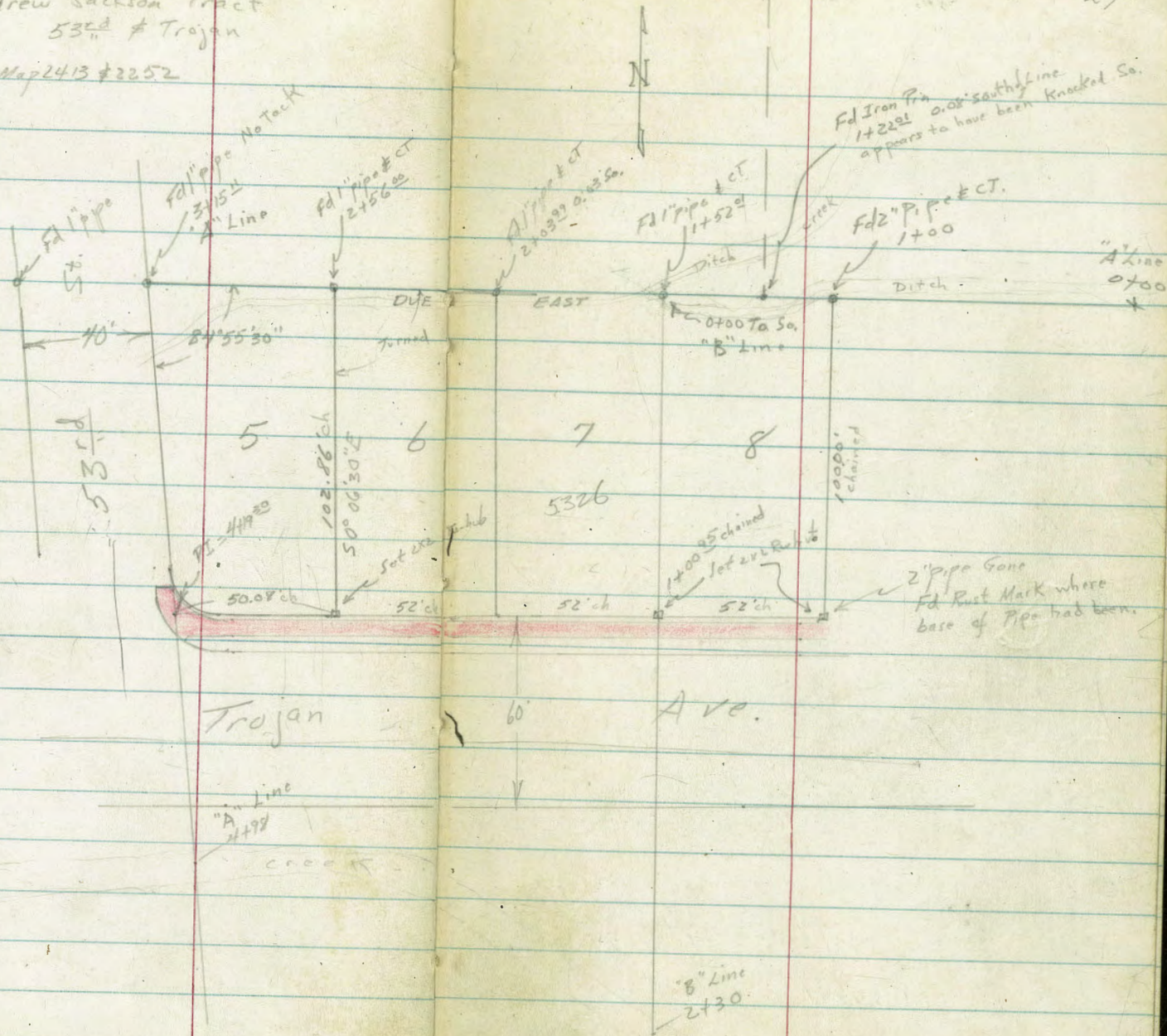


Roberts  
Cota  
Moore  
2-2-51  
W02078

**IMPROVED**  
**MAR 13 1951**

Drainage Survey Lot 5, 6, 7 & 8  
Andrew Jackson Tract  
53rd # Trojan  
Map 2413 # 2252

29





Cont'd From Page 29  
"A" Line

Lt.

E

R 30

1405 G Dtl. 4 to 4.

Reduced by  
P. Ham 2-13-51

343.5  
56

1402

344.3  
58

1400 Jog in Fence (on line 8' 4")

343.6 344.6 343.9 345.0 345.5 345.3 346.1 346.2  
6.5 5.5 6.2 5.1 4.6 4.8 6.5 6.2 3.6  
15 3 5 15 36 41 50 75  
creek

0450 Fence on Line

345.0 345.8 345.1 346.0 347.7 347.4  
5.1 4.3 5.0 3.9 2.4 2.7  
15 3 5 15 30

0400 "A" Line 5' Picket Fence on Line

345.0 346.0 345.4 346.1 346.9  
5.1 4.1 4.7 4.0 3.2  
15 3 5 15

TP 9.62 35012 A 3.57 340.50 1 pipe = 0.70 = 145123

35012 A ✓

TP 3.47 344.07 13.09 348.60

BM 2.02 353.69 351.67 2d ± C.T. E 54 1/2 Trojan







Cont'd From Page 31

Lt.

R

Rt

32

3+85

335.9

335.0

335.4

335.3

2.9

3.8

3.4

3.5

10

11

23

3+80 E

Q 2' Conc. Walk End on Line

3+62 S

Q 2' Conc. Ribbon End on Line

3+57 E

Q 2' Conc. Ribbon End on Line

T.P.

1.15

338.80 T

12.47

337.65

338.80 T ✓

3+50

337.8

337.4

337.6

337.7

12.3

12.7

12.5

12.4

8

12

23

3+27

Very Small Ditch

339.0

11.1

3+15 II

1. Lt.

From 0.5' R. Continues for 6 E

340.3

9.8

350.12 T

350.12 T



Cont'd From Page 32

Barbed Wire Fence 1' ahead

4498 E-Creek End "A" Line

4486

4476

Top Fill

4450

4425<sup>85</sup>

Curb Face

4419<sup>30</sup>

Prop. Line P.I.

4414

18' H Center Fire hydrant

4411<sup>92</sup>

Inside Cor. Begin. of 5' Comb. Walk & curb

338.80 X

Lt

E

R

33

327.8

11.0

30

327.4

11.4

30

326.9

11.9

30

330.2

8.6

30

329.8

9.0

30

329.8

8.9

30

334.4

4.4

30

333.9

4.9

30

332.4

5.4

30

334.7

4.1

30

334.1

4.7

30

333.6

5.2

30

334.46

4.34

Cb.

333.7

5.1

6.1

334.69

4.11

Cb.

5

6.1

20

334.0

4.8

5

6.1

20

334.1

4.9

5

6.1

20

334.1

4.7

5

6.1

20

338.80 X



Contd From Page 33

"B" Line

0+81 635' Rt to 2' Ribbon Drive  
3.1' Rt End Walk

0+79 5' Rt SE Cor Garage

0+60

0+59<sup>L</sup> 587' Rt NE Cor Garage

0+56<sup>R</sup> 35' Rt Begin Conc. Walk

0+51<sup>R</sup> 5.25' Lt NW Cor. Storage house  
12' Lt End Fence

0+67<sup>R</sup> Begin 5' Picket Fence 0.28' Lt.

B  
0+00 = 1+52.01" A Line

T.P. 4.92 342.73 A 0.99 337.81

338.80 A

26

E

R

34

339.45

3.28  
Floor  
Elev.

339.7

3.0

339.7

3.0

340.41

2.26  
Pipe

342.73 A ✓



1731

337.7

5.0

1713

Curb Face

337.63

337.1

5.10

5.6

cb

Gut.

1708

So. Edge Walk

337.66

5.07

conc.

1703

No. Edge Walk

337.80

4.93

conc.

1700.95

North Line Trojan

338.1

4.6

0783

339.3

3.4

0782<sup>2</sup>

50' Lt. SW Cor. Stucco House

342.73  $\pi$

342.73  $\pi$



check 2.47 351.63 = 351.67

Start. BM.

T.P. 12.11 354.10 0.74 341.99

2+30 End "B" Line & Creek

1+78 Barbed Wire Fence

1+63

1+58 Top F. 11

1+48

1+45

342.73 T

330.2  
125

335.8  
6.9 27  
333.2  
9.5 25  
331.1  
11.6 25  
329.3  
13.4 80  
Creek

335.2  
75

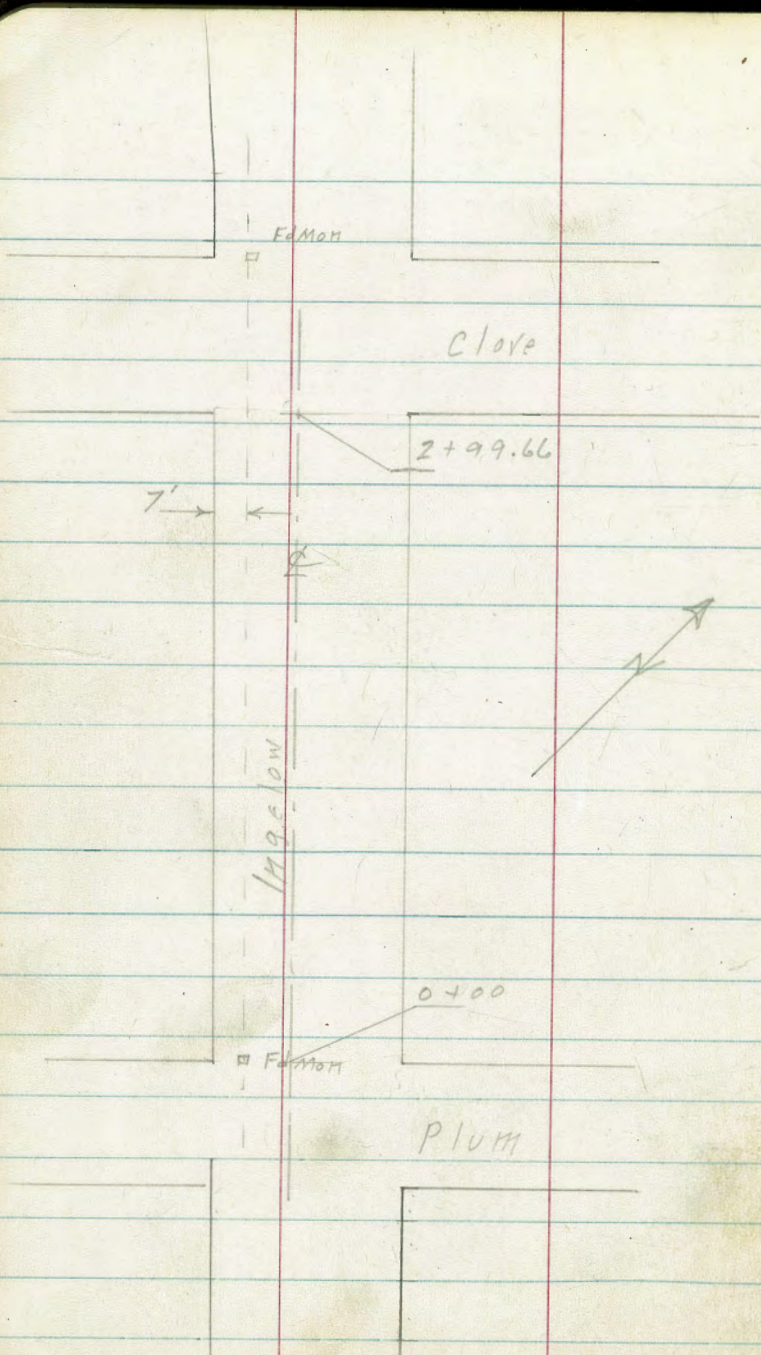
337.2  
55

337.5  
52

337.0  
57

342.73 T





X Sec. Inge low - Plum To Clove  
 3-9-51  
 Hardin  
 Hatch  
 Pullen

INDEXED <sup>39</sup>  
 MAR 13 1951

B.M.

S.W. 7' Mon  
 69.58 Inge low plum



T.P. 12.78 101.68 0.91 88.90

1435

89.81

T.P. 12.92 77.18 0.29 76.89

1410

1400

Reduced by  
J. Barrett  
3-16-51

0150

0100 = NORTH LINE OF PLUM ST.

0-35 = E PLUM AND INGLEDOW

760 77.18

B.M.

69.58 = S.W. T' MON

INGLEDOW AND PLUM.

Lt. Q Rt. 38

78.7	18.8	19.5	80.3	28.6	14.1	13.4
11.1	11	10.3	9.5	11.2	15.7	16.4
45	35	15		15	35	45

89.81

79.8	17.2	11.3	10.8	10.2	10.2	10.8
+2.6	0.0	5.9	6.4	7.0	7.0	6.4
45	35	10		20	35	50

84.0	80.5	12.7	69.6	70.0	70.1	70.5
+6.8	+3.3	4.5	7.6	7.2	7.1	6.7
45	35	15		20	35	50

81.2	76.3	68.0	67.9	67.9	74.2	79.4
+4.0	0.9	9.2	9.3	9.3	3.0	+2.2
45	35	8		22	35	45

72.6	66.3	63.6	63.2	68.6	79.9	
46	10.9	13.6	12.0	8.6	+2.7	
35	15	7		15	35	

66.1	62.1	66.1	13.1	82.3		
11.1	15.1	11.1	4.1	+5.1		
35	15		15	35		

77.18



T.P. 0.20 109.43 12.96 109.23

T.P. 0.54 122.19 13.24 121.65

134.89 175 133.14 =  
13.24

3+34.66 = ♀ CLOVE

T.P. 8.25 134.89 0.68 126.64

2+99.66 = STA. LINE OF CLOVE ST.

T.P. 13.10 127.32 0.41 114.22

2+50

T.P. 13.07 114.63 0.12 101.56

2+00

1+70

101.68

Lt.

♀

Rt.

S.W. 7' Mon COR.

CLOVE AND INGLELOW

128.6	129.1	129.1	129.4	129.7	128.4	127.3
6.3	5.8	5.8	5.5	5.2	6.5	7.6
50	35	15		15	35	50
	prop.				prop.	

			<u>134.89</u>			
124.4	124.7	124.9	125.0	123.8	122.3	120.0
2.9	2.6	2.4	2.3	3.5	5.0	7.3
50	35	15		15	35	50

			<u>127.32</u>			
113.7	113.8	113.9	113.7	112.7	110.1	108.5
0.9	0.8	1.7	1.9	2.9	4.5	6.1
45	35	15		15	35	45

			<u>114.63</u>			
102.7	102.2	101.7	101.0	100.0	97.4	95.3
+1.0	+0.5	0.0	0.7	1.7	3.9	6.4
45	35	15		15	35	45
95.1	95.0	95.1	94.5	94.1	93.5	94.2
6.6	6.7	6.6	7.2	10.6	15.2	17.5
45	35	15		15	35	45
			<u>101.68</u>			



84.36  
 14.78  
 -----  
 69.58

	84.36	14.78	69.58	= ORIGINAL B.M.
T.P. 0.06	97.04	12.74	84.30	S.W. 7' MON.
T.P. 0.51	109.43	12.90	96.53	PLUMB & TINGELOW



Sewer Prelim  
Juan St at all.

12 April 1951  
N.O. 31A34

Sammarmeyer  
13099  
R. Sisson  
Wierciszowski

■ Fd. Mon  
○ = set 1/2  
□ = set 1/4

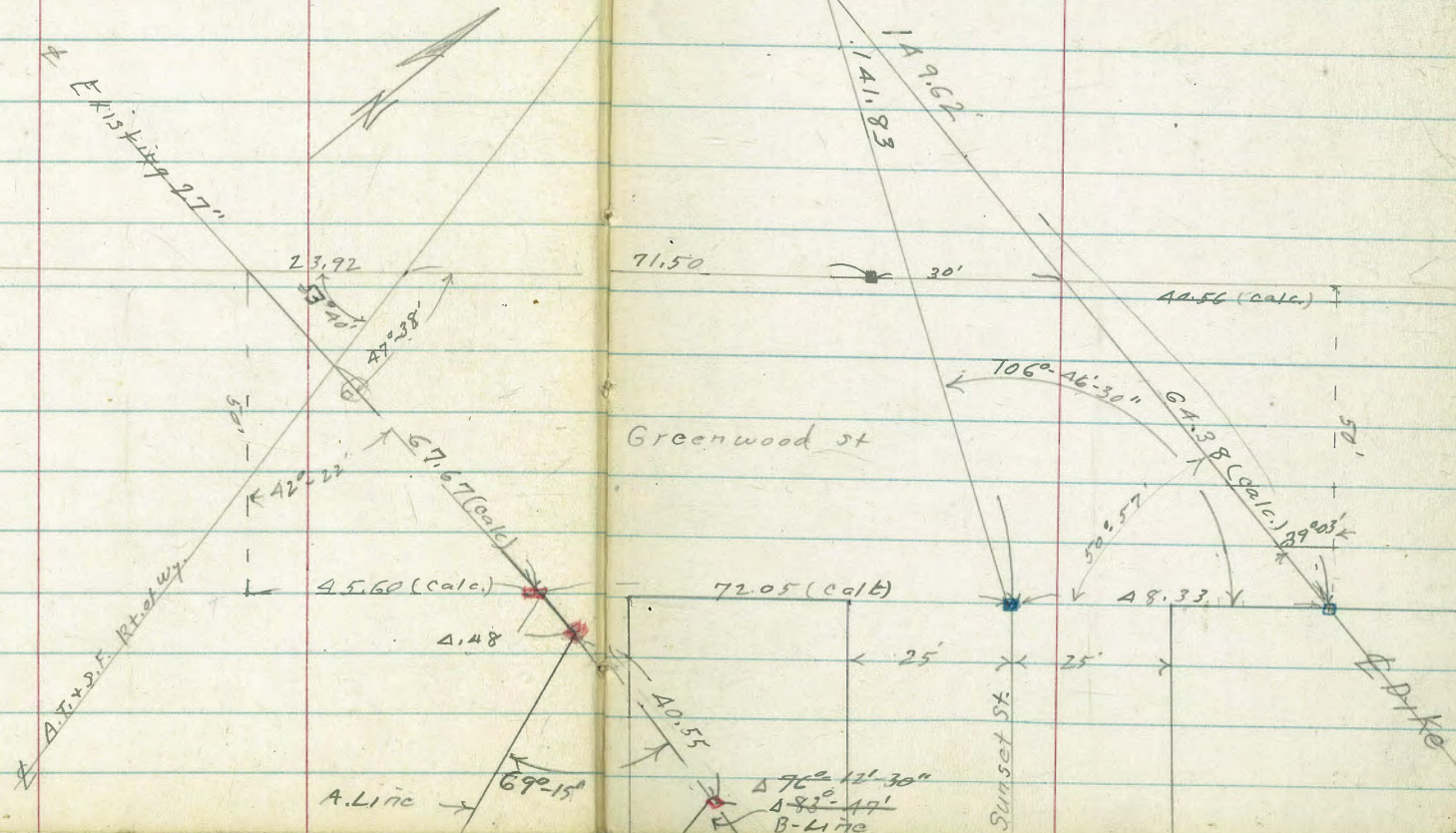
IMPROVED

CROSS in N.Y. Face  
N.W. 1/4 Cond. Guard rail post  
Nly. end Kos. Angel & turn off  
River road to H.P. 101  
744.25.52

1" diam. brass plug  
9.517. Cor. Highway #101 Bridge..

u.s. extra plate s.w. cor. A.T. & S.F. Ry Bridge.

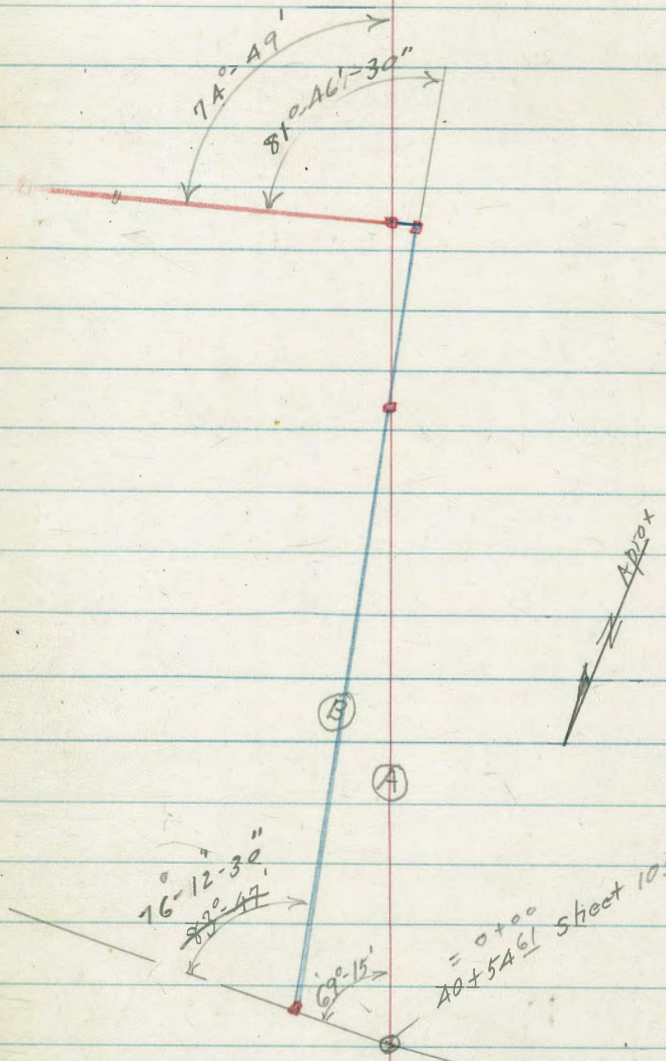
Please put this R.P. tie  
on tie sheet.  
Mon. may be destroyed  
by Levee project.  
CHP





† 4+26.26 A-Line = Δ 74°-49' Lt.  
 4+21.37 B-Line = End of B-Line  
 4+11.83 B-Line = Δ 81°-46'-30" Lt

Also = 3+12.92 B-Line } 1/2 + disk  
 3+24.90 A-Line



0+00 B-Line (blue) = 40+95.16 - 1058-D  
 0+00 A-Line (Red) = 40+54.61 - 1058-D

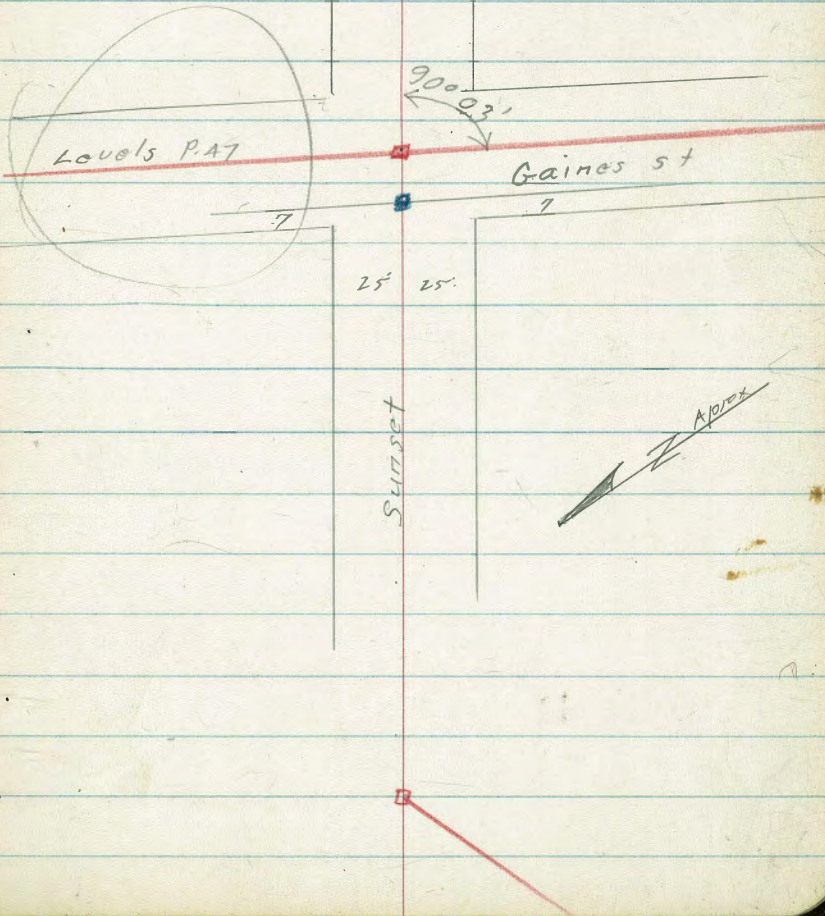
= 0+00  
 40+54.61 Street 1058-D

Existing  
 - 27"  
 See 1058-D



⊗ - A Crosses on H.H. Rim

$7+67.42 = \Delta 90^{\circ}03' \text{ Rt.}$

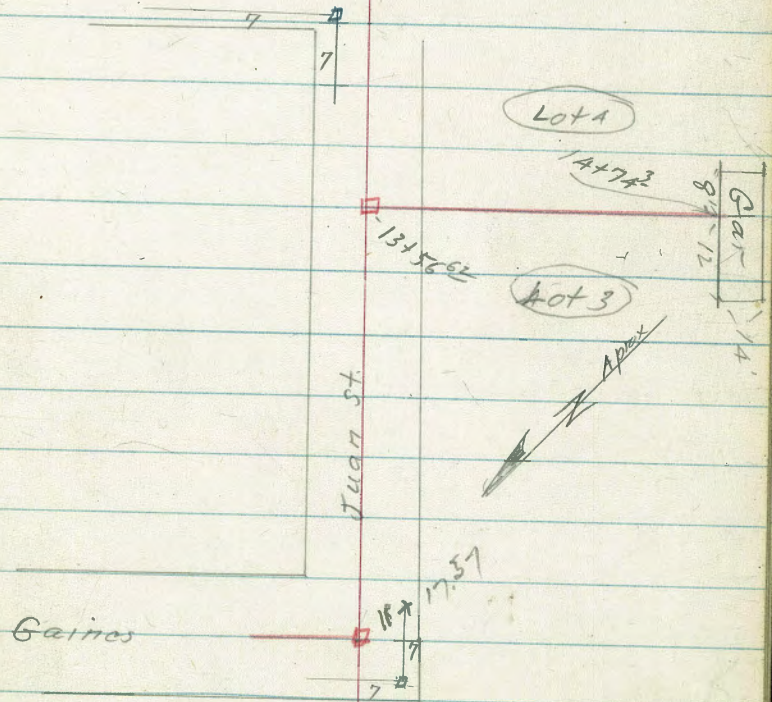


$\Delta 45^{\circ}12' \text{ Rt}$   
 $5+67.40 = \Delta \text{ sunset}$



$13 + 56.62 = \Delta 90^{\circ} - 00' - 30'' \text{ Rt.}$

$14 + 17.57 = \Delta 90^{\circ} - 03' \text{ Lt.}$





Juan St. Sowers  
(Juan-Sunset-Gaines + Private lands)

T.P. 3.74  $\left\langle \begin{matrix} 9.46 \\ \downarrow \end{matrix} \right\rangle$  10.25 5.72

3+24.90 = 1/2 P.O.T. 10.25  $\left\langle \begin{matrix} 5.72 \\ \downarrow \end{matrix} \right\rangle$  B.M.#4

3+00

5.1<sup>✓</sup>  
10.3  
10  
Toe Fill

5.8<sup>✓</sup>  
10.2

2+94 } 28° Lt.  
22° Rt. } = start Hy. bridge bent

6.0<sup>✓</sup>  
10.0  
12  
Toe Hy. Fill

5.8<sup>✓</sup>  
10.2

2+00 } 28° Lt.  
22° Rt. } = start Hy. bridge bent

5.5<sup>✓</sup>  
10.5

1+50 = Toe of shoo-fly embankment

5.1<sup>✓</sup>  
10.3

1+00 = leave top of shoo-fly

11.5<sup>✓</sup>  
4.5

0+00 A Line (on approx. E old shoo-fly for R.R.)  
40+54.61 on Exst 27" (P-42)

14.4<sup>✓</sup>  
3.6

T.P. 3.74  $\left\langle \begin{matrix} 15.97 \\ \downarrow \end{matrix} \right\rangle$  7.36 12.23 B.M.#3

1/2 = 0+00

15.97<sup>✓</sup>

7.36 1.04 18.55<sup>✓</sup>

U.S.C+G. plate SWly Cor. Santa Fe bridge.

T.P. 7.09 19.59<sup>✓</sup> 2.50 12.50<sup>✓</sup>

T.P. 6.03 15.00<sup>✓</sup> 0.89 8.97<sup>✓</sup>

T.P. 5.32 9.86<sup>✓</sup> 4.62 4.54<sup>✓</sup> Set. B.M.#2

N.W. 7 1/2 Reservoirs + Juan.

4.44  $\left\langle \begin{matrix} 9.16 \\ \downarrow \end{matrix} \right\rangle$  - 4.72 B.M.#1

S.E. B.P. Juan + Taylor



7+00

5.8 ✓  
5.0

T.P. 4.39  $\langle 10.83 \rangle$  3.02  $\langle 6.44 \rangle$

$\langle 10.83 \rangle$  ✓

6+00

6.3 ✓  
3.2

5+67 <sup>40</sup> 44 3.82 Hub 5.64 ✓ B.M. #5

1.5 ✓ 5.9 ✓  
2.0 3.6  
25  
90° to Toe fill  
back tang.

5+00

5.5 ✓ 5.3 ✓  
4.0 4.2  
10  
Toe fill

4+70

5.3 ✓ 5.0 ✓  
4.2 4.5  
11  
Toe fill

4+26.26 Δ 74°-49' Lt.

B.M. #4

4.0 ✓  
5.43

4+00

5.8 ✓ 5.5 ✓  
3.7 4.0  
15  
Toe fill

3+55 } 22° Lt.  
28° Rt. } = end Hy. bridge bent

6.0 ✓ 5.8 ✓  
3.5 3.7  
11  
Toe fill

$\langle 9.46 \rangle$  ✓

$\langle 9.46 \rangle$  ✓







set in conc.  
 $3^2$  Rt. =  $1\frac{1}{2}$ " pipe clothes line post  
 14+30 } 13 Lt. = { start wire fence  
           { end board fence

4.3  
 5.3

+18 -  $8^8$  Rt. = sly cor. 3x5 porch to  
 to street car house  
 14+00 -  $7^5$  Rt. = sly cor. 3x5 porch.

4.5  
 5.1

13+82 -  $00^4$  Lt. = start board fence.

4.7  
 4.9

13+63 = End pave. = E.P.

4.9  
 4.62

~~13+82  $0^9$  Lt. = start board fence~~

9.56

T.P.            4.21    9.56    4.78    5.35

13+56<sup>62</sup> =  $\Delta$   $90^\circ$  -  $00'$  -  $30'$  Rt

5.35  
 4.78

13+00

5.35  
 4.78  
 6  
 E.P.

12+00

E.P. = edge pave

5.72  
 4.41  
 5  
 E.P.

10.13



B.M.#1

4.59  $\frac{.02}{4.74}$  ✓ 4.72

S.E.B.P. Juan + Taylor

T.P.

4.76

 $\left\langle \begin{array}{l} \downarrow \\ 9.33 \\ \downarrow \end{array} \right\rangle 4.99 \left\langle \begin{array}{l} \downarrow \\ 4.57 \\ \downarrow \end{array} \right\rangle$ 

$\left. \begin{array}{l} 12' \text{ Lt.} = \text{Cor.} \\ 8' \text{ Rt.} = \text{Cor.} \end{array} \right\} \text{Gar. noted below}$   
 14+74<sup>3</sup> } = intersect 20' x 14' Gar.  $\left. \begin{array}{l} \text{Dirt floor.} \\ \downarrow \end{array} \right\}$

4.5

5.1

14+71<sup>6</sup> - end wire fence

4.5 ✓

5.1

14+71 1<sup>1</sup> Rt. = end 10' x 17' shed14+65 - 0<sup>75</sup> Lt. = end 8' x 12' shed14+54 0<sup>9</sup> Rt. = start 10' x 17' shed, <sup>on</sup> blocks

set. in conc.  
 $\left. \begin{array}{l} 3^2 \text{ Rt.} = 1\frac{1}{2}'' \text{ pipe clothes line pole} \\ 1^8 \text{ Lt.} = \text{start } 8' \times 12' \text{ shed } \text{on} \\ \text{blocks} \end{array} \right\}$

 $\left\langle \begin{array}{l} \downarrow \\ 9.56 \\ \downarrow \end{array} \right\rangle$



B  
LINE

2

50

4+24.37 = end "B" Line = (A Line) (A+26.26)

4.03 ✓  
6.42  
Hub.

4+11.83 = A 81-46-30" LT

4.51 ✓  
5.94  
Hub

B. 4+00

5.0 ✓  
5.4

T. 3+43 } 25<sup>E</sup> LT } = end Highway bridge Bert  
25<sup>E</sup> RT }

6.0 ✓  
4.4  
12  
Toe Hy. Fill

5.71 ✓  
4.7

3+12.92 = 1/2 P.O.T. (this = 3+24.90 - A. Line)

5.72 ✓  
4.73

2+82 } 25<sup>E</sup> RT } = start Highway bridge bert.  
25<sup>E</sup> LT }

10'  
Toe Hy. Fill

5.71 ✓  
4.7

2+00

5.81 ✓  
4.6

1+00

5.5 ✓  
5.1

6.0 ✓  
4.5  
19 Toe Sho. Hy. Fill.

= 0+00 (RAV)  
40+95.16 - sheet 1058-D

5.5 ✓  
4.90  
Hub

4.5 ✓  
5.9  
13

BM #A 4.73 (10.45) - (5.72) ✓  
P.45

(10.45) ✓

Toe Sho. Hy. Fill.







Proposed Sewer Line

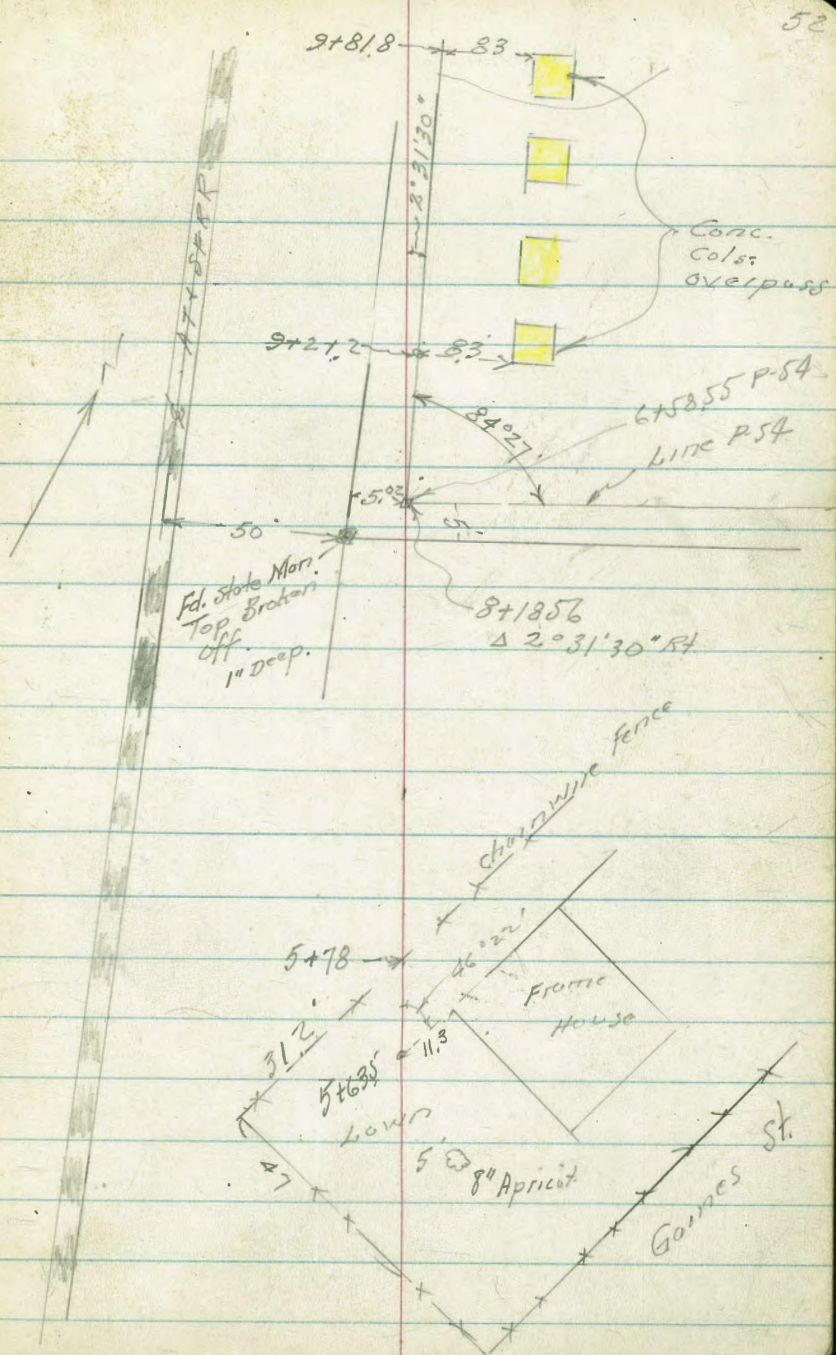
Cont. from P-51

8+18.56  $\Delta$  2° 31' 30" Rt. Set Hub & Dist

6+04 25.2' Lt = Tel Pole

6+02 19.7' Lt. Pole = N.Y. edge

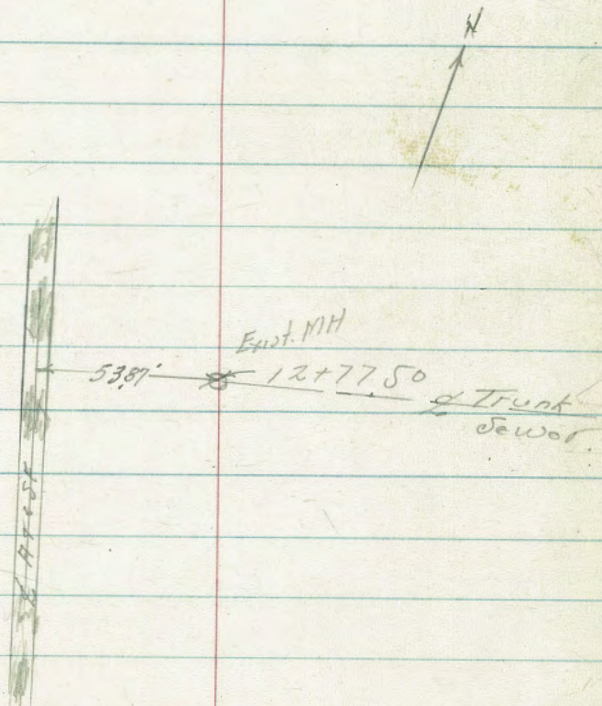
5+47.5 5' Rt = Edge 8" Apricot Tree





Proposed Sewer Cont. from P-52

12+77.50 - Existing M.H.



9+81.8 x 83'





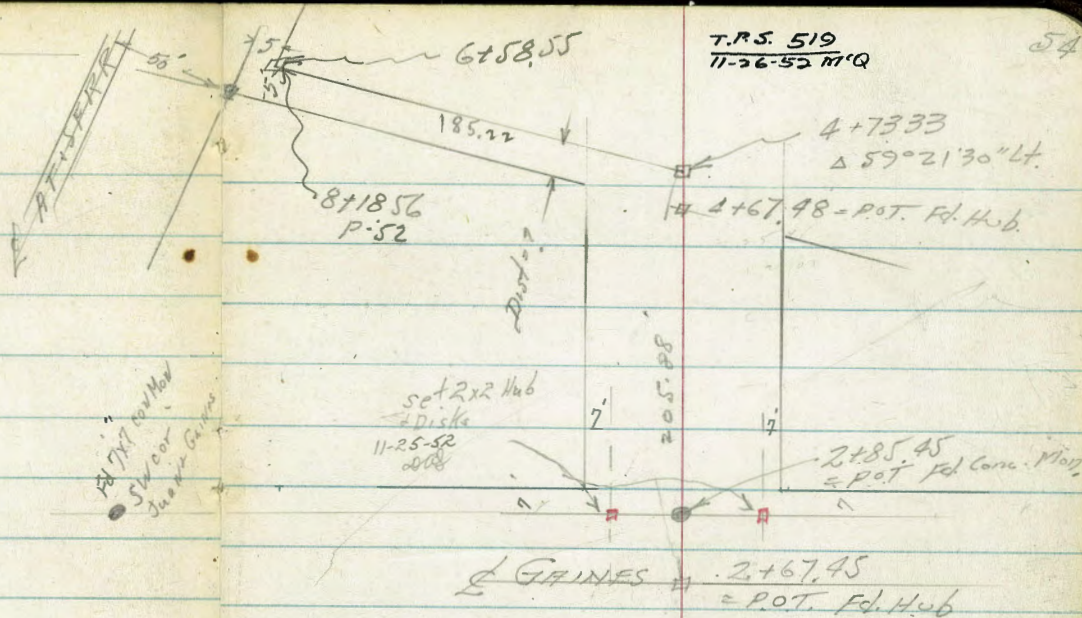
PROPOSED SEWER  
ON SUNSET ST.

T.P.S. 519  
11-26-52 M/Q

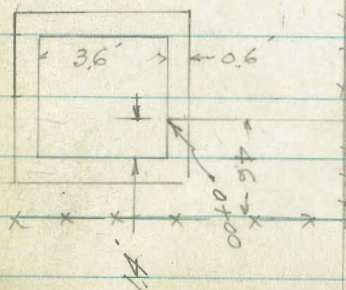
54

MIDWAY

Levels - P-57



PLAN  
PUMP HOUSE



0+48.25  
Δ Lt 90°



JUAN ST. LEVELS -

- PROPOSED SEWER.

INDEXED

JUL 3 1951

Walker  
Rope  
Chick  
Huffmans

Location P-51-53

Cont. P-56

Elev.

9+50

52

9+00

51

8+50

42

2°31'30"

8+18.56 = Δ Rt. on Hub

393

8+00

40

7+50

3.8

7+00

42

6+50

56

6+00

57

5+50

52

T.P.

479

5+00

48

(4+57.2) 15' Rt. = Edge Pav

507

4+57.9 = Δ Rt. on Hub

493

(4+00) 5' Rt. = Edge Pav

529

4+00

53

B.M. #2, NW T Hub Rosecrans & Juan Pds

Station

Elev.

(3+50) 2' Rt. = Edge Pav

5.41

3+50

5.2

(3+00) 2' Rt. = Edge Pav

5.18

3+00

4.9

(2+50) 1' Rt. = Edge Pav

4.87

2+50

4.9

(2+02) 1' Rt. = Edge Pav

4.6

2+02.47 = Δ Lt. on Hub

4.63

1+50

4.3

1+00

4.3

(0+65) 16' Rt. Floor of Cur Apt. =

5.4

0+50

3.6

(0+26) 8' Rt. Floor Elev. House =

6.0

0+00

3.34

4.54

Direct Elev. Rod Used.



TURN ST SEWER LEVELS

27.318 - <sup>Pointed</sup> Elev.

0.01  
18.55 P. 45  
18.54

SWLY Corner to Bridge  
chk B.M. U.S. & G. Photo

T.P. 15.17

12+77.50 = <sup>Exist.</sup> MH on Rim 21.10

12+76 Ground of MW 15.6

12+00 14.8

11+50 14.3

11+00 14.4

10+50 13.3

10+10 13.2

T.P. 6.55

9+81.8 5.6

Direct Elev. Rod Used



SUNSET ST - SEWER LEVELS

Location	P-54	Elev.	
(2+00) 63' Rt. at the use on Ground		57	6.4
2+00		48	5.5
(1+60) 63' Rt. opp. Plumbing on Ground at House		55	6.2
1+50		49	5.6
(1+06) 64' Rt. opp Plumbing on Ground at House		54	6.1
1+00		46	5.3
(0+55) 56' Rt. opp Plumbing Ground at House		54	6.1
0+48.25 Δ Lt. on Hub		458	5.28
0+48		48	5.5
0+25		55	6.2
(0+24) 56' Rt. Edge Pole # 3015		58	
0+0.6 Ground at Pump House		4.7	5.4
0+00 Top Conc. Wall		5.74	6.44
0+00 Floor Pump House		0.11	0.81
0+00 Invert Inflow Pump House		4.39	-0.69
		5.77	
		5.06	

Direct Elev. Rod Used

INDEXED

JUL 3 1951

Elev. Total

8+18.56 P-55			
6+58.55 on Hub		3.93	
6+00		4.5	
5+50		4.9	
5+00		5.2	
4+73.3 Ground		5.9	
4+73.33 = Δ Lt. on Hub		5.72	
4+00		6.4	5.7
3+50		6.1	5.4
(3+08)		6.4	5.7
3+00		5.8	5.1
2+70		6.0	5.3
2+67.45 to Name #		6.1	
# 6 4+67.45 Page 47			
B.M. on Δ Hub Sunset & Gaines P-47			



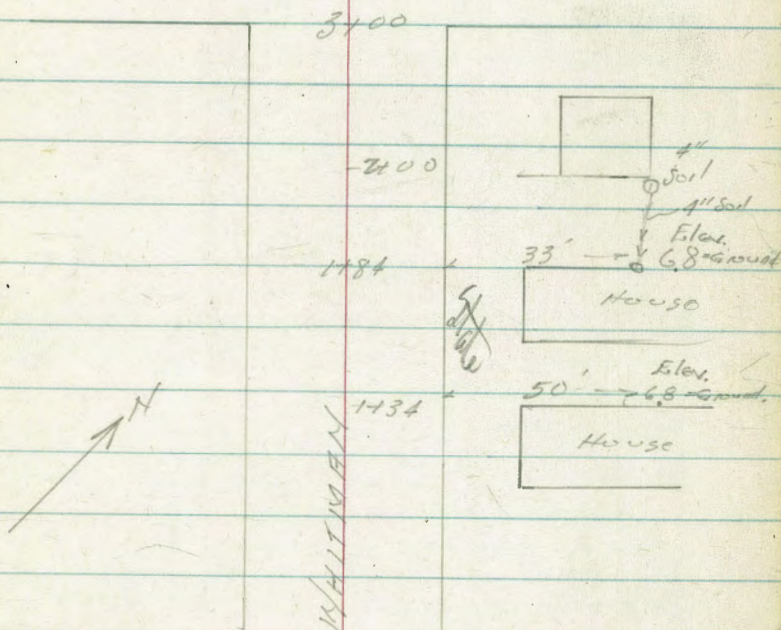
Elev. Ground at Houses  
on NLY Side Whitman

INDEXED

JUL 8 1951

58

GAINES



BM  
on Hub P-57

577

Direct Elev Rod used







Contd From Page 59

H

R 60

At  
Co  
M  
E  
So  
Ma

0+56 20<sup>E</sup> Ft to House  
16<sup>2</sup>/<sub>4</sub> Ft to House

268.72  
4.03  
16<sup>1</sup>/<sub>4</sub>  
Floor

267.8  
4.9

268.10  
1.05  
2.06  
Floor

0+43 Begin assorted ornamental Flower garden on R

0+42 9<sup>1</sup>/<sub>4</sub> Ft to Garage 21<sup>1</sup>/<sub>4</sub> Ft to House  
5<sup>1</sup>/<sub>4</sub> Ft to Garage 17<sup>3</sup>/<sub>4</sub> Ft to House

0+42<sup>1</sup>/<sub>2</sub> 0.21<sup>1</sup>/<sub>2</sub> Begin 5' Redwood (stained) Fence (8" Boards Placed vertically (Tongue & groove) & nails to board (7<sup>1</sup>/<sub>2</sub>" center on the XX party)  
(Serrated top) Nice Fence

0+22 11<sup>1</sup>/<sub>4</sub> Ft to Garage (Attached)  
8<sup>1</sup>/<sub>4</sub> Ft to conc. Drive  
6<sup>1</sup>/<sub>4</sub> Ft to Garage (Attached) to House, of course

268.2  
4.6  
8.6

267.8  
5.0

267.6  
5.1  
11

0+07 8<sup>1</sup>/<sub>4</sub> Ft conc. Drive  
Fd 1/2" Pop. Pipe

T.P. 7.83 272.75 A 8.82 264.92 ✓

272.75 A ✓

0+00 6' Ft to Conc. Drive  
SIX Curb Line 53" ST.

256.67  
11.17  
Insert  
263.91  
9.83  
Gutter  
264.92  
8.82  
curb

TP 3.16 273.74 A 0.23 270.58 ✓

273.74 ✓

BM 12.30 270.81 ✓ 258.51 B.P. No. End Island E. Side 54<sup>1</sup>/<sub>2</sub> & Stream view Dr.



T.P. 10.43 289.39  $\pi$  153 27895 $\checkmark$

1438

1420

T.P. 12.51 280.48  $\pi$  478 267.97 $\checkmark$

1407<sup>18</sup> Fd  $\frac{1}{4}$ " Prop. Pipe  $\leftarrow$

1403<sup>2</sup> 11' Lt to Fence Corner

0+95 END Flower Garden on Q

0+57<sup>5</sup> 0.7 Lt END wood Fence begin wire mesh Fence (Mesh 2"x4") 11<sup>5</sup>/<sub>4</sub> Centers on  $\frac{1}{4}$ " Posts.

272.75  $\pi$

Lt

R

R

61

274.4  
5.9  
58

273.4  
7.1  
55

275.1  
5.4

276.8  
3.7  
50

272.1  
8.4  
50

274.4  
6.1

276.9  
3.6  
50

280.48  $\pi$   $\checkmark$

269.8  
3.0  
100

268.4  
4.3  
50

268.0  
4.8

268.2  
4.6  
42

269.4  
3.4  
50

270.2  
2.5  
100

269.0  
3.8  
100

268.2  
4.5  
50

268.0  
4.8

267.8  
5.0  
42

269.4  
3.3  
50

270.0  
2.8  
100

272.75  $\pi$   $\checkmark$



Contd From Page 61

2+

±

R+

62

Check		6.00	258.50 = 258.51
T.P	2.65	261.50	13.00 261.85
T.P.	1.08	274.85	12.73 273.77
T.P.	2.74	286.50	5.62 283.76

2683.8	282.70	283.73	283.72
21.00	6.68	5.65	5.66
1.70	1.70	1.70	Curb
Invert	6.44	6.44	

2+1462 NY Curb Line Easy St.

2+0725 Fd to pipe RE1834 0.08 West of Line

1+978 43' Lt to House

1+952 146 Rt. to Garage (attached)

1+758 171 Rt to Garage (attached)

1+698 53 Lt to House

1+65 313 Rt. to House

1+60 POT Set Adj & Disc

1+50

283.72	283.3	283.4	289.3	284.2
6.2	6.1	6.0	5.1	5.2
5.4		2	4	1.72
282.0	283.0	283.4	283.9	
7.4	6.4	6.0	5.5	
50		5	50	

289.38x

289.38x



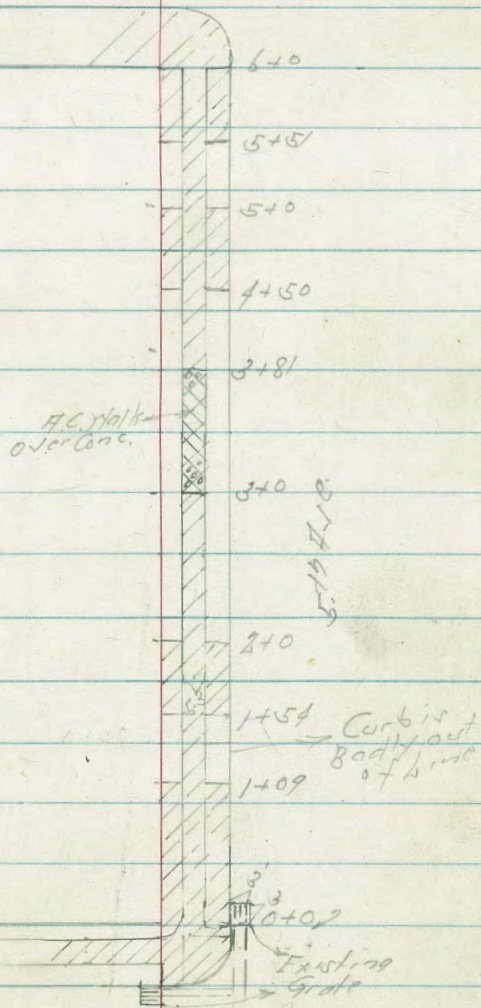
Levels West Curb 5th Ave  
Brookes Ave to Pennsylvania Ave

Levels next page

INDEXED  
Law  
FEB 25 1952

Feb 23-52. 63  
H.S. 500  
Don Smith  
Rorer  
Hotel  
W.O. 20005

Pennsylvania Ave.



Brookes Ave



West Carb  
L 70  
H 5 Base

Rt. East 64

2+0

280.55	280.49	280.00	280.38	280.41
5.15	5.18	5.67	5.29	5.26
10.1		0.05	13	26
10.1		9.04		

1+50

280.49	280.44	279.88	280.17	280.18
5.18	5.23	5.79	5.50	5.49
10.1			13	26

1+0

Reduced & plotted  
2-15-52  
G.P. King

280.31	280.06	279.59	279.96	280.07
5.36	5.61	5.08	5.71	5.60
10.1			13	26

1+50

280.32	280.01	279.45	279.85	279.79
5.35	5.66	5.22	5.82	5.88
10.1		0.05	13	26
		9.04		

1+0.5

280.33	280.00	279.40	279.86	279.76
5.34	5.67	5.27	5.81	5.91
10.1		0.05	13	26
		9.04		

0+0 = N.L. Brooks Ave

280.27	280.02	279.35	279.86	279.72
5.40	5.65	5.82	5.81	5.90
10.1	0.05	9.04	13	26
10.1				

IP	5.59	285.67	5.70	280.08	N.A.B.P.
BM	2.46	285.78	280.32		Brooks + H.S. Ave

285.67



Lt = West

Carb Line

Rt = East

65

540

281.86	281.65	281.17	281.70	281.85
5.96	6.17	6.65	6.13	5.97
9.8	23	13	26	

450

281.59	281.41	281.00	281.50	281.59
6.20	6.41	6.82	6.32	6.20
9.8	13	13	26	

440

181

= 114 H.C. Walk on Lt

281.36	281.19	280.78	281.36	281.37
6.41	6.63	7.04	6.46	6.95
9.8	13	13	26	

450

280.83	280.84	280.53	281.16	281.22
6.99	6.98	7.29	6.66	6.60
9.8	13	13	26	

TP

6.77

287.82

462

281.05

287.82

240

= 514 H.C. Walk on Lt

280.58	280.59	280.15	280.92	280.93
5.09	5.08	5.52	4.28	4.74
9.8	13	13	26	

2150

280.52	280.46	279.98	280.64	280.66
5.15	5.21	5.69	5.02	4.99
9.8	13	13	26	

9.8 = 114 H.C. Walk

28567



BM 127 282.32  
 N.M.B.P.  
 Brooker  
 47234  
 282.32

TP 4.55 285.10 727 280.55

640 = S.L. Pennsylvania

5450

287.82

282.08  
 5.74  
 9.8

281.91  
 5.91

281.92  
 6.40

282.13  
 5.69  
 13

282.32  
 5.50  
 26

281.95  
 5.87  
 9.8

281.77  
 6.05  
 15

281.33  
 6.47  
 0.8

281.96  
 5.86  
 13

282.15  
 5.67  
 26

287.82









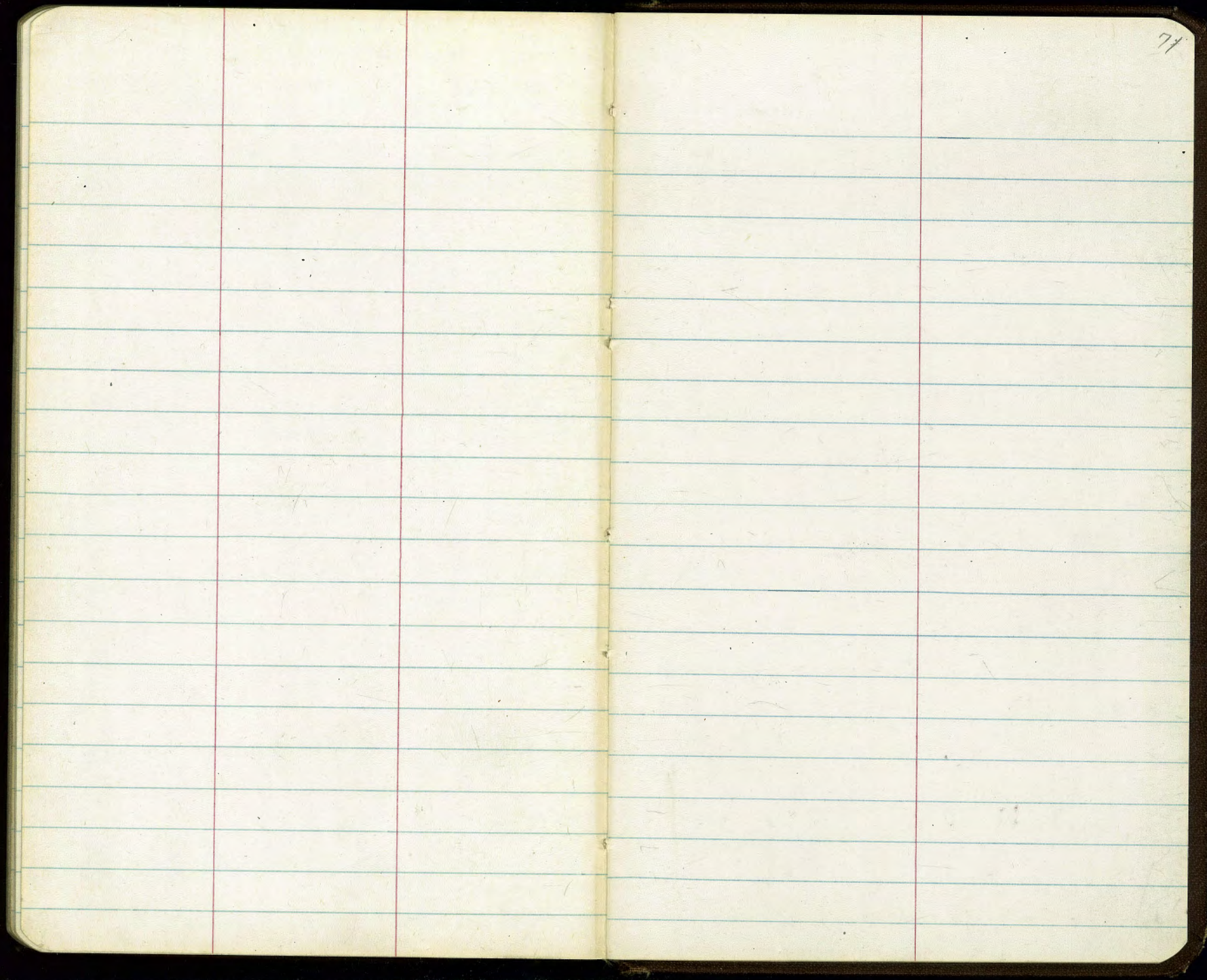






















The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. Each page is divided into three vertical columns by two red margin lines. The right page has the number '74' written in the top right corner. The notebook is bound in the center, and the pages appear slightly aged with some minor discoloration and faint smudges. The notebook is placed on a white surface, and the dark cover of the notebook is visible at the edges.

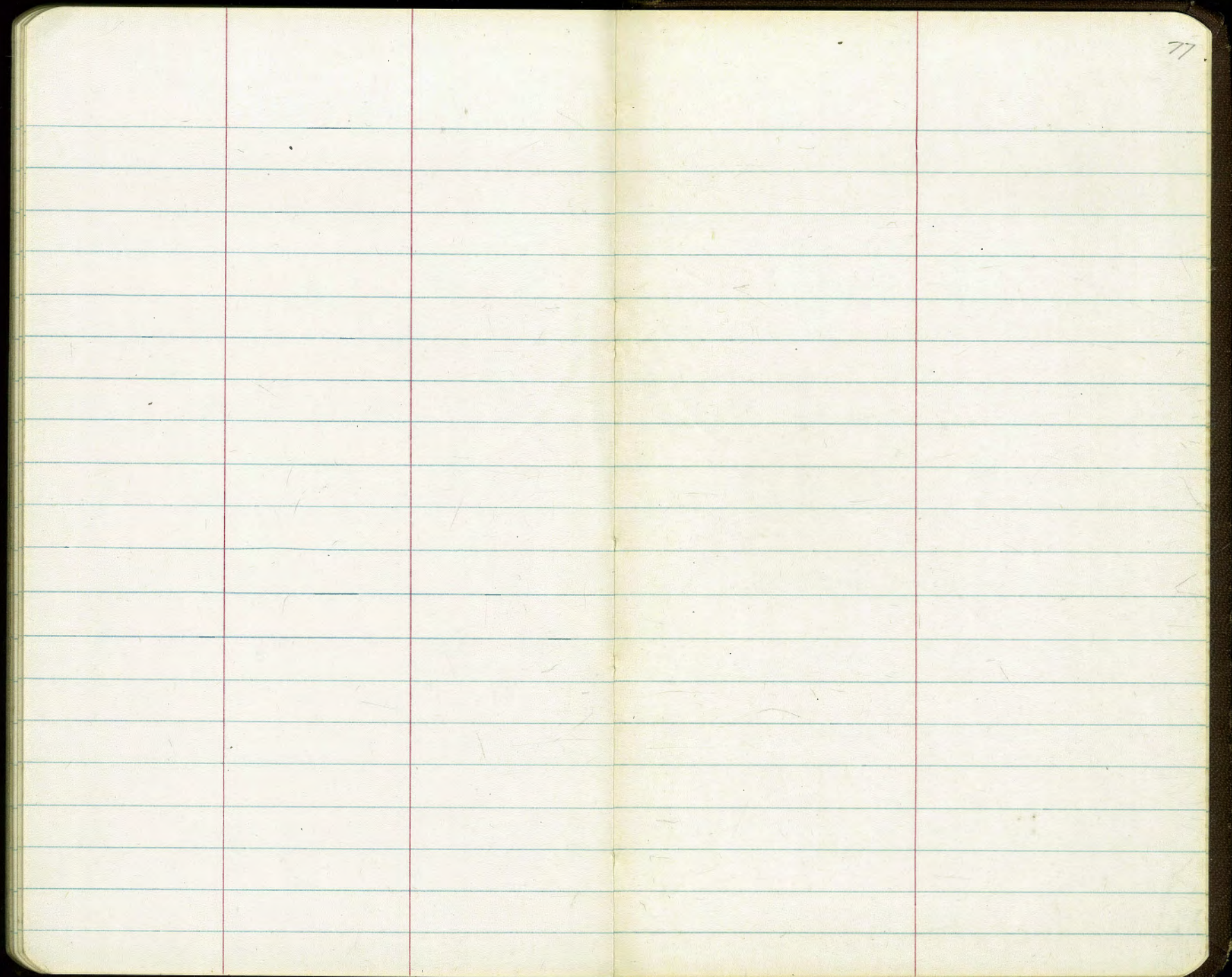


















The image shows an open notebook with two blank, lined pages. The pages are cream-colored and feature light blue horizontal ruling. A vertical red margin line is present on the left side of each page. The notebook is bound in the center, and the dark cover is visible around the edges. The page number '79' is written in the top right corner of the right page.



3831

56.6

25.1

817

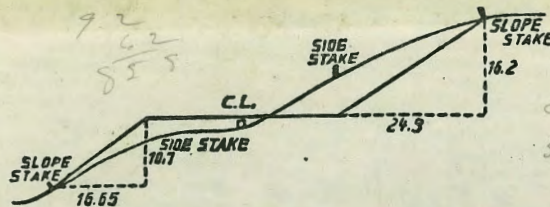
278

Handwritten notes and calculations on the left page, including "278", "336", "278", "305", "567", "139", "572", "568".

047333

555

816748



5115  
272  
53.87

**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
SLOPE 1 1/2 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	71.25	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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