

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.

MICROFILMED

APR 14 1965

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder  
stake for roadway roadway slope 1/2 to 1  
If ground is nearly level the cut or fill is

IMPROVED TABLES  
AND  
INFORMATION

TABLE No. VIII

To find tangent and external for curve of  
any other degree divide by degree of curve and  
add correction found in column of correction  
Degree of curve will give 1/2 degree found  
by dividing tangent (or external) opposite  
given tangent (or external)  
The distance from a point on the tangent to  
the curve is very nearly the square of the tangent  
length divided by twice the radius

0	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
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40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50

Distance  
ground in  
column is  
side stake  
side stake  
cut or fill  
If it does



Las Chollas Creek	2
Grades, bottom beams and deck elevations	
" Finish deck grades	3
" Ties	6
" Levels - Exist. conc. slab to det. correctness of grades or pour	17
Location handrail posts	13
Curb grades and safety lane	22
Wabash Freeway - Federal St. Bridge, finish deck grades	25
" " East Mid Span	28
" " West Mid Span	29
" " Curb grades	32
Evergreen St., Whittier to Xenophon, curb grades	35
Sanitary sewer portion Lot 24, Part of Rancho Mission of S.D. & Lot 7, BIK. E., Kensington Park Ext.	37
Metrose from Roswell St, sewer construction	38
Euclid - sewer construction	39
51 <sup>st</sup> St. - " "	46
Market St. - " "	51
Roswell St. - " "	53
Winston St. - " "	58
Hilltop Dr. - " "	59
Selma Place - " "	60
Creston Drive - " "	62
Beverly St. - sewer grades	66
Derby St. - " "	67
Hanover & Geneva	68
Euclid - sewer construction	71
Macaulay - storm drain	72
Alley, bet. Bancroft & 33 <sup>rd</sup> & University & Wightman	73



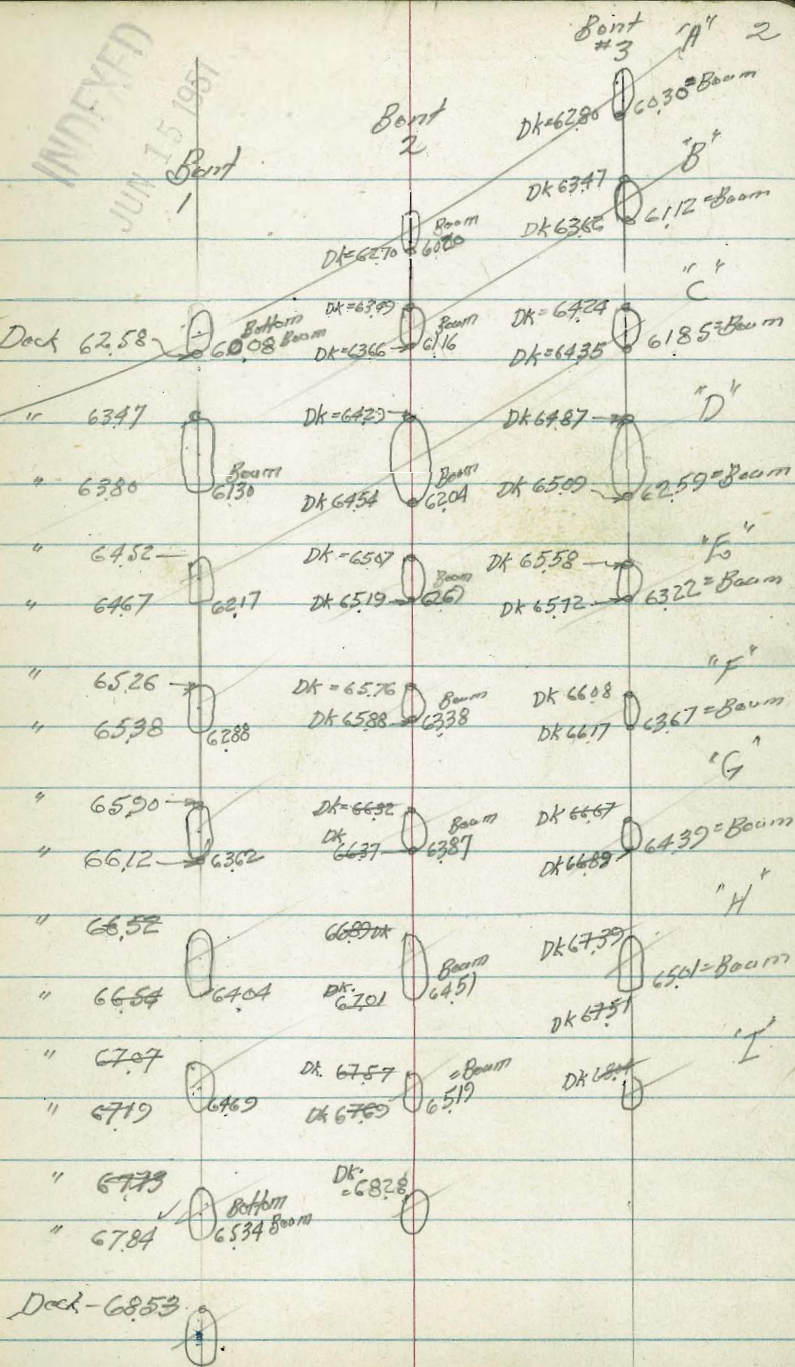
# Las Chollas Creek Bridge

Walker  
Pope  
R. S. SIMON  
8-24-50

Grades - Bottom Beams  
And Deck Elevations  
at Col's.

Note: Uniform Grade in  
Finish Deck from North  
Gutter of Safety Island  
To South Gutter of 2030' Radius  
Per. Inst. E. F. Gabrielson  
9-19-50

New Finish Deck Grades on P-3

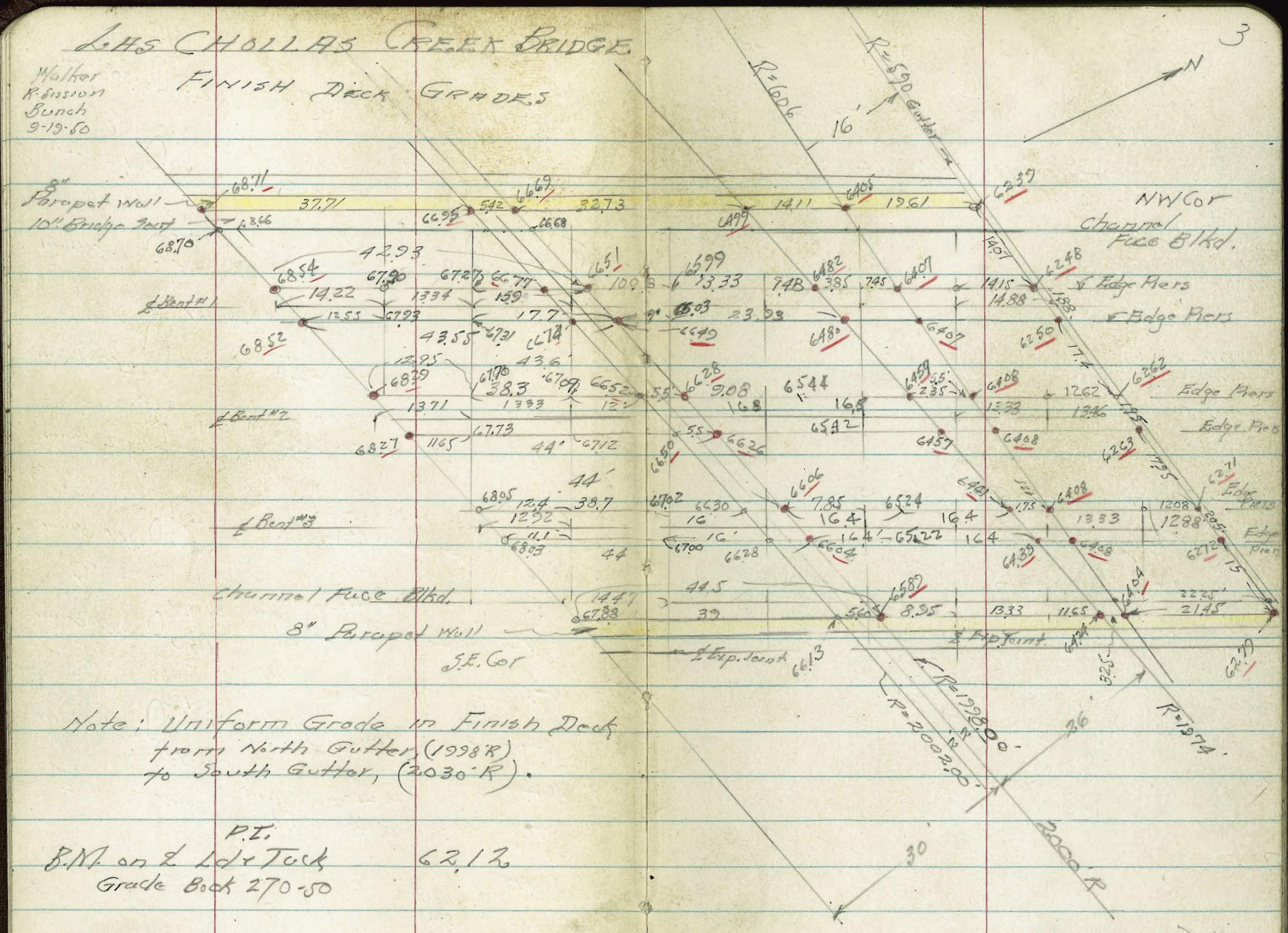




# LAS CHOLLAS CREEK BRIDGE

Walker  
Recession  
Sunch  
9-19-80

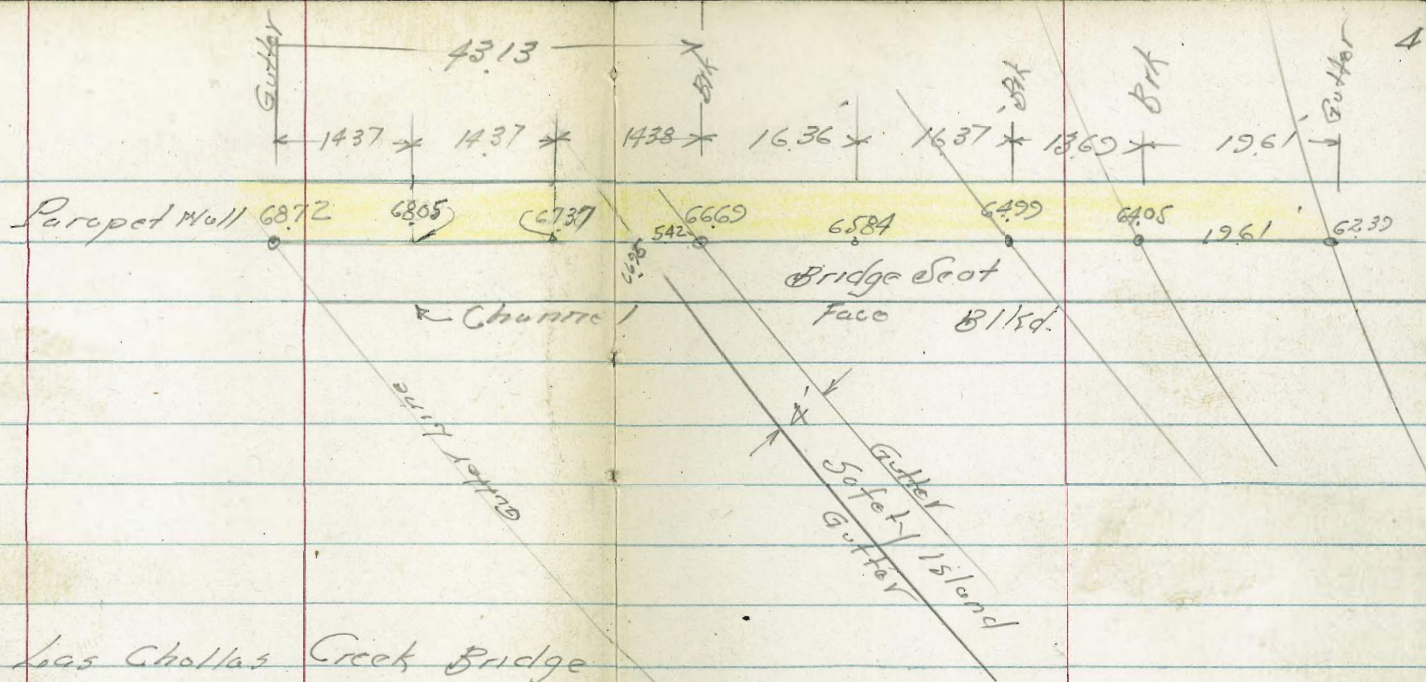
## FINISH DECK GRADES



Note: Uniform Grade in Finish Deck  
from North Gutter, (1998 R)  
to South Gutter, (2030 R).

P.I.  
B.M. on E Ldr Tuck     62.13  
Grade Book 270-50



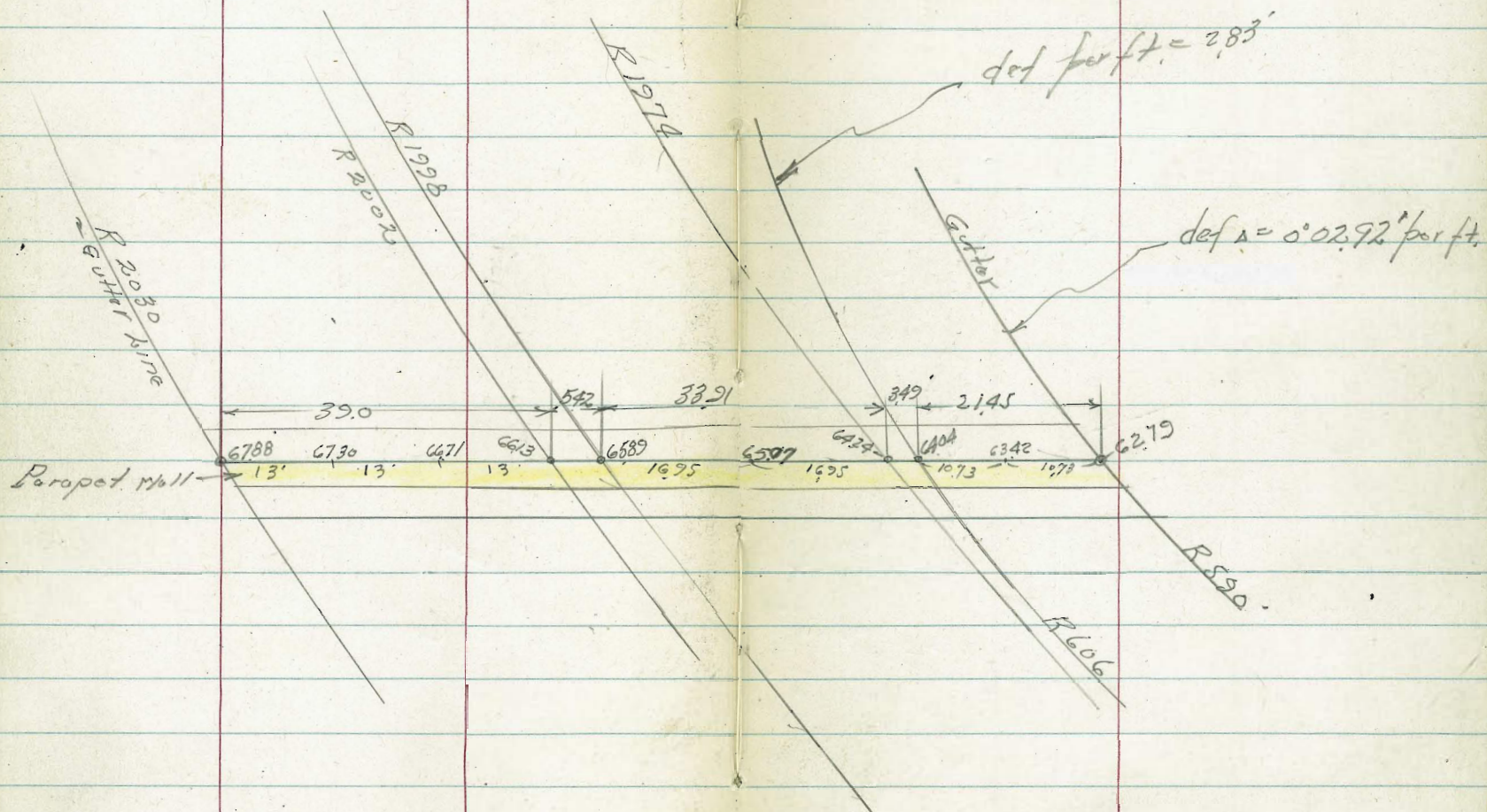


Walker  
R. Sisson  
Bunch  
9-19-80

Grades Las Chollas Creek Bridge  
Along East Side Parapet Wall  
of West Blkd.



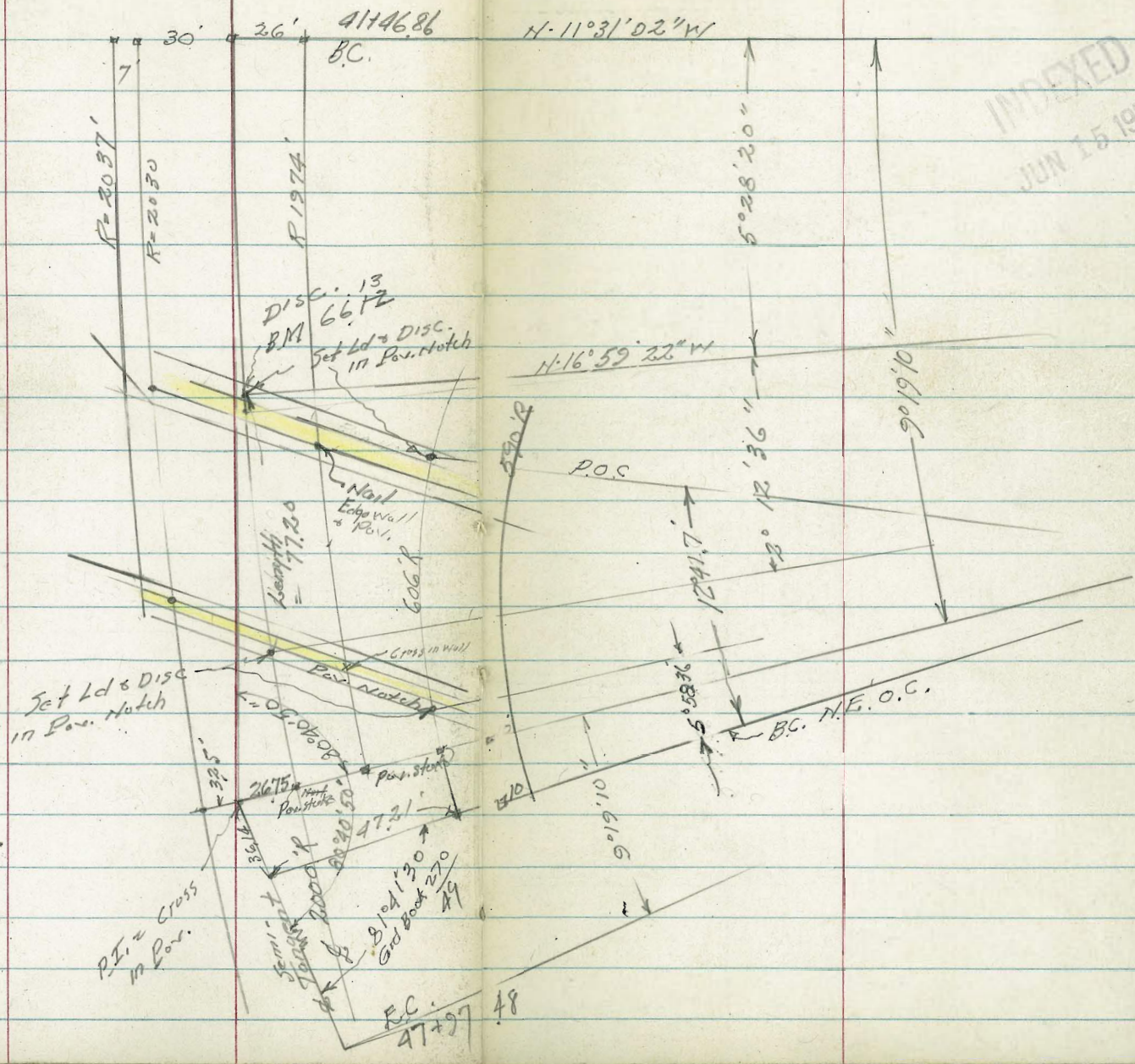
Las Chollas Creek Bridge  
 Grade Finish Deck  
 East Blkd.





Walker  
 R. Sisson  
 June  
 9-12-50

Las Chollas Creek Bridge  
 -Tics-



INDEXED  
 JUN 15 1951

4146.86  
 B.C.

N-11°31'02\"/>

DISC. 13  
 B.M. 66.72  
 Set Ld = DISC.  
 in Pos. Notch

N-16°59'22\"/>

P.O.C.

Nail  
 Edge Wall  
 & Post  
 Length = 77.30  
 606.8

Set Ld & DISC  
 in Pos. Notch

Cross in wall  
 Pos. Notch  
 05-06-08

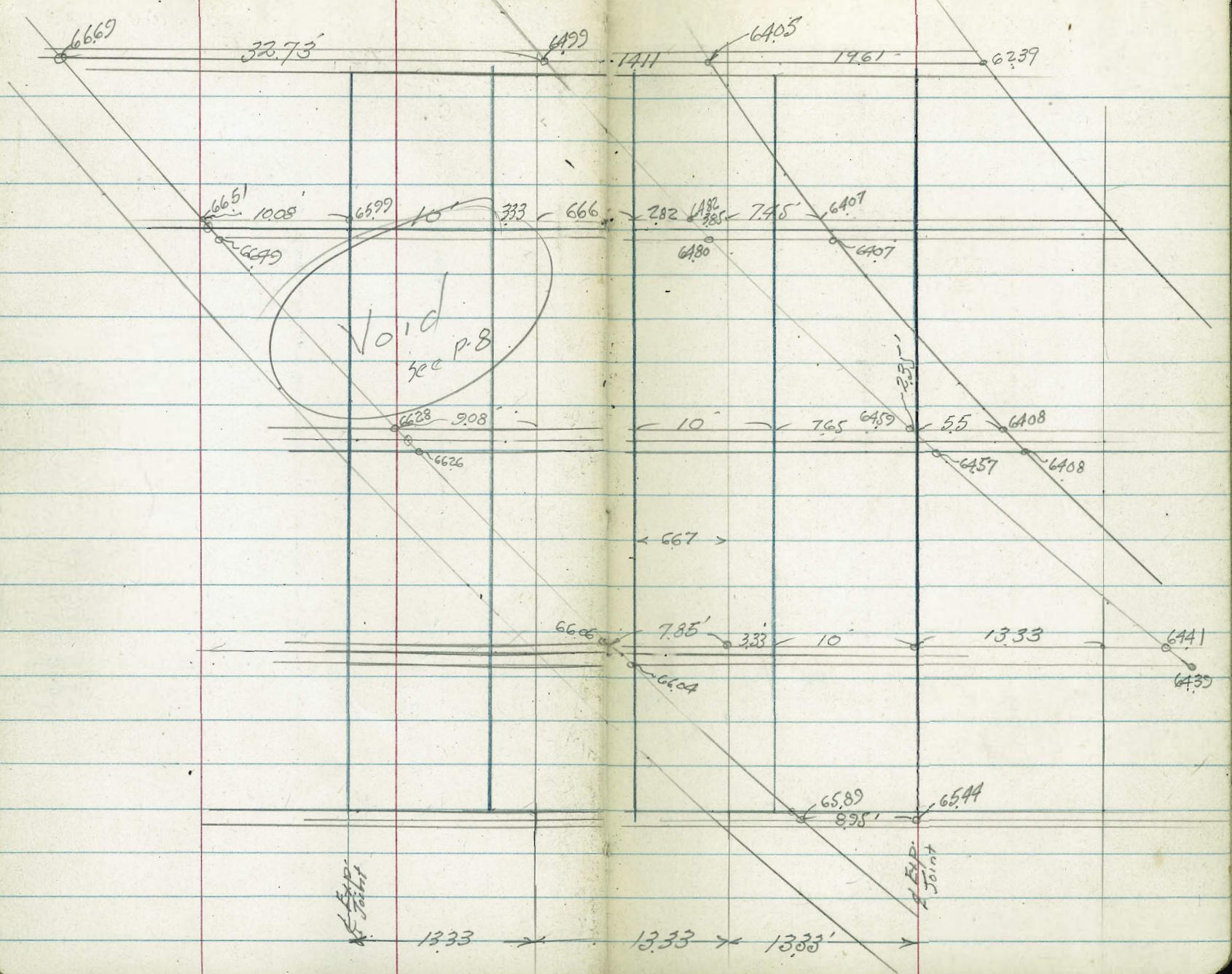
P.I. = Cross  
 in Pos.

26.75  
 47.21  
 81°41'30\"/>

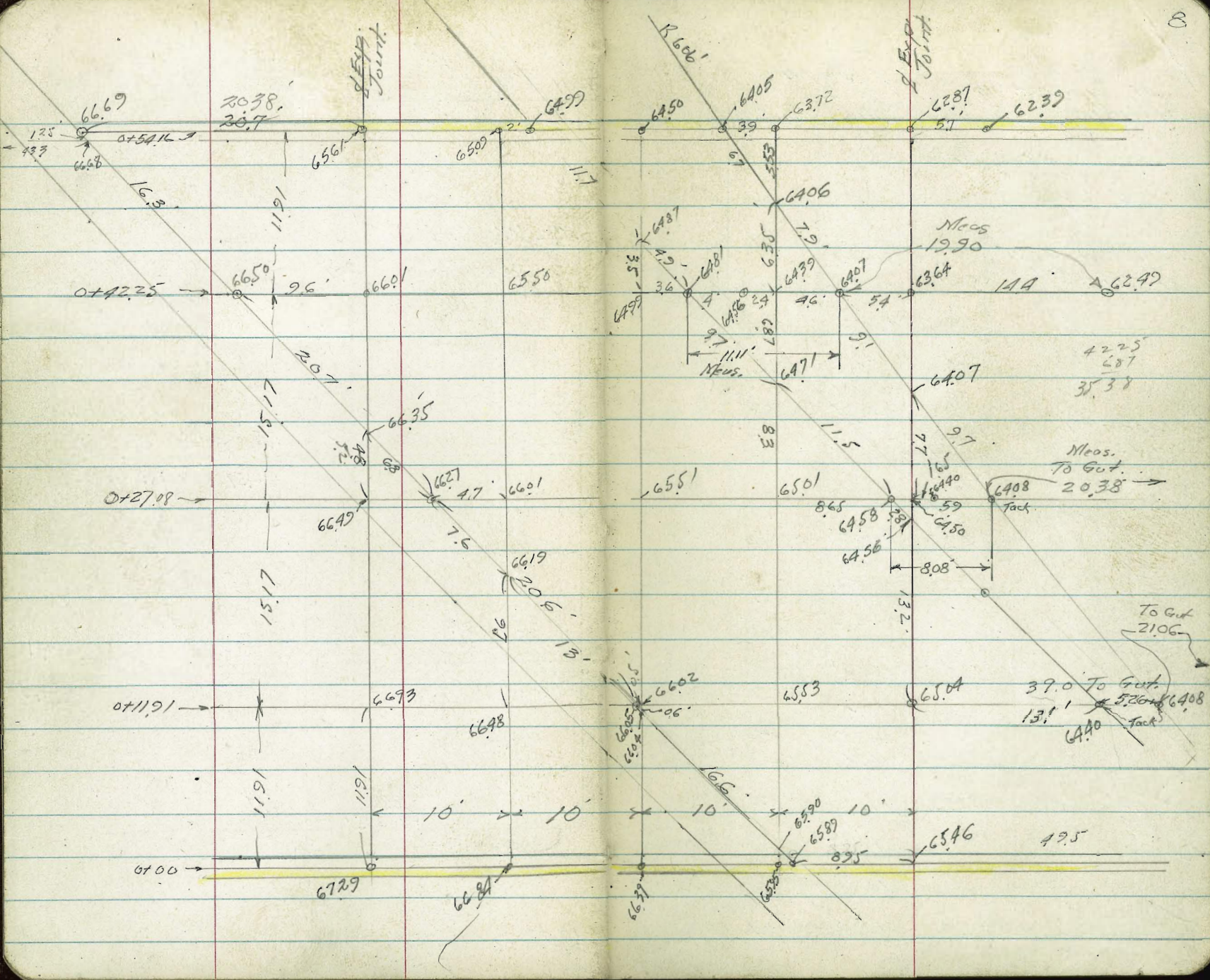
P.C. 47+97.48

B.C. N.E. O.C.















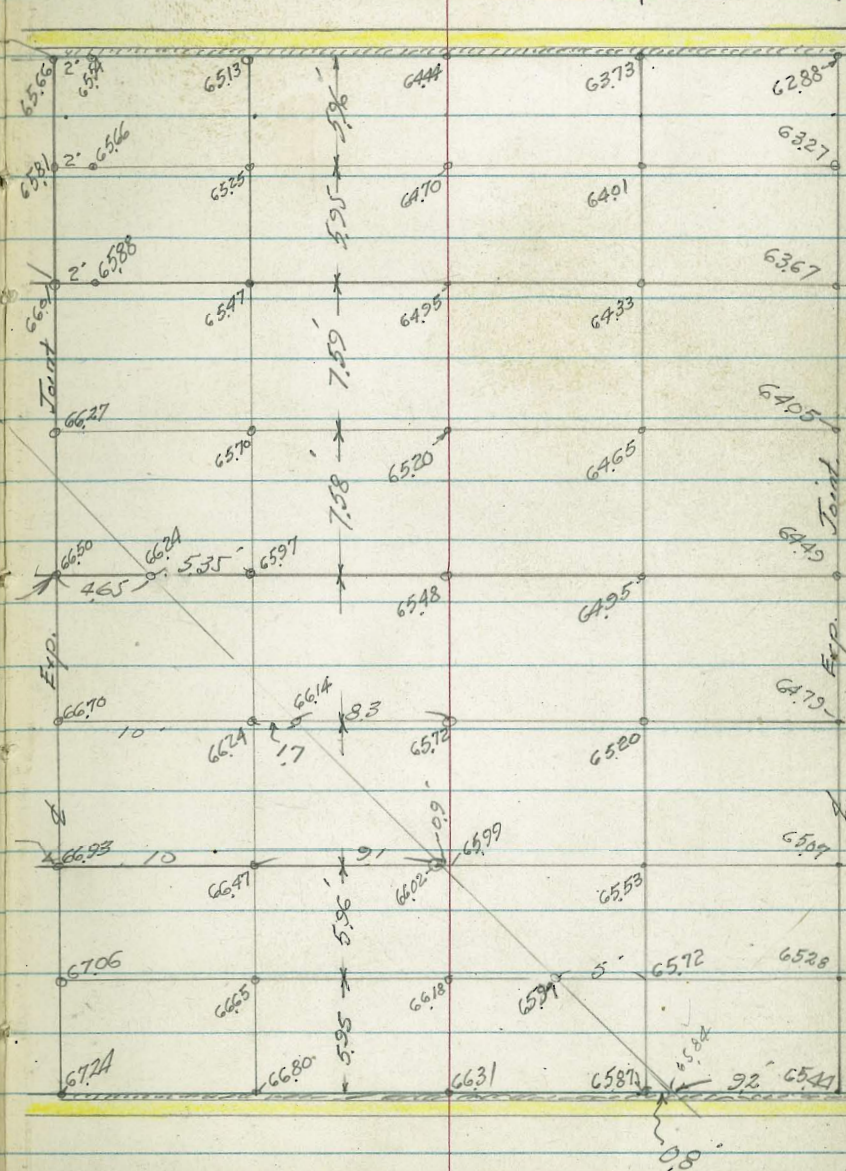
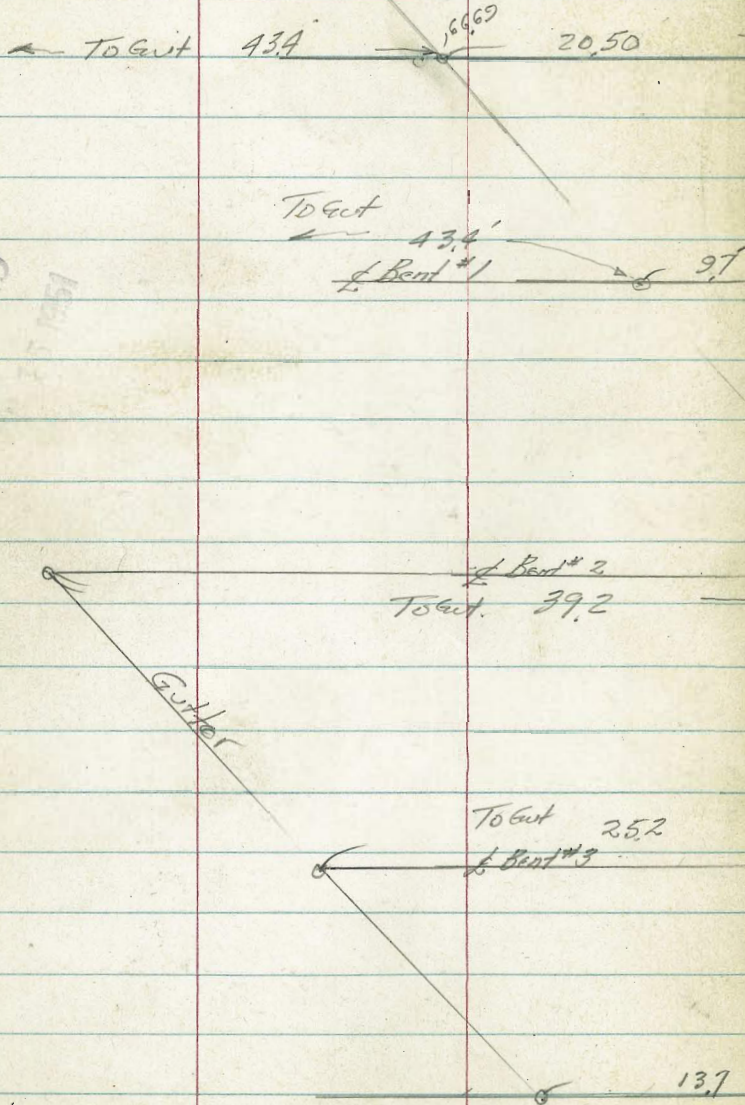




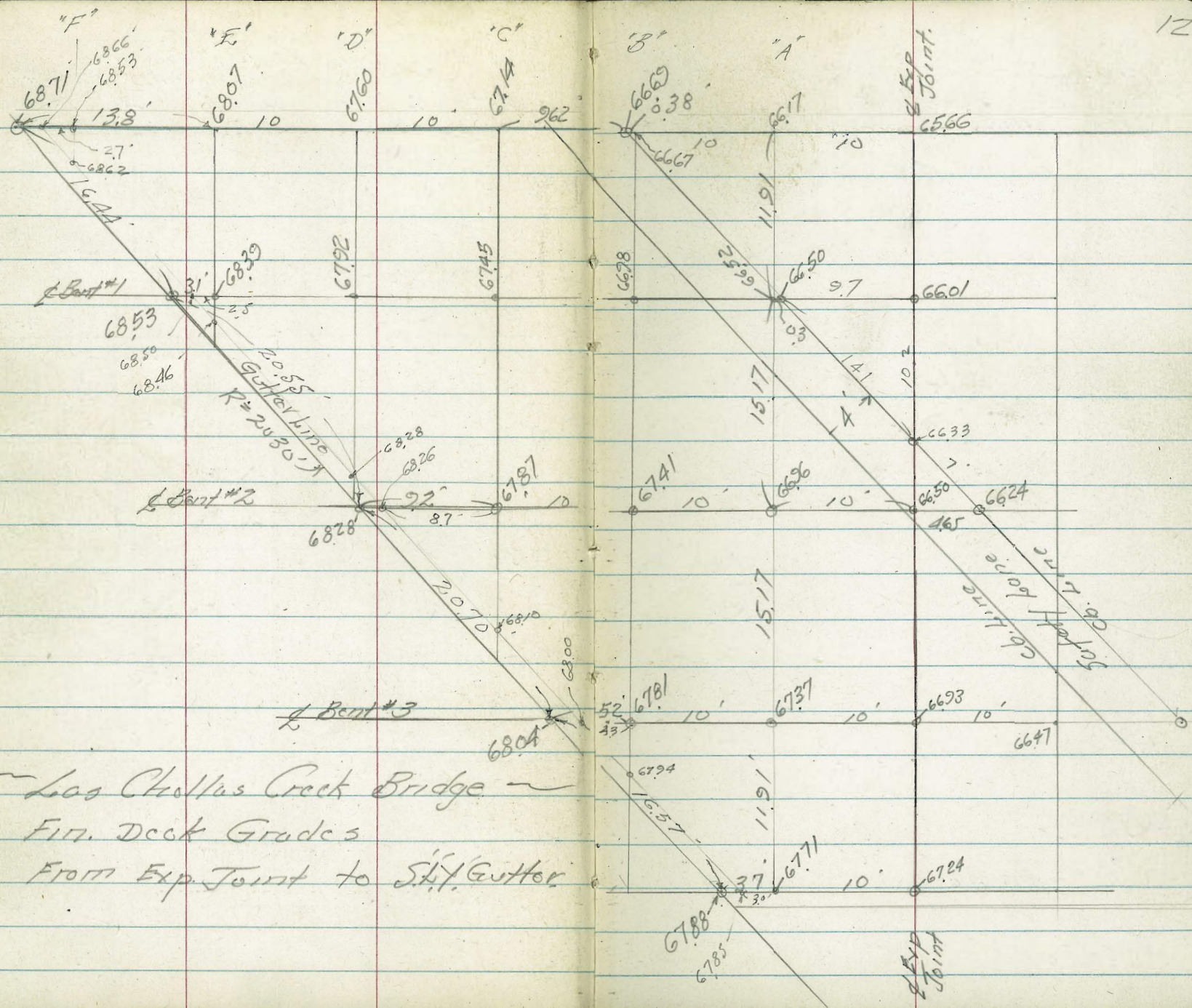
Walker  
G. Pope  
R. Sission  
10-9-50

# Las Colinas Creek Bridge

Levels - Existing Conc. Slab  
To Determine Correctness of Grade or Pour.







Las Chollas Creek Bridge  
 Fin. Deck Grades  
 From Exp. Joint to S.H. Gutter



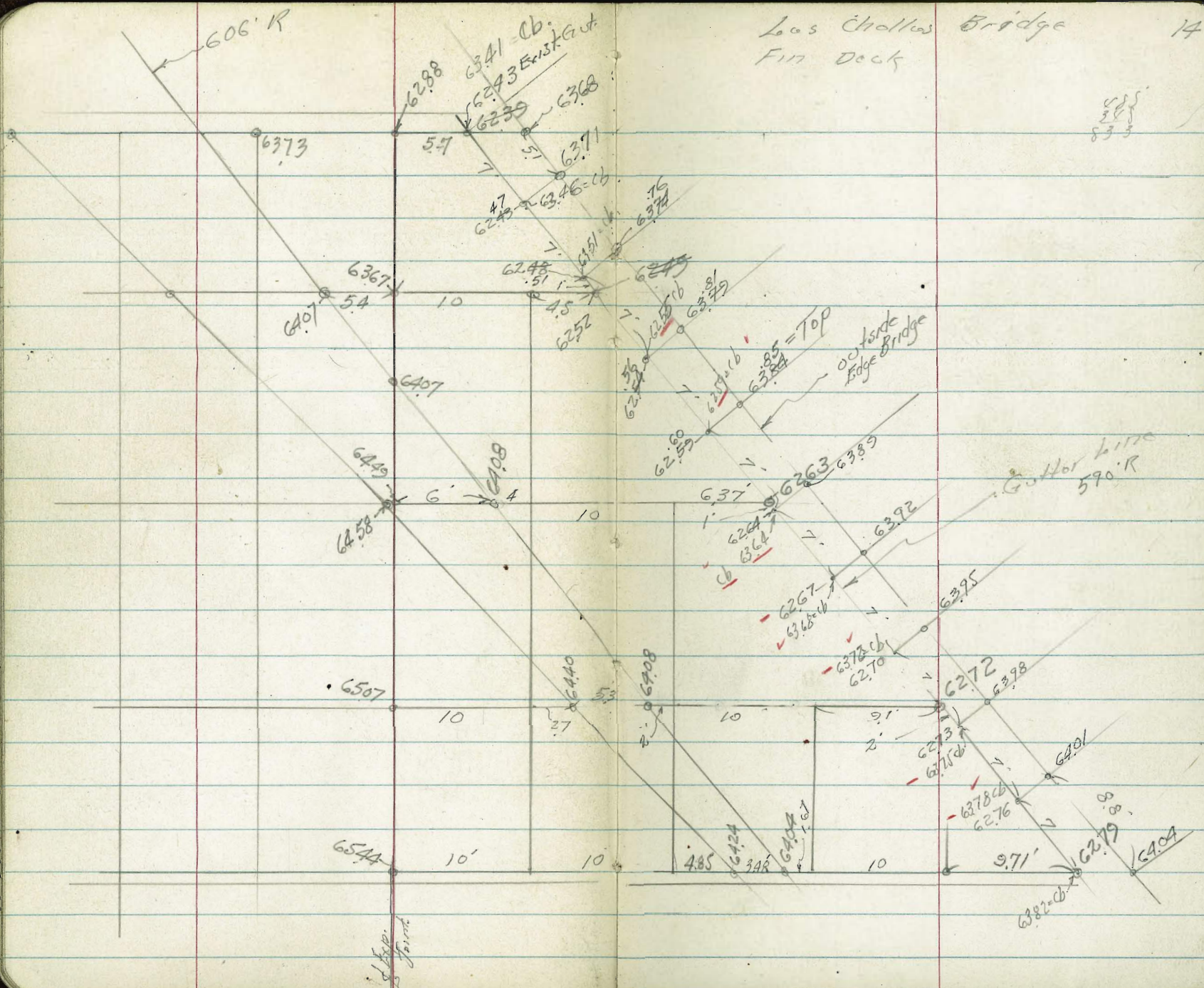




Los Chollas Bridge  
Fin Deck

14

685  
385  
833



of Exp.  
to  
found



Walker 10-20-50  
 Pope  
 R. Sissler

Las Chollas-Creek Bridge

Note: E.L.V. Edge West-Parapet Wall = 0+00

15

"F"		"E"		"D"		"C"		"B"		"A"		Exp. Joint	
Sta.	El. Fin. Dk.	Sta.	El. Fin. Dk.	Sta.	El. Fin. Dk.	Sta.	El. Fin. Dk.	Sta.	El. Fin. Dk.	Sta.	El. Fin. Dk.	Sta.	Fin. Deck
0+00	68.53	0+00	68.07	0+00	67.60	0+00	67.14	0+00	66.67	0+00	66.17	0+00	65.66
0+01	68.56	0+01	68.10	0+01	67.63	0+01	67.17	0+01	66.70	0+01	66.20	0+01	65.69
0+03.25	68.62	0+09	68.31	0+09	67.84	0+09	67.38	0+09	66.91	0+09	66.44	0+09	65.93
		0+11	68.37	0+11	67.89	0+11	67.43	0+11	66.96	0+11	66.50	0+11	65.99
		2 Beam 0+11.91	68.39	0+11.91 Beam 0+19	67.92	0+11.91 Beam 0+19	67.45	0+11.91 Beam 0+19	66.98	0+11.91 Beam 0+19	66.52	0+11.91 0+19	66.01
		0+11.91	68.39	0+19	68.10	0+19	67.65	0+19	67.18	0+19	66.73	0+19	66.25
		0+14.5	68.46	0+21.0	68.15	0+21	67.71	0+21	67.24	0+21	66.79	0+21	66.32
				0+25.8	68.28	0+27.8	67.87	0+27.8	67.41	0+27.8 Beam 0+29	66.96	0+27.8	66.50
						0+29	67.92	0+29	67.46	0+29	67.01	0+29	66.55
						0+31	67.97	0+31	67.51	0+31	67.07	0+31	66.61
						0+36.5	68.10	0+39	67.72	0+39	67.29	0+39	66.84
								0+41	67.78	0+41	67.34	0+41	66.89
								0+42.25 Beam 0+49	67.81	0+42.25 Beam 0+49	67.37	0+42.25 Beam 0+49	66.93
								0+47	67.94	0+49	67.56	0+49	67.11
										0+53	67.68	0+53	67.21
										0+54.16	67.71	0+54.16	67.24

Note: Top of Screeds Set 2 1/2" Above Fin. Dk.  
 Plus .02' for Settlement Total = 0.23 Above Fin. Dk.



Las Chollas Creek Bridge  
Screed = 6" North of Sky Gutter

Station	Elev. Fin. Dk.
W Parapet = 0+00	68.66
0+04.2 "F"	68.62
0+19.4 "E"	68.46
0+34.3 "D"	68.28
0+49.2 "C"	68.10
0+63.7 "B"	67.94
E Parapet = 0+73.5	67.85

Additional Grades  
Screed = 6" North of South Gutter.

Station	Elev. Fin. Dk.
0+00	68.66
0+01.3	68.65'
0+08.7	68.57'
0+11	68.55'
0+18.7	68.47'
0+20.9	68.44'
0+28.5	68.35'
0+30.5	68.33'
0+38.3	68.23'
0+40.3	68.21'
0+48	68.12'
0+49.8	68.10'
0+56	68.03'
0+59.6	67.99'
0+67.1	67.91'
0+69.3	67.89'
0+72.3	67.86
0+73.5	67.85



Las Chollas Creek Bridge

Grades Bottom Deck

Along Gutter Line at E Bents.

Sketch P-10

E Edge  
West Parapet Wall

Elev. Ref

Elev. Bottom Deck

E Bent #1

61.45

E Bent #2

61.59

E Bent #3

61.68

Parapet  
E Wall EBK

TP

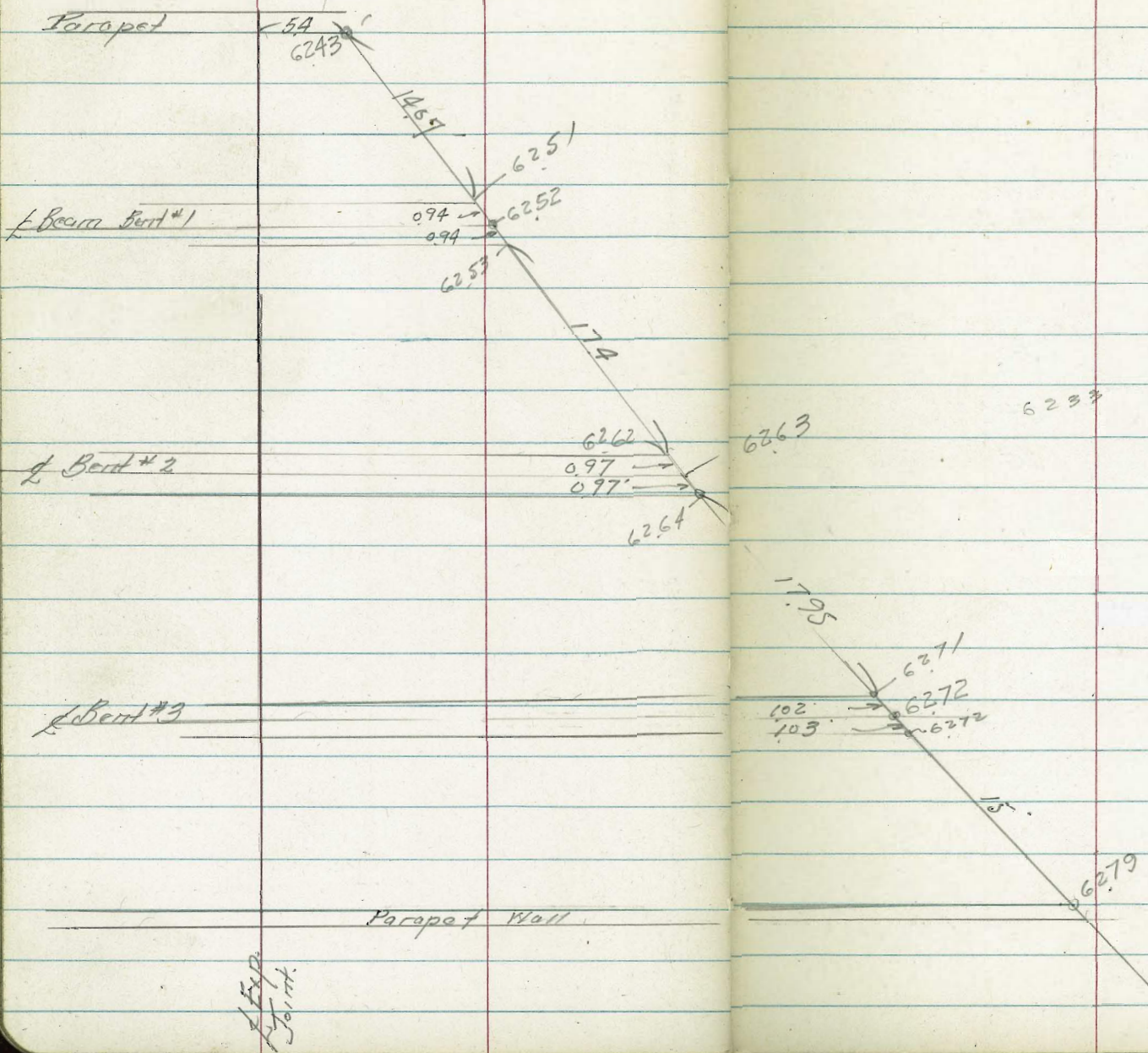
63.61

62.12

B.M. P.I. P.V.



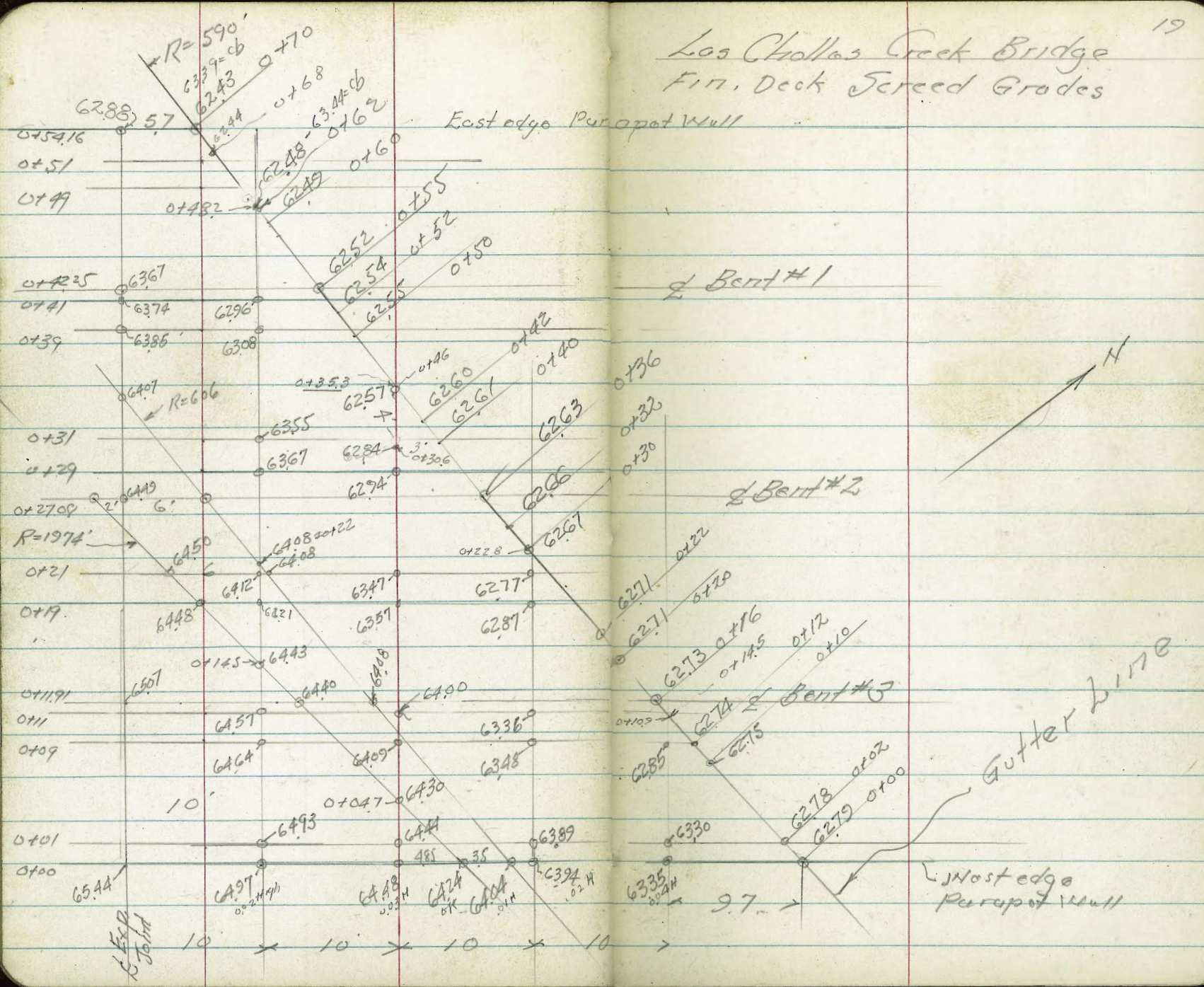
Las Chollas Creek Bridge 18  
Finish Deck North Gutter.





# Los Chollas Creek Bridge

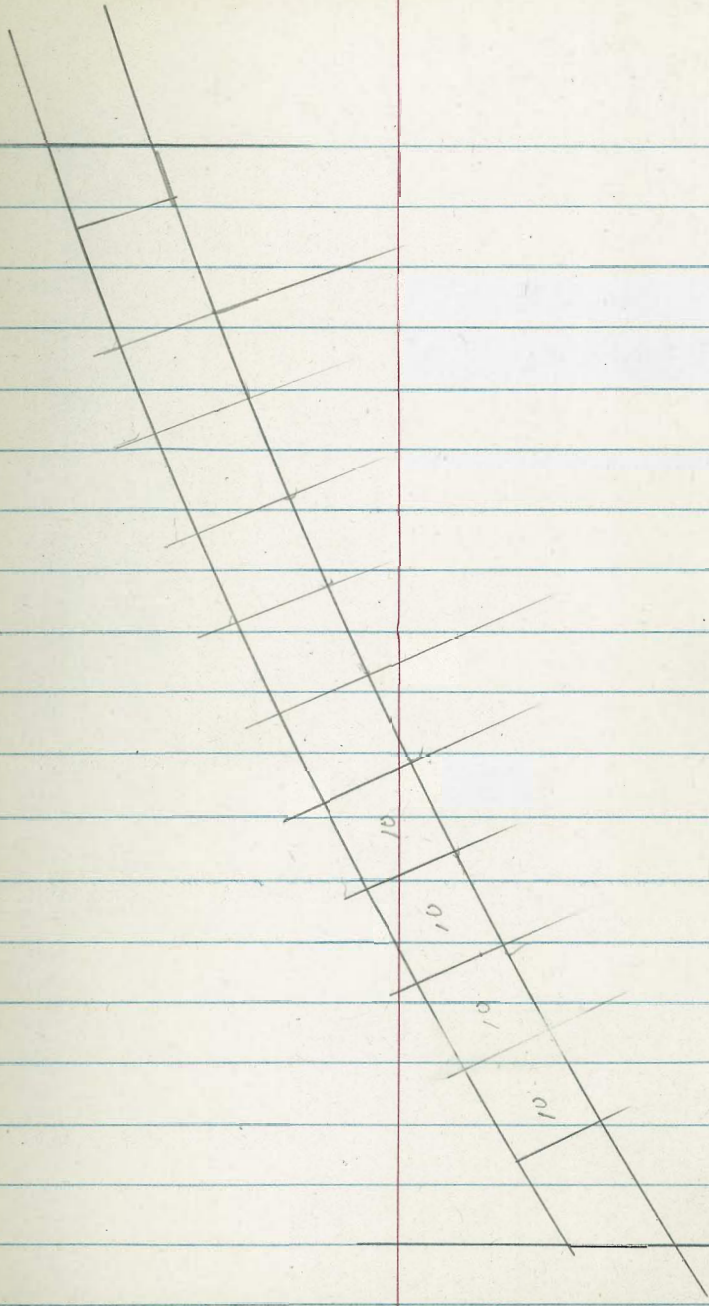
## Fin. Deck Screed Grades





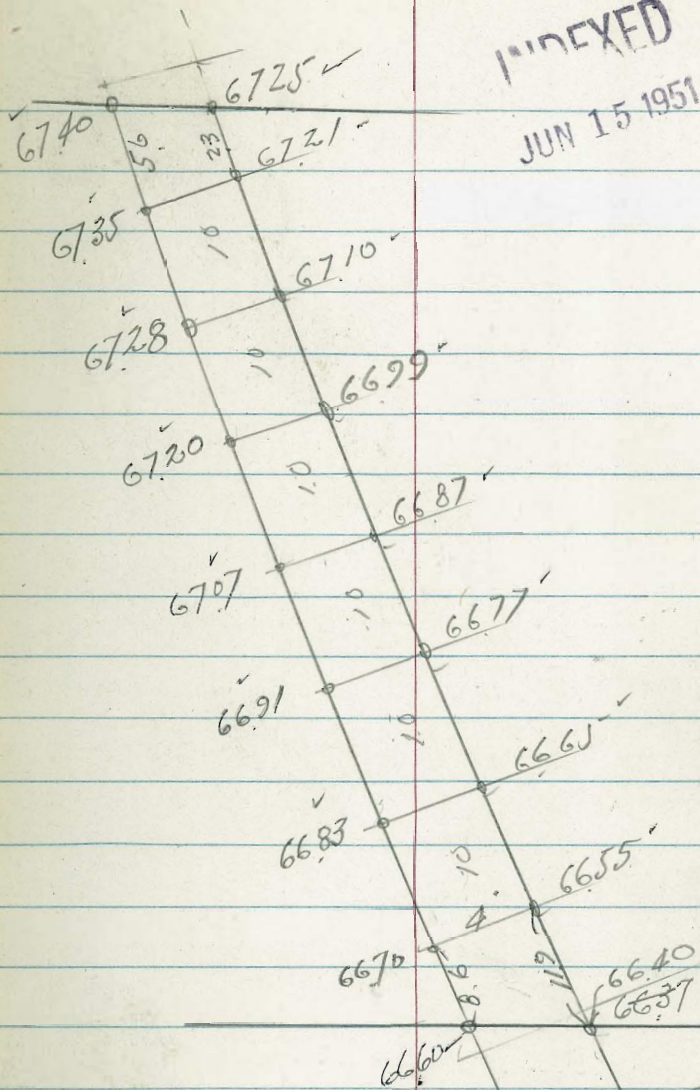








Las Chollas Creek Bridge  
Grade curb & Safety here



INDEXED  
JUN 15 1951



The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. Each page is divided into three vertical columns by two red margin lines. The left page is completely blank. The right page is also blank, except for a small, irregular brown stain located in the upper right quadrant. The number '23' is handwritten in the top right corner of the right page. The notebook is set against a dark background.







Wabash Freeway

Finish Deck Grades

25  
Walker  
Pope  
R. Sisson  
12-6-50

Federal St. Bridge

INDEXED

At end of bridge  
Red figures indicate  
Existing Curb

Existing Curb

Red figures indicate

76.58	76.72	76.82	76.92	77.00	77.10	77.20	77.30	77.40	77.50	77.60	77.70	77.80	77.90	78.00	78.10	78.20	78.30	78.40	78.50	78.60	78.70	78.80	78.90	79.00	79.10	79.20	79.30	79.40	79.50	79.60	79.70	79.80	79.90	80.00	80.10	80.20	80.30	80.40	80.50	80.60	80.70	80.80	80.90	81.00	81.10	81.20	81.30	81.40	81.50	81.60	81.70	81.80	81.90	82.00	82.10	82.20	82.30	82.40	82.50	82.60	82.70	82.80	82.90	83.00	83.10	83.20	83.30	83.40	83.50	83.60	83.70	83.80	83.90	84.00	84.10	84.20	84.30	84.40	84.50	84.60	84.70	84.80	84.90	85.00	85.10	85.20	85.30	85.40	85.50	85.60	85.70	85.80	85.90	86.00	86.10	86.20	86.30	86.40	86.50	86.60	86.70	86.80	86.90	87.00	87.10	87.20	87.30	87.40	87.50	87.60	87.70	87.80	87.90	88.00	88.10	88.20	88.30	88.40	88.50	88.60	88.70	88.80	88.90	89.00	89.10	89.20	89.30	89.40	89.50	89.60	89.70	89.80	89.90	90.00	90.10	90.20	90.30	90.40	90.50	90.60	90.70	90.80	90.90	91.00	91.10	91.20	91.30	91.40	91.50	91.60	91.70	91.80	91.90	92.00	92.10	92.20	92.30	92.40	92.50	92.60	92.70	92.80	92.90	93.00	93.10	93.20	93.30	93.40	93.50	93.60	93.70	93.80	93.90	94.00	94.10	94.20	94.30	94.40	94.50	94.60	94.70	94.80	94.90	95.00	95.10	95.20	95.30	95.40	95.50	95.60	95.70	95.80	95.90	96.00	96.10	96.20	96.30	96.40	96.50	96.60	96.70	96.80	96.90	97.00	97.10	97.20	97.30	97.40	97.50	97.60	97.70	97.80	97.90	98.00	98.10	98.20	98.30	98.40	98.50	98.60	98.70	98.80	98.90	99.00	99.10	99.20	99.30	99.40	99.50	99.60	99.70	99.80	99.90	100.00
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Band 1

Band 2

Mid Span

Band 3

Mid Span

Band 4

Band 5

Gutter Line

of Bridge

Gutter Line

Red figures at end of bridge indicate first parapet in place



Bridge

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Const. Joint

Const. Joint

Const. Joint

Const. Joint

Const. Joint

Grades this slab OK

Grades this slab

Mid Span

Cont. P. 29

Bent #4

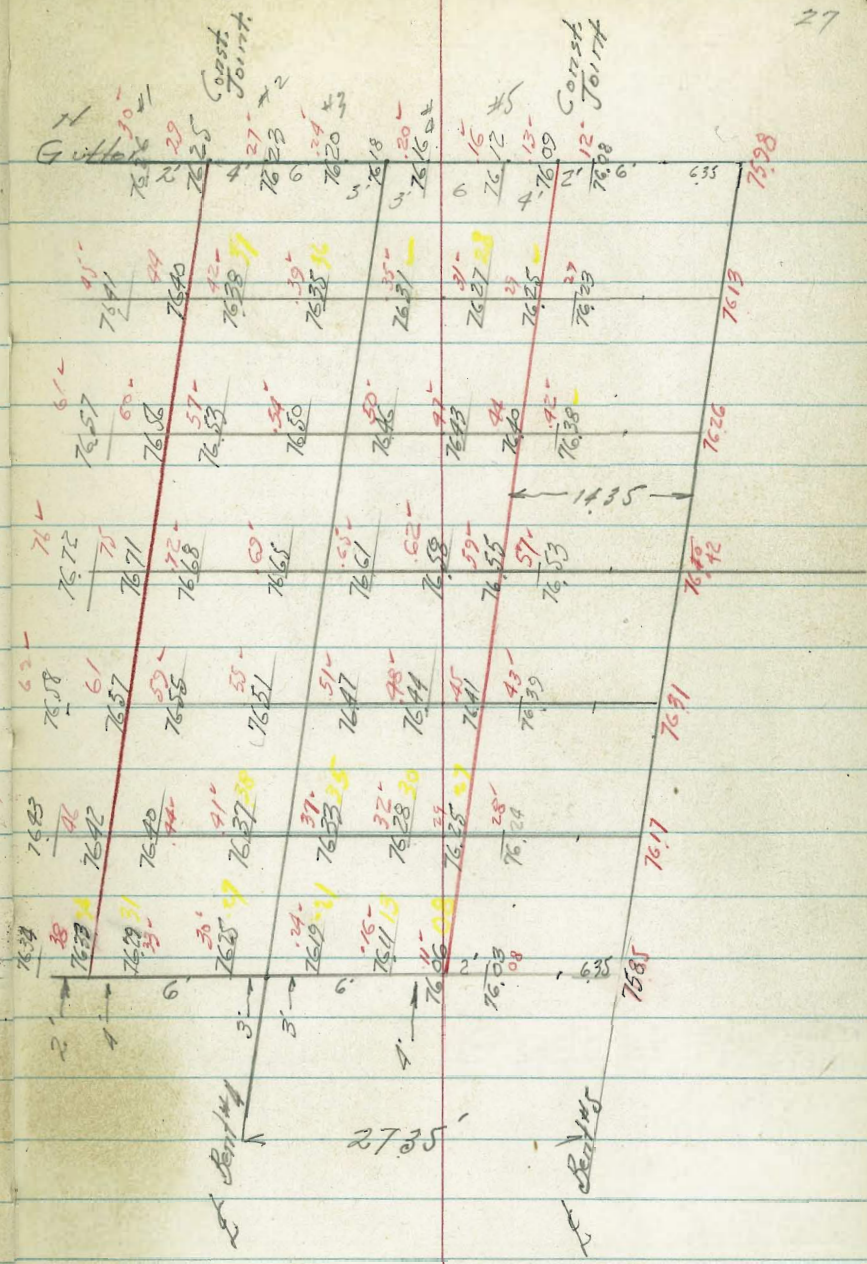
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Federal Street Bridge

Finish Deck Grades  
Cont. from P-26

of Bridge  
Cont. from P-26  
South Gutter

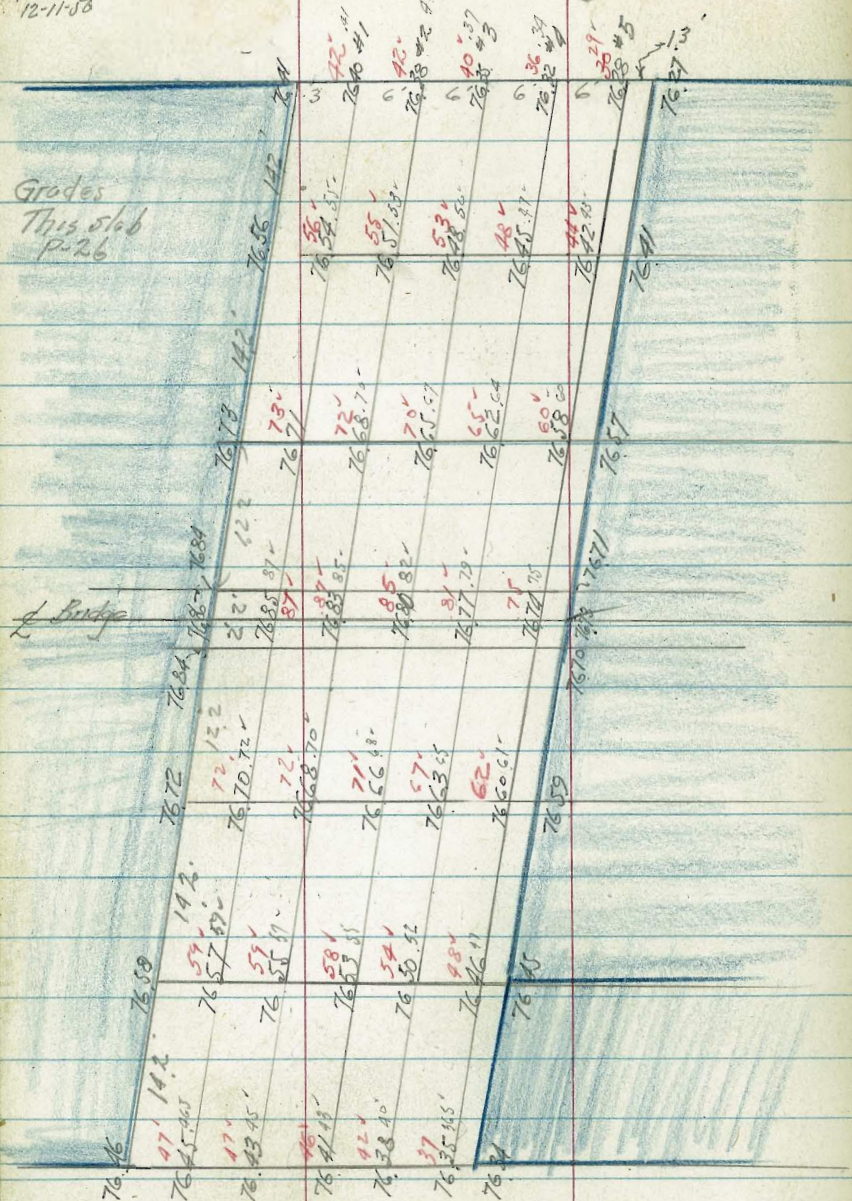




Walker  
F&P  
Revision  
12-11-53

East Mid span - Grades  
Federal Street - Bridge Fin. Deck

Grades  
This slab  
P-26



Made to Fit Exist. Slab Shown  
Which is About .03 High Average

INDEXED  
JUN 15 1951

Grades  
This slab  
P-27

Walker



West Mid Span  
Federal Street Bridge

INDEXED

JUN 15 1957

Bridge

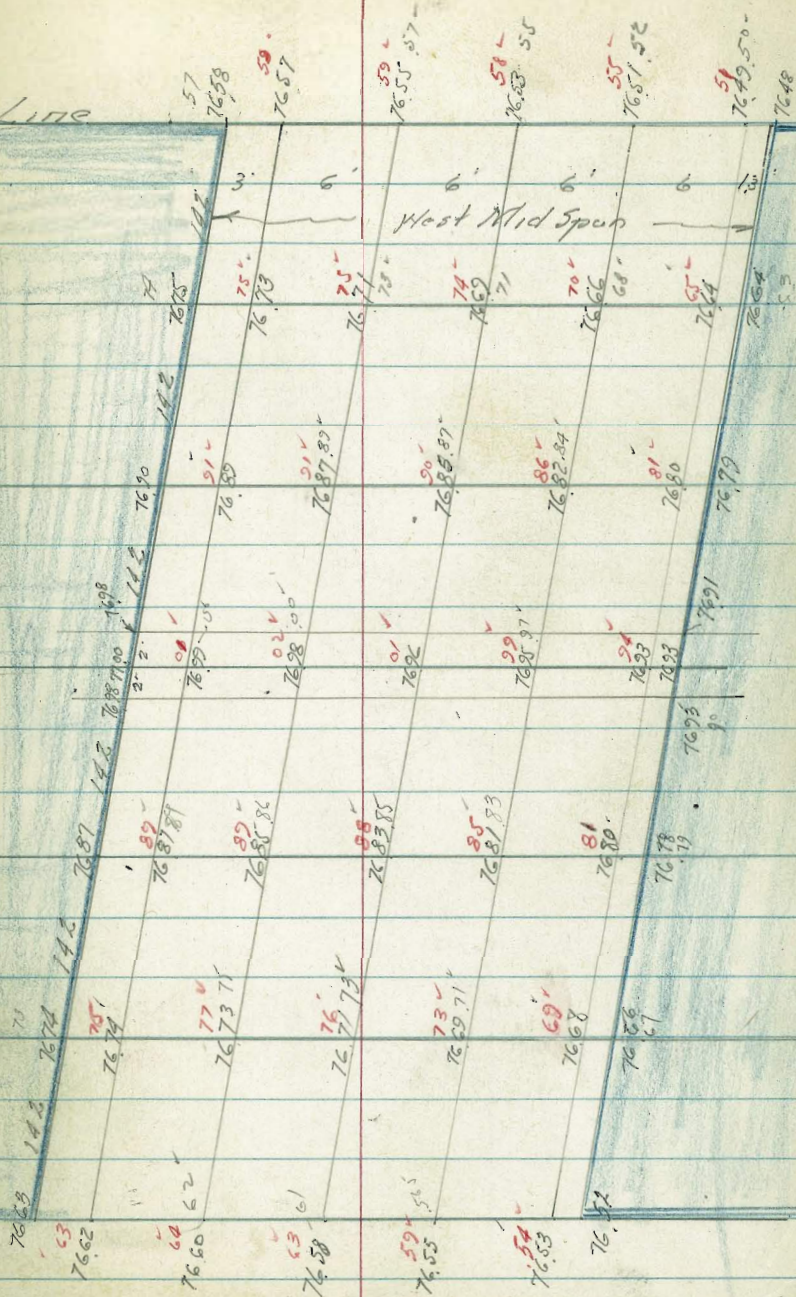
Subgrade

Gutter

Line

Grades This  
5106 P-26

Gutter Line









Federal Street Bridge

Curb Grades

1+47

1+34

1+21

1+07

0+93

0+83

0+70

0+55

0+39

0+27

0+15

0+00 - L Bent #1

Void



# Federal St. Bridge

Curb Grades

Left

Right 32

Elev.  
outside  
Top Bridge

Elev. Top  
Curb

Elev. Top  
Curb

Elev.  
outside  
Top Bridge

INDEXED  
JUN 15 1951

0+70	7745 7690 055	7745 7690 055	7759 <sup>✓</sup>	7734 7647 F987	7734 7630 F984	7759 <sup>✓</sup>
0+55	7748 7697 51	7748 7698 050	7762 <sup>✓</sup>	7737 7689 F978	7739 7663 F976	7764 <sup>✓</sup>
0+39	7748 7678 F050	7748 7698 F050	7767 <sup>✓</sup>	7742 7657 085	7743 7662 F981	7768 <sup>✓</sup>
0+27	7750 7697 F453	7750 7697 F053	7770 <sup>✓</sup>	7745 7662 F983	7744 7661 F983	7769 <sup>✓</sup>
0+15	7750 7699 F051	7750 7698 F050	7771 <sup>✓</sup>	7746 7663 F983	7744 7664 F982	7769 <sup>✓</sup>
0+00	7748 7677 F951	7748 7695 F953	7767 <sup>✓</sup>	7742 7659 F083	7743 7660 F083	7768 <sup>✓</sup>

E. Bridge



			Left		Rt. 33	
			outside Top Bridge	Top curb	Top curb	outside Top Bridge
1+62.4 = Bent #5	7690 <u>7640</u> 050	7690 <u>7639</u> 051	77.97	76.82 <u>75.97</u> F 0.85	76.68 <u>75.84</u> F 0.84	76.93
	2' 2'					
1+47	7707 <u>7655</u> 052	7707 <u>7656</u> 051	77.19	76.94 <u>76.11</u> F 0.83	76.94 <u>76.11</u> F 0.83	77.19
1+34	7718 <u>7663</u> 055	7718 <u>7662</u> F 0.56	77.29	77.04 <u>76.19</u> F 0.85	77.09 <u>76.27</u> F 0.82	77.34
1+21 = E.V.C	7728 <u>7677</u> F 0.51	7728 <u>7675</u> F 0.53	77.39	77.14 <u>76.29</u> F 0.85	77.21 <u>76.37</u> F 0.82	77.46
1+07	7735 <u>7684</u> 051	7735 <u>7682</u> 053	77.47	77.22 <u>76.41</u> F 0.81	77.25 <u>76.43</u> F 0.82	77.55
		Bridge				
0+93 = P.V.C	7740 <u>7685</u> 055	7740 <u>7683</u> 057	77.53	77.28 <u>76.43</u> 0.85	77.28 <u>76.46</u> F 0.82	77.53
0+83	7743 <u>7687</u> F 0.56	7743 <u>7685</u> 0.58	77.56	77.31 <u>76.45</u> F 0.86	77.31 <u>76.50</u> F 0.81	77.56







2-28-51  
 Pope  
 Black  
 Huffman  
 W.O. 31647

EverGreen Street  
 Whittier To Xenophon  
 Curb Grades

INDEXED  
 JUN 15 1951

Lt West

Rt. East <sup>35</sup>

4' Back.

Cont. P 36

3' Back

1+50

143.22  
 140.19  
 C-3.03

138.71  
 139.19  
 F0.48

1+25

145.18  
 141.20  
 C-3.98

139.89  
 140.20  
 F0.31

1+00

147.09  
 142.21  
 C-4.88

141.31  
 141.21  
 C-0.10

0+75

149.38  
 143.22  
 C-5.16

142.75  
 142.22  
 C-0.53

0+50

148.75  
 144.24  
 C-4.51

143.59  
 143.24  
 C-0.35

0+31.24 ECR. Rt.

144.21  
 144.00  
 C0.21

0+25

148.75  
 145.25  
 C-3.50

144.25  
 144.25  
 0.0

0+13.4 ECR. Lt.

148.30  
 145.80  
 C-2.50

0+12.5 Rt.

144.00  
 144.20  
 F0.20

0+00 End Exist. cb.

146.57  
 146.60

144.15

TP

157.40

BM = S.W. B.P. Whittier & Willow Elev. 166.17



Evergreen Street  
Whittier to Xenophon  
Curb Grades

32

2400 Exist.

138.16

137.09

1+ 87.5

138.73  
138.66  
C. 0.07

137.29  
137.63  
F. 0.34

1+ 75 E.C.R. L. & R.

139.10  
139.17  
C. 0.53

137.69  
138.17  
F. 0.48



Sanitary Sewer  
 To serve Portion Lot 24 Part of  
 Rancho Mission of S.D. & Lot, Blk. E  
 Kensington Park Ext. As Per Drwg. 7597L

3-1-51  
 POPE  
 Clark  
 Huffman

37

Sta.	+	∧	-	Elev.	FL. Elev.	Cuts
				357.44 ✓		
BM S.E. 6' Adams & Biona			8.01	357.43		
T.P.	9.36	325.44	2.00	356.08		
2+05.50	Plugged		3.99	354.09	347.85	6.24
1+80.50			6.62	351.46	347.60	3.86
1+60.50			8.32	349.76	346.04	3.72
1+40.50			11.86	346.22	342.80	4.42
TP	13.08	358.08	0.46	345.00		
1+20.50			6.50	338.96	324.84	4.12
TP	13.07	345.46	0.26	332.39		
1+00.50			1.79	330.86	325.20	5.66
0+75	T.P. 13.12	332.65	0.72	319.53	315.00	4.53
0+50	M.H. No. 1		11.16	309.09	305.00	4.09
TP	12.55	320.25	0.25	307.70		
0+36			2.71	305.24	304.72	0.52
0+18			4.84	303.11	304.36	F 1.25
0+00	chisel +		0.00	307.95	304.00	3.95
BM	6.81	307.95		301.14		

INDEXED  
 JUN 15 1951



JEWEL CONDT. - MELROSE PL.  
from Roswell St.

Plan 1537-D ~ Profile 1542-D

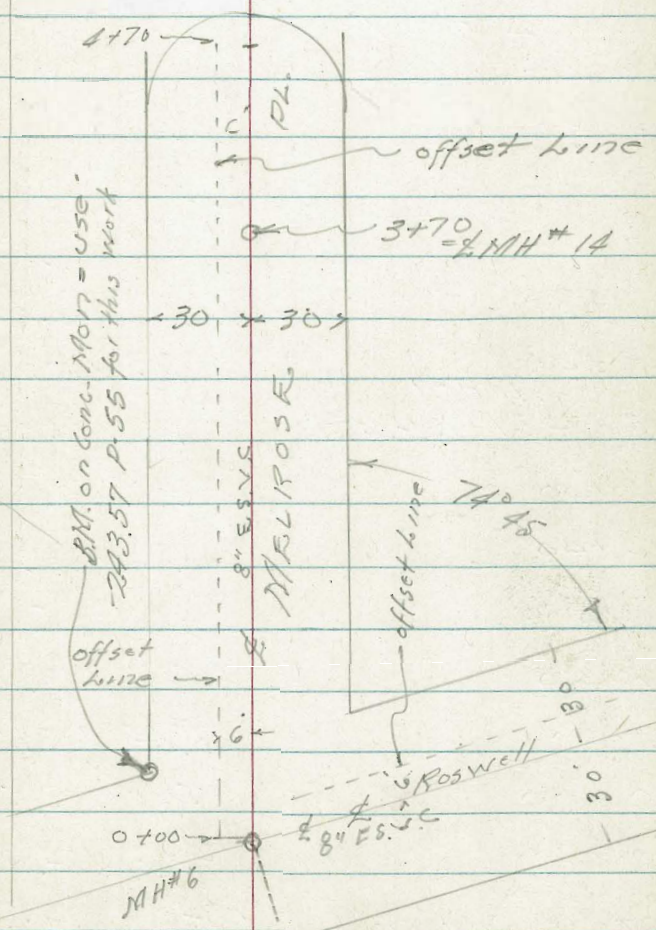
INDEXED

JUN 15 1951

Walker  
Pope  
clerk  
Huffman  
Telpeogoff 3-30-51

NO 31251

			Elev. Stakes	Elev. Invert	Cuts	
4+70 = Ptg. End		990	230.97	225.00	5.97	
4+35		771	233.16	224.86	8.30	
4+00	5.72	240.87	11.49	235.15	224.72	10.43
3+70 = MH#14		957	237.05	224.60	12.45	
3+30		902	237.60	224.20	13.40	
2+90		784	238.78	223.80	14.98	
2+50		622	240.40	223.40	17.00	
2+10		486	241.76	223.00	18.76	
1+70		433	242.29	222.60	19.69	
1+30		342	243.20	222.20	21.00	
0+90		269	243.97	221.80	22.17	
0+50		256	244.06	221.40	22.66	
0+10		396	242.66	221.00	21.66	
0+00		431	242.31	220.90	21.41	
11+558 V				220.79		
chk. cut stake 6'4" P-55	4.19	242.49	→ on Roswell			
3.05	246.62	243.57 = BM	near stake			



27087  
57  
38

2x087x  
194 -  
237.43 T.P.  
87.0 +  
248.13x  
457 -  
243.56  
243.57 = 87.0  
0.81 = ERROR



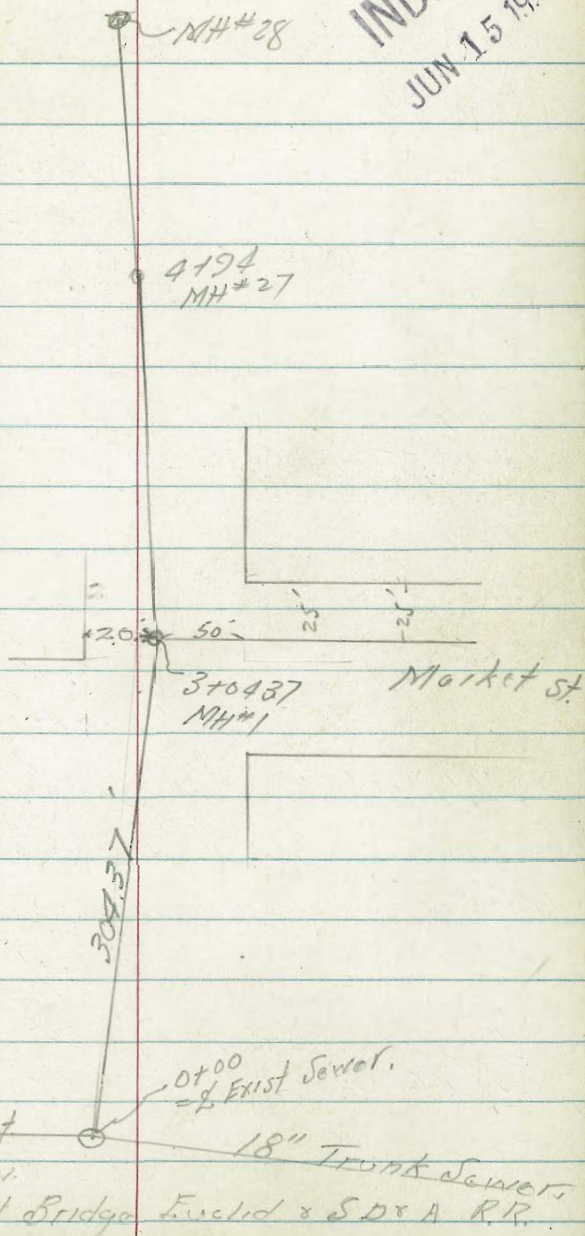
INDEXED 39  
JUN 15 1957

EUCLID AVE. SEWER CONST.  
From Existing M.H. 18" Line  
North of S.D.S.A To End of Line  
South of Federal Blvd.

Walker  
Pope  
Clark  
Huffman  
3-8-51

Plan 1537-1539-40-D NO 31251

		Elev. Stakes	Elev. Invert	Cuts	Offsets
$\Delta$ Lt 2° 57'					
4+94.00 = MH#27	818	112.35	101.45	10.90	6' RT.
4+60	960	110.93	100.67	10.26	"
4+20	1063	109.90	99.75	10.15	"
T.P. 1140	120.53	0.11	102.13		
3+80	0.11	109.13	98.83	10.30	"
3+40	0.63	108.61	97.91	10.70	"
2 MH#1					
3+04.37 = $\Delta$ Lt 4° 51' 30"	0.89	108.35	97.09	11.26	6' LT
2+80	1.40	107.84	96.60	11.24	6' RT.
2+40	2.59	106.65	95.80	10.85	"
2+00	4.17	105.07	95.00	10.07	"
1+60	5.27	103.97	94.20	9.77	"
1+20	5.74	103.50	93.40	10.10	"
0+80	5.66	103.58	92.60	10.98	"
0+40	4.92	104.32	91.80	12.52	"
0+00 = $\Delta$ Exist M.H.	12.24	97.00	91.00	6.00	Exist
472	107.24	104.45			

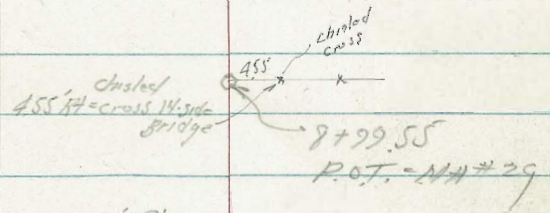




Euclid Ave Sewer Const.

			El. Stakes	El. Invert	Cuts	offsets
11+00			5.31	113.47	106.69	6.78 - 9' RT.
10+60			5.76	113.02	105.89	7.13 -
10+20			5.95	112.83	105.09	7.74 -
9+80			5.82	112.96	104.29	8.67 -
9+40			5.27	113.51	103.49	10.02 -
TP on BM 3.88	118.78	3.91	114.90			
8+99.55 = MH#29		7.07	111.74	102.68	9.06	
Checked by S.E. for Bridge			114.24			
CHK. B.M.		3.91	114.90			
8+83.41		4.36	114.45	102.64	11.81	6' RT.
8+50		3.32	115.49	102.52	12.97	-
TP 2.04	118.81	3.76	116.77	102.52		
8+10		3.76	116.77	102.40	14.37	-
7+70		2.32	118.21	102.28	15.93	-
7+30		1.08	119.45	102.16	17.29	-
6+90		0.31	120.32	102.04	18.28	-
6+50		0.16	120.37	101.92	18.45	-
6+17.66 = MH#28		0.25	119.58	101.82	17.76	
5+74		3.24	117.29	101.62	15.60	
5+34		5.64	114.89	101.57	13.32	

Cont. from P-39 120.53





Euclid Ave Sewer

			Invert	Cuts	offsets
TP 13.26	155.64	0.22	142.38		
16+80		1.84	140.76	6.44	7.59'
16+40		5.53	137.07	7.46	7.99'
16+00		2.40	133.20	7.70	8.21'
TP 13.09					
15+60	142.60	0.09	129.51	8.42	8.61'
15+35.45 = MH #31		2.49	127.11	8.71'	
15+00		5.66	123.94	6.61'	
14+60		8.64	120.96	4.83'	
14+20		10.73	118.87	3.94'	
TP 11.97	129.60	1.15	117.63		
13+80		1.15	117.63	3.90'	
13+40		1.95	116.83	4.30'	
13+00		2.61	116.17	4.84'	
12+60		3.11	115.67	5.54'	
12+35.45 = MH 30		3.41	115.37	5.97'	
12+10		3.79	114.99	6.10'	
11+80		4.23	114.55	6.26'	
11+40		4.80	113.98	6.49'	

118.78



Euclid Ave Sewer

Station		Invert	Cuts	offsets	offsets
22+60		1087 169.28 162.39	6.89		9' #1
	$\Delta L 2^{\circ}50$				
22+23.91 = MH #33		1201 168.14 161.02	7.12		
T.P. 12.84	180' 15"	0.16 167.31			
21+80		0.67 166.80 160.00	6.61	6.80	
21+40		1.84 165.63 159.07	6.20	6.56	
21+00		2.94 164.53 158.14	5.86	6.39	
20+60		3.83 163.64 157.21	5.73	6.43	
2 Euclid Ave N.L. Hill Top		161.11 = P48			
CHK C.T.H. Rq. P48		5.39 161.08			
20+20		4.66 162.81 156.27	5.66	6.54	
19+80		5.05 161.42 155.33	5.03	6.09	
19+40		7.28 160.19 154.40	4.56	5.79	
19+00		8.48 158.99 153.46	4.12	5.53	
	$\Delta R 2^{\circ}50$				
18+59.32 = MH #32		10.46 157.01 152.50	2.92	4.51	
18+56.32 = MH #32 - P71					
18+40		11.80 155.67 150.53	3.71	5.14	
T.P. 12.02	167.47	0.19 155.45			
18+00		3.49 152.15 145.44	4.60	6.71	
17+60		7.26 148.38 141.35	5.24	7.03	
17+20		10.99 144.65 137.26	5.92	7.39	

This Portion  
 Line Change  
 See P. 71

155.64



## Euclid Ave Sewer

43

Station			Invert	Cuts	offsets
T.P. 12,23	204.86	0.55	192.63	185.26	
2.8+40		1.02	192.16	185.26	6.90 9' ft.
2.8+00		2.68	190.50	183.62	6.88 ✓
2.7+60		4.19	188.99	181.98	7.01 ✓
		<del>5.89</del>	<del>187.29</del>	<del>180.34</del>	<del>6.95</del> ✓
2.7+20		6.89	186.29	180.34	6.95 ✓
2.6+80		7.36	185.82	178.70	7.12 ✓
2.6+40		8.94	184.24	177.06	7.18 ✓
2.6+00		10.58	182.60	175.42	7.18 ✓
2.5+63.91 = M.A. 34		12.09	181.09	173.94	7.15 ✓
2.5+40		13.01	180.17	173.03	7.14 ✓
T.P. 13,21	193.18	0.18	179.97		
2.5+00		1.55	178.60	171.51	7.09 ✓
2.4+60		3.03	177.12	169.99	7.13 ✓
2.4+20		4.63	175.52	168.47	7.05 ✓
2.3+80		6.22	173.93	166.95	6.98 ✓
+40		7.84	172.31	165.43	6.88 ✓
2.3+00		9.47	170.68	163.91	6.77 ✓

180.15



## Euclid Ave Sewer

Station		Invert	Cuts	Offsets
35+00		5.26 205.72 191.95	13.77 ✓	9' R
34+60		4.81 206.17 191.75	14.42 ✓	'
34+20	0.50	4.54 206.44 191.55	14.89 ✓	'
33+80		4.63 206.35 191.35	15.00 ✓	'
33+40		5.12 205.86 191.15	14.71 ✓	'
33+00		5.86 205.12 190.95	14.17 ✓	'
TR 664	210.98			
32+68.81 = MH #36		0.52 204.34 190.79	13.55 ✓	'
32+40		1.24 203.62 190.65	12.97 ✓	'
32+00		2.36 202.50 190.45	12.05 ✓	'
31+60		3.47 201.39 190.25	11.14 ✓	'
31+20		4.52 200.34 190.05	10.29 ✓	'
30+80		5.65 199.21 189.85	9.36 ✓	'
30+40		6.79 198.07 189.65	8.42 ✓	'
30+00		7.91 196.95 189.45	7.50 ✓	'
29+60		8.95 195.91 189.25	6.66 ✓	'
29+33.91 = MH 35		9.65 195.21 189.11	6.10 ✓	'
29+10		10.29 194.57 188.13	6.44 ✓	'
28+80		11.21 193.65 186.90	6.75 ✓	'

204.86



Euclid Ave. Sewer Const.

chk. Lds Th.	Federal Euclid	386	0.97 226.43 = FB. 2025 13 226.36	invert	Cuts	offset.
T.P. 8.99 41+20.91 = DE.	230.22	0.96	221.23	211.00	10.23	9' RT.
40+80		3.10	219.09	209.20 1.76	9.89	"
40+40	4.4%	5.13	217.06	207.44	9.62	"
40+00		7.22	214.97	205.68	9.29	"
39+70.91 = MH #38		8.68	213.51	204.40	9.11	"
39+60.25 = MH #38			213.00	203.93	9.07 = MH	"
39+40		10.19	212.00	203.04 1.76	8.96	"
T.P. 12.16 39+00	222.19	0.95	210.03	201.28	8.75	"
+60	4.4%	2.82	208.16	199.52	8.64	"
38+20		4.61	206.37	197.76	8.61	"
37+80		5.90	205.08	196.00	9.08	"
37+40		6.83	204.15	194.24 193.18	9.91	"
37+15.91 = MH #37		7.18	203.80	193.03	10.62 North 10.77 South	"
36+70		7.58	203.40	192.90	10.50	"
36+60		7.51	203.47	192.75	10.72	"
36+20	0.5%	7.04	203.94	192.55	11.39	"
35+80		6.42	204.56	192.35	12.21	"
35+40		5.88	205.10	192.15	12.95	"

210.98



# 51st Street SEWER CONST.

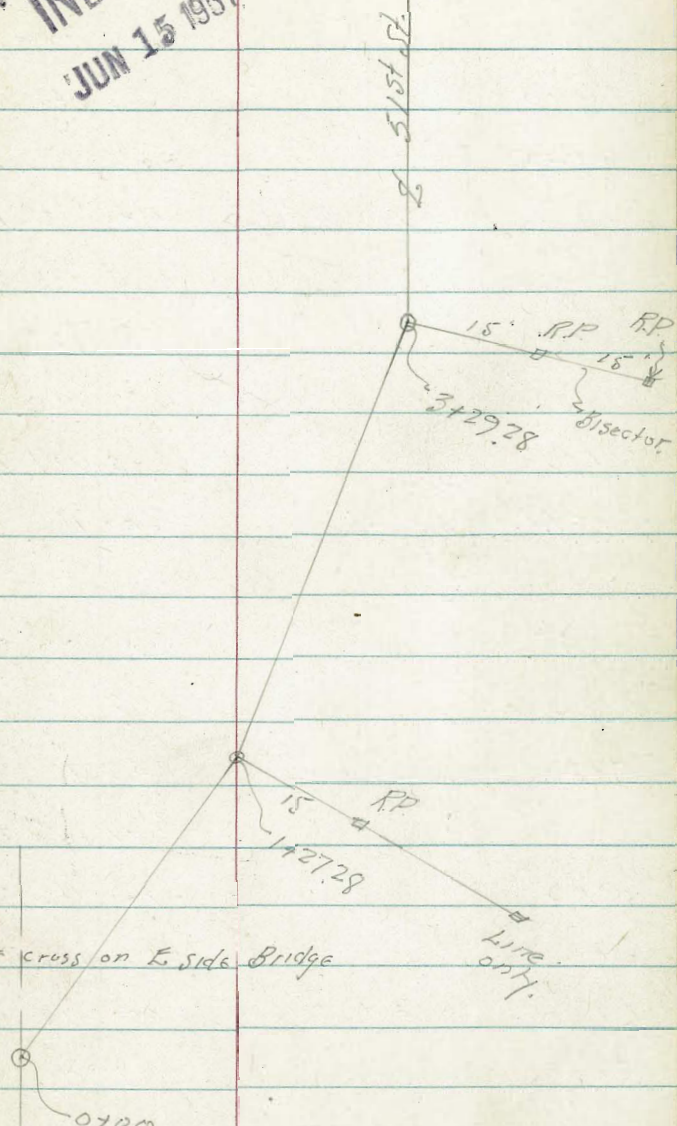
Plan 1539-D 1540 AD

NO 31251

Station		Elev.	Elev.	Cuts	
		Flukes	Invert		
4+55		506	112.65	104.96	7.69'
4+20		546	112.25	104.79	7.46'
3+85		353	114.18	104.61	9.57'
3+50		398	113.73	104.44	9.29'
3+29.28	Δ 27°57' = MH#40	389	113.82	104.33	9.49'
3+20		470	113.01	104.28	8.73'
2+90		539	112.32	104.13	8.19'
2+55		642	111.29	103.96	7.33'
2+20		638	111.33	103.78	7.55'
T.P.					
1+85	714 117.71	0.78	110.57	103.61	6.96'
1+50		230	109.05	103.43	5.62'
1+28	MH#39	282			
1+27.28	Δ 46°24' Turned	108.53	103.32		5.21'
1+00		297	108.38	103.18	5.20'
0+65		398	107.37	103.00	4.37'
0+31.3		+ 6.34	111.69	102.83	8.86' = cross on E. side Bridge
0+10		507	106.28	103.73	2.55'
0+00 = 8 MH#29		104.25		102.68	
3.98	111.35	12.10	107.37		
4.57	119.47		114.90		

INDEXED  
JUN 15 1951

46



B.M. Chisled signature of E. Cor Bridge P-40  
Elev.



## 51st St. - Sewer Const.

47

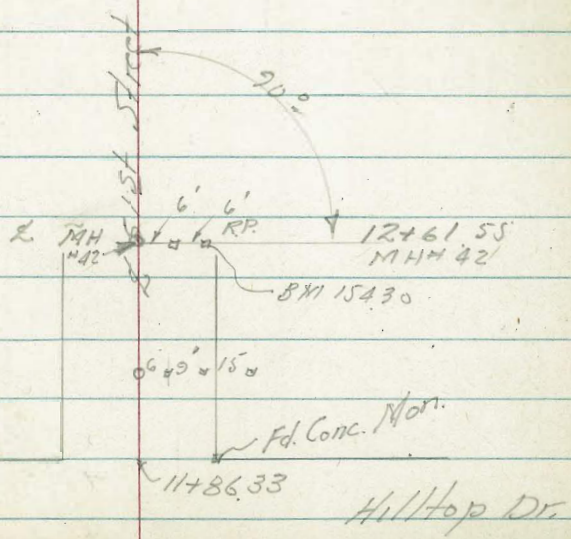
				Elev. Stakes	Elev. Invert	Cuts
11+80	13.09	154.65	3.29	141.56	133.08	8.48'
11+45			5.52	139.33	130.21	9.12'
11+00	12.69	144.85	1.14	132.16	126.52	5.64'
10+50			4.71	128.59	122.42	6.17'
10+00			6.28	127.02	118.32	8.70'
9+50	12.44	133.30	1.29	120.86	114.22	6.64'
9+00			4.84	117.31	110.12	7.19'
8+61.79	POT. MH # 41		5.80	116.35	106.99	9.36'
8+40			5.99	116.16	106.89	9.27'
8+05			6.23	115.92	106.71	9.21'
7+70			6.42	115.73	106.54	9.19'
7+35			6.29	115.86	106.36	9.50'
7+00			6.98	115.17	106.19	8.98'
6+65			8.09	114.86	106.01	8.85'
6+30	8.04	122.15	3.60	114.11	105.84	8.27'
5+95			4.17	113.54	105.66	7.88'
5+60			4.21	113.56	105.49	8.01'
5+25			4.81	112.90	105.31	7.59'
4+90		117.70	4.15	113.56	105.14	8.42'

10' RP 26' RP



51st St. Sewer Const.

Stations		Elev. Stake	Elev. Invert	Cuts.		
15+70	4.50%	10.23	165.66	159.42	6.24' 6'4"	
15+51.55 = MH 43		11.00	164.89	158.62	6.27'	
T.P. 11.99						
15+30		175.89	0.78	163.90	157.22	6.68'
15+00		1.55	163.13	155.27	7.86'	
14+60	6.50%	2.98	161.70	152.67	9.03'	
14+20		4.40	160.28	150.07	10.21'	
13+80		5.98	158.70	147.47	11.23'	
13+40		7.19	157.49	144.87	12.62'	
13+00		8.95	155.73	142.27	13.46'	
B.M. on stub 11.38		11.47	153.21	139.77	13.44'	
6' RT. 12+61.55 below		164.68	153.30		6'4"	
			0.02			
chk. 8 M.C.T. of Excav			161.13			
N.L. Hilltop F.B. 2025		5.68	161.11			
on RP. 12' RT. 12+61.75						
T.P. 12.49		166.79	0.35	159.30		
DO.I.						
12+61.55 = L. MH #42		13.5	153.30	139.77'	13.53 6' RT.	
POT.						
12+11.79 = <del>2' MH #42</del>		8.05	146.60	135.69	10.91'	
		154.65				





51st St. Sewer Const.

Completed 5-24-51

Stations	M.H.	Stakes	Invert	El. in	El. out	
21+75	33 #45	410	192.43	182.25	10.18'	6' Lt.
21+40		431	192.22	181.05	11.17'	"
21+00		472	191.81	179.69	12.12'	"
20+60		563	190.90	178.33	12.57'	"
20+20		665	189.88	176.97	12.91'	"
19+80		820	188.33	175.61	12.72'	"
T.P. 890						
19+40	24.0%	196.53	0.29	187.63	174.25	13.38'
19+00		1.10	186.82	172.89	13.93'	"
18+60		2.54	185.38	171.53	13.85'	"
18+20.41 = M.H. 41		4.11	183.81	170.18	13.63'	"
18+00		4.91	183.01	169.31	13.70'	"
17+60		6.95	180.97	167.59	13.40'	"
17+20		9.48	178.44	165.87	12.57'	"
T.P. 12.73	4.3%					
16+80		187.92	0.70	175.19	164.15	11.04'
16+40		4.50	171.39	162.43	8.96'	"
16+00		8.48	167.41	160.71	6.70'	"
		175.89				

187.92 T  
 2.34 -  
 185.58  
 FB 2051 = 185.41  
 60 0.17 diff

187.92 T  
 6.79  
 Chk M.H. #34 181.13  
 P-43 181.09  
 0.04



51st St. Sewer Const.

Same Diff P-49  
 $\frac{0.16}{191.31}$

(chk 10+52) FR 2051-61

506

191.31  
 191.47

23+0053 = Ply. End.

2.14

194.39 183.88

10.51 ✓

6' Lt.

22+80

2.35

194.18 183.61

10.57 ✓

"

22+45

1390

2.82

193.71 183.16

10.55 ✓

"

22+10

3.47

193.06 182.70

10.36 ✓

"

Cont. from P-49 196.53



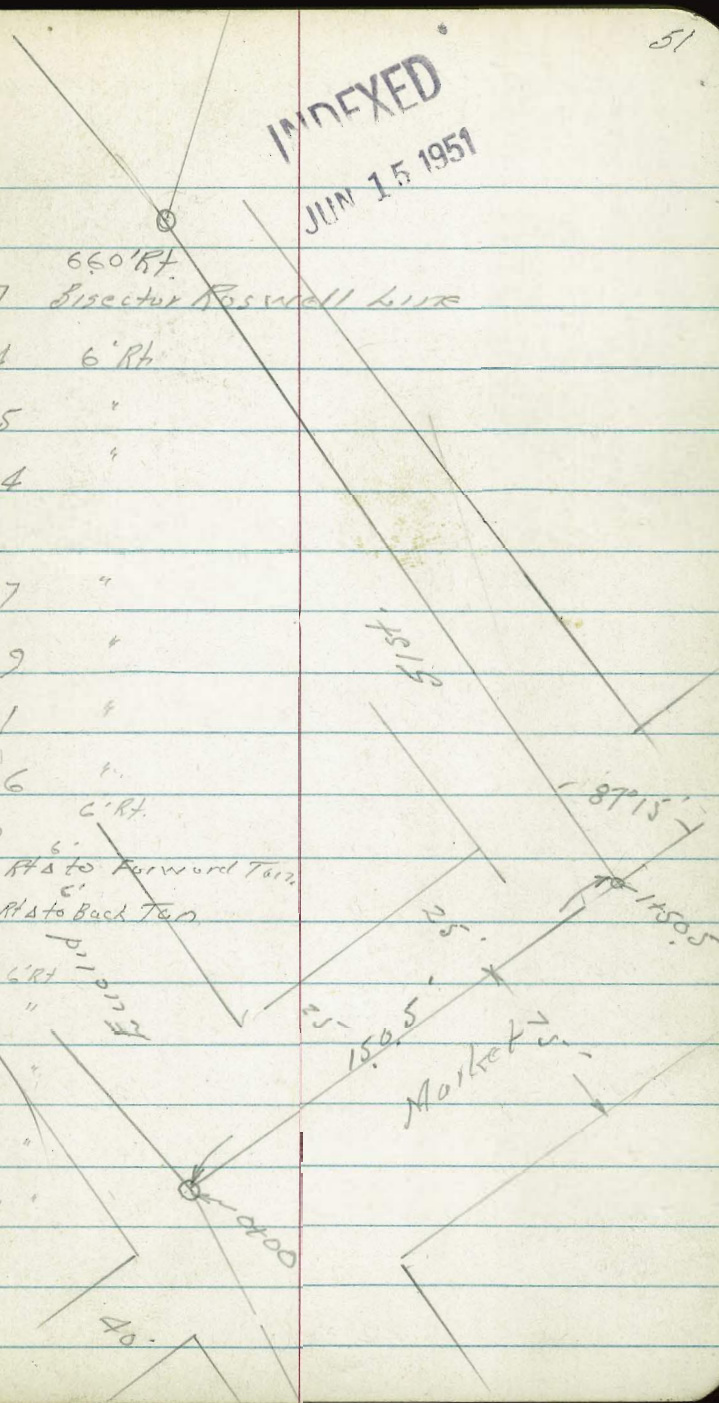
Market to 51st St - Sewer

Walker  
Pope  
Clark  
Hoffman  
3-13-51

Plan 1541-D No 31251

		Elev. Stakes	Elev. Invert	Cuts	
4+23.43 = L.M.H.#3	2.58	141.72	132.45	9.27	660' RT. Director Roswell Line
4+83.43	3.50	140.80	131.56	9.24	6' RT
4+50	7.60	136.70	128.55	8.15	"
4+00	12.61	131.69	124.05	7.64	"
T.P. 1320	144.30	0.14	131.10		
3+50	4.42	126.82	119.55	7.27	"
3+10.5 = Brk	7.56	123.68	115.99	7.69	"
2+70.5	10.75	120.49	113.58	6.91	"
T.P. 1249	131.24	0.17	118.75		
2+30.5	16.8	117.24	111.18	6.06	"
1+90.5	4.35	114.57	108.78	5.79	6' RT.
1+50.5 } ALT 87°15'	6.33	112.59	106.38	6.21	RT to Forward Turn
1+50.5 } L.M.H.#2	6.81	112.11	106.18	5.73	RT to Back Turn
1+20	7.90	111.02	104.40	6.62	6' RT
0+80	9.58	109.34	102.04	7.30	"
0+40	10.62	108.30	99.67	8.63	"
0+03	10.88	108.04	97.48	10.56	"
0+00 = L.M.H.#1	10.57	108.35	97.30	11.05	"
10.57	118.92	108.35	3704.37		B.M. Nail p-39

INDEXED  
JUN 15 1951





51st Sewer from Market  
To North of Roswell  
Cont from P-51

Elev. Stakes      Elev. Invert      Cuts

chk on Moors Mon P-55 = 0.04 Error from 0.17 notes  
Cont 53

T.P. 10.91      155.06      7.63      144.15

chk. & 5719.63 FB 2025-78

T.P. on Rock 10.91      154.85      9.84      143.94

N.E. Pt Roswell to 51st

chk Conc Man      6.99      146.79

G + 43.43 = Plug End      7.10      146.68      139.05      7.63

G + 03.43      7.50      146.28      137.30      8.98

5 + 63.43      8.12      145.66      135.54      10.12

5 + 23.43      9.31      144.47      133.78      10.69

T.P. 9.63      153.78      0.15      144.15

4 + 23.43      2.25      142.05      132.48      9.60      Pt A to Forward for 51st St

144.30



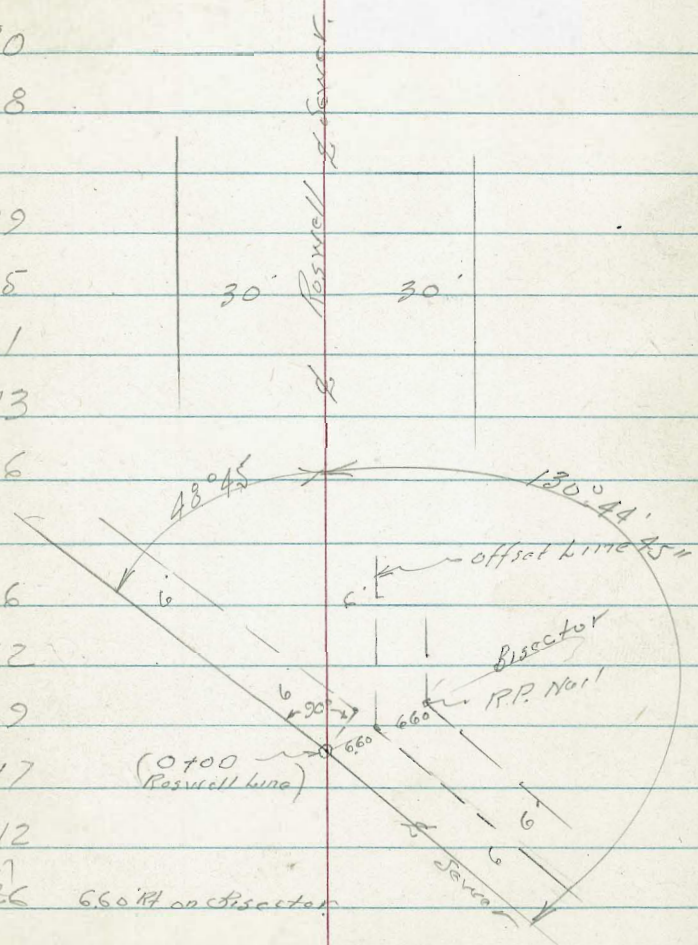
Roswell St Sewer

from 51st St  
Walker Plan 1537D No 31251  
Pope  
Clark  
Hoffman  
3-13-51

Station	Cont. P. 54	Elev. Stake	Elev. Invert	Cuts	
4+73.9'		1.52	174.87	165.43	9.44
4+33.9'		4.74	171.65	161.35	10.30
3+93.9' = LNH #4		8.04	168.35	157.27	11.08
TR 9.14	176.39	0.54	167.28		
3+80		0.51	167.28	156.39	10.89
3+40		3.80	164.07	153.87	10.15
3+00		6.86	160.96	151.35	9.61
2+60		9.86	157.96	148.83	9.13
2+20		12.65	155.17	146.31	8.86
TR 12.92	167.82	0.16	154.90		
1+80		2.61	152.45	143.79	8.66
1+40		5.17	149.89	141.27	8.62
1+00		7.42	147.64	138.75	8.89
0+60		9.66	145.40	136.23	9.17
0+20		12.23	142.83	133.71	9.12
0+00 = LNH #3		13.35	141.71	132.45	9.26

155.06

INDEXED  
JUN 7 1951





Station			El. stakes	El. Invert	Cuts
9+80		0.97	226.55	213.88	12.67
9+45		4.60	222.92	210.91	12.01
9+05.84=89	Extra Strength VC	8.73	218.79	207.58	11.21
8+70		12.67	214.85	204.53	10.32
TP 1300	227.52	0.16	214.52		
8+30		4.20	210.48	201.13	9.35
7+93.91 = 2 MH#5		8.25	206.43	198.07	8.36
TP 1275	214.68	0.16	201.93		
7+53.91		0.16	201.93	193.99	7.94
7+13.91		4.30	197.79	189.91	7.88
6+73.91		8.43	193.66	185.83	7.83
6+33.91		12.50	189.59	181.75	7.84
TP 1314	202.09	0.18	188.95		
5+93.91		3.61	185.52	177.67	7.85
5+53.91		7.34	181.79	173.59	8.20
5+13.91		10.95	178.18	169.51	8.67
TP 1304	189.13	0.30	176.09		
Cont from P 53	176.39				



Roswell St - Sewer

	El. stakes	El. Invert	Cuts.
13+20	563 240.10	221.39	18.71'
12+85	550 240.23	221.25	18.98'
12+50	605 240.68	221.11	19.57'
12+15	452 241.21	220.97	20.24'
11+80	393 241.80	220.83	20.97'
216	245.73	243.57 = Man	
		243.37 = Record	
NE, Roswell & Melrose		243.53 = Moore	
chk. 8th. Man	327	243.57 <sup>1.8.2025</sup> <sub>21</sub>	
11+55.84 } Δ Rt. 1°20'	4.78	242.06	220.73 21.33 6' Lt
11+55.84 } & MH #6	4.35	242.49	220.73 21.76 6' Rt
11+55.84 } & Melrose St.			
11+25.84	561	241.23	220.61 20.62
TP 6.76	246.84	037	240.08
10+25.84 = EVC	165	238.80	220.49 18.31
10+75.84 Brk	3.51	236.94	220.21 16.73
10+55.84 = Brk	5.56	234.89	217.62 15.17
10+35.84 = Brk	7.77	232.68	218.43 14.25
10+15.84 = PVC	9.96	230.49	216.93 13.56
TP 13.08	240.45	015	227.37
	227.52		



Roswell St - Sewer

Stations		Elev. Stakes	Elev. Invert	Cuts.	offsets	
19+20		736	244.77	230.55	14.22 ✓	
18+80		907	243.06	229.31	13.75 ✓	
18+40		1085	241.28	228.07	13.21 ✓	
18+00		1235	239.78	226.83	12.95 ✓	
T.P. 13.30	252.13					
17+79.88 = L.M.H.# 8		2.59	238.93	226.21 <sub>49</sub>	12.72 ✓ 6'4.	
+45		3.56	237.96	225.72	12.24 ✓	
17+10		4.43	237.09	225.23	11.86 ✓	
16+75		4.66	236.86	224.74	12.12 ✓	
16+40		4.81	236.71	224.25	12.46 ✓	
16+05		4.75	236.77	223.76	13.01 ✓	
15+70		4.48	237.04	223.27	13.77 ✓	
T.P.						
15+35	409	241.52	830	237.43	222.78	14.65 ✓
15+00	409		7.62	238.11	222.29	15.82 ✓
	Δ R.P. 4°39'45" 13°50' Turned					
14+81.01 = L.M.H.# 7		7.07	238.66	222.03	16.63 ✓	
14+60		6.62	239.11	221.95	17.16 ✓	
14+25		5.93	239.80	221.81	17.99 ✓	
13+95		5.85	239.88	221.67	18.21 ✓	
13+55		5.78	239.95	221.53	18.42 ✓	

241.52 = T  
 Cor 0.66 -  
 Chk NW 1/8 M 240.86  
 Iron Pipe → 240.82  
 FB 2025 → 0.04  
 For Hilltop Sewer  
 Use → 240.86

245.73



Roswell St - Sewer

Station			Elev. Stakes	Elev. Invert	Cuts	
Cont. on P. 65						
FB 2025-24 555	Cont. P. 65		0.05	268.43		
Chk & Hub 30+08.92	274.03	198	268.48			
24+66.22 = MH#10				250.05		
24+30	2.95		267.51	249.62	17.89'	
23+90	4.54		265.92	249.14	16.78	
23+50	6.43		264.03	248.66	15.37	
23+10	8.24		262.22	248.18	14.04'	
TP 22+70	9.97	270.46	0.28	260.49	247.70	12.79'
22+30	2.64		258.73	247.22	11.51	
21+90	3.77		257.00	246.74	10.26'	
21+50	5.25		255.52	246.26	9.26'	
21+28.47 = Drop				246.00	8.44 E	
MH#9	6.33	254.44		237.02	17.42 = 14 = N	
21+05	7.29		253.48	236.29	17.19	
20+80	8.48		252.29	235.51	16.78'	
TP +40	10.38	260.77	1.74	250.39	234.27	16.12'
20+00			3.51	248.62	233.03	15.59'
19+60			5.41	246.72	231.79	14.93'

252.13



WINSTON ST SEWER

Mulker  
Pope  
Clark  
Hoffman

Plan #1537-D V10 31251

3-14-51

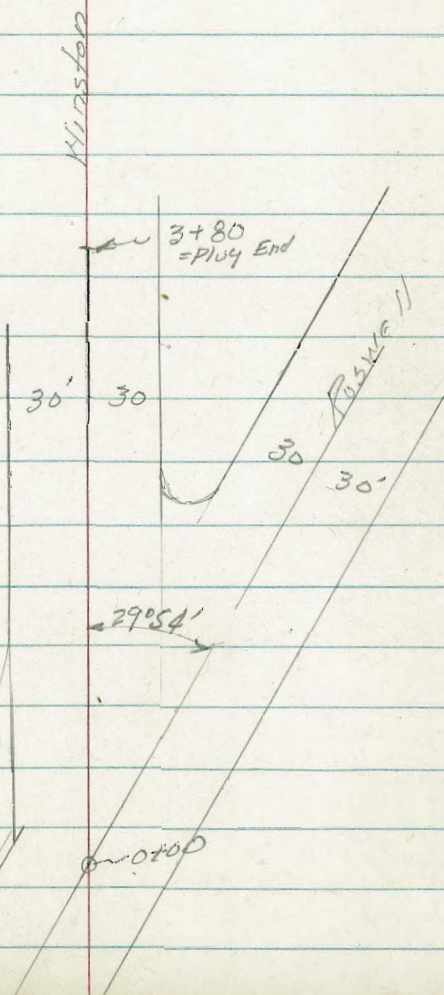
INDEXED

JUN 15 1951

Elev. Stake Elev. Invert Cuts offsets

3+80 = Plug End	2.71	166.68	158.79	7.89	6' RT
3+40	7.07	162.32	158.63	10.69	"
3+00 = L.M.H. #13	6.01	170.38	158.47	11.91	"
2+60	4.82	171.57	158.31	13.26	"
2+20	3.41	172.98	158.15	14.83	"
1+80	0.26	175.43	157.99	17.44	"
1+40	1.18	175.21	157.83	17.38	"
1+00	2.70	173.69	157.67	16.02	"
0+60	5.09	171.30	157.51	13.79	"
0+20	6.72	169.67	157.35	12.32	"
0+00 = L.M.H. #4	7.70	168.69	157.27	11.42	"

176.39  
HI.P. 53





Hilltop Drive Sewer Const.  
 Walker from Roswell St. North  
 Pope  
 Clark Plan 1537-D Profile 1542-D W03251  
 Huffman  
 4-4-51 4-11-51

Station	Elev. Stakes	Elev. Invert.	Cuts	Offsets
3+20 = Ptg. End	11.61	233.27	223.31	9.96' 6' Lt.
2+80	9.00	235.88	223.15	12.73' "
2+40 = N.H. #15 Pgt.	7.20	237.68	222.99	14.69' "
2+10	6.11	238.77	222.87	15.90' "
1+75	5.26	239.62	222.73	16.89' "
1+40	4.93	239.95	222.59	17.36' "
1+05	4.62	240.26	222.45	17.81' "
0+70	4.75	240.13	222.31	17.82' "
0+35	5.71	239.17	222.17	17.00' "
BMH #7				
0+00			222.03	
chk. BM on Pipe 4-56 4" 2				
622 244.88				
BM on St. b 14+81" P-52		238.66		

INDEXED  
 JUN 15 1951



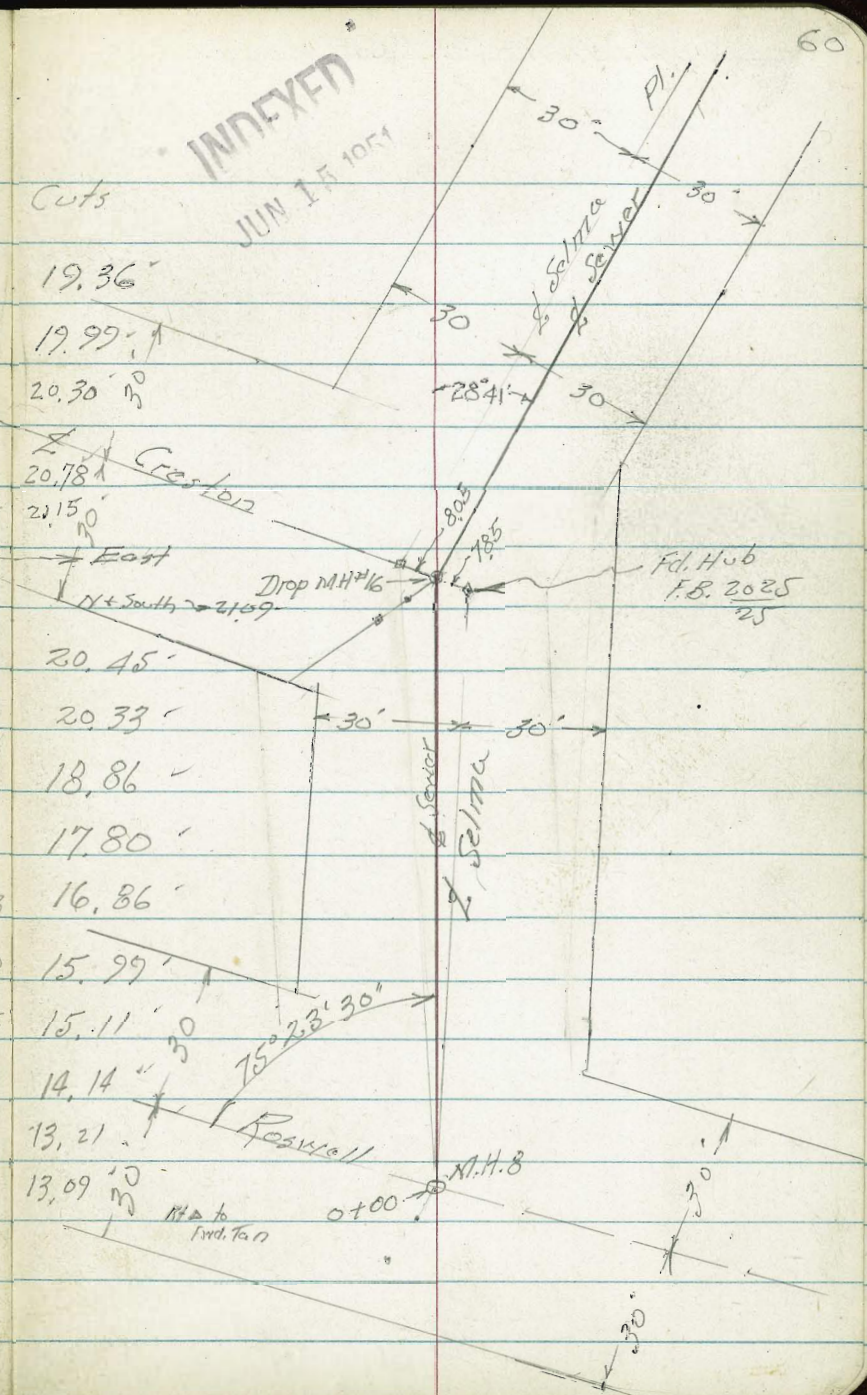
SEWER CONST. SELMA PLACE

Plan 1538-D - Profile 1542-D  
NO 31251

INDEXED  
JUN 15 1951

1/4  
C  
H  
+

Station	Elev. Stakes	Elev. Invert	Cuts
4+75	3.61 247.47	228.11	19.36'
4+40	3.12 247.96	227.97	19.99'
4+05	2.95 248.13	227.83	20.30'
3+70	2.61 248.47	227.69	20.78'
3+35	2.38 248.70	227.55	21.15'
3+21.06	2.30 248.58	227.49	21.09'
3+25	3.04 247.84	227.39	20.45'
2+60	3.30 247.58	227.25	20.33'
2+25	4.91 245.97	227.11	18.86'
1+90	6.11 244.77	226.97	17.80'
1+55	7.19 243.69	226.83	16.86'
1+20	8.20 242.68	226.69	15.99'
0+85	9.22 241.66	226.55	15.11'
0+50	10.33 240.55	226.41	14.14'
0+15	11.40 239.48	226.27	13.21'
0+00 L.M.H.#8	11.58 239.30	226.21	13.09'
B.M. - Stake 6" L.M.H.#8 D-56	11.95 250.88	236.73	





SALMA PLACE  
SEWER CONST.  
Cont. from P. 60

Station	Stakes	Elev. Invert	Cuts
3+18.5 P-63 chk Hub	346	247.62	
			30' 30'
7+91.06 = Plg. End	1406	237.02	229.37
7+56.06	1163	239.45	229.23
Δ H. 1°58' Turned			10.22'
7+21.06 = MH 17	1018	240.90	229.09
			11.81'
6+85	868	242.40	228.95
			13.45'
6+50	765	243.43	228.81
			14.62'
6+15	652	244.56	228.67
			15.89'
5+80	566	245.42	228.53
			16.89'
5+45	513	245.95	228.39
			17.56'
5+10	441	246.67	228.25
			18.42'

Salma Place

25108



CRESTON DRIVE  
SEWER CONST.

62

INDEXED  
JUN 15 1951

4+70		917	263.03	255.39	7.64'	
T.P. 9.85	272.20	0.39	262.35			
4+35		0.78	261.96	254.45	7.51'	
4+00 - L.M.H.#18		1.98	260.76	253.50	7.26'	
3+65		3.23	259.51	252.45	7.06'	
3+30		4.42	258.32	251.40	6.92'	
2+95		5.29	257.45	250.35	7.10'	
2+60		6.21	256.58	249.30	7.23'	
2+25		6.98	255.76	248.25	7.51'	
1+90		7.98	254.76	247.20	7.56'	
1+55		9.02	253.72	246.15	7.57'	
1+20		9.82	252.92	245.10	7.82'	
0+85		11.21	251.53	244.05	7.48'	
T.P.						
0+50	12.98	262.74	0.52	250.36	243.00	7.36'
0+15		1.89	248.99	241.95	7.04'	
0+00 - L.M.H.#16	Drop	2.90	248.58	241.50		
		2.50.88	T-P-60			







CRESTON DRIVE SEWER CONST.

from Roswell & Beverly St.

South to Plug End

Walker

Pope Plan 1538-D Profile 1542-D W103125

Clark

Huffman

5-1-51

INDEXED

JUN 15 1951

Station	Elev. Stakes	Elev. Invert	Cuts
	0.01		
Stub CHK 6+71.67 P-63	322 269.61 269.62		
3+60 = Plug End	448 268.36	258.57	9.79
3+35	518 267.66	258.09	9.57
3+00	591 266.93	257.43	9.50
2+65	689 265.95	256.76	9.19
POT. T.P. 272.84 2+36 = MH# 20	890 265.13	256.10	9.03
2+00	950 264.53	255.50	9.03
1+60	1018 263.85	254.70	9.15
1+20	1054 263.49	253.90	9.59
0+80	1085 263.18	253.10	10.08
0+40	1091 263.13	252.30	10.82
0+00 = MH# 11	10.63 263.40	251.51	11.89

274.03 T P-65



RUSSELL ST. JENNER

Cont. from P. 57

65

30 + 58.88 <sup>Plg.</sup> = End	12.05	261.98	252.91	9.07
30 + 20	11.98	262.05	252.73	9.32
29 + 85	11.78	262.25	252.56	9.69
29 + 48.88 = MH#12	11.50	262.53	252.34	10.19
29 + 10	11.28	262.75	252.16	10.59
28 + 70	11.24	262.79	251.97	10.82
28 + 30	11.14	262.89	251.78	11.11
27 + 90	10.82	263.21	251.59	11.62
27 + 73.88 = MH#11	10.62	263.41	251.51	11.90
27 + 40	10.06	263.97	251.35	12.62
27 + 00	8.76	265.27	251.16	14.11
26 + 60	6.48	267.55	250.97	16.58
26 + 20	4.03	270.00	250.78	19.22
25 + 80	2.94	271.09	250.59	20.50
25 + 40	3.37	270.66	250.40	20.26
25 + 00	4.24	269.79	250.21	19.58
24 + 66.22 = MH#10 P. 57	5.25	268.78	250.05	18.73

Cont. from P. 57 274.03 = X P. 57



SEWER GRADES - BEVERLY ST.

Walker Between Geneva & Roswell  
 Pope  
 Clark Plan 1538-D Profile 1542-D W/O 31251  
 Hoffman  
 5-1-51

INDEXED  
 JUN 15 1951

2+80 = Plg. End	1.97	268.37	259.94	8.43'
2+40 = MH# 26	2.42	267.92	259.14	8.78'
2+00	4.02	266.32	257.67	8.65'
1+60	5.66	264.68	256.20	8.48'
1+20	6.81	263.53	254.74	8.79'
0+80	8.40	261.94	253.27	8.67'
0+40	9.67	260.67	251.77	8.90'
0+00 = L.M.H.#24	10.45	259.89	250.30	9.59'

27034 T P 70



SEWER GRADES - DERBY ST.

Walker  
Pope  
Cluff  
Huffman  
5-2-51

Between Geneva & Roswell St.  
Plan 1538-D - Profile 1542-D No 31251

INDEXED  
JUN 15 1951

		002			
chk stab 24+66.22 P-65	666	268.73	268.75		
4+20 = Plg End	3.23	272.18	265.15	7.03'	6' RT.
3+90	3.27	272.14	264.19	7.95'	"
3+50	3.91	271.50	262.91	8.59'	"
3+10	5.08	270.33	261.63	8.70'	"
2+70 = 2' MH #25	6.51	268.90	260.35	8.55'	"
2+30	7.98	267.43	258.75	8.68'	"
1+90	9.74	265.67	257.15	8.52'	"
1+50	11.34	264.07	255.55	8.52'	"
1+10	11.86	263.55	253.95	9.60'	"
0+70	12.16	263.25	252.35	10.90'	"
T.P. 11.31 0+30	275.41	6.24	264.10	250.75	13.35'
0+06	5.58	264.76	249.79	14.97'	
0+00 = 2' MH			249.55		6

270.34 T P-70



SEWER GRADES - HANOVER

Walker  
Pope  
Clust  
Huffman  
from Roswell to Geneva and  
on Geneva from Hanover to  
Berkeley. - Plan 1538-D, Profile 1542-D. No. 31251  
5-2-51

INDEXED  
JUN 15 1951

Station

(Cont. P. 67)

5+00	10.05	248.40	239.02	9.38
4+60	10.32	248.13	238.86	9.27'
4+20	9.85	248.60	238.70	9.90'
	8.29	250.16		11.62' on Rk
3+80 = MH #21	8.88	249.57	238.54	11.03' on Lt
3+40	6.83	251.62	238.38	13.24'
3+00	5.57	252.88	238.22	14.66'
2+60	4.95	253.50	238.06	15.44'
2+20	4.12	254.33	237.90	16.43'
1+80	3.26	255.19	237.74	17.45'
1+40	2.50	255.25	237.58	18.37'
1+00	2.38	256.07	237.42	18.65'
0+60	2.85	255.60	237.26	18.34'
0+20	2.97	254.48	237.10	17.38'
0+00			237.02	

401 258.45 254.44 B.M. on Sub 21+28.77 P-57



Sewers Hannover & Geneva  
Cont. from p. 68

266.55

69

Station Cont. p. 70

11+29.52		3.57	266.77	249.79	16.98'
10+94.52		4.32	266.02	249.64	16.38'
10+72.20 = NH#23		5.33	265.01	249.55	15.46'
10+66.20 T.P. 558	210.34	0.18	264.76	249.37	15.39'
10+50		1.52	263.42	248.88	14.54'
10+10		5.72	259.22	247.68	11.54'
9+70		9.47	255.47	246.48	8.99'
T.P. 1163					
9+30	264.94	2.03	253.31	245.28	8.03'
8+90		3.22	252.12	244.08	8.04'
8+50		5.17	250.17	242.88	7.29'
8+10		6.03	249.31	241.68	7.63'
7+80		6.88	248.46	240.78	7.68' 6'8"
				240.25	7.63'
7+62.20 = NH#22		7.46	247.88	240.07	7.81' 6'4"
7+56.2		6.91	248.43	240.55	8.38'
7+40		6.04	249.30	239.98	9.32' 6'8"
7+00		4.60	250.74	239.82	10.92'
6+60		4.22	251.12	239.66	11.46'
6+20		4.59	250.75	239.50	11.25'
T.P.					
5+80	534 255.34	8.45	250.00	239.34	10.66'
5+40		9.23	249.22	239.18	10.04'

Cont. from p. 68 258.45



## Geneva St. - Sewer

			0.01	
chk B.M. on N.W. of S.E. Derby & Geneva		266.55		
	378	266.56		
12 + 5444 = N.H. #24		250.30		
12 + 4949	1046	259.88	250.28	9.60
12 + 3452	987	260.47	250.22	10.25
11 + 2952	710	263.24	250.08	13.16
11 + 6452	457	265.77	249.93	15.84

370.34



Euclid Ave ~ SEWER CONST.  
 Change of Alignment  
 at Hilltop Drive NO 31251

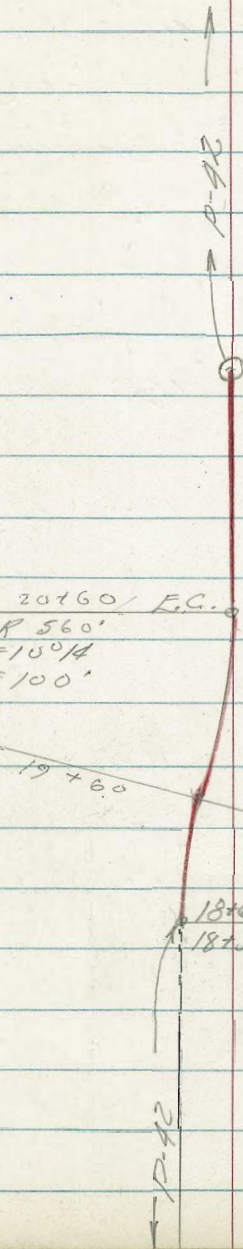
Walker Little change per  
 Pope inst. Hurvey Cole.  
 Clark 17 order to better clear  
 Hoffman Existing Pole at Hilltop.  
 5-24-57

22+2391-MH#33	323	168.13	161.02	C 7.11	
TR 4.51					
21+80	171.36	1.02	166.85	159.98	6.87
21+40	220	165.67	159.00	6.67	
21+00	332	164.55	158.01	6.54	
20+60 = E.C.	449	163.38	157.03	6.35	
20+26.67	537	162.50	156.21	6.29	
19+93.34	642	161.45	155.39	6.06	
19+60 PRC	732	160.55	154.58	5.97	
19+26.67	811	159.76	153.76	6.00	
18+93.34	930	158.57	152.95	5.52	
18+60 = B.C. <sup>Ahead</sup>	1107	156.80	152.12	4.68	
18+56.32 = back					
BM	10.86	167.87	157.01		

2.445%

Equation

on cut  
 18+59.32  
 P-42



INDEXED  
 JUN 15 1957

20+60 E.C.  
 ER 560'  
 Δ = 100°/4  
 L = 100'  
 18+60 Ahead B.C.  
 18+56.32 Equation.  
 back



MACAULAY ST - STORM DRAIN

Const. Grades.

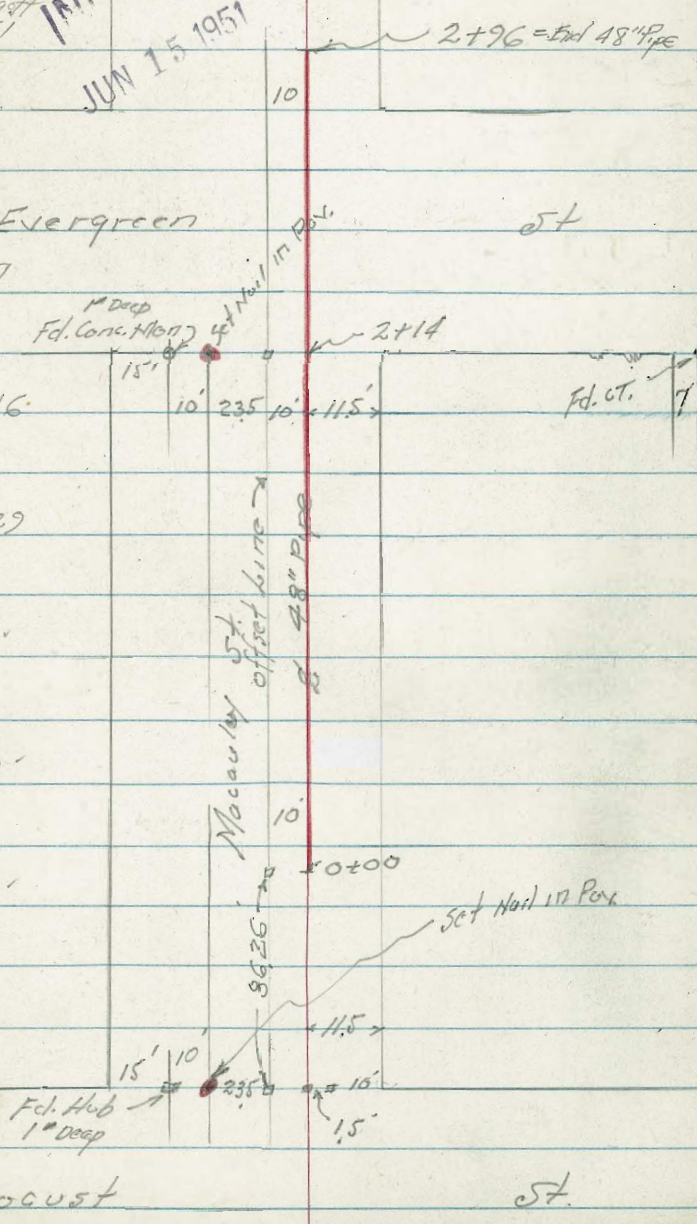
Plan 8892-6 NO 20819

Walker  
Clark  
Huffman  
Telppooget  
6-8-51

INDEXED  
JUN 15 1951

Station	El. stakes	El. Invert	Cuts'
2+96	8.78	23.72	20.46
2+55	4.67	28.03	12.32
2+14	10.46	22.24	18.17
1+67	13.69	19.01	16.85
1+27	17.68	19.02	15.73
0+87	9.29	23.41	14.61
0+47	11.21	21.49	13.49
0+00	11.23	21.47	12.18
6+71.10 F.B. 2007-57 Chk Deck Bridge	9.95	27.75	27.75
0 7.40 32.70		25.30	

S.F.B.P.  
Lowell  
Evergreen



Locust

St.



SEWER CONSTRUCTION - GRADES →

172 Alley Between Bancroft & 331st  
And Utriv. Ave & Wightman

RECEIVED  
JUN 15 1951

EXIST. MH  
20-60 Ave

Walker  
Pope  
Clark  
Huffman  
6-12-51

Drawing 17 1/2 D. MO 20009

			Elev. Invert		
Station = Down Page		328.62			0+00
0+00		331.11	327.75	3.36	
+25'		330.88	327.64	3.24	
+50'		330.67	327.53	3.14	
+75'		330.61	327.42	3.19	
1+00		330.53	327.31	3.22	
1+25'		330.72	327.20	3.52	
1+50'			327.10		

Portion settled  
And is to be relaid  
by Sewer Dept.

Bancroft

172 Alley

331st

Wightman

10' 10'

0-20























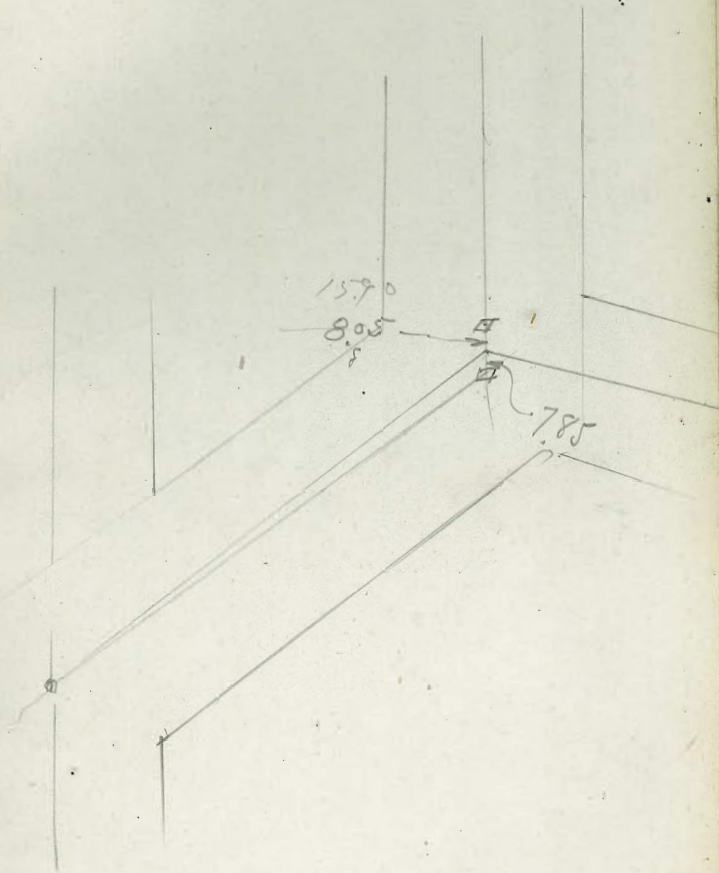




40.2  
143  
257

456  
912  
1368

3000





1.4  
1.5  
70

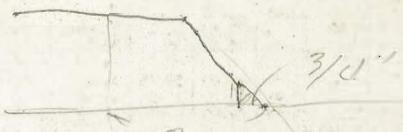
1,000 3428  
186  
20568  
27424  
3428  
06376.05

100

2611  
255  
161  
1419  
3  
42.57

156  
156  
6794  
117  
69

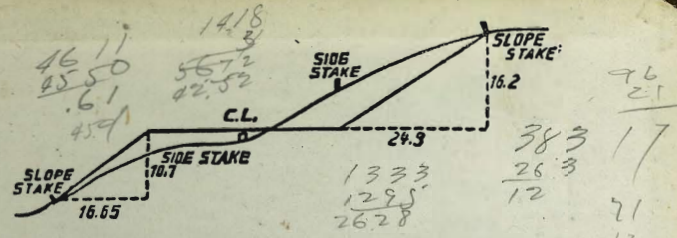
9 1/2  
1 1/2  
1 1/2  
1 1/2



157.8  
146.7  
79391  
111.93  
905.94

719391  
26193  
105584  
40  
10715.8V = PVC  
100  
11715.8V

3+9391 = MH #1  
400  
7+9391 = MH #5  
36193  
11+55.8X  
60  
10+95.8V  
80  
10+15.8V = PVC



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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