

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

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

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

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

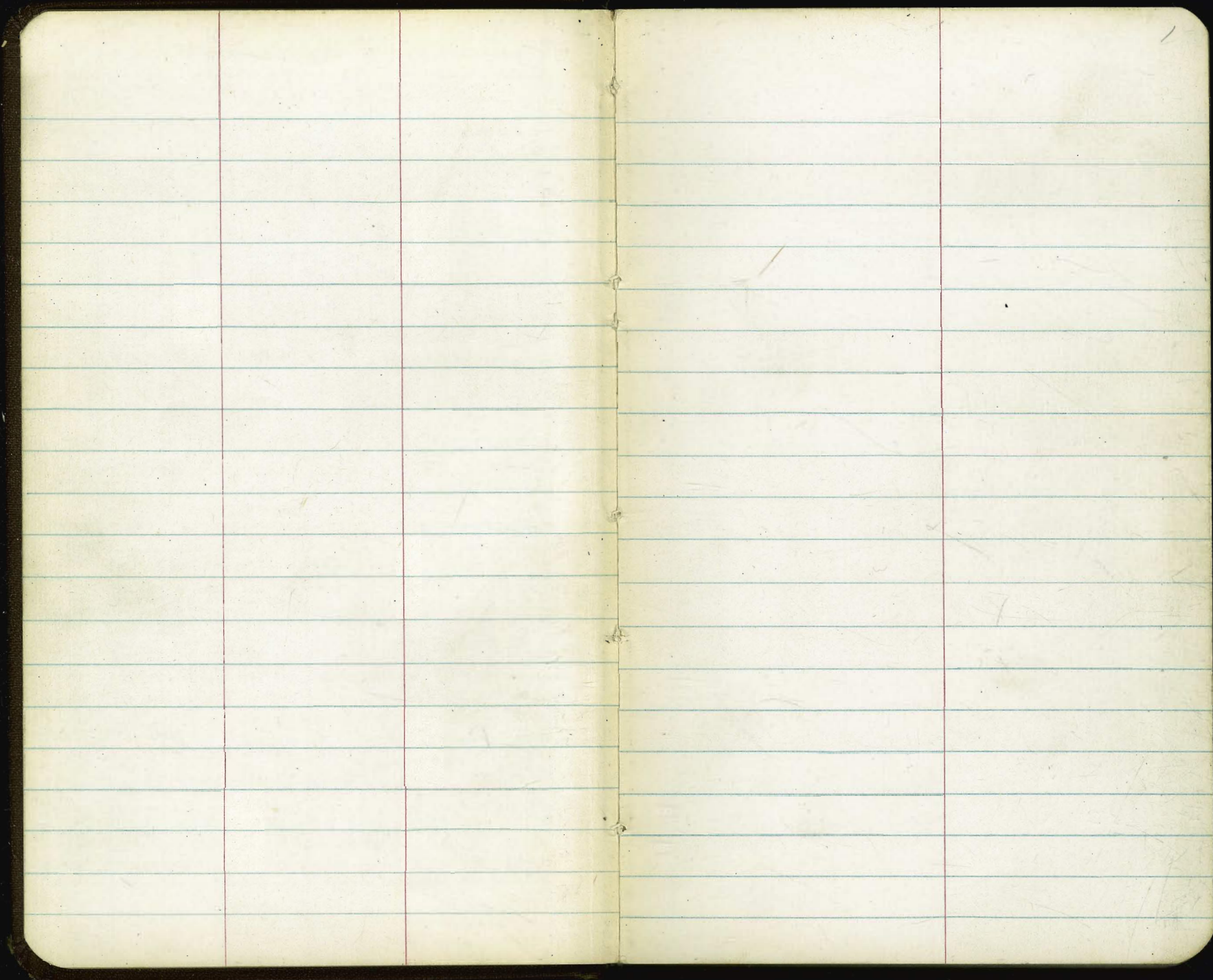
Central Angle	DEGREE OF CURVE															
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°		
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46		
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68		
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90		
25°	.08	.16	.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	.79	.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	2.12	2.32	2.52	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	.029	.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		

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CROSS SECTION - "G"-1-Line

WABASH FREEWAY - SEC. B

PLAN #. 1987-D

Walker
Pope
Bryant
Stations

INDEXED
NER
NOV 5 1953

Lt. 2

0-50

50.5	57.3	55.5	57.6	57.9	57.5
13	4.5	6.5	2.2	11.9	12.3
39	2.5	2.5	2.5	50.5	53
				=F223	

-0+75

56.4	56.9	55.5	57.9	57.9	57.5
14	4.7	6.3	8.9	11.1	11.7
46	3.2	2.5	2.5	50	60

-1+00

55.8	56.9	55.5	57.0	57.6	57.3
+4.0	4.7	7.2	8.8	10.6	11.8
45	34	30	2.8	50.6	61
				=F224	

-1+50

56.7	58.5	57.0	57.6	57.9	57.8
1.1	3.3	4.8	7.2	9.4	10.9
41	14	15	36	53.3	120
				=F242	63

-1+67

57.1	57.2	57.7	57.8	57.9	57.1
0.4	2.6	4.1	7.0	8.9	11.7
35	18	15	39	62	

-1+76.62

57.5	57.8	57.8	57.8	57.9	57.1
+0.7	0.0	2.0	7.7	11.5	12.7
39	19	61.75	21	55.4	63
				=F256	

770 61.75

54.05

B.M. #20-A F.B. 3188
61

G-1 LIME - MARSH FREEWAY

Station	1st	2nd	3rd	4th	5th	6th	7th	8th
1+50	577 +44 27	520 0.3 176 +44	555.5 7.8	520 11.3 14	451 18.2 35	419 21.4 52.2 +239	40.7 22.6 62	3
1+25	583 +5.0 37	510 2.0 23	555.5 9.8	479 15.4 16	441 19.2 47	411 21.1	12.6 60	
1+00	543 +1.0 35	550 8.3 10	528 10.5	479 15.4 25	413 19.0 51.5 +230	40.0 20.3 62		
0+75	519 38	577 20	555.5 10.0	520 11.3 6	460 17.3 39	446 18.7 60		
TR	998	63.31	842	53.33				
0+58.21-1.5	818 0.0 41	574 4.4 30	555.5 9.2	462 13.6 21	455 16.3 41	441 17.7 34.8 +252	43.1 18.7 65	
0+40	522 +0.4 60	587 3.1 44	555.5 5.4	489 12.2 17	465 15.3 35	451 16.7 50	43 17.5 60	
0+00	555.5 33.2 50	574 7.2 25	555.5 10.0	496 12.2 16	486 13.2 42	477 14.1 52 +233	46.7 15.1 62	

61.75

61.75

G-1 - Line - WASH FREWAY

H.

E.

R. 4

2+50

72.1	71.4	70.8	70.7	70.2	69.9
26	3.3	3.9	4.0	4.5	5.0
28	17.2	7		2.7	3.5
	=0.62			=0.69	

2+37

70.5	71.8	71.8	70.8	69.7
1.2	2.9	2.9	3.9	6.0
34	10		28	40

2+25

70.8	70.5	70.3	71.1	69.8	69.0
0.9	1.2	2.4	3.5	5.9	8.7
39	18.7		15	23	33
	=0.77			=0.51	

2+07.78 = P.S.S

74.7	74.4	73.7	71.5	69.9	69.0
10.0	0.3	1.8	3.2	8.8	14.7
33	23	4		15	35

74.69

TP: 12.49 74.69 111 62.70

2+00

74.5	74.1	73.3	69.1	65.3	64.5	64.5
+11.2	+10.8	+10.0	+5.8	+2.0	1.8	5.7
29	18.8	10		10	22.1	35
	=0.78				7.27	

1+75

63.31

74.0	72.8	67.5	64.8	64.0	62.0	61.0
+10.7	+10.5	+4.2	1.1	11.0	21.3	22.7
40	32.	12		23	57	67

63.31

G Line - WABASH FREEWAY

L1

L2
South

L3

L4

4+75

508	525	498	473	467	468	467	528	533
3.7	4.0	4.7	7.3	7.8	7.7	13.8	17.7	12.2
38	28	22	14	6	28	54.1	64	
	505					193		

4+43.62 = "G" Line

525	525	518	517	522	522	466	478	478
10	20	27	2.8	42	79	11.6	13.1	58
	35	8	2 South	8	25	478	58	
	507		54.46	2 North		15.2		

4+43.62 = 8' Lt.
E. to South

TP 2.79 54.46 12.44 51.67

4+00

572	573	520	North	557	570
6.6	5.5	8.8	5.8	8.1	8.2
36	24	17	8.8	23.5	32
				F4.3	

3+57.35 = RT

578	525	520	527	570
4.0	3.6	3.8	4.2	1.2
23	9.8	38	19.7	30
	12.8	63.81	17.8	
	F1.2			

3+25 on 2 Sub

TP 0.30 63.81 11.12 63.51

3+50

672	619	619	664	662
12.5	12.8	13.1	14.3	14.5
35	7		21	20

3+00

671	619	619	664	662
7.6	7.8	8.3	9.0	8.8
24	14.1		2.72	31
	= 0.31	74.69	= 0.32	

74.69

"G" - Line - Marsh Freeway

6+00

Lt.							
548	543	521	514	509	504	499	494
10.3	0.2	1.9	2.9	8.6	16.9	21.7	22.7
45	354	9	14	26	38	46.6	50
	*C114					F144	

5+75
5+69.98

545	540	526	521	516	511	506	501
4.0	4.2	3.0	4.2	11.9	12.6	24.4	25.3
40	299	6	19	38	51	52	54
	*C53					F194	

5+50

542	537	527	522	517	512	507	502
11.3	11.3	11.3	11.6	20.5	22.5	25.0	25.9
40	337	13	15	28	33	50	58.6
	*F29						F224

5+44

539	534	524	519	514	509	504	499
12.1	14.4	16.7	19.4	23.4	24.5	25.7	25.8
50	35	20	25	45	51	60	60

5+33

536	531	521	516	511	506	501	496
11.9	10.0	10.7	12.7	15.5	17.1	22.2	21.4
50	35	20	15	24	45	64	64

5+25

533	528	518	513	508	503	498	493
12.9	11.1	13.7	17.0	14.7	17.2	21.4	24.1
44	33.4	16	14	24	30	50	53.3
	*F64						F232

5+00

530	525	515	510	505	500	495	490
18.6	17.6	17.0	11.6	11.0	14.9	18.0	22.0
38	27.5	9	5	14	36	57.6	68
	*F16		54.46				F217

"G" Line - MABASH FREEWAY

4 2

KA 8

9+25

611	610	559	579	181	597	580
2.8	2.9	8.0	12.0	15.8	24.2	27.9
50	36	10		13	23	33

9+00

623	624	596	576	523	184	549	579	580
1.6	1.5	4.3	6.3	11.6	15.5	23.0	26.0	28.0
50	36	24	14		9	17.2	22	30

*Grade

8+75

624	618	545	521	184	539	572	581
1.5	2.1	2.4	12.8	12.8	24.3	26.7	27.8
50	35	10		7	19	28	35

8+50

619	604	511	570	466	593	583
2.0	3.5	7.8	12.9	17.3	24.6	27.4
41	31.2	16		14	23.8	29

=C 22.4 63.24 Grade

TR 13.29 63.94 5.91 50.65

8+31.16 = BC 44

600	588	548	507	468	456	589	587
13.4	12.2	1.8	5.9	9.8	13.0	17.7	20.9
40	30.4	12		10	17	21.7	32

=C 20.8 *Grade

8+00

56.56

541	543	523	501	477	452	545	584
2.5	2.3	4.3	6.5	8.9	11.4	18.1	21.0
45	37.8	21	10		12	2.5	35

=C 16.4 56.56 *Grade

G Line - WABASH FREEWAY

Lt.

Rt.

Rt.

9

10+75

5517	5518	5515	5529	5520	5515	5526	5529
3.9	3.8	3.1	2.7	5.6	11.1	15.0	18.7
37	11	10		29	31	38	48

10+50

5528	5525	5528	5524	5524	5525	5525
1.8	2.1	1.8	3.2	7.4	13.1	19.1
42	32.2	17	19	27.5	40	
	20122	5560			Grade	

TP 211 55.60 10.45 53.49

10+25

5540	5549	5549	5529	5528	5527	5528
2.9	2.0	2.0	10.7	11.1	15.2	21.1
50	28	16		8	10	19
						33

10+05.01 = P.C.C

5570	5570	5571	5529	5529	5529	5529	5529
6.9	7.1	7.8	10.5	10.7	17.0	22.4	25.9
47	36.7	17	4	9	16	25.2	32
	-C167					441	

9+75

5525	5525	5528	5527	5527	5527	5529
5.4	5.4	6.1	8.7	10.8	18.7	24.3
50	45	32	5		9.0	20
						33

9+50

5521	5526	5529	5525	5524	5528	5529
3.8	3.3	4.0	8.4	11.5	14.1	25.9
52	41.5	30	8	8	23.4	30
	2015	63.94			72.9	

63.94

"G" Line - Marsh Creek

Lt.

R

Rt.

10

11+25.2 = Exist w Gut. Francis

182.	179.	173.	170.	142.
74	77	83	86	107
50	30		Gut. 10	30 Gut.

11+25 = Exist w cb. Francis

182.	179.	179.	178.	153.
74	77	77	78	98
50	30		10 cb	30

11+75

180.	175.	181.	184.	181.	160.
76	81	75	72	75	96
44	18	17		9	36

11+50

189.	185.	191.	194.	191.	164.	159.
67	71	65	62	65	92	97
43	19	18		5	19	40

11+22.39 = E.C. "G" line

521.	521.	519.	526.	525.	523.	527.	527.
55	52	57	50	51	53	62	72
43	26.8 =C68	19	18		8	24.2 =C52	34

11+00

509.	513.	528.	515.	516.	525.	528.	522.
47	43	48	41	40	48	58	64
42	285 =C35	17	16		12	25.5 =C65	29
				55.60			

Gilbert - MARIANA FREEWAY

4

11

0.01

CHK BM #25 852 37.55
 TP 211 4606 11.65 43.95

12+25.74 = End 6" line

12+20.1 = East East cb Francis

12+20 = East East Gut. Francis
 55.60

FB 2281 = 1" Pipe & SDR RR Track
 64

Approx 14' W of cb Francis.
 186. 175. 182. 186. 187.
 70 8.1 7.4 7.3 7.4
 30 Gut. 7 cb Ret. 9 35

186. 186. 181. 181. 185.
 7.0 7.0 7.5 7.5 10.1
 50 cb 9 cb 35

186. 186. 174. 173. 149.
 7.0 7.0 8.2 8.3 10.2
 50 Gut. 9 Gut. 35

55.60

CROSS SECTION - S.W. QUARTER -
OF WABASH BLVD & IMPERIAL AVE.

CONNECTION

12

Plan # 1296-D

Lt. E. Rt.

Walker
Pope
Kellan

WABASH BLVD SEC. B

5-21-53

Location

INDEXED

HER
NOV 5 1953

2+00

22.7 22.5 304 109 4.3 0.7
15 7 14 284 37
F7.6

1+50

19.7 14.3 9.1 4.7 1.4
10 14 26.6 3.7
F6.4

1+00

18.0 17.7 15.6 13.0 12.5 6.5 4.8
10 4 9 17 26.8 3.7
F6.5

0+50 → 6/40

0+50

18.4 18.5 18.3 16.8 15.1 13.0 12.1 10.7
10 4 5 12 18 27 30.5
F5.0

0+00 = 57+50 Wabash Blvd

18.5 17.7 18.9 11.6 7.6
10 27 29.8 3.9

441 40.06

35.65

B.M. #18

40.06

F6.5

S.F.O.C Imp. Ave.

Lt. ♀ Rt. 13

3+90.12 BC Rt

17.2 16.9 15.6 11.2 9.2 10.6 7.9
20 5 11 40.3 45 52
=F155

3+50

17.8 17.2 16.9 9.6 7.7 6.8
20 14 23 39.5 50
=F150

3+00

17.8 17.0 17.4 9.4 7.5 6.8
20 14 24 40.7 50
=F158

2+80

18.7 18.3 18.1 15.8 10.1 6.7
15 8 13 21 42

2+50 20
45

2+50

19.0 18.3 17.8 10.7 7.7 4.8
15 7 14 25 36.7
36.92 F131

TP 9.27 36.09 13.24 26.82

2+40

22.6 22.0 19.1 14.1 4.1
15 13 23 40

2+25

22.9 21.6 20.6 10.9 1.4
15 7 15 40

40.06

40.06

SE. OC 1177 P. Ave

Lt. L. Rt. 14

5+50

6.8
7.2

92 116 112 87 7.6 67 58 52 12 +11
65 60 48 41 23 15 34 41 45

5+25

5.8
7.0

66 92 116 113 9.0 7.8
45 31 32 20 15 71 50 13
34 383 45
=F42

5+00

70 74 102 118 123 11.0 8.8 6.8 2.8 6.6
60 28 12 8 2 30.26 8 30 43 50

TP 4.99 30.26 10.82 25.37

4+75

13.5 15.0 18.2 17.9 17.6 15.7 14.1 9.9 8.2 6.9
50 15 7 5 11 21 374 426
F136

4+50

14.5 14.7 15.5 17.9 18.6 17.2 16.8 12.0 10.7 7.5
30 20 15 6 2 7 20 40 50

4+25

18.3 18.3
20 15

18.7 16.6 13.6 13.0 12.3 13.7 10.5 8.5
8 4 2 11 27 401 50
=F159

4+00

36.09

17.5 17.1 12.0 10.1 11.8 9.0
20 15 34 40 45

36.09

S.E.O.C. Imp. Ave

44

2

15

6+9749 = P60

109 104 89 83 93 84 85
70 50 9 13 32 40

6+7441 = 80. R

114 110 94 105 108 102 94 96
70 50 15 18 27.5 30 40
+70

6+50

119 111 102 124 121 121 116 104 95
70 50 28 16 12 28 47 50

chk TP # 14 = Adj. Elev. FB 2188-64

0.02

= 30.83

41.07

TP 10,24 41.07 6,10

30.85

6+25

74 71 69 86 90 92 85 81 69
70 50 43 35 20 18 31.3 41
+25

6+00

81.82 105 114 114 106 9.8 87 44
75 68 50 40 20 36.25 20 35 45

TP 10,62

36,95

3,23

26.33

5+75

30.26

72 69 66 62 53 47 45 2.8 710
73 54 43 15 18 30 344 49
30.26 +116

S.E.O.C / Imp. Ave.

Lt.

Rt.

Rt. 16

9+25

228	230	133	80	758	78	12	10
60	50	35	28		11	221	30
						=071	

9+00

230	230	96	917	95	18	153	+61	+90
68	47	27		9	20	27	308	40
							=158	

8+75

228	227	105	107	110	88	34	+94	+23
50	42	25		10	16	25	38	45
			53	10				

T.P. 12.22 5310 012 40.88

8+50

184	103	03	00	020	06	403	+27
60	40	30	25		10	16	25
						=07	

7+94.25 = POT

94	91	44	37	36	42	23	13
58	34	28	24		12	22	26
						=606	

7+54.54 = K.C.

98	82	80	68	60	59	52	41
70	50	31	25		10	202	26
						F21	

7+28

4107

104	95	74	68	81	64	73
70	50	41.07	10	232	27	35
				=446		

S.E.O.C Loop Ave

Lt. L. RT. 17

6+00 7"-2 Line on Imp. Ave
Chk & Pk. No. 1 48A

54.70
54.71

FB 2281-P-64 = BM # 24

10+80.83 = E.C. S.E.O.C

14.7 5.1 4.85 5.1 +3.7 +8.3
4.1 2.6 9 19.5 2.5
= 8.89

10+50

27.7 26.5 25.4 6.9 6.58 7.0 15.0 +2.7
6.0 5.3 4.9 2.4 59.55 11 27.2 3.5
= 12.2

T.P. 6.58 59.55 0.13

52.97

10+00

9.3 22.6
7.0 6.0

19.3 13.0 3.9 2.99 3.4 +2.0 +7.6
4.9 3.9 2.4 13. 20.8 3.0
= 5.8

9+50

53.10

6.02 6.4 0.0 +4.0 +6.0 +8.3
11. 2.0 2.4 2.9 3.5
53.10

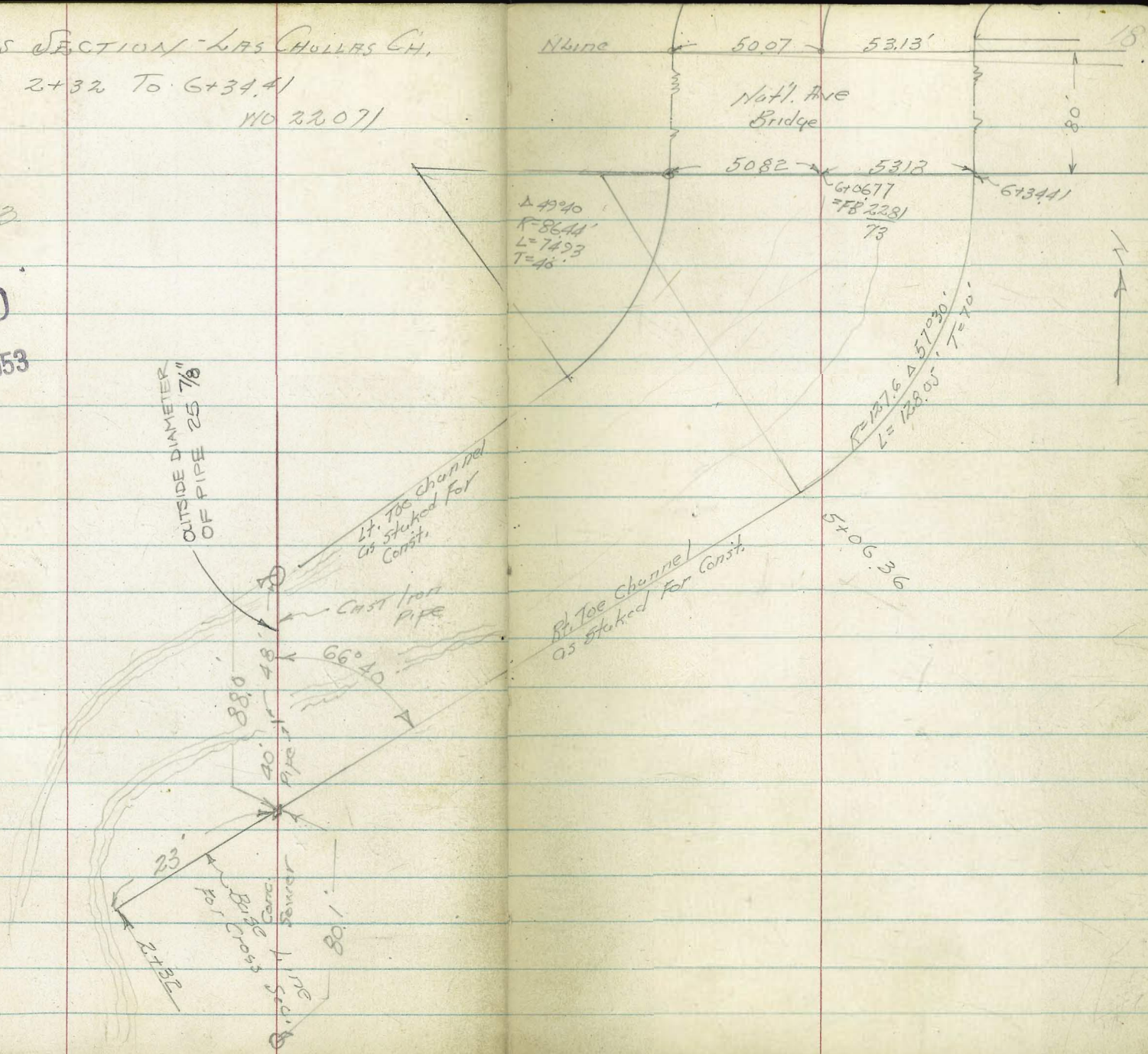
CROSS SECTION - LARS CHOLLERS CH.

From 2+32 To 6+34.41

Walker
Pope
Pollen
Bryton
6-11-53

NO 22071

INDEXED
JER
NOV 5 1953



Chollas Creek - South of H. & A. Ave
CROSS SECTIONS

3+50
1.6 1.9 -0.7
9.5 9.2 11.8
83 72 62

3+00
-4.5 -A.9^v -2.9 0.9 3.5 3.7 3.7 3.7
15.6 15.5 14.0 10.2 7.6 7.4 7.4 7.4
59 50 40 31 28 8.5 20
ch.

2+55
-A.9^v -2.6 3.1 3.3 3.3 3.3
16.0 13.7 8.0 7.8 7.8 7.8
54 41 2.9 8.1 20
ch.

2+32
-A.9^v -0.9^v 2.88 3.06 3.28 3.28
16.0 12.0 8.2 8.0 7.8 7.8
50 27 11 7.0 15
Exist. ch.

2+22
-A.9^v 1.68 1.98 2.16 2.48
16.0 13.0 9.4 9.1 8.9 8.6
25 11 4 7.3 15
ch.

510 $\left\langle \frac{11.08}{\text{---}} \right\rangle$ 598

LT. LT. Base RT.
white
= RT
Top
ch.

-5.4^v -A.9^v -2.7^v -1.2^v 1.38 1.38
16.5 16.0 13.8 12.3 9.7 9.7
28 5 14 20 30

$\left\langle \frac{11.08}{\text{---}} \right\rangle$
40' RT. H2125

B.M. on R.P. Hub. F.8. 2281-78

Las Chollas Creek - South, Nott. Ave
Cross Sections

Lt

20

5+75 sec. P21

Base
LINE
= RT Toe
Ch.

5+50	5.5	3.6	3.3	-0.8	-1.9	-4.3	-4.4	-4.2	0.6	6.1	6.2	6.3	6.3
	5.6	7.5	7.8	11.9	13.0	15.4	15.5	15.3	10.5	5.0	4.9	4.8	4.8
	112	107	89	70	56.0	54	45	38	31	27		10.5	20
						ch	L	Edge				=c10.5	
						Edge	ch.	ch.				11.1	

5+25	3.5	3.3	-0.2	-1.9	-4.3	-4.3	-4.0	-0.2	6.8	6.4	6.0	2.5	2.5
	7.6	7.8	11.3	13.0	15.4	15.4	15.1	11.3	4.3	4.7	5.1	8.6	8.6
	107	87	69	54	50	45	37	34	21		10.4	23	30
					Edge	L	Edge				=c10.4		
					ch	ch.	ch.				11.5		

5+06.36 = RC Lt		3.6	3.5	-0.1	-2.3	-4.2	-4.3	1.0	7.6	7.8	7.9	3.5	2.7
		7.5	7.6	11.2	13.4	15.3	15.4	10.1	3.5	3.3	3.2	7.6	8.4
		10.4	82.	70	50	47	33	28	18		8	16	34
						Edge	ch.						
						ch.	Edge						

on old line R.P. 25 ft. RT Toe 5+98.4) F.B. 2281-73

TP 487	11.08	4.87	6.21							11.28			
--------	-------	------	------	--	--	--	--	--	--	-------	--	--	--

4+50		1.6		1.7	-0.9	-4.2	-4.3	2.4	3.8	4.5	5.1	4.5	8.0
		25		9.4	11.6	15.3	15.4	8.7	7.3	6.6	6.2	6.6	31
		83		38	47	45	27	14	3		9.6	13	18
						ch.					=c9.6		Top
													Exist
													type

4+00	2.1	1.4	1.3	-0.6	-4.8	-4.0	-0.3	4.1	4.3	4.1	4.8		
	2.0	3.7	9.8	11.7	15.9	15.1	11.4	7.0	6.8	7.0	6.3		
	30	64	55.	50	47	33	21	15		8.8	20		
					ch	Edge				=c8.8			
					Edge	ch.							

11.08

11.08

Las Chollas Creek. San Nat'l. Ave
 Cross Sections

21

Base
 Time
 =
 Rt Toe
 Ch.

Chk. starting BM. 509 opt
 5.98
 5.99

G+34.41 = F.C. = Shine Nat'l. Ave 7.6
 35 7.3 6.4 -2.9 -3.3 -1.5 6.6 6.5 6.3
 117 38 4.7 14.0 14.4 12.6 4.5 4.6 4.8
 94 Top 74 73 50 27 5 15
 Exist. Ch. Edge
 Blkd.

6+00 6.3 5.0 2.8
 4.8 6.1 8.3
 112 90 85
 -1.8 -3.9 -3.8 -0.4 1.7 6.0 6.6 6.4 6.3
 12.9 15.8 14.9 11.5 94 5.1 4.5 4.7 4.8
 70 66 47 31 25 20
 Edge Edge
 Ch. Ch. =107
 1.1

5+75 5.5 3.6 3.8
 5.6 7.5 7.9
 112 101 89
 1198
 -0.8 -2.1 -4.4 -4.1 -1.1 6.3 6.3 6.3 6.3
 11.9 13.2 15.5 15.2 12.2 4.8 4.8 4.8 4.8
 70 60 58 42 35 25
 Edge Edge
 Ch. Ch. =106
 1.1

LEVELS - LAS CHOLLAS CREEK

Walker
Pope
Keller
Bertolucci
on left side To determine
DRAINAGE into channel

to
channel

22

Locations Note: dist. out arc from $\frac{1}{2}$

12100

68 66 46 43
105 87 80 42

11450

68 67 67 43
150 108 61 50

11425

67 66 48
200 100 50

11400

67 65 48 43
200 103 100 50

10450

44 41
152 52.6

10400

44 39 44
130 94 49

Direct Elev. Rod used

52.9

B.M. on RP Hub 100' W. of $\frac{1}{2}$ 1042554
FB. 2281-54

Left Side - Las Chullas Creek

£

23

£

stations

16+50

7.5 8.1
180 40

16+00

6.8 7.1
150 40

15+50

7.7 7.2 6.7 6.6
300 250 150 40

15+00

6.8 6.4
140 40

14+50

6.7 6.3
140 40

14+00

6.3 6.2 6.2
140 90 40

13+50

7.0 6.3 6.0
200 140 39

T.P.

201

13+00

6.4 ~~6.4~~ 6.1
93 39

12+50

7.0 6.1 4.9
12.9 90 42

LAS CHOLLAS CREEK CHANNEL

Left side

Channel

24

Stations

21+00

103 100 9.6 96
300 210 130 40

20+00

27 89 8.7 93
325 225 130 37

T.P.

1081

19+00

90 87 8.5 85
300 150 100 37

18+50

84 87
100 37

18+00

84 88
100 40

17+50

8.6 84
150 37

T.P.

9.80

17+00

80 81 8.2
250 150 37

LOS CUYLHAS CREEK CHANNEL

Left Side

Channel

25

27+25

13.8 14.6
130 30

TR

17.57

25+50

122 132 130 124 131
175 165 135 120 29

25+100

11.9 12.0 11.9 13.2
275 200 140 37

TR

12.50

24+100

12.0 11.8 11.1 11.7
230 160 135 35

23+100

11.93

11.1 10.7 10.8
190 140 36

TR

11.93

22+100

10.9 10.3 10.2
200 130 40

TR

11.62

LAS CHOLLAS CREEK CH.

LEFT SIDE

Channel

26

24+75

T.P.

1634

15.8 16.1 16.6 15.2
215 100 60 37

23+58.68

18.5 18.3
300 275

14.8 16.0 16.5 15.8 13.6
218 143 75 50 37

22+50

15.4 15.8 16.0
230 130 36

21+50

14.8 15.1 14.7
230 130 36

20+50

T.P.

1502

14.4 14.8 15.1
230 130 36

29+50

13.9 14.1 14.6
220 130 36

28+00

14.8 14.8
160 30

LAS CHOLLAS CREEK CHANNEL

Channel

37

R.P. checked cross Top Brick Wall

T.P. 30.09 Lt. 41+27.68 23.27
 18 22.81
 12

40+09.2 ± = NLY curb line Durant

18.8 184
 144 28
 Cut. Cut.

39+50

18.5 182
 100 29
 101.7

T.P.

1823

38+05

169 171 16.8
 200 130 98

38+00

Diag. Sec. Along Webster St

155 151 153 159 17.6 17.0
 200 130 98 44 41 28
 Ditch Ditch Ditch Ditch

37+00

17.2 17.1
 80 29

T.P.

1662

36+00

16.4 16.6 16.0
 120 60 30

TP 2420

47+05 256 248 213 237
197 130 107 36

48+00 241 240 222 206
118 100 75 39

TP 27.57 ^{B.M.} 8P. Imp Arc Bridge

TP 27.25

Sec Parallel to Imp
46+23 233 237 214
130 60 45

45+08.55 = E.C. 231 231 18.6 213
110 81 56 30
Low Point

TP 2155
44+23 ± ^{diag} L Gillette St 2096 2027
135 49
Paving Gut. opening

diag. on L steel st.
42+02 1990 1934
100 38
Paving Gut.

56+00

282	27.0	27.7	27.7	29.2	30.1
73	62	27	30	90	100
From Toe ch.	From Toe ch.	From Toe ch.	From Toe ch.	From Toe ch.	From Toe ch.

54+85 Sec. Parallel
To R.R. 41' North of E Track 284
285 286 275 271 264
220 200 150 100 50
Ditch
2712
Coz. Pen.
= 55'
N & R.R.
on E 33rd

54+00

Sec. Parallel to R.R.

255	256	258	246	242	252	281	283
200	150	100	50	50	90	115	150
Ditch	Ditch	Ditch	Ditch				
10' wide	10' wide	10' wide	10' wide				

53+50

Sec. Parallel to R-st.

27.9	27.1	25.8
200	100	50

52+00

26.7	26.5	23.9	24.0	24.5	25.2	26.2
130	92	60	28	27.3	53	92

51+00

26.8	25.7	22.4	24.2	23.1	23.9	25.7
155	117	80	37	38.2	57	120

50+18

Diag. Sec
Parallel to L-st.

25.8	26.5	21.7	23.3
220	120	85	37

208

50+00

205	27.2	24.1	24.1	27.2
43	50	56	116	128

ch. cut stake - 84 Rt. E Toe ch. → $\frac{0.00}{34.80}$
 FB 2281 $\frac{34.80}{34.80}$
 64+50 47

374 368
 50 30
 West W Toe ch

64+00

36.2 36.2
 34 11.7
 W.W. Toe ch
 ch

63+00

351 34.0
 100 30

62+00 Sec. Parallel to Island Ave.
 T.P. 31.99

32.8 32.7
 110 30
 E. End Parking

60+50

32.5 32.9 31.9 33.4
 100 35 35 65

58+70 Sec. Parallel to Post.

32.2 30.8 31.5 31.4
 150 87 105 150

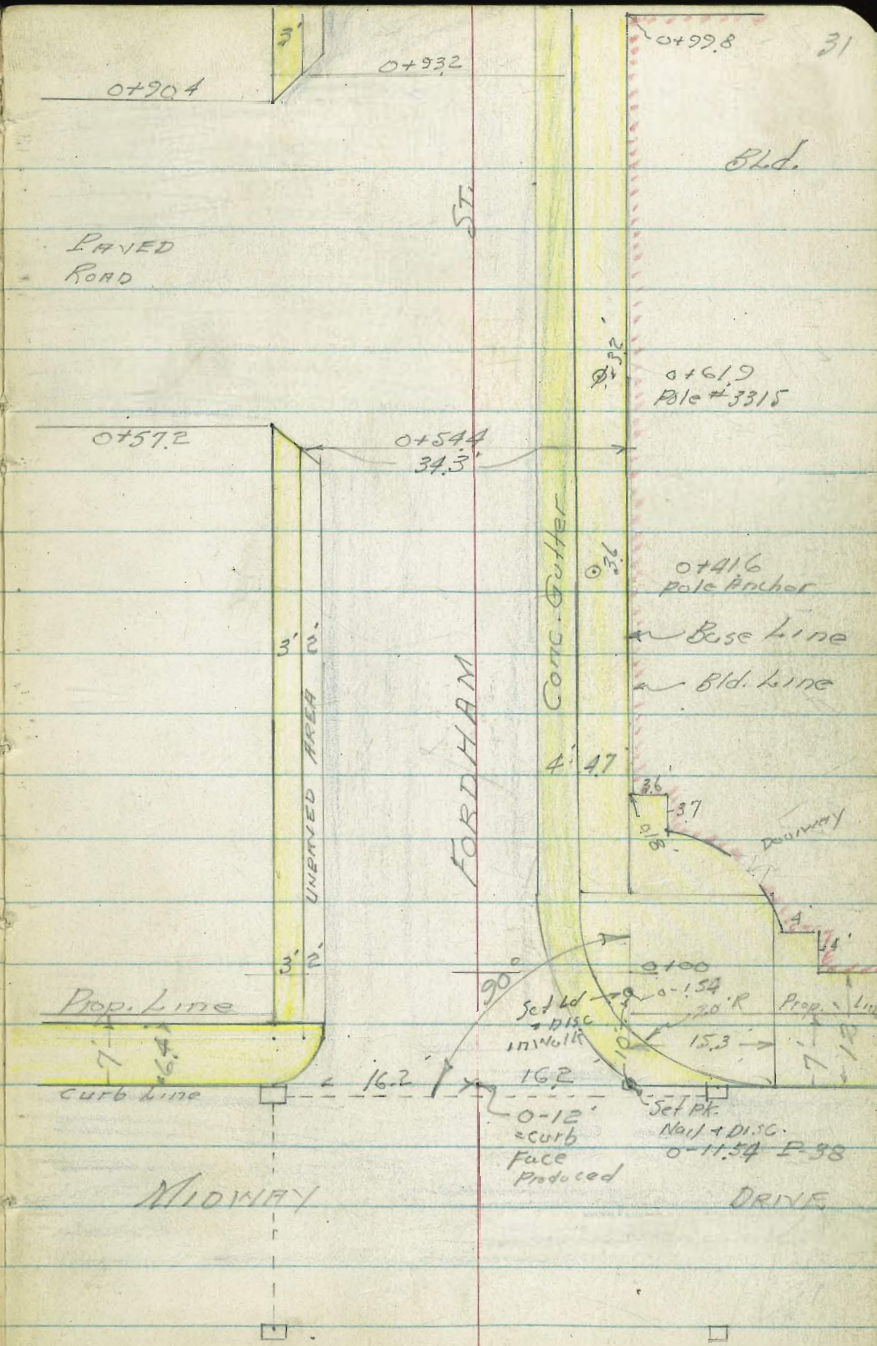
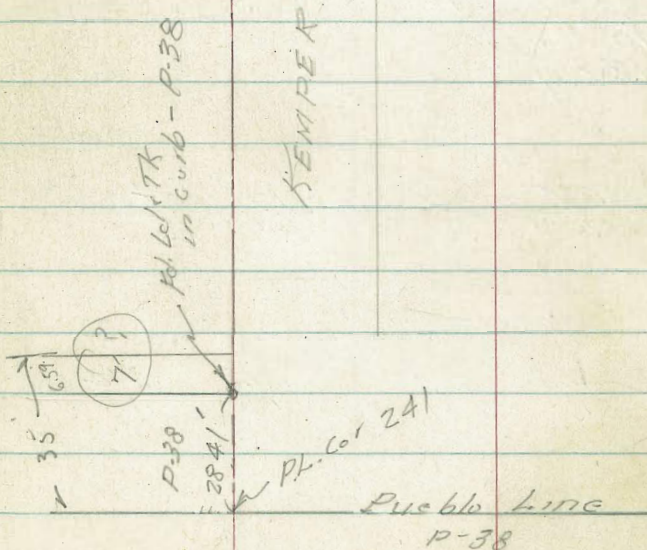
57+00

306 308 27.4 28.0 30.2 2.91 30.0
 102 80 63 40.7 36 70 103

LOCATION - SIDEWALKS
CURBS AND UTILITIES

Walker FORDHAM ST.
Pope
Pulled FROM MIDWAY DR. TO FRONTIER
Olson
W.O. 27613

INDEXED
NOV 5 1953



FORDHAM ST

PAVED
RD.

2+07.2

2+04.4

Pole
2+07.2

2+06.3

2+00

34.50

3' 2"

1+83.8

PARKING
AREA

Base Line

3' 2" SIDE WALK

UNPAVED AREA

Edge Paving

FORDHAM ST

Conc. Gutter

DRIVE WAY

DRIVE
WAY

1+46.8

1+23.8

1+05.8

1+00

94'

Conc. Tile
81d.

32

4' 46 36"

4' 46"

46'

46.5'

FORDHAM ST

33

10.0
4.7
0.45

325'

3700

Base line
Back Edge of curb

Edge Parapet

FORDHAM ST

ob. face

Pole Anchor
2+693

180°02'30"

2+564.1
2+528 = pole
2+52.3

2+42.1

2+38.1

50'	2+471
Conc.	
Tile	
Blk.	
55'	2+271

2+07.2

2+04.4

2+00

4x4'

FORDHAM ST

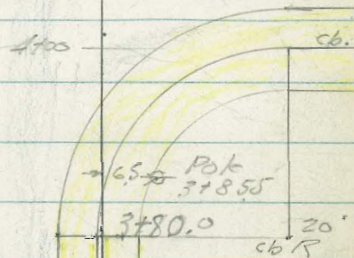
34

32.5

Base line
Back Edge 0.5' curb

CONNELLY ST.

3185.5
Gut Pole
50.5' H.



3162.1

25.7
21'

Edge Parking

4'
4'
Canc. Gutter
Side walk
4'

8' d.

2+876

310.0
25.7
21'

FORDHAM ST

35

← 32.5' →
Curb Face
G+10 = 13.6 5.8' ht.
G+00
Base Line
= Back Edge 0.5'
Curb

← 26.6' → $\frac{5+26.4}{21.2}$

5.00 →

Edge Paring

8 1/2'

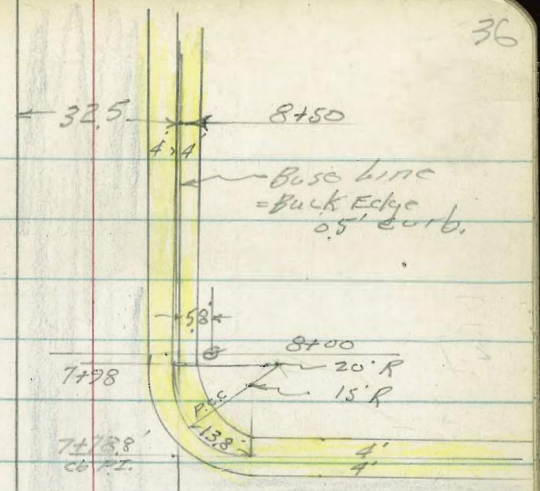
4153.4
4152
4132
4100
3180

← 25.6' →
21.2
4151.4
20' cb. R

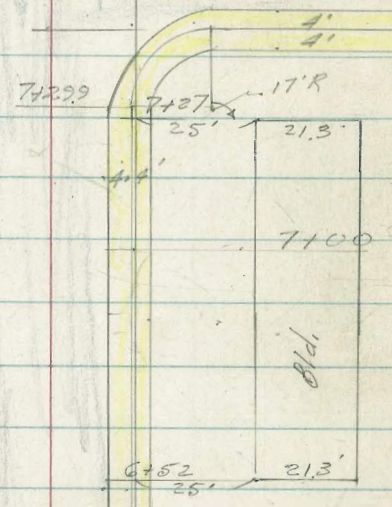
CONVAIR ST.

FORDHAM ST

7+84 \odot
Guy Pole 51' H.



VULTEE ST.

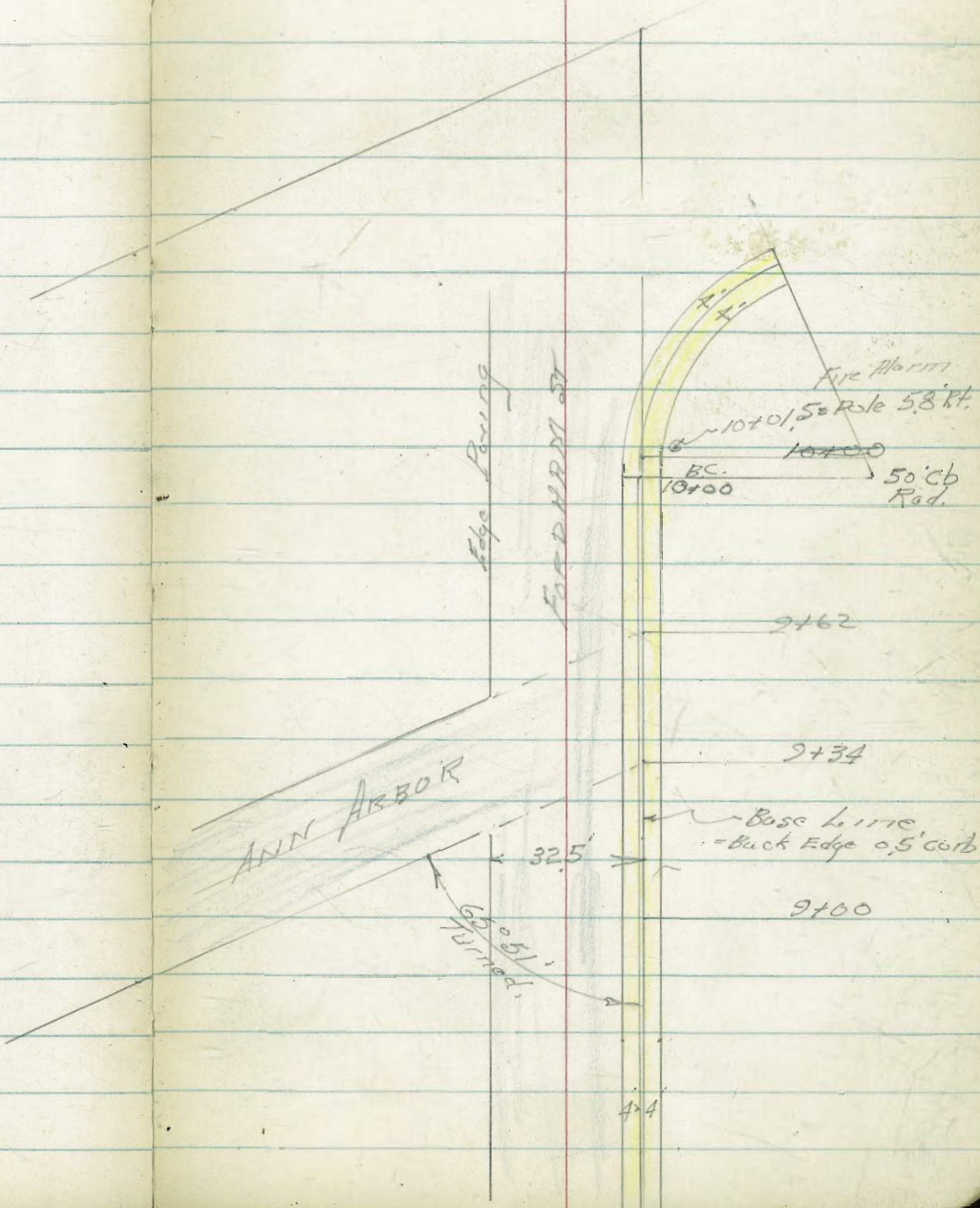


Edge paving

6+00

FORDHAM ST

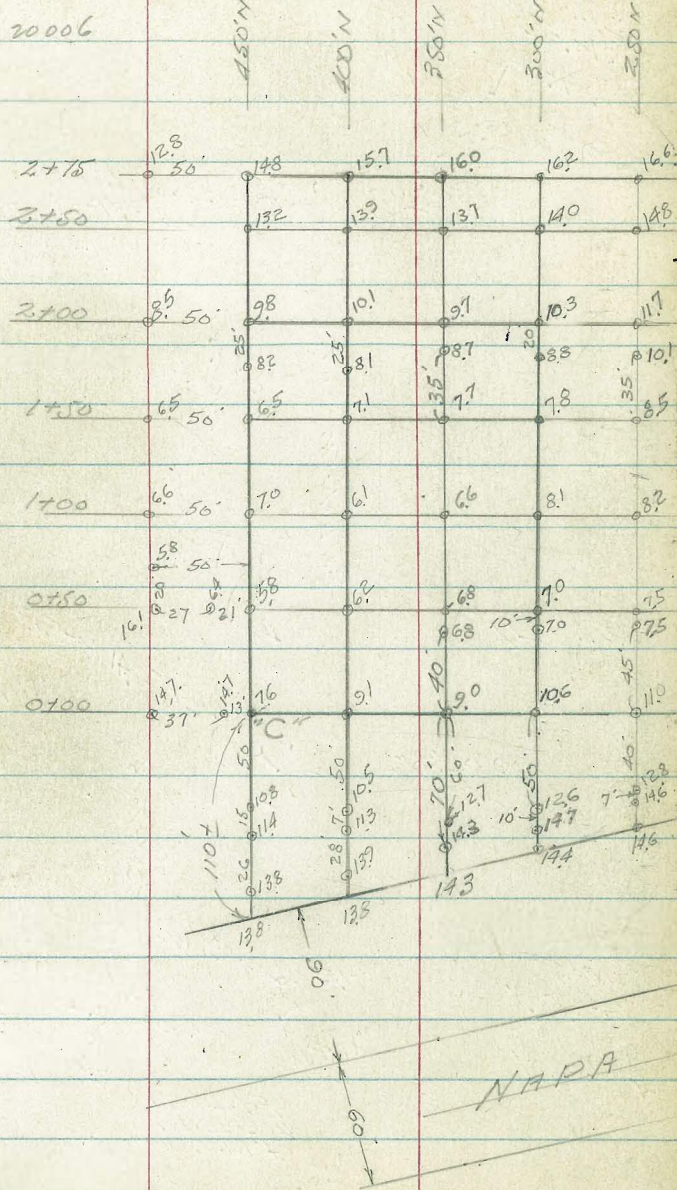
37



1st CROSS SECTION - Portion PL. 399

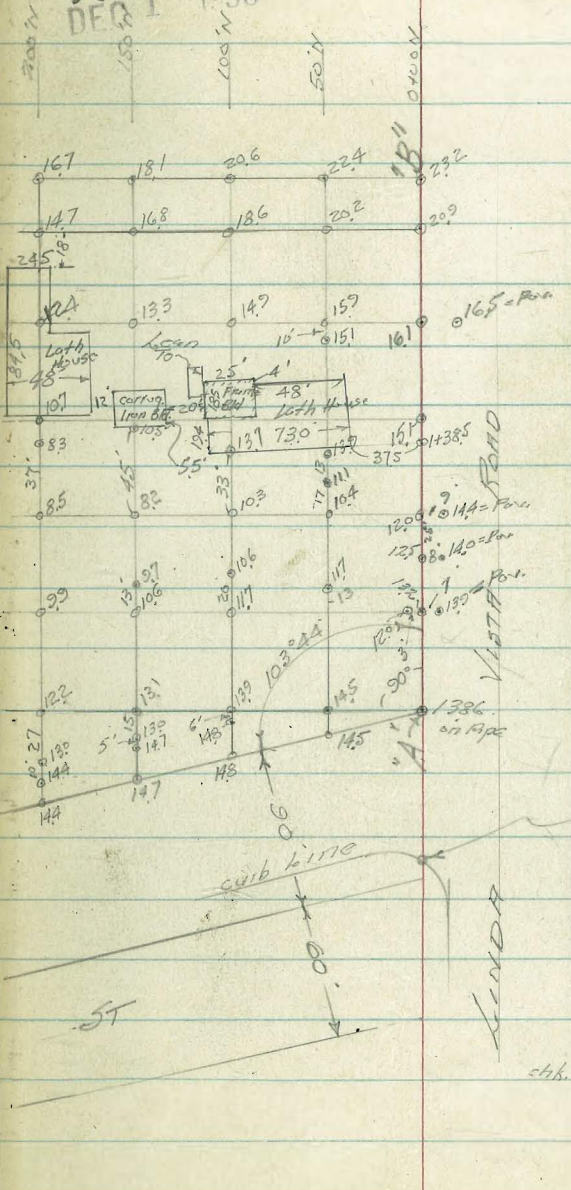
Direct Elevations - Shown

Walker
Pope
Pullett
clew
11-30-53



INDEXED

PER
DEC 1 1953



BM.B.P.
13.56
13.192
2

TR 15.82
TR 16.15
TR 22.60
TR 16.05

sub. starting BM. 13.51
13.56
0.02

2nd Cross Sections Pl. 229

Walker
Pope
Oltman
Jlow
11-3

"A"-B" = 0+00 North

"A"-C" = Base line for L.A. Rts

Sketch P-39

350' N

142 138 11.0 84 7.3 6.8
75 50 50 100 110
Not. Not.

300' N

14.8 12.0 8.9 8.0 7.4
64 50 100 110
Not. 1
Ground. Not.

250' N

14.6 12.4 7.4 8.3 8.0 7.7
48 50 100 116 123
Not. 1
Ground. Not. 1
Ground.

200' N

14.4 13.7 10.4 9.2 9.1 8.6
37 50 100 112 130
Not. Not. 1
Ground. Ground.

150' North

14.8 14.6 11.0 9.8 9.7 10.3
23 50 100 118 130
Not. Not. 1
Ground. Ground.

100' N

14.7 14.7 14.2 12.1 10.9 10.5 13.1
10 26 50 100 125 130
Not. 1
Ground. Not. 1
Ground.

50' North

14.4 14.3 13.5 13.1 12.7 13.7
0 32 50 100 125 130
Not. 1
Ground. Ground.

0+00 North = N.Y. Line Linda Vista Rd

13.86 14.1 14.5 15.1
0 50 100 126

B.M. on Pipe sketch P-39 1386

"A"

4

2
"C"

RT

40

Walker
Pope
Oltman
Jlow
12-21-53

Pl. 299

2.10 Set Cross Sections

Lt.

2.10

Rt.

41

450' N

13.7	11.7	94	10.8	74	4.8
100	50		50	100	130
Natl. Ground.					

400' N

13.7	13.1	10.6	8.5	7.8	6.4
88	50		50	100	125
Natl. Ground					

"A"

3rd set Cross Sections

A-B = 0+00 North

A-C = Base Line For Lt. & Rt.

Lt.

"C"

Rt.

1-27-54
Pope
Oltman
Olw

350 N	14.2 75 NG.	13.6 50	11.5	10.1 50	9.7 100	9.6 150	9.9 185	10.3 200	10.8 210 NG
300 N		14.8 65 NG.	12.5	10.8 50	10.6 100	10.0 120	10.2 170	10.3 200 NG.	
250 N		14.6 50 NG.	13.2	11.4 50	10.6 100	10.2 130	11.4 186		
200 N		14.4 39 NG.	13.8	12.3 50	11.3 100	12.0 130	8.7 139	10.8 147 NG.	
150 N		14.8 2.4 NG.	14.4	13.1 50	12.0 100	12.0 120	9.7 125	10.2 130	
1+00 N		14.7 10 NG.	14.7	14.1 50	13.2 100	13.3 120	11.1 127	13.1 130 NG.	
0+50 N			14.4	14.4 50	14.0 100	14.0 130			
0+00 North = N.Y. Line Linda Rd.			13.86	14.3 50	14.5 100	15.1 126			
BM on Pipe sketch P-39	13.86							Wat. Ground	

"A"

3rd set Cross Sections

Lt

£
"C"

Rt

450' N

13.7	12.6	10.1	8.7	8.3	8.2	10.4	11.2
100	50		50	100	150	200	220
NG.							NG.

400' N

13.8	13.1	10.4	9.5	9.2	8.6	10.1
90	55	0	50	100	165	200
NG.						NG.

"A"

Pl. 299

44

200'

Chd.

~ Stations Def. A

31+00	8° 07' 03"
32+00	7° 38' 24"
30+00	7° 09' 45"
28+00	6° 41' 06"
26+00	6° 12' 27"
24+00	5° 42' 48"
22+00 ^{POC}	5° 15' 09"
20+00	4° 46' 30"
18+00 ^{POC}	4° 17' 51"
16+00	3° 49' 12"
14+00 ^{POC}	3° 20' 33"
12+00	2° 51' 54"
10+00	2° 23' 15"
8+00	1° 54' 36"
6+00	1° 25' 57"
4+00	0° 57' 18"
3+00	0° 38' 00"
2+00	0° 28' 30"
0+00	

66+00	15° 45' 28"	
64+30 = POC Dyke	15° 21' 07"	
64+00	15° 16' 49"	
62+00	14° 48' 10"	
60+00	14° 19' 31"	
58+00	13° 50' 52"	
56+00	13° 22' 13"	
54+00	12° 53' 34"	
52+00	12° 24' 55"	
50+00	11° 56' 16"	
48+00 POC	11° 27' 37"	
46+50 Dyke	11° 06' 07"	
46+00	10° 58' 58"	
44+00	10° 30' 18"	
42+00	10° 01' 39"	
40+77.55	9° 44' 06"	Center of Curve
40+00	9° 32' 00"	
38+00	9° 04' 21"	
36+00	8° 35' 42"	

POC 85+5511	20° 25' 40"
81+5511	19° 28' 16"
POC 80+00	19° 06' 01"
POC 78+00	18° 37' 22"
76+00	18° 08' 43"
74+00	17° 40' 04"
POC 73+00	17° 25' 44"
72+00	17° 11' 25"
POC 71+00	16° 57' 05"
POC 70+00	16° 42' 46"
68+00	16° 14' 07"
66+50 = POC	15° 52' 38"

Final Cross Section G' Line
Also G' Line Wabash Blvd. to Francis St.

Original Section Page 2

Lt. E.

7

49
RT-W Dec. 1-54
H. S. Mason
Garber
Chipman
No. 114

+37

66.2 65.5 64.74 63.76 63.2 71.2
34 10 14.5-WY FC 17.5 25 Top of

+25

66.2 66.0 64.99 63.94 63.6 68.8
29 18.7 14.5-WY FC 17 22.5 Top of

+07.78 P.S.S.

66.5 66.4 65.70 65.38 64.24 64.3 65.6
33 23 4-FC 15-WY FC 17 19 Top of

240

66.6 66.4 66.3 65.57 64.50 64.7
29 18.8 10 15.0-WY FC 20

+75

67.1 66.8 66.21 65.19 65.0
32 12 15.0-WY FC 18

1+50

67.4 67.3 66.75 66.0 65.2
27 17.6 15.5-WY FC 18

BM

SEA Drop
80.78 17 ft
17x185
Wabash

H D Pt.

+75 "G"

514 509 5157 5153 5152 5591 557
38 28 26-FC 74-FC 25-stand 21.8-YY-FC 25-Top-FC

+43.62 "G"

516 524 5197 5193 5784 577
45 37-FC 8-FC 15-stand 14.5-YY-FC 18-

4+0

599 5910 5947 5994 595
17 8.5-FC 14.5-YY-FC 19-Top-FC

+57.35 P.T.

619 616 6150 6132 612
23 12.8 14-YY-FC 17-Top-FC

+50

628 6195 6181 6164 614 596 599
35 7-FC 14-YY-FC 18 21-3rd-Dish 22

3+0

643 639 643 6285 623 658
24 14.1 14.5-YY-FC 17.5 21.2-Top-FC

8 2+50

656 653 6504 6450 6262 629 70.2
28 17.2 7-FC 14.5-YY-FC 18 24.9-Top-FC

Final Cross Section of Line

Lt

Rt

Rt 51

+70

54.3 42.8 43.09 44.95 46.10 45.9 31.2 55.22
35.4 23.0 20.2-F.H.C. 21.7-W.H.C. 26.5-Top of II 29-Top of III 23.5-Top of Riv

+75

50.3 44.2 44.7 46.12 47.98 48.0
29.9-Top cut 20.2-F.H.C. 21.4-W.H.C. 26

+50

44.8 46.2 46.93 48.50 49.83 49.7
4.0 28.7 17.4.C. 21.8-W.H.C. 27

+44

46.5 46.6 47.00 50.39 50.3
26 20-F.H.C. 21.0-W.H.C. 26

B.M. Corrected

49.48 B.P. 1/2 lot
5+37.50
(49.51)

+33

47.3 47.15 49.87 51.13 51.1
24.5 22.8-F.H.C. 21.8-W.H.C. 26.5

+25

47.7 48.51 50.50 51.91 51.8
36-Top of II 16-F.H.C. 21.8-W.H.C. 27

570

49.3 49.5 51.27 52.48 53.98 53.9
38.8 27.5 19-F.H.C. 22.0-W.H.C. 26-Top of Riv

INDEXED
JCR
REC. 27 1954

H. L. Rt.

+50

561 384 3915 40.94 4116 421 362 3712
38.0 under 20.5 17.5-FAAC 25.5 sand 16-WYAC 30' 368-Top FRM

+25

586 381 38.63 40.46 4118 417 360 3700
39.5 under 19.5 16.5-FAAC 16-WYAC 30.7' 368-Top FRM

9+0

60.3 379 38.45 40.02 40.57 40.9 356 3690
37.5 19 16-FAAC 15.5-WYAC 23' 31.5 389-Top FRM

+75

61.0 376 32.13 39.60 3984 40.3 357 3681
30.5-Top cal 19 17-FAAC 15.7-WYAC 23.5 31' 365-Top FRM

+50

60.4 374 38.03 39.14 3921 396 357 3681
37.0 18.5 16.5-FAAC 16-WYAC 23 31 369-Top FRM

+31/16 BC. Lt.

54.1 372 38.00 38.89 3890 391 352 3671
31.3 19.0 16.5-FAAC 16-WYAC 25' 32' 372-Top FRM

8+0

53.8 372 38.14 38.91 3877 388 353 3646
36.5 22' 17-FAAC Lt 16.5-WYAC 24 31.5 380-Top FRM

Final Cross Section G Line

Lt. 2 Rt.

+22.39 E.C.

562 427 4343 4100 4355 434 468 465
 27-Top 21 17 25.5 21 25.5
 Cur. 57 72 80.5-Top
 25.5-Top
 25.5-Top

11+0

514 420 4284 4357 4339 424 464 467
 285 21 17.5-Top 15.5-Top
 H.C. 19 23 43
 364 377
 58 83.5-Top
 83.5-Top

+7.5

515 414 4219 4315 4319 433 420 363 3747
 305 21.0 17.5-Top 15.5-Top
 31 36 44.5-Top
 31.5-Top
 31.5-Top

+50

539 408 4144 4270 4317 434 363 37.51
 36 202 17.5-Top 15.5-Top
 21.5 28.5
 33 42.5-Top
 42.5-Top

+25

576 401 4071 4224 4288 428 362 37.51
 38 19.5 17.5-Top 15.5-Top
 H.C. 20 22.8 27.5 37.5
 37.5-Top
 37.5-Top

10+05.01 P.C.C.

581 397 4030 4190 4154 427 358 37.33
 40-Top 19.5 17.5-Top 15.5-Top
 19.5 19 21.74 27 36.5-Top
 36.5-Top
 36.5-Top

9+75

571 389 3967 4135 4197 421 358 37.31
 38-Top 21 17.5-Top 15.5-Top
 15.5-Top 16-Top
 20 28 36.5-Top
 36.5-Top
 36.5-Top

27

2

PK

55

+95

4785 4678 4498 4376 4230 4058
40-FC 25-FC 15-FC 10-FC 63-SW-FC

+75

478 4601 4534 4500 4270 424 455 397 367 385
50 31-SW-FC 15-FC 31-SW-FC 34 38 93 98 1875 101

41+50

489 433 4138 4455 4329 431 465 465 401 365 3808
33-Top 26 12-SW 212-SW-FC 24 27 42 76 87 94.5 82

14+0

6548 6541 1487 140 852
6-FC 0.0-FC 113-FC

+75

6547 6510 6454 137 818
6-FC 0.0-FC 145-FC

+50

6518 6480 6414 134 803
8.2-FC 0.0-FC 14-FC

+25

6503 6441 6380 130 803
9.6-FC 0.0-FC 14-FC

13+0

6495 6428 6334 624 810 816 826 843
11.6-FC 6.0-FC 17-FC 19 361 50 70 72

+80 = NY FC + CB + York on Rt.

6502 6456 6368 631 805 8108 8111 8177 818 852
14-FC 6.0-FC 14.3-FC 18 347 432 551 557-65
50

12+50

628 658 6414 6556 6495 647 810 8034 8036 8096 811 860
17.5 14 12.6-FC 0.0-FC 14-FC 19 35 412-44-FC 552 556-66
104-FC

For Ab. d. See Page 59

+54.04 = opp 74+0 Yabash

14+25

66.1 66.27 65.05 64.9 92.7
 6=FC 0.0=FC 14.5=EH/FC 118=Top Cat

66.00 65.81 65.15 64.4 88.6
 6=FC 0.0=FC 14.5=EH/FC 11.4

Final Cross Section of 9605th Blvd.

Dec. 3. 54

59

Rt. E

H.S. Brown
Garber
Chapman
Kelley

For Hhd. 2258-48

750

186 6968 1891 1814 180 773
00 45 527-54 HC 856

725

678 6903 6826 6799 674 790
00 45 HC 527-54 HC 890

75+0

674 6850 6773 6743 670 904
00 45 HC 527-54 HC 878

790

672 6829 6757 6724 667 973
00 45 HC 527-54 HC 888

74+50

666 6753 6687 666 661 971
00 45 HC 527-54 HC 874 HC 881

Clark
GAMBON
Brewer
O'Neil
12-23-54
W.O. 22071

ADD Sections - WABASH
STA 70+50 to 75+50

HT.

±

RT (E/L)

60

74+00

INDEXED
MER
DEC 27 1954

67.2 67.40 66.75 66.0 66.76 66.36
50 41.5 7 33
WLY A.C. A.C. A.C.

73+75

66.8 67.12 66.79 65.6 66.60 66.02
60 41.5 7 33
WLY A.C. A.C. A.C.

73+50

66.3 66.94 66.26 65.3 66.78 65.73
65 41.5 7 33
WLY A.C. A.C. A.C.

73+00

65.2 66.54 65.80 64.7 65.90 65.06
80 72 7 40
WLY A.C. A.C. A.C.

72+50

63.50 65.0 66.33 65.87 64.3 65.62 65.11 64.97
110 80 41 7 33 38
(9+4) WLY A.C. A.C. A.C.

72+00

62.0 64.1 66.20 65.42 63.5 65.61 64.61 63.7 65.85
120 70 40 7 41 41 48
WLY A.C. A.C. A.C. A.C.
Access

71+50

57.5 62.25 65.75 66.12 65.62 64.9 65.64 64.84 64.1 68.6 68.2
127 87 56 38 7 41 45 55 58
W Edge F. Edge WLY A.C. A.C. ELY 70c A.C. Access
S. Curve A.C.

71+00

65.3 65.58 65.75 65.1 65.94 65.29 64.6 70.3 70.76
63 60 7 7 41 45 64 71
Shoulder WLY A.C. A.C. ELY 70c Access
A.C. ed. n.c.

70+48.6

66.8 67.05 66.30 65.6 66.42 65.70 65.3 71.2 71.21
58 53 7 43 44 70 70
Shoulder WLY A.C. A.C. ELY 70c Edge A.C. Access
A.C.

B.M. D.M. Elev. Rod

68.79 = B.M. N.W.
CORN. IMPERIAL
OVERPASS

Actual Elev's

70+50 to 75+50

LT.

CD

RT (Ely)

61

75+50

(69.62 Plan - Shoot 17)

70.35	69.58	68.6	69.65	69.15
41	7		33	
A.C	A.C		A.C	A.C

75+25

67.7	67.81	68.79	67.9	69.01	68.58
43	42.21	7		7	33
	A.C	A.C		A.C	A.C

75+00

69.2	69.33	68.54	67.4	68.50	68.05
45	41	7		33	
	W/2	A.C		A.C	A.C
	A.C				

74+70

69.0	69.10	68.32	67.2	68.29	67.86
45	41	7		7	33
	W/2	A.C		A.C	A.C
	A.C				

74+50

68.1	68.32	67.50	66.5	67.50	67.13
50	41	7		7	33
	W/2	A.C		A.C	A.C
	A.C				

74+15

67.5	67.60	66.93	66.1	66.75	66.56
50	41	7		7	33
	W/2	A.C		A.C	A.C
	A.C	edge		edge	

ACTUAL ELEV'S:

53+00 to 56+73

LT.

♀

RT. (ELY)

62

55+00 30.6 31.34 30.51 29.9 36.8
 7 41 45 51
 A.C. ELY Toe TP
 AC CUT

54+68 29.8 30.66 29.73 29.1 36.0
 7 41 45 51
 A.C. ELY Toe TP
 AC CUT

54+50 29.4 30.34 29.57 28.7 35.6
 7 41 45 51
 A.C. ELY Toe TP
 AC CUT

54+00 28.8 29.42 28.74 27.8 32.3
 7 41 44 49
 A.C. ELY Toe TP
 AC CUT

53+75 28.4 29.13 28.34 27.4 30.0
 7 41 44 46
 AC ELY Toe TP
 AC CUT

53+53.7 B.C. 28.0 28.76 28.16 27.0
 7 41 45 50
 A.C. ELY Toe AC

53+00 28.1 28.01 27.27 22.8
 9th 7 41 50
 E adjo ELY 50
 AC AC AC

Dir. Elev. Rod: 28.11 (see below)

Actual Elev:

T.P. = T.B.M. 1.19 28.11 = → B.P.E. in lot, 41' RTG
 at STA 53+00

B.M. 12.26 29.30 17.04 S.E.B.P
 OCEAN VIEW +
 GREGORY

~~B.M. Dir. Elev. Rod.~~

53+00 to 56+73

LT

RT

RT (Elev)

63

CHK. ON ASPHALT 9' AT RT & AT 56+50

34.80 = 34.85 Plan Sheet 26

56+73

35.1

35.95

34.82

34.8

36.5

AC

47

54

68

23

AC

56+50

34.4

34.80

34.05

33.8

36.9

44

46

50

44

Toe

TP

AC

Cur

56+00

32.9

33.32

32.66

32.0

37.9

41

44

49

AC

44

70

AC

67

55+50

31.7

32.39

31.58

30.9

37.6

AC

44

44

50

AC

44

70

TP

AC

AC

Cur

ACTUAL Elev's

INDEXED
DEC 27 1954

30+50 to 33+88

LT.

Actual
Elevations

RT. (ELY)

64

33+50

14.0 14.95 14.14 13.7 17.5 17.21 16.62 16.64 17.22 17.7 22.2
 41 44 52 61 61 91 91 97 97
 ELY Toe CB G C CB Toe TP
 AC

33+00

13.6 14.52 13.76 13.3 17.5 17.29 16.68 16.66 17.27 17.6 22.1
 41 44 53 61 61 91 91 97 100
 AC ELY Toe CB G C CB Toe TP
 AC

32+50

13.2 14.11 13.32 12.8 17.7 17.37 16.74 16.76 17.36 17.7 22.2
 41 44 53 61 61 91 91 96 100
 AC ELY Toe CB G C CB Toe TP
 AC Bank

32+00

12.7 13.65 12.86 11.9 17.4 17.25 16.63 16.66 17.26 18.1 23.6
 41 44 53 61 61 91 91 97 100
 AC ELY Toe CB G C CB Toe TP
 AC Bank

3+50

12.7 13.25 12.63 11.9 17.3 17.11 16.50 16.48 17.11 17.8 27.8
 41 44 53 61 61 91 91 97 99
 AC ELY Toe CB G C CB TP
 AC

3+00

12.5 12.85 12.27 11.8 17.0 16.76 16.31 16.33 16.93 17.3 20.8
 43 46 56 61 61 91 91 97 98
 AC ELY Toe CB TP G C CB Toe TP
 AC

30+80

12.4 12.67 12.04 11.6 16.9 16.92 16.22 16.18 16.80 17.7 19.7
 43 47 57 61 61 91 91 97 99
 AC ELY Toe Shoulder TP CB G C CB Toe TP
 AC Bank
 [34+41 ST.]

30+50

12.2 12.39 11.66 11.4 16.6 16.62 16.02 16.14
 45 47 57 61 61 91 91
 AC ELY Toe Shoulder TP CB G (on ELY CB)
 Edge (line 34+42)
 Pav.

Actual ELY's

B.M. Dip. Elev. Rod:

13.47 = B.P. W. INLET
 STA. 32+00

30+50 to 33+88

LT

E

RT (ELY)

65

CHK.

13.47 = 13.47 = STG B.M.

33+88

14. A	15.27	14.50	14.0	17.2	17.10	16.53	16.65
	7	HI	HI	52	61	61	91
	AS	ELY	ELY	100	Shoulder	CR	5
	EDGE	AK	AK				
	RAV.						

ACTUAL ELEV'S:

Approx. cb. P.I.
34th & Florence

0+22 28° LT. BEGIN 10° WIDE DRIVE TO
PLUMBERS SHOP
(65° TO SHOP)

SAME SLOPE ← 322.0 3215
38 28
DIET DIET

320.7 3212
25 35

317.9 319.0
35 25

0+00 5/4" PROP LINE UNIVERSITY

320.35 319.64 319.67 319.51 319.02 318.23 318.74
15 15 75 75 15 15
Cb. gut. gut. gut. gut. Cb.

END CE.

0-05 E.C. CURB RETURN

320.7 320.9 319.64 319.64 319.50 319.08 318.32 318.71 318.7
25 15 15 75 75 15 15 25
Cb. gut. gut. gut. gut. Cb. Cb.

0-15 5/4" CURB LINE UNIVERSITY

322.24 321.70 320.53 320.00 319.74 317.95 318.66 316.23 316.85
50 50 25 25 25 25 50 50
Cb. gut. Cb. gut. gut. Cb. gut. Cb.

B.C. Return

B.C. Return

0-40 & UNIVERSITY

322.55 320.13 319.61 318.13 316.56
50 25 25 50

SET FLEV. ON CHS. SQUARE SE. CURB RET. UNIV. & 49TH = 320.35

B.M. 326.67 SWBP UNIVERSITY & ESTRELLA

DIRECT FLEV. ROD USED

LT.

¢

RT.

1410 25⁵ RT. TO 3⁰ WIDE CONC. WALK

323.00 323.06
255 355
LIR

0+95

320.0 329.6 326.0 323.3 322.5 322.3 321.9 322.6 322.0
35 30 25 19 13 13 25 35

0+87

323.4 323.1 322.3 322.0 321.6 322.2 321.9
35 25 13 13 25 35

0+78 75⁵ LT. 3 SINGLE GARAGE

325.5 323.1 322.6
755 50 25
Conc.
Floor

0+56

322.7 321.9 321.2 320.8 320.2 320.6 321.5 321.6 321.1
35 25 13 13 19 22 25 35

0+50

322.7 321.8 320.9 320.5 320.0 320.1 318.8
35 25 13 14 25 35

LT.

¢

RT.

1465 18° LT. TO ¢ 3° WIDE CONC. STEPS LEADING

328.35 325.25
25.3 18
TOP Bottom
STEP STEP

1460

TOP WALL = 328.9

328.5 327.3 326.9 324.5 323.8 322.1 323.6 323.0 322.5
35 25 20 14 14 25 26 35

1451⁵ 25² LT. BEGIN CONC. BRICK WALL FT. ELEV = 327.1

17° LT. TO ¢ TELEPHONE POLE # P3873

1450 { 25³ RT. BEGIN 40 HIGH LATH FENCE

1441 25⁵ RT. TO ¢ 10° WIDE CONC. DRIVE TO SINGLE GARAGE

323.00 323.18
25.5 34.8
LIP CONC. Floor

1443 17° LT. TO ¢ 10° WIDE CONC. DRIVE FOR PARKING AREA

329.61 326.70 325.21
35 25 17
LIP

1436

331.2 330.5 328.8 323.9 323.5 323.5 323.1 323.1
35 29 25 15 13 25 35

LT E RT.

1+2151 21⁵ LT TO FIRE HYD.

2+50

325.6	325.6	323.4	322.2	320.9	320.5	319.8	320.0	319.2	319.4
35	29	25	20	14		11	15	25	35

2+26 31° RT. TO 5° WIDE CONC. STEPS TO HOUSE

320.57	321.53
31	33
BOTTOM STEP	TOP STEP

2+135 17° LT. TO 7° WIDE CONC. STEPS

326.74	326.36	326.00	324.10
29	25	23	17
END		TOP STEP	BOTTOM STEP

2+01 23° RT. END LATH FENCE

1+90

329.0	326.5	323.8	323.6	323.4	322.2	321.1	321.6
35	25	12		11	24	25	30

1+785 25° LT. END CONC. BRICK WALL

328.2	326.6
252	252
TOP WALL	FOOT

	LT.	¢	RT.
3421 21 ² RT. END 15 WIDE WALK (OUT TAKEN TO NEAR EDGE)			314.72 21 ² Conc.
3400 17 ⁵ LT. TO ¢ PHONE POLE # P3849	321.6 35	318.6 25	317.5 13
		316.8 11	316.0 25
			315.7 35
2490 21 ⁶ RT. BEGIN 15 WIDE CONC. WALK (OUT TAKEN TO NEAR EDGE)			316.78 21 ⁶ Conc.
2489 27 ⁶ LT. TO ¢ SINGLE GARAGE		320.6 27.6 Dirt Floor	
2485 18 ⁴ RT. TO ¢ 10 ⁰ WIDE CONC. DRIVE TO SINGLE GARAGE			317.14 18 ⁴ LIP
			316.0 25 Conc. Floor
2456 29 ² RT. TO ¢ 5 ⁰ WIDE CONC. STEPS TO HOUSE			319.52 29 ² Bottom Step
			321.56 35 Top Step

LT. ♀ RT.

4+20 71⁰ LT. TO ♀ SINGLE GARAGE

315.1	310.8	309.6	308.1	308.4	HOUSE
71	35	15		11.8	
Dirt Floor					

3+99 96 ♀ CROSSES PROP. LINE

311.7	311.2	310.4	309.2	309.0	309.0
35	30	15		10	18

3+88⁵ 96 RT. TO SLY. EDGE 11" WIDE CONC. DRIVE

309.58	309.46
96	27L
LIP	Conc. Floor

3+85 293 RT. TO N.E. COR. HOUSE

3+79 14⁵ RT. TO N.W. EDGE 11" WIDE CONC. DRIVE TO SINGLE GARAGE

309.76
14 ⁵
LIP

3+76 238 RT. TO ♀ STUB POLE #105395H

3+74 96 RADIUS POINT

313.7	313.1	313.2	311.9	311.6	311.0	310.59	309.9	309.4	308.7
35	25	20	14	10	Dirt	ON HUB	15	25	30
311.0						310.4		310.4	
35						30		25	

3+73 16² RT. END CONC. WALL

313.8	313.0	311.9	311.7	311.1	309.9	309.0	311.8	310.4
25	17	16	9		162	162	162	17
						GRD. Foot	TOP	Dirt WALL

X-SEC. 49th CONT'D.

74

B.M. CHECK 326.19 = 326.17 S.W. B.P. UNIVERSITY
& ESTRELLA

A+45

302.0

M+2A @ 13² RT. TO S.E. COR. HOUSE

75

309.9

139

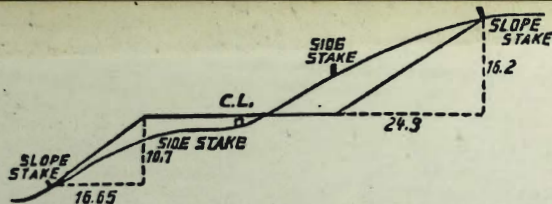
APPROX.

FLOOR

Elev.

The image shows an open notebook with two facing 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 pages are slightly aged. The number '76' is written in the top right corner of the right page. The notebook is set against a dark background.

The image shows an open notebook with two facing 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 pages appear slightly aged. The number '77' is printed in the top right corner of the right-hand page. The notebook is set against a dark background.



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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