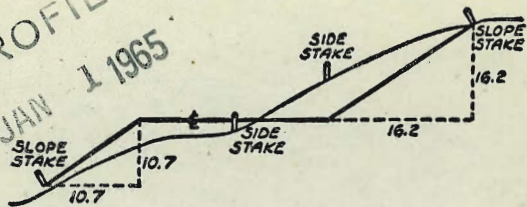




MICROFILMED  
JAN 1 1965

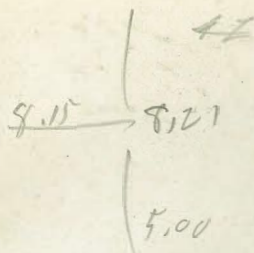


DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1, ROADWAY OF ANY WIDTH

|    | 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 out 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.

2145



7230  
A722  
67.58

Index

Page

Sewer Fly side Crown Point 20+21 2-19  
 " Pacific Beach Drive 22-28

Sewer line - Alley - E. 33rd & Lincoln 29  
 33<sup>rd</sup> St. Sewer, to Bancroft & Adams

From Lincoln + 33<sup>rd</sup> over  
 Bancroft - Meade - 33<sup>rd</sup> place -  
 B.I.K. 38 - to termination in  
 Also from El Cajon + 33<sup>rd</sup> St.  
 to Monroe + 33<sup>rd</sup> place.

Index.

33<sup>rd</sup> St. - Orange 33<sup>rd</sup> St. - El Cajon  
 Monroe - Bancroft + Alley  
 Alley B.I.K. 38 U.H. P-29 to 73  
 Over 33<sup>rd</sup> to Monroe thence Wly  
 P.-29 to 73

Sewer Prelim  
Ely. side Crown Point

Sommermeier  
Begg  
R. Sisson  
C. Ford.

8-20-51  
W.O. 20857

Reference.

F.B. 1690  
F.B. 1740  
T.P. 20  
Map 991

"A" line in red

"B" line in green.

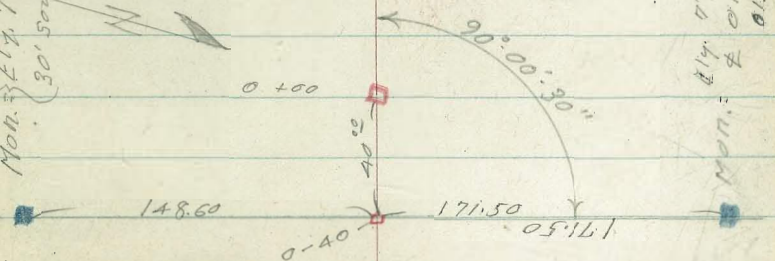
■ = Fd. Conc. Mon.

■ = set 1/2 disk

This line started in sly. instead  
of Nly. direction by another party.  
I picked up the line & continued  
same as it was started.

*(Signature)*

Mon. Ely. T. Vire Pendleton  
30' south of Nly line P.B. Drive to west  
T.P. 20  
19



INDEXED

AUG 27 1951

2

2

A line

11+45.49  
 $\Delta 74^{\circ}-13'-30'' Lt.$

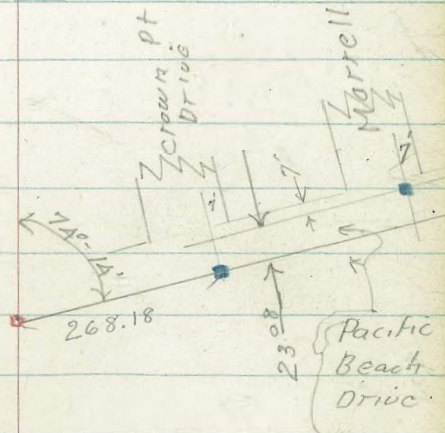


A line

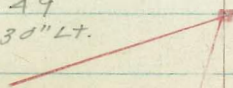
3



12+99.31



11+45.49  
 $\Delta 74^{\circ}-13'-30'' Lt.$



A line

Note

See P-20 for

line change "1/2" 1/2"

22+00.00 to 24+78.80

Cont. P.5  
Left.

24+78.80  
Δ20°02' Lt.

Cal. 40' 100'  
3309.15'  
65.59'

23+45.68  
Δ33°09' 15" Lt.

22+00.00  
Δ78°02' Rt.

88.80  
83.48  
80.30

177.35

Cross  
in 67

50.50

24+78.80  
23+45.68  
133.12

TIES

in Venice Park.

4

26+00.37

40°36'

24+78.80  
Δ20°02' Lt.

89°59'

89°59'

23+45.68  
Δ33°09' 15" Lt.

93.48  
83.30

Cr. Pt. Drive

207.03

154.71

53' 20'

232.57

Fortuna

R.P. cross  
in 67

50.50

122.09  
89°59'

89°59'

Cr. Pt. Drive

70'

15'

60' 20'

Marcell

Honeycutt St.

Alloy  
also sewer

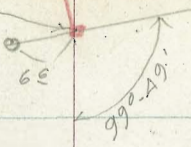
122.09

46'

31+03.89  
Δ 12°-40' Lt.

"A" line

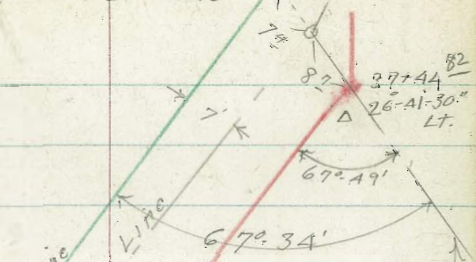
Existing sewer  
to Alley Bk. A



"A" line  
Also "B"

Δ 24°-12'-30"  
3+16.46

5



0+15.21  
Δ 62°-25' Rt.

0+00  
"B" line

34+42.63  
Δ 62°-40'-15" Rt.

Existing sewer  
to Alley Bk. 29  
Fortuna Park

27+45.89

50'-13"

Existing sewer  
to Alley Bk. 5

26+00.37 P.O.T. 2 Tie see P. 4-Rt.

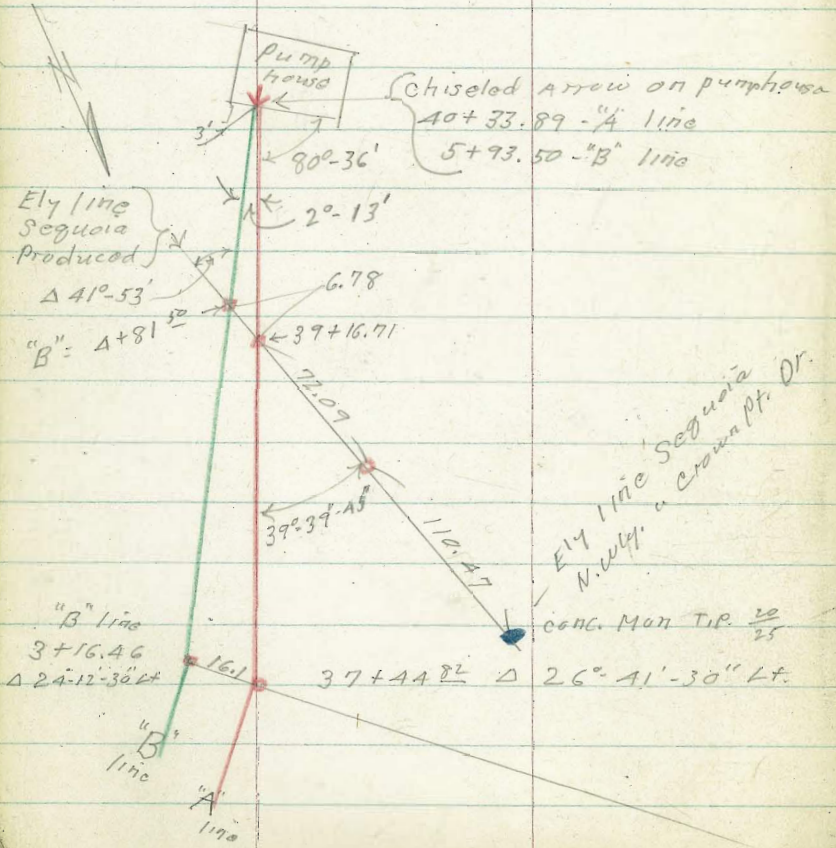
24+78.80 - Δ 20°-01' Lt

From P. 4-Left

33+06.47  
Δ 24°-18'-30" Lt.

31+03.89  
Δ 12°-40' Lt.

Also "A" line  
"B" line





"A" line

±

7

3+00

-1.2  
5.0

2783 7' Mt. = Ctr. M.H. Sealed

-1.1 ✓ 0.21 ✓  
4.9 3.57

Rim - Nly. side

2+00

-1.1 ✓  
4.9

1+00

-0.9 ✓  
4.7

0+00 1M salt marsh

-0.76 ✓ -0.2 ✓  
4.54 4.0  
Hub. Grd.

0-07 7' Mt. = Exist M.H.

0.11 ✓ -4.95 ✓ 0.78 ✓  
3.7 8.73 3.00  
3.78 ✓ I.E. Rim

T.P.#2 4.54 3.78 ✓ 4.48 -0.76 ✓ Record

1/2-0+00 Page 2

Nly. 18<sup>th</sup> line P.B. Dr. to west

T.P.#1 5.97 3.72 ✓ 4.94 -2.25 ✓

Conc. Men. wly line Qu. Quincy St

To west

B.M.#1 5.27 2.69 ✓ -2.58 ✓ FB 1670

Conc. Men. W. Quincy + Pac. Beach Drive

Looks like

M.H. ± above  
+ Pond loton

Wly 3.80 -0.23

EL. 0.06 <sup>1670</sup>/<sub>20</sub> = 0.29 Low

I.E. 8.84 -3.27 Beach

EL. -4.94 <sup>1670</sup>/<sub>20</sub> = 0.33 Low

0-07 -7' Mt. = M.H. } Rim 3.09 0.48 <sup>48</sup>/<sub>33</sub>

shown as EL. 0.76 <sup>1670</sup>/<sub>20</sub> = 0.28 Low

BP 4.66 3.57 4.48 -1.09

5.97 3.37 -2.58

+ Wly. line Quincy  
Conc. Men. ± Pacific Beach Dr. To west } <sup>FB 1670</sup>/<sub>20</sub>

A-line

6+00

- 1.7 ✓  
4.8

5+73 7' RT. Ctr. H.H. (Sealed)

- 0.41 ✓  
3.47  
7  
uly Rim

5+60

- 1.5 ✓    - 1.6 ✓    - 1.9 ✓  
4.6    4.7    5.0  
10    10

5+40

- 2.0 ✓  
5.1

+38 7' RT. = existing sewer

3.8 ✓    - 3.6 ✓    - 5.0 ✓    - 3.4 ✓  
6.9    6.7    8.03    6.5  
10    10    7  
Top of pipe

+30

- 4.1 ✓    - 2.9 ✓    - 2.4 ✓  
7.2    6.0    5.5  
10    10

5+00

- 2.8 ✓    - 2.8 ✓    - 2.7 ✓  
5.9    5.9    5.8  
10    10

3+85

- 2.0 ✓  
5.1

T.P. #3    3.06    4.84    (1.06) ✓

3.06 ✓

4+00

- 1.6 ✓  
5.4

3.78 ✓

A-line

11' Rt. on split of A = Ctr. M.H. (Sealed)  
11+45<sup>49</sup> Δ 74° 13' 30" Lt. 5.64 Hub

11+00

10+00

9+00

8+63 - 7' Rt. = Ctr. M.H. (Sealed)

Sly. rim M.H. 7' Rt. 8+63

7' Rt. #4 3.38 2.67 3.77 <-0.71

8+25 7' Rt. = existing sewer

8+00

7+85

7+00

9

±

-3.2 -6.5

5.9 9.2

2.4

7  
90° to back Tang.  
top of pipe

-3.2

5.9

-3.0

5.7

-2.7

-2.4

-2.7

5.4

5.1

5.4

20

20

-2.5

-2.4

3.7 -0.71

2.4

5.2

5.1

6.4

3.38

5.1

20

5

7

20

<2.67

Sly  
Rim  
M.H.

-4.3

-3.8

-2.0

-4.1

-5.50

-4.2

7.4

6.9

5.1

7.2

8.56

7.3

20

5

5

7

20

top pipe

-4.6

-4.6

-2.9

7.7

7.7

6.0

20

20

-2.6

-3.0

-2.8

5.7

6.1

5.9

20

20

-2.5

5.6

<3.06

A-1170

14+80

- 2.1 ✓  
7.4  
10

- 2.1 ✓  
7.4  
10

- 2.0 ✓  
7.3  
10

14+20

- 1.5 ✓  
6.8  
10

- 1.5 ✓  
6.8  
9

0.5 ✓  
4.9  
8

2.5 ✓  
2.8

2.7 ✓  
2.6  
10

14+00

2.6 ✓  
2.7

13+70

- 1.5 ✓  
6.8  
10

1.0 ✓  
4.3

2.8 ✓  
2.5  
10

13+60

- 1.6 ✓  
6.9  
10

- 1.1 ✓  
6.4

2.7 ✓  
2.6  
10

T.P. #5  
12+99<sup>21</sup>

6.11

5.30

3.48

(-0.81) ✓

5.30 ✓

13+00 - 7' Pt. = Ctr. M.H. (Sealed)

- 0.8 ✓  
3.5  
10

- 0.8 ✓  
3.5

0.16 ✓  
2.51  
7  
ELY RIVER

0.17 ✓  
2.5  
10

12+99<sup>31</sup> = Tie to fac. Beach Dr. - P-3

- 0.81 ✓  
3.48  
Hub

start fill thru marsh

12+75 Leave salt marsh

- 2.14 ✓  
5.1

12+00

- 3.0 ✓  
5.7  
2.67 ✓

A-line

19+26 in ditch

19+23

19+00

18+34

RT. = ctr. M.H. (Sealed)

18+00

T.P. #6

4.30

2.75

6.85 - 1.55

17+00

16+00

15+23

A<sup>2</sup> RT. = ctr. M.H.

15+00

4.8 ✓  
7.6

3.1 ✓  
5.9

2.3 ✓  
5.1

2.2 ✓  
5.0

0.13 ✓  
2.62  
Ely. rim

2.3 ✓  
5.1

2.75

2.0 ✓  
7.3

1.6 ✓  
6.9

1.8 ✓  
7.1

0.22 ✓  
5.08  
3  
Ely. rim

2.0 ✓  
7.3

5.30

A-line

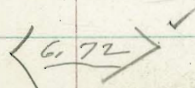
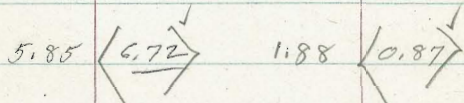
22+74 cross existing sewer

1.8 ✓  
4.9

22+50

0.7 ✓  
6.0

T.P. 07  
on hub



0.81 ✓  
1.88  
on hub.

22+05 =  $\Delta$  78°-02' Rt.

21+52 42' Rt. = S. Ely. cor house

- 0.6 ✓      - 0.56 ✓  
3.4              3.31  
Ely. Rim

21+46 10' Rt. = Ctr. M.H.

21+00

- 1.0 ✓  
3.8

20+72 25° Rt. = N. Ely cor. house

- 1.0 ✓      - 0.4 ✓  
3.8              3.2  
25°

20+00

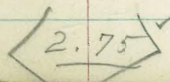
0.3 ✓  
2.4

19+70 start new fill.

1.3 ✓  
1.4

19+30

3.3 ✓  
6.1



A-line

27+00

-2.0 ✓  
4.9 ✓  
T.S.  
+4.1 ✓  
+1.2 ✓  
10

26+05 6<sup>A</sup> Lt. = Ctr. M.H

-0.27 ✓  
3.18  
Wly. Rim  
-1.8 ✓  
4.7

26+00

-2.2 ✓  
5.1 ✓  
10  
-2.0 ✓  
4.9 ✓  
-1.0 ✓  
3.9 ✓  
C  
T.S.

25+00

-1.2 ✓  
4.1 ✓  
5  
-1.6 ✓  
4.5 ✓  
-1.0 ✓  
3.9 ✓  
8  
T.S.

TIP #82  
4.55 2.91 ✓ 8.36 <-1.64> ✓  
24+78.80 Δ 20°-02' Lt.

-1.7 ✓  
8.4 ✓  
5  
-1.6 ✓  
8.3 ✓  
T.S.  
3.2 ✓  
3.5 ✓  
5

24+00

-0.7 ✓  
7.4 ✓  
T.S.

23+45<sup>68</sup> = Δ 33°-09'-15" Lt.

-0.9 ✓  
7.6 ✓  
10  
-0.3 ✓  
7.02 ✓  
Grd  
+Hub  
-0.3 ✓  
7.10 ✓  
1  
T.S.

23+25 (T.S.=Toe of slope)   
New.   
Sett. Pill   
Ehd of

-2.3 ✓  
9.0 ✓  
5  
-2.1 ✓  
8.8 ✓  
-2.1 ✓  
8.8 ✓  
T.S.  
5.7  
1.0  
8

23+00

5.2 ✓  
1.5

<6.72> ✓

A. line

6° Lt. = Ctr. M.H.  
Also = cross existing line - P-5  
31+03.89 4.12°-40' Lt.

31+00

30+50

T.P. #9

3.96

$\left\langle \begin{array}{c} 2.30 \\ \hline \end{array} \right\rangle$  4.57  $\left\langle \begin{array}{c} -1.66 \\ \hline \end{array} \right\rangle$

30+00

29+35 17" dirt  
Cross pile of loose filled

28+85

28+00

27+53 6° Lt. = Ctr. M.H.

5.44  
Hub.

27+45.87 cross existing line P-5

-0.38  
2.68  
wily. 5.1m

3.53

-1.6

3.9

7.5

-2.2

4.5

$\left\langle \begin{array}{c} 2.30 \\ \hline \end{array} \right\rangle$

-2.0

4.3

T.S.

3.1

6.0

10

2.2

5.1

10

2.1

5.0

2

T.S.

-2.4

5.3

10

0.9

2.0

6

2.9

0.0

6

-1.7

4.6

1

T.S.

-1.7

4.6

1

T.S.

2.9

0.0

7

-3.0

3.7

10

-2.5

3.4

7.5

-1.9

4.8

8

2.9

0.0

8

0.0

2.91

wily 7.1m

-2.0

4.9

-2.2

5.1

3

T.S.

-2.2

5.1

3

T.S.

$\left\langle \begin{array}{c} 2.91 \\ \hline \end{array} \right\rangle$



A-line

±

34+42.63 7' Lt on split of A. = CTR. M.H.  
 Δ 62°-40'-15" RT. P-5

|                    |                            |                        |                             |
|--------------------|----------------------------|------------------------|-----------------------------|
| 3.7 ✓<br>6.0<br>10 | 0.28 ✓<br>2.02<br>wly. rim | -3.45 ✓<br>5.75<br>Hub | -1.9 ✓<br>4.2<br>13<br>T.S. |
|--------------------|----------------------------|------------------------|-----------------------------|

34+20

|                    |                    |                   |
|--------------------|--------------------|-------------------|
| -1.7 ✓<br>4.0<br>7 | -0.8 ✓<br>3.1<br>7 | 0.3 ✓<br>2.0<br>7 |
|--------------------|--------------------|-------------------|

34+00

|                    |                    |                    |
|--------------------|--------------------|--------------------|
| -1.7 ✓<br>4.0<br>7 | -1.7 ✓<br>4.0<br>7 | 4.3 ✓<br>+2.0<br>8 |
|--------------------|--------------------|--------------------|

33+70

|               |                            |
|---------------|----------------------------|
| -1.9 ✓<br>4.2 | -0.8 ✓<br>3.1<br>7<br>T.S. |
|---------------|----------------------------|

33+45

|                     |                      |                   |
|---------------------|----------------------|-------------------|
| -2.0 ✓<br>4.3<br>10 | -1.5 ✓<br>3.8<br>7.5 | 2.3 ✓<br>0.0<br>8 |
|---------------------|----------------------|-------------------|

33+06 4I = 1/2 Δ 24°-18'-30" Lt.

|                       |
|-----------------------|
| 1.37 ✓<br>0.93<br>Hub |
|-----------------------|

32+99

7' Lt. = CTR. M.H.

|                               |                            |              |                     |
|-------------------------------|----------------------------|--------------|---------------------|
| -0.5 ✓<br>2.35<br>wly.<br>Rim | -1.3 ✓<br>3.6<br>4<br>T.S. | 1.1 ✓<br>1.2 | +5.9 ✓<br>+3.6<br>8 |
|-------------------------------|----------------------------|--------------|---------------------|

32+90

|                       |
|-----------------------|
| -2.2 ✓<br>4.5<br>T.S. |
|-----------------------|

32+00

|               |                            |
|---------------|----------------------------|
| -2.4 ✓<br>4.7 | -2.1 ✓<br>4.4<br>2<br>T.S. |
|---------------|----------------------------|

31+50

|               |                            |
|---------------|----------------------------|
| -2.1 ✓<br>4.4 | -1.7 ✓<br>4.0<br>5<br>T.S. |
|---------------|----------------------------|

2.30 ✓

A- 1170

39+00

-4.1 ✓  
5.9  
10

-3.3 ✓  
5.1

-2.8 ✓  
4.6  
5  
T.S.

38+00

-4.0 ✓  
5.8

-2.7 ✓  
4.5  
15  
T.S.

37+50

6' Lt. = Ctr. M.H.

0.13  
1.62  
w/ly rim

-3.2 ✓  
5.0

37+44<sup>83</sup> = Δ 26°-41'-30" Lt.

-4.0 ✓  
5.9  
10

-3.2 ✓  
5.00  
14.6

-2.8 ✓  
4.5  
6  
T.S.

37+00

4.6 ✓  
6.3  
10

-3.7 ✓  
5.5

-3.0 ✓  
4.7  
8  
T.S.

36+50

-4.2 ✓  
6.0

36+00

-3.7 ✓  
5.5

-2.2 ✓  
4.0  
15  
T.S.

35+30

-2.0 ✓  
3.7  
5

+0.1 ✓  
1.6

2.8 ✓  
+1.0  
14  
T.S.

35+00

-3.2 ✓  
5.0  
10

-2.3 ✓  
4.1

-2.0 ✓  
3.8  
2  
T.S.

1.8 ✓  
0.0  
8

T.P.#10  
Δ 34+42.63

5120

1.75 ✓

5175

-3.45 ✓

1.75 ✓

A- line

59126

|         |       |       |       |       |
|---------|-------|-------|-------|-------|
| B.M.#4  |       | 3.41  | 20.75 | 20.77 |
| T.P.#12 | 11.25 | 21.16 | 0.04  | 12.91 |
| T.P.#11 | 11.71 | 12.95 | 0.51  | 1.24  |

Conc. Men. N.Wly. Crown Pt. Dr. + Sequoia

Set B.M.#3 = Chisel of  
arrow on pump house  
40+33.89 - P. 6

|      |       |
|------|-------|
| 1.80 | -0.05 |
|------|-------|

40+33<sup>89</sup> Top of 2<sup>nd</sup> deck of pump house

|       |      |
|-------|------|
| -0.05 | 1.80 |
|-------|------|

40+33<sup>89</sup> - Arrow cut in pump house

|      |      |     |
|------|------|-----|
| -2.4 | -0.8 | 1.8 |
| 4.2  | 2.6  | 0.0 |
| 10   | only | 9   |
|      | only |     |

40+00

|      |      |      |      |      |
|------|------|------|------|------|
| -3.2 | -2.6 | -1.0 | 0.0  | 3.8  |
| 5.0  | 4.4  | 2.8  | 1.7  | +2.0 |
| 10   | 5    |      | 6    | 10   |
|      |      |      | T.S. |      |

39+70

|      |      |     |
|------|------|-----|
| -3.8 | -2.5 | 1.8 |
| 5.6  | 4.3  | 0.0 |
| 10   | T.S. | 9   |

1.75

"B"

line

Sketch - P. 5.

5+00

- 4.2 ✓  
4.7

4+00

- 4.4 ✓  
4.9

3+16.46 = Δ 2A° 12' 30" Lt.

- 4.5 ✓  
5.0

3+00

- 4.4 ✓  
4.9

2+00

- 4.9 ✓  
5.4

1+00

- 3.7 ✓  
4.2

0+15.21 = Δ 62° 25' Rt. P. 5.

- 4.1 ✓  
4.65

0+04 - 4' Lt. - Ctr. Existing M.H.

= 0+00 "B" Line - Page 5

34+42.63 - A Line

- 3.5 ✓  
4.00  
4.46

0.54 ✓

0.59 0.54 ✓

- <-0.05> ✓

BM<sup>d</sup>3 - P. 17

"B"  
line

17

check  
B.M. #3

0.59 - 0.05 ✓

↳  
A+93<sup>50</sup>

Arrow on top of 2<sup>nd</sup> deck of

Pump house

- 0.05  
0.59

↳  
A+93<sup>50</sup>

- 0.8 ✓  
1.3  
end.

↳  
A+70

- 2.6 ✓  
3.1

↳  
~~0.54~~ ✓

LINE CHANGE  
 sta. 22+00.00 to 24+78.80 11/29/51

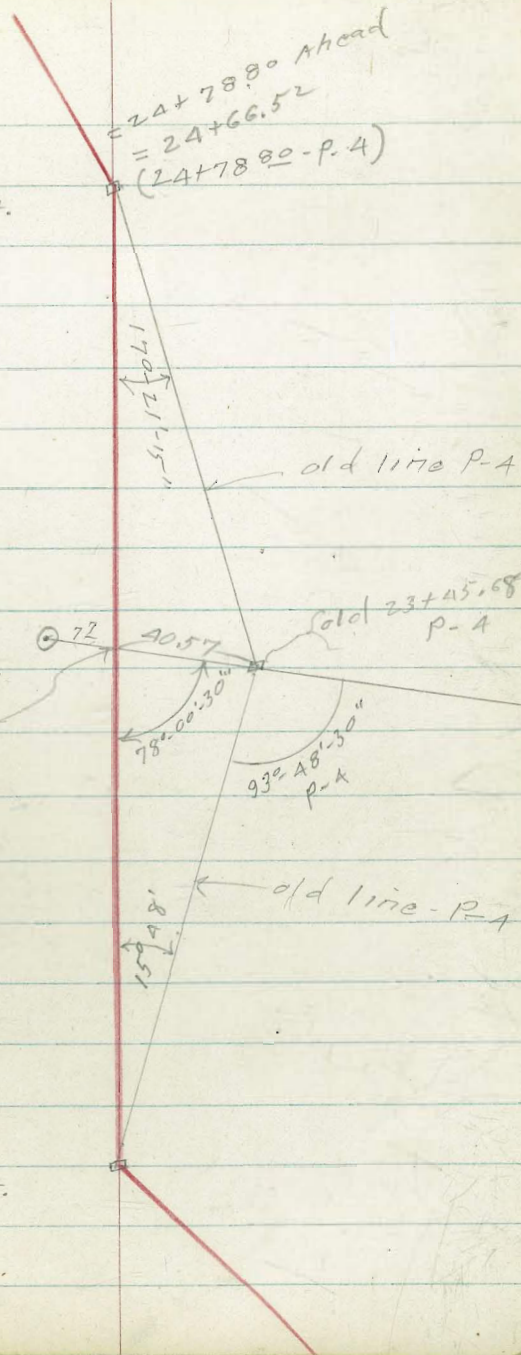
Ties to old line shown  
 " Existing M.H. "  
 Cannot run this line because  
 of mud & construction going  
 on. at this time.

Stations calculated  
 profile run by taking  
 average of existing piles  
 of dirt

24+66.52  
 $\Delta 37^{\circ}23'15''\text{Lt.}$

Exist M.H.  
 23+47.9

22+00.00  
 $\Delta 62^{\circ}11'\text{RT.}$



Line change

22+00 to { = 24+78.80 ahead  
24+66.52 Back

See page 4

= sta. 24+78.80 Ahead (page 13) 11/29/51  
24+66.52 = Δ 37° 23' - 15" Lt.

24+30

23+82

23+47<sup>2</sup> intersect. existing sewer  
start fill

23+40 in mud

22+80 in mud

22+75 Top of fill

22+47

22+00<sup>e</sup> Δ 62° - 14' Rt.

5.04  $\left\langle \begin{array}{l} 5.91 \\ 6.72 \end{array} \right\rangle$  -  $\left\langle \begin{array}{l} 0.87 \\ 1.88 \end{array} \right\rangle$

±

- 1.6<sup>v</sup>  
7.5

- 0.1<sup>v</sup>  
6.0

+ 0.5<sup>v</sup>  
5.4

- 2.3<sup>v</sup>  
8.2

- 4.8<sup>v</sup>  
10.7

- 5.1<sup>v</sup>  
11.0

- 3.6<sup>v</sup>  
7.5

1.3<sup>v</sup>  
4.6

0.87<sup>v</sup>  
5.04  
~~6.72~~

$\left\langle 5.91 \right\rangle$

T.P. #7 - P-12 = 1/2 22+00<sup>e</sup>

Sewer. Prelim.

Pacific Beach Drive

Mission Blvd to East Briarfield Dr.

12-10-51.

W.O. 20946

C.H.S.  
Beag  
R. Sisson  
Altman

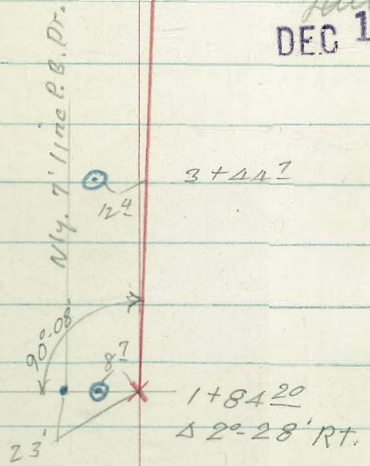
⊙ denotes existing M.H.

● = Fd. Lt + Disk

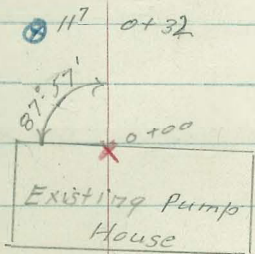
X = denotes Cross cut in conc.

• " " Mail set pave.

Ely. T'line  
Mission Blvd



INDEXED  
DEC 12 1951





12+91.7 = wly Eb. line Cass

11+26.80 P.O.T.

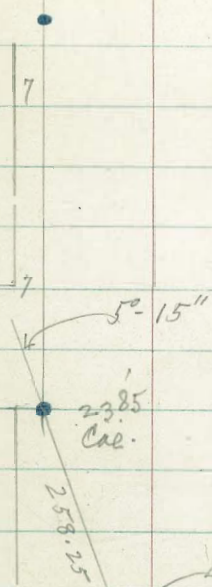
9+1487  
Δ 0° 10' Lt.

6+92.25  
wly. line Bayard

5+58.30

Events

Dawes



Δ 5° 18'

= End of line  
16+01.37 = Exist M.H.

13+30.45  
Δ 0° 05' Rt.

Pacific Beach Drive.  
Sewer levels

2+00

-1.78 ✓  
4.92  
5

-1.74 ✓  
4.88  
5

-1.74 ✓  
4.88  
5

1+93 = Cross Telephone Conduit

8" Ltr = Ctr. Exist. M.H.  
1+84<sup>ve</sup> Δ 2'-28" RX.

-8.89 ✓  
12.03  
I.E.  
Line to  
So.

-9.53 ✓  
12.67  
83  
I.E.

-1.77 ✓  
4.91  
83  
Rim

-1.59 ✓  
4.73

-1.60 ✓  
4.74  
5

1+81 = end A.C. Pavc. - start Conc. pave.

1+50

-0.96 ✓  
4.10  
5

-1.04 ✓  
4.16

-1.04 ✓  
4.18  
5

0+92 = start A.C. Pavc. Mission Blvd.

-1.10 ✓  
4.24  
5

-1.12 ✓  
4.26

-1.12 ✓  
4.26  
5

0+32 11" Ltr = Ctr. Existing M.H.

-8.42 ✓  
11.56  
I.E.  
Line to  
South

-10.22 ✓  
13.36  
112  
I.E.

-1.04 ✓  
4.16  
112  
Rim

-1.21 ✓  
4.3

14' South of N.E. Cor. Pump House.  
0+00 = Ely face existing pump. House

-1.11 ✓  
- 4.25  
+ (3.14) ✓

B.M.#1

4.87 (3.14)

- 1.73  
used for  
storm drain

N.E. B.P. Mission Blvd + P.B. Drive  
& sea wall)  
(-1.80 = correct Eli. as per B.M. at York Ct.)

5+58<sup>30</sup> 12' Lt. = Exist. M.H.  
Δ 0°-10'-30" Nt.

|       |            |            |            |            |            |
|-------|------------|------------|------------|------------|------------|
|       | ✓<br>-8.64 | ✓<br>+0.11 | ✓<br>+0.41 | ✓<br>+0.49 | ✓<br>+0.50 |
| 12.98 | 12.98      | 4.23       | 3.93       | 3.85       | 3.84       |
| I.E.  | 12         | 12         | 5          |            | 5          |
| North | I.E.       | Rim        |            |            |            |

5+50

|      |            |            |            |
|------|------------|------------|------------|
|      | ✓<br>-0.12 | ✓<br>-0.06 | ✓<br>-0.06 |
| 4.46 | 4.40       | 4.40       |            |
| 5    |            | 5          |            |

4+50

|      |            |
|------|------------|
|      | ✓<br>-0.53 |
| 4.87 |            |

4+00

|      |            |            |            |
|------|------------|------------|------------|
|      | ✓<br>-0.87 | ✓<br>-0.84 | ✓<br>-0.84 |
| 5.21 | 5.18       | 5.18       |            |
| 5    |            | 5          |            |

+ 4.34 ✓

T.P.

5.28 < +4.34 > 4.08 < -0.94 >

|      |       |
|------|-------|
|      | -1.08 |
| 4.22 |       |

3+50

3+44<sup>I</sup> 12<sup>I</sup> Lt. = Ctr. M.H.

|         |            |            |            |            |            |
|---------|------------|------------|------------|------------|------------|
|         | ✓<br>-8.56 | ✓<br>-8.93 | ✓<br>-1.43 | ✓<br>-1.18 | ✓<br>-1.19 |
| 11.70   | 12.07      | 4.57       | 4.32       | 4.33       |            |
| I.E.    | 12         | 12         | 5          |            |            |
| lino to | I.E.       | Rim        |            |            |            |
| So.     |            |            |            |            |            |

3+00

|      |           |            |            |
|------|-----------|------------|------------|
|      | ✓<br>1.43 | ✓<br>-1.36 | ✓<br>-1.41 |
| 4.57 | 4.50      | 4.55       |            |
| 5    |           | 5          |            |

2+50

|          |           |
|----------|-----------|
|          | ✓<br>1.69 |
| 4.83     |           |
| + 3.14 ✓ |           |

155 Lt S SMH  
9714<sup>37</sup> 2'0"10' Lt

9700

8750

870

7750

40

6.24

4.68

2.14

Bench book  
Elev 2.03

T.P.

4.70

6.82

2.22

2.12

7700

6792<sup>5</sup> = W. Line Bayard

6750

6700

Lt North 26  
-5.58<sup>✓</sup> -6.58<sup>✓</sup> 1.02<sup>✓</sup> 1.29<sup>✓</sup>  
11<sup>82</sup> 12<sup>82</sup> 5<sup>22</sup> 4<sup>95</sup>  
10<sup>North line</sup> 16<sup>main</sup> 15<sup>rim</sup>

1.33<sup>✓</sup> 1.35<sup>✓</sup> 1.33<sup>✓</sup>  
4<sup>91</sup> 4<sup>89</sup> 4<sup>91</sup>

1.54<sup>✓</sup>  
4<sup>20</sup>

1.72<sup>✓</sup> 1.74<sup>✓</sup> 1.71<sup>✓</sup>  
4<sup>52</sup> 4<sup>50</sup> 4<sup>53</sup>

+1.90<sup>✓</sup>  
4<sup>34</sup>

6.24

S.E.B.P. Bayard + Pac. Beach Dr.

+1.83<sup>✓</sup> +1.86<sup>✓</sup> +1.86<sup>✓</sup>  
2.51 2.48 2.48  
5 5

+1.44<sup>✓</sup>  
2.90

+0.89<sup>✓</sup> +0.92<sup>✓</sup> +0.89<sup>✓</sup>  
3.45 -3.42 3.45  
5 5

+4.34

Lt North

R<sup>+</sup> south

27

121913 why c6 line Cass

-0.35 ✓  
8<sup>14</sup>

12450

0.14 ✓  
7<sup>65</sup>

1210

0.24 ✓    0.33 ✓    0.23 ✓  
7<sup>55</sup>    7<sup>46</sup>    7<sup>56</sup>

11450

0.50 ✓  
7<sup>29</sup>

TP

6<sup>87</sup>

⟨779⟩

5<sup>32</sup>

⟨092⟩

-5.68    -5.98

π ⟨779⟩

158 Lt & SMH

~~5.58~~ ~~5.88~~    0.27 ✓    0.58 ✓  
11<sup>82</sup>    12<sup>12</sup>    5<sup>97</sup>    5<sup>66</sup>  
1c    1c    15<sup>8</sup>    17<sup>10</sup>  
South line    Main

11+26<sup>80</sup> P.O.T.

0.63 ✓    0.64 ✓    0.65 ✓  
5<sup>61</sup>    5<sup>60</sup>    5<sup>59</sup>

1170

0.80 ✓  
5<sup>44</sup>

10450

0.96 ✓    0.98 ✓    0.96 ✓  
5<sup>28</sup>    5<sup>26</sup>    5<sup>28</sup>

1010

1.16 ✓  
5<sup>08</sup>

9450

π ⟨624⟩

Start BM

TPBM

TP

16+01<sup>37</sup>

End Line & existing SMH

7<sup>16</sup> [-171]

5<sup>45</sup>

3<sup>25</sup> [216]

5<sup>79</sup> [591]

5<sup>23</sup> [013]

SEBP Bayard + Pacific Beach Blk

-1.23 used

Lt North

2

Mt-South

28

-5.18

-5.38

0.92

10<sup>53</sup>

10<sup>23</sup>

4<sup>43</sup>

ic

ic

rim

S.E. line

Main

0.80

4<sup>55</sup>

15+50<sup>79</sup>

TP

4<sup>99</sup>

5<sup>35</sup>

7<sup>43</sup>

0<sup>36</sup>

π [5<sup>35</sup>]

0.53

0.69

0.51

7<sup>26</sup>

7<sup>10</sup>

7<sup>28</sup>

5

5

5

5

0.42

7<sup>37</sup>

0.15

0.20

0.22

7<sup>64</sup>

7<sup>59</sup>

7<sup>57</sup>

5

5

5

5

0.35

8<sup>14</sup>

-4.81

-5.71

-5.91

-0.41

-0.66

12<sup>60</sup>

13<sup>50</sup>

13<sup>20</sup>

8<sup>20</sup>

8<sup>45</sup>

ic

ic

ic

15<sup>7</sup>

rim

South

North

Main

rim

5

-0.40

-0.43

-0.41

8<sup>19</sup>

8<sup>22</sup>

8<sup>20</sup>

5

5

5

5

π [7<sup>29</sup>]

13+30<sup>45</sup>

15" Lt E.S.M.H.

L. 0° 05' Rt

13+00

# Sewer Prelim.

33rd + Lincoln to  
Baneroff & Adams 3-3-52

Sommermeier  
Begg  
W. Altman.

No. tie pt. sheets  
used sheets from office  
with ties noted on them.

$\Delta$  = L point in line

O = station or tie in point on line

3 -

2+65  $\Delta$  = New  $\Delta$  =  $46^{\circ}24'$  Rt. (Apr. 2, 1952)

7' line Lincoln

2+39.18 =  $\Delta$   $52^{\circ}09'$  Rt. =  $\Delta$  33rd + Nly

2 -

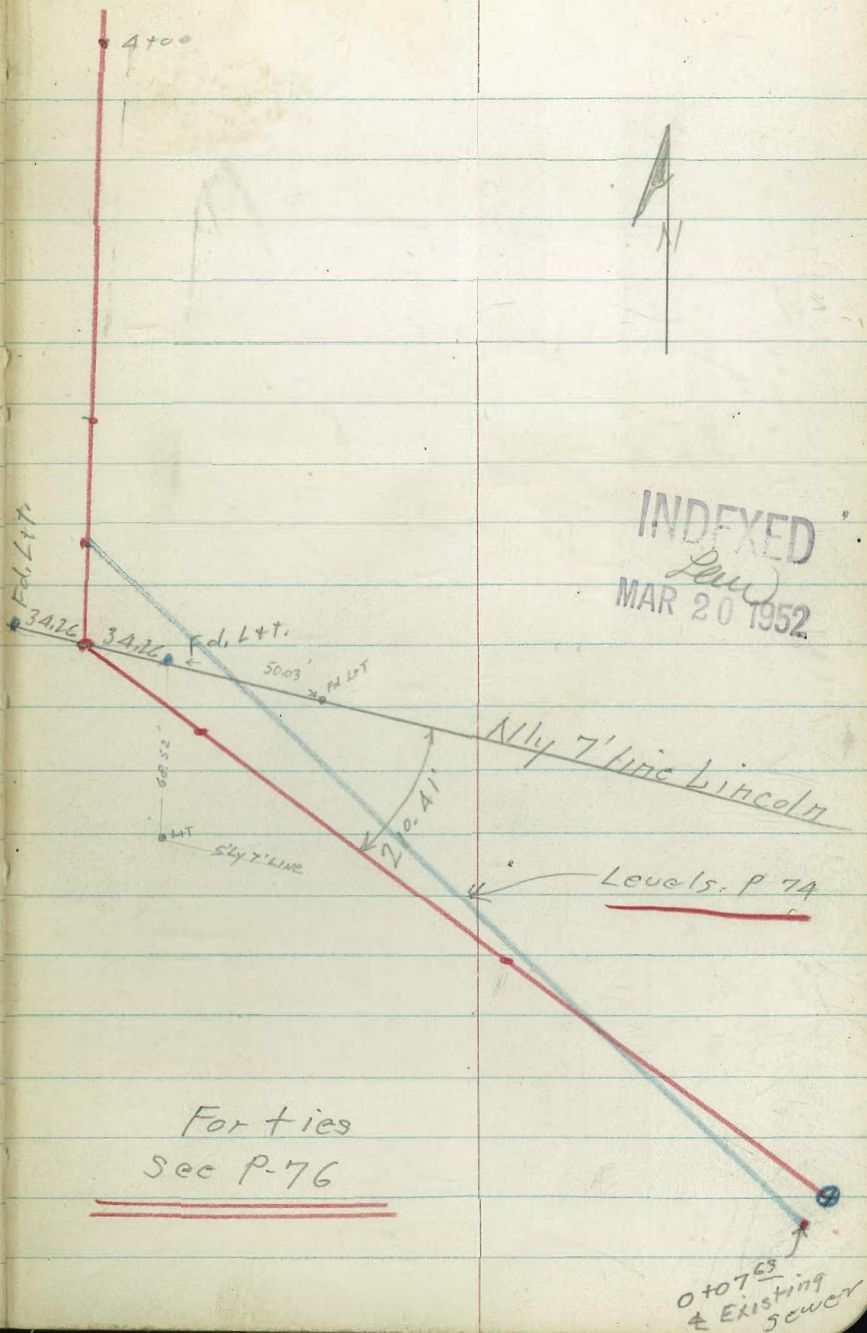
1 -

{ Note: 4/2/52. old M.H. 0+00 is  $\Delta$  Rt. of  
Sta. 0+094 on blue line

between Wabash + 33rd str.

0+00 Existing M.H. Lincoln St

"A" line



For ties  
see P-76

"A" line

30

S 7~

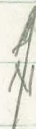
W +  $\phi$  33<sup>rd</sup> Produced from north

6+56.14  $\Delta$  16°-53' RT. = Sly line Polk

G -

5~

4+00





"A" line

10+70

31

9~

8~

7~



"A" line

32

± 33<sup>rd</sup> to south

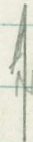
13 + 24.22 = Δ 89° 56' RT. Orange +

12 + 70.22 = sly. 6' line Orange + ± 33<sup>rd</sup> st

12 ~

11 ~

10 ~



"A" line

33

W

Exist. line

15+24.30 =  $\Delta$  88°-16' Lt. = 3' west of

15+13.13 = Wly. T' line 33' st. to North + Nly 20'  
line Orange.

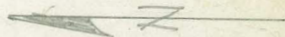
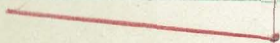
15~

14~

+ Nly. 20' line, Orange

13+58.22 = Ely. G' line 33' to So

13+24.22



"A" line

+ 7' west of Existing line

18+47.98 =  $\Delta$  0<sup>o</sup> 28' Lt =  $\pm$  Bramson Place

18+00



17+00

16+00

15+24.30

"A" line

35

2150

2100

2000

1900

1847.98



"A" line

36

$\Delta 910 - 09' Lt.$   
W/ly. 36' line 33<sup>rd</sup> St.  
22+58.68 = N/ly. 13' line El Cajon

22+04.55 - P.O.T.

21+71.20 = P.O.T.

21+50

"B" line  
(See P-51)

→ ← 10.11' Lt.

"A" line

25+75

25+61.8 = Wly. cl. 33<sup>rd</sup> Place.

25+359 = Ely. cl. 33<sup>rd</sup> Place

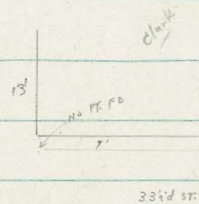
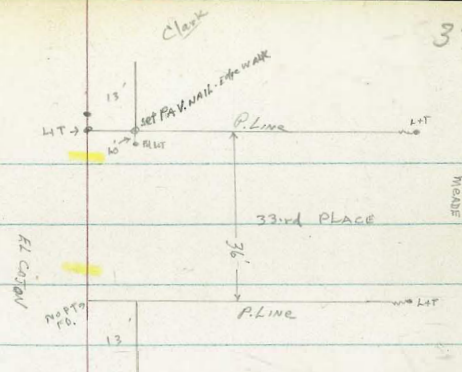
25+00

24+00

23+00

22+58.68

37



"A" line

38

El Cajon. & Ely. 25' line Bancroft.  
 $28 + 16^{00} = \Delta 90^{\circ} - 01' \text{ Rt.} = \text{Nly. } 13' \text{ line}$   
28 + 03 = Ely cl. Bancroft.  
28 + 00

27 + 00

26 + 00

25 + 75





31+50

"A" line

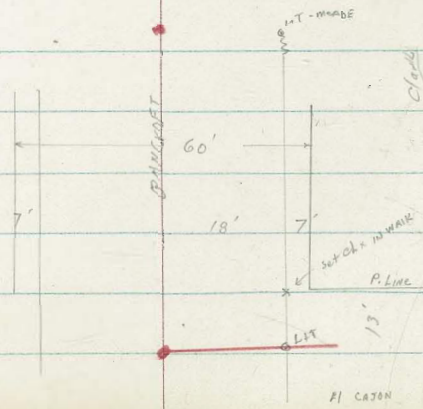
39

31+00

30+00

29+00

28+16



"A" line

Bancroft + Meade.

34770<sup>60</sup> = Exist. M.H. =  $\Delta$  89°-52' Rt.

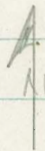
40

34700

33700

32700

31750



"A" line

41

33rd Place + Meade.

37+07.20 = Exist. M.H. =  $\Delta 90^{\circ}-00'-30''$  Lt.

37+00

Note.

Use existing line from  
Sta 34+70.60 to Sta 37+07.20

36+00

35+00

34+70.60



40+50

"A" line

42

40+00

39+00

38+00

37+07.20



43+81.91 =  $\Delta$  89° 57' 30" Lt. (= Junction "A" line)  
"A" line Also "B" line

43+58.94 = sly 7' line Monroe

43+00

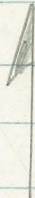
42+00

41+90

40+50

43

↑ "B" line  
(see p. 56)



"A" line

=  $\Delta$  89° 58' Rt.  
 46,100.00 = wly. 26' line Bancroft & E Monroe

45+00

44+13.91 = wly. 7' line 33<sup>rd</sup> Place.

44+00

43+81.91

"A" line

45

49+00

48+00

47+00

46+00.00

↑  
N

—

"A" line

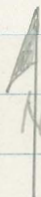
46

52+00

51+00

50+00

49+00





"A" line

47

55+00

54+00

53+02.22 = 2 Madison + Ely 26' line Bancroft.

52+79.22 Sly. 7' line Madison

52+00



"A" line

48

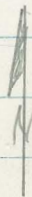
58+00

57+00

56+40.38 =  $\Delta$  0° - 39' Lt.

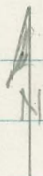
56+00

55+00



"A" line

49



$\Delta$  into Alley BIK. 38  
 $59+90.38 = \text{Exist M.H.} = \Delta 90^{\circ}50'30'' \text{ Rt.}$



59+00



58+00



"A" 1170

50

End of line.

61+53.00 = Exist. M. H. Alley BIK 38



5 61+00

60+00  
59+90.38

"B" line

33<sup>rd</sup> st. + El Cajon to  
33<sup>rd</sup> place + Monroe.

Levels - P. 71

25+00

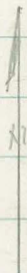
24+00

23+00

22+58.68 = A 12 11 Lt. (See P-36)

25+75

51



"A" line

"B" line

52

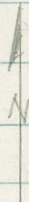
28+85.58 Sly. 7 line Meade

28+00

27+00

26+00

25+75



"B" line

53

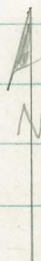
32+00

31+00

30+00

29+00

28+85.58



"8" line

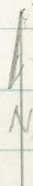
54

35+00

34+00

33+00

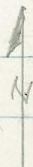
32+00





"B" line

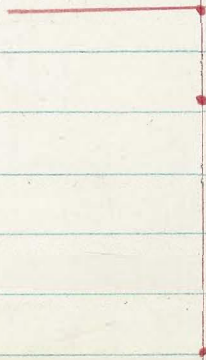
55



= E Monroe + wly 36' line 33' S+.  
35+88.79 =  $\Delta$  90°-01'-30" Lt

35+65.79 = Sly. 7' line Monroe

35+00



"B" line

= 43+81.91 A. Line (see P-43)  
39+07.00 =  $\Delta$  0°-02' Rt. to "A" line ahead

39+00

38+00

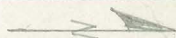
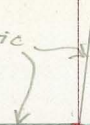
37+00

36+00

56

"A" line

P. 43



4+00

T.P. on  $\angle = 344.81$ 44.55 44.81 45.92  
5 5

3+00

41.03 41.27 41.46  
5 5Rods on split of  $\Delta$ 2+39.18 = A  $52^{\circ}-09'$  Rt. (P29)38.64 39.16 39.46  
7 7

2+18

39.13 39.10 39.24  
5 52+05 -  $6^{\circ}$  Rt = Face N. Ely. Cl. Ret.  
Lincoln + 33<sup>rd</sup> St.39.35 39.57 40.08  
6 6  
5 top. cl

2+00

39.44 39.45 39.42  
5 5

1+00

40.38 40.45 40.56  
5 5

Hundred (which is 3) not noted

0+00 = Exist M.H. (A.C. Pavement)

41.32 41.52 37.08 41.60  
5 Rm IE 5Used direct Elev. Rod. from here on  $10/29/35$ 

B.M. #2

1.77 340.28

Set B.M. N.E. 7' Lt. Lincoln + 33<sup>rd</sup> St.

T.P. 12.10 342.05 0.31 327.95

B.M. #1 8.11 330.26 - 322.15

S.W.B.P. Mile + University

"A" Line

B. L.

58

8+00

55.78 55.72 55.98  
5 5

B.M. #3

= Lt. in N. Ely. Ret. Polk + 33' = 354.65

7+15

54.27 54.42 54.50  
5 5

6+90

53.44 53.50 53.58  
5 5

6+80

53.91 53.90 53.96  
5 5

= Cross Water line 6"

6+78 = Ctr. test hole dug by street Dept.

= Cross Water line 30"

6+69 Ctr. test hole dug by street Dept.

6+56.1A = Δ 16°-53' RT. = Sly. line Polk

53.62 53.71 53.81  
5 5  
on split on split

6+00

T.P. & Nail = El. 351.96

51.76 51.76 52.06  
5 5

5+00

48.10 48.32 48.45  
5 5

"A" line

B. L.

59

T.P. A Nail Elev = 364.29

13+24.22 = A 89° 56' RT.

64.24 64.29  
5

13+04

64.45 64.48 64.50  
5 5

12+95

64.28 64.31 64.34  
5 5

12+78

63.60 63.72 63.79  
5 5

12+70.22 = Sly. 6' line Orange

63.54 63.58 63.61  
5 5

12+60

63.22 63.27 63.32  
5 5

12+00

62.56 62.53 62.60  
5 5

11+00

60.80 60.91 60.86  
5 5

10+00

59.20 59.33 59.42  
5 5

9+00

T.P. A Nail - EL = 357.62

57.52 57.62 57.60  
5 5

"A" line

B.L.

60

17+52 7<sup>1</sup>/<sub>2</sub> Rt. = Ctr. Exist. M.H.

69.53 R.M. 9.7  
62.53 I.E.

17+00

68.17 68.47 68.71  
5 5

16+00

66.92 66.81 67.06 67.36  
5 5 5  
drive 0

15+85 15' Rt. = Ctr. existing M.H.

67.12 66.60 66.86 67.17 67.45 61.45  
47 47 15 15  
cc 0 R.M. I.E.

B.M. #4 N.W. B.P. Orange + 33<sup>rd</sup> St. 366.76  
Ret.

(Branch Book = 366.66)

15+40. 3<sup>e</sup> Lt. = Approx. E.C. 10' Rad. Cl.

66.69 66.13 66.21 66.42 66.50  
35 35 5 6  
cc 0 & Exist. some

15+24.30 = Δ 88°-16' Lt. (P-33)

66.02 66.30 66.60  
7 7  
on split on split

15+11 6' Lt. = Approx B.C. 10' Rad. cl. Ret.

66.69 65.95 66.16 66.32  
6 6 5  
cc 0

15+00

66.54 65.86 66.12 66.28  
6 6 5  
cc 0

14+00

65.18 64.85 65.13 65.25  
6 6 5  
cc 0

13+25- 6' Lt. = N.W. cl. line Orange

64.52 64.05 64.30 64.41  
6 6 5  
cc 0

B.M. #6 = S.W. B.P. 33<sup>rd</sup> + El Cajon EL = 374.48

(Bench book shows 374.32)

T.P. = Nail 21+7120 EL = 374.55

21+712 = Approx. sly. Cb line El. Cajon

74.48 74.55 74.62  
5 5

21+60

74.57 74.59 74.56  
5 5

21+00

73.94 73.90 73.92  
5 5

20+15 - 9<sup>3</sup> Rt. = Ctr. Existing M.H.

4/2/52

72.66 72.79 60.96  
73 92  
Top of M.H. IE

20+00

72.46 72.50 72.56  
5 5

19+92<sup>3</sup> A' Rt. = Ctr. Exist. M.H.

72.41 72.38 63.10  
4 4  
Rim IE

19+25

71.62 71.70 71.77  
5 5

B.M. #5 = Nail A 18+47<sup>98</sup> EL = 370.68

18+47<sup>98</sup> = A 0°-28' Lt. = E Bramson Place

70.55 70.68 70.78  
5 5

18+38 = Cross water line

70.54

18+00

69.70 70.02 70.12  
5 5

Δ 13729.22

T.P.

5.42 364.31 (364.29)

BM#4-P60 2.95 369.73 7.42 366.78 (366.76)

BM#5-P61 3.51 374.20 6.79 370.69 (370.78)

BM#6-P61 3.00 377.48 - 374.48



"A" line - Brt. Fwd. From P-60

B.L.

63

+ start 4<sup>3</sup> wide walk.

24+18<sup>6</sup> = end cl. to prop. wide walk

24+00

74.35 74.36 74.63  
5 5

23+00 on walk

75.16 75.18 75.34  
5 5

Also start conc. walk.

4<sup>5</sup> Lt. = Nly. end cl. in lot.

22+82<sup>5</sup> = Nly. cl. 33<sup>rd</sup> st.

75.24 74.44 74.61 75.24 74.72 75.22  
4.6 1.6 G 4 5 5  
06 G 06 G G

22+58<sup>68</sup> = Δ 91°-09' Lt. = Nly 13' line  
E.L. Cajon

74.98 74.98

5  
at 90° to back tang.

outlet to west.

26' Lt. = ctr box cl. inlet in return.

22+48 = cross old trench in pave. - looks  
Like for signals.

70.39 74.29 74.79 74.80 74.85  
26 26 5 5  
1E. 97.40  
Bot.

22+30 4' Rt. ctr. Exist. M.H.

11.51

75.13 75.15 75.20  
5 5  
A.  
Rim

63.69  
I.A.

22+10

75.20 75.24 75.24  
5 5

21+85

74.73 74.74 74.75  
5 5

"A" Line

2<sup>3</sup> Rt. = start paved Car. lot. (Plant mix)= start 4<sup>3</sup> wide conc. walk

25+66.8 = wly edge N.S. Public Conc. walk

25+61.81 = wly eb. 33<sup>rd</sup> place.

|       |       |       |
|-------|-------|-------|
| 72.91 | 73.00 | 73.10 |
| 5     |       | 5     |

25+61.8 = wly gutter 33<sup>rd</sup> place

|       |       |       |
|-------|-------|-------|
| 72.43 | 72.48 | 72.62 |
| 5     |       | 5     |

25+50.1 28<sup>th</sup> Lt. = Ctr. Existing M.H.

|                      |                     |                  |
|----------------------|---------------------|------------------|
| 73.00                | 64.03               | 66.0t            |
| 28 <sup>th</sup> Rim | 28 <sup>th</sup> IE | 28 <sup>th</sup> |
|                      |                     | 6" from North.   |

25+48.2

|       |       |       |
|-------|-------|-------|
| 72.61 | 72.81 | 73.08 |
| 5     |       | 5     |

25+35.9<sup>1</sup> = Ely gutter line 33<sup>rd</sup> place

|       |       |       |
|-------|-------|-------|
| 72.65 | 72.80 | 72.93 |
| 5     |       | 5     |

25+35.2 = Ely. eb. line 33<sup>rd</sup> place

|       |       |       |
|-------|-------|-------|
| 73.27 | 73.37 | 73.42 |
| 3     |       | 2     |

Also Ely. edge N.S. public conc. walk

25+30.9 - 2<sup>nd</sup> Rt. = end paved service st. yard.25+17 2<sup>nd</sup> Rt. = 4' wide conc. walk

25+00 (T.P. on 4' = 73.59 EL.)

|              |       |              |
|--------------|-------|--------------|
| 73.50        | 73.59 | 73.67        |
| 2            |       | 2            |
| Edge of walk |       | Edge of walk |

24+97 2<sup>nd</sup> Rt. = end conc. drive  
st. yard. A.C. & Conc.24+52.4 - 2<sup>nd</sup> Rt. = start paved service24+51.2 2<sup>nd</sup> Rt. = 4' wide Conc. walk24+44.7 2<sup>nd</sup> Lt. = start conc. drive24+36.7 - 2<sup>nd</sup> Rt. = 4' wide Conc. walk

"A" line

5' west } of  $\Delta$  sta. 28+16 = Existing M.H.  
26<sup>5</sup> South }

T.P. on  $\Delta$  nail Elev. = 372.85 Bancroft.

28+16<sup>00</sup> =  $\Delta$  90° 01' Rt. = Ely. 25' line

start A.C. Pavc

28+03<sup>01</sup> = wly gutter Bancroft

28+03 = wly ab. line Bancroft

28+00

Full width (Prop. to curb) walk.

27+49<sup>5</sup> = end 5<sup>2</sup> wide walk + start

27+20<sup>8</sup> } = end same  
35 Rt }  
20 Lt }

27+02 } = start Conc. drives.  
35 Rt }  
20 Lt }

27+00

26+92<sup>5</sup> - 3<sup>5</sup> Rt. =  $\frac{1}{2}$  4' wide Conc. walk

26+63<sup>5</sup> - 2<sup>0</sup> Rt. =  $\frac{1}{2}$  2' wide Conc. ribbon Dr.

26+61 = end 4.5 wide walk + start 12 wide walk

26+62 - 2' Lt. =  $\frac{1}{2}$  8' wide Conc. drive

26+59 - 2<sup>2</sup> Rt. =  $\frac{1}{2}$  2' wide Conc. ribbon Dr.

26+57<sup>5</sup> = end same

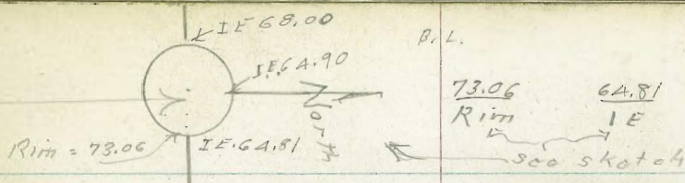
(Curb. to prop.)

26+17<sup>5</sup> = start full width walk.

26+00

E.W. = edge of walk.

25+81 - 2' Lt. =  $\frac{1}{2}$  7' wide Conc. drive



B.L.

65

73.06

Rim

64.81

I.E.

see sketch 4

72.88  
90°  
to back rang

72.85

72.97  
5' on line  
produced to  
west

72.26

5

72.34

72.44

5

72.88

5

72.98

73.00

5

73.05

71.98

18

E.W.

71.80

71.88

38

E.W.

2.67

2

E.W.

72.67

2.70

28

E.W.

A line

B.M. #7 N.W.B.P. Meado + Bancroft EL = 377.53

34+70<sup>60</sup> = A 89°52' Rt. = Existing M.H.

34+00

33+00 Tip of Nail Elev. = 375.96

32+00

31+22 5' Lt. = Ctr. Existing M.H.

32+00

31+00

30+00

29+00

Nly. end in cl. inlet box. Runs south  
28+33 - 12' Lt. = E. Nly. end, 24" Culvert

B.L.

66

76.92 76.92 6685 76.87  
5 Rim TE 5  
90° to back  
tang

76.51 76.51 76.46  
5 5

75.96 75.96 75.79  
5 5

75.37 75.32 75.26  
5 5

65.79 74.84  
I.E. 5  
Rim

74.77 74.72 74.62  
5 5

74.27 74.20 74.21  
5 5

73.70 73.64 73.52  
5 5

6758  
12  
F.E. drain

"A" line.

B.L.

67

|                        |  |                         |              |                   |                     |
|------------------------|--|-------------------------|--------------|-------------------|---------------------|
| 43+00                  |  |                         | 80.61<br>5   | 80.63             | 80.63<br>5          |
| 42+00                  |  |                         | 80.30<br>5   | 80.31             | 80.35<br>5          |
| 41+00                  | T.P. on nail Elev. =                         | 379.74                  | 79.77<br>5   | 79.74             | 79.76<br>5          |
| 40+20                  | 5' Lt. = Existing                            | M.H.                    | 68.32<br>I.E | 79.29<br>5<br>Rim |                     |
| 40+00                  |  |                         | 79.48<br>5   | 79.45             | 79.44<br>5          |
| 39+00                  |  |                         | 79.03<br>5   | 79.05             | 79.05<br>5          |
| 38+00                  |  |                         | 78.52<br>5   | 78.58             | 78.56<br>5          |
| 37+70                  |  |                         | 78.50<br>5   | 78.53             | 78.47<br>5          |
| 37+40                  |  |                         | 77.74        | 77.98             | 78.00               |
|                        |  | 33 <sup>rd</sup> place. |              |                   |                     |
| TO 37+07 <sup>20</sup> | = $\Delta 90^{\circ}-00'-30''$ Lt. = Meade + |                         | 78.30<br>5   | 78.31<br>Rim      | 67.61<br>78.36<br>5 |
| 34+70.60               | Use existing line                            |                         |              |                   |                     |

"A" line

B.L.

68

80.00 79.96 79.82  
5 5

49+00

79.75 79.70 79.56  
5 5

48+00

79.46 79.40 79.29  
5 5

47+00

79.40 79.39 79.24  
5 5

46+30

46+23 = Cross gas line.

46+10

79.05 79.10 79.04  
5 5

46+00 = Δ 89° 58' RT } (N14.26 line Bancroft  
± Montae

79.00 79.06 79.00  
5 5' west  
(contary produced)

45+00

80.00 79.92 79.78  
5 5

44+00

80.52 80.52 80.54  
5 5

43+81.91 = Δ (39+07<sup>00</sup> Δ 0° 02' RT. "B" line)  
89° 51' 30" LT.

80.33

43+30 = 5' LT. = Ctr. M.H. (existing)

69.15 80.59  
IE 5  
rim

"A" line

B.L.

69

57+00

83.11  
5

83.02

82.98  
5

56+40.38 =  $\Delta$  0°-39' Lt.

82.88  
5

82.78

82.69  
5

56+00 T.P. & Nail. Elev. = 382.65

82.75  
5

82.65

82.52  
5

55+00

82.28  
5

82.18

82.10  
5

54+00

81.96  
5

81.85

81.73  
5

53+30

81.80  
5

81.70

81.42  
5

53+00

81.37  
5

81.36

81.32  
5

B.M. #8 Sp. B.P. Madison + Bancroft. Elev. = 381.49

52+00

80.87  
5

80.82

80.70  
5

51+00 T.P. & Nail = 380.50 = Elev.

80.56  
5

80.50

80.40  
5

50+00

80.23  
5

80.21

80.12  
5

"A" line

207

B.L.

70-

in correct location  
water line in alley assumed to be

= Junction "T" Alley BIK 38

61+53<sup>00</sup> = Existing M.H. = End of line

85.12  
5

84.98  
Rim

~~84.98~~  
73.44  
I.E.

85.04  
5

61+00

84.97  
5

84.80

84.96  
5

64+9<sup>3</sup> = End A.C. Pipe. + Start Concr. Pav.

84.41  
5

84.31

84.49  
5

60+08 = Wly. gutter line Bancroft

83.54  
5

83.53

83.56  
5

60+00

83.87  
5

83.84

83.87  
5

59+90<sup>38</sup> = Δ 90°-50'-30" RT = Existing M.H.

84.06  
5

84.12  
Rim

74.08  
I.E. 5' on taring produced  
to North

84.10

59+00

83.84  
5

83.91

83.90  
5

58+00

83.43  
5

83.42

83.34  
5



"B" line levels

Sketch - p-51

very windy  
" cold  
Rain

B.L.

71

28+85

78.56 78.61 78.68  
5 5

28+00

78.25 78.27 78.26  
5 5

27+65

4' RT. = Ctr. M.H.

78.00 78.71  
4. 6.17 I.E.

27+00

T.P. & Nail Elev = 77.54

77.53 77.54 77.53  
5 5

26+00

77.03 77.04 77.10  
5 5

25+00

76.31 76.40 76.45  
5 5

+3A 4' RT. =  $\frac{1}{2}$  M.H.

~~76.15~~ 76.25 71.60  
5.17 I.E.

+12 2' Lt. = traffic activator

24+00

75.98 76.04 76.04

23+00

75.26 75.34 75.43  
5 5

22+58.68 =  $\Delta$  12' 11' Lt (See p 51 + P. 36)

74.92 74.98

page 63 also

33+00

79.86 79.97 79.93  
5 5

32+85 A' RT. = M.H.

79.92 75.54  
4 IE.  
Run

32+00

79.62 79.67 79.76  
5

31+00 /

79.26 79.34 79.37  
5 5

30+24 - A' RT = ctr. M.H.

79.20 74.67  
#  
RT 77

30+00

79.11 79.19 79.15  
5 5

29+50

78.85 78.84 78.85  
5 5

29+20

78.79 78.78 78.75  
5 5

29+00

78.57 78.60 78.59  
5 5

"B" Line

B.L.

73

= 43+81.91 "A" line - see P 56 for levels ahead  
39+07.00 = Δ 0°-02' RT

80.40 80.30 80.28  
5 5

39+00

80.50 80.40 80.27  
5 5

38+00

80.62 80.55 80.42  
5 5

37+00

80.72 80.70 80.65  
5 5

36+00

80.75 80.78 80.83  
5 5

35+88.79 = Δ 90°-01'-30" Lt. = E Monroe

80.89 80.92 80.96  
5 5  
North

35+50 . 4' RT = Ctn M.H.

80.58 80.55 80.63 80.58  
5 5  
Rim  
I.E

35+00

80.45 80.50 80.48  
5 5

34+00

80.00 80.17 80.30  
5 5

Levels for Blue line P.29

4/2/52

Direct elevation rod used.

Elevations all in 300' plane.

hundred not shown. i. 41.20 = 341.20

+ 46.20 = 346.20 etc.

1+95 - gutter

39.59

(Guy to R. Pole # 3301)

1+85 - 6' Rht. = Face of guy pole

1+50

40.18  
5

40.17

40.17  
5

1+00

40.63  
5

40.69

40.73  
5

0+50

40.93  
5

41.07

41.15  
5

0+09<sup>4</sup> 4' Rht. =  $\pm$  existing M. H. = 0+00 old

line (P.29)

trench along Lincoln

6' L $\pm$  =  $\pm$  Pav. patch over 4' wide old

0+07.63 = Nail in  $\pm$  of patch  
in pav. over old sewer trench

41.07  
5

41.35

41.53  
5

2+65<sup>80</sup> = New  $\Delta$  46°-24' RT. (P-29)

|                 |       |                |
|-----------------|-------|----------------|
| 39.83           | 40.11 | 40.42          |
| 5               |       | 5: 90° to back |
| 90° to Backtang |       | Tang.          |

2+55

|       |       |       |
|-------|-------|-------|
| 39.92 | 40.22 | 40.30 |
| 5     |       | 5     |

2+40

|       |       |       |
|-------|-------|-------|
| 39.83 | 40.00 | 40.00 |
| 5     |       | 5     |

2+30<sup>01</sup> in gutter = start Pavc

39.64

2+30 = Face Ely. ch. 33<sup>rd</sup> St.

40.23

2+21<sup>2</sup> = leave walk

40.22

cl. Rot.  
 9<sup>8</sup> Lt. = Mid. curve point of 10' Rad.  
 stone & Conc. wall. poor condition.

2+15<sup>2</sup> 5' Rt. = Nose of  $\Delta$  in 6' wide3<sup>4</sup> Rt. = edge Conc. walk

|                |                |         |                |      |             |
|----------------|----------------|---------|----------------|------|-------------|
| 39.57          | 40.06          | 40.31   | 40.30          | 40.5 | 42.5        |
| 9 <sup>8</sup> | 9 <sup>8</sup> | in walk | 3 <sup>4</sup> | 5    | 5           |
| Gutter         | cl             |         | walk           | End. | top of wall |

2+10 = start Conc. walk

40.42

2+07 - 4' Lt. = Ctr. street sign standard

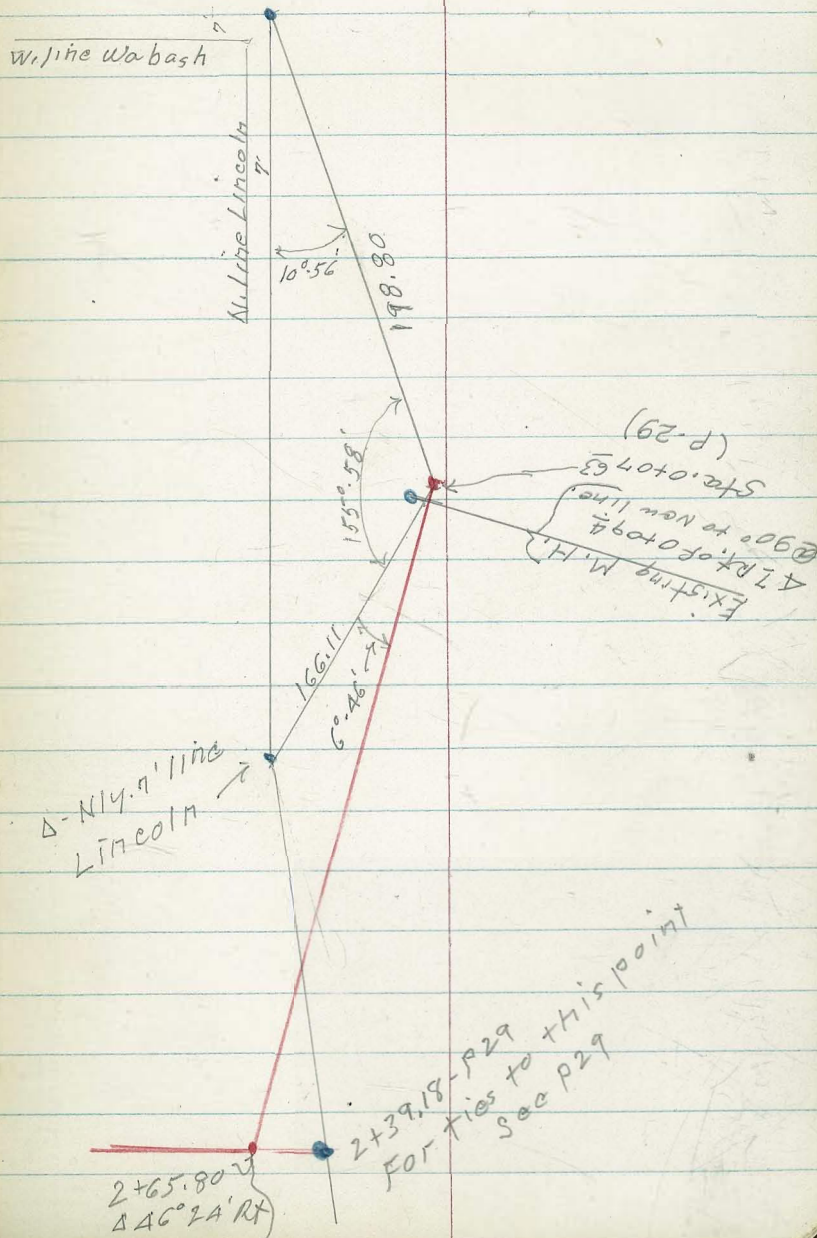
1+95<sup>01</sup> Top of curb

40.23

4/2/52

TIES for Prop. sewer  
as shown on P. 29.

C.H.S.  
Beqq  
altman





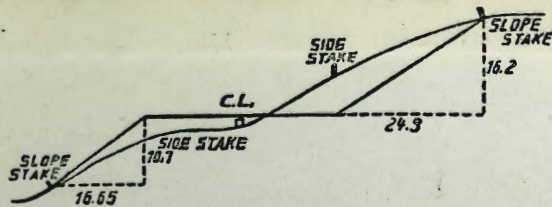




565  
355  
920

2°-28' RL 1484<sup>80</sup>  
90°-08" in N.E.

4.16  
7.45  
9.20 E + W,  
4.16  
17.06 314  
408  
-0.94  
4142  
710



**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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