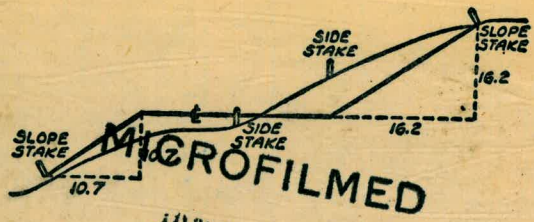


742.



JAN 1 ± 1965

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

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

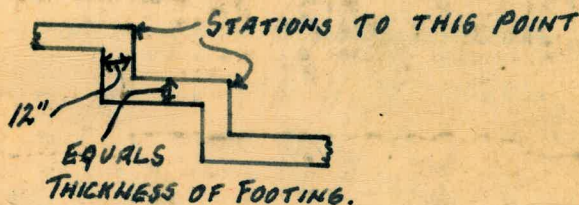
Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope 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.

ALVARADO FILTRATION PLANT:

NOTE: DRAWINGS AND NOTES IN THIS BOOK ARE MADE BEFORE ACTUAL CONSTRUCTION OF STRUCTURE, FOR USE AS A GUIDE BY FIELD ENGINEERS IN MAKING AND CHECKING FORM LAYOUTS. SEE LEVEL BOOKS FOR ACTUAL ELEVATIONS.

Don Leonard.

NOTE: ALL STATIONS ARE TO TOP OF FOOTINGS; ~~IN STEP FOOTINGS, VERTICAL PORTIONS ARE SAME WIDTH AS THICKNESS OF HORIZONTAL PORTIONS;~~ STATIONS OF SUR GRADE WILL VARY IN ACCORDANCE WITH THICKNESS AND DIRECTION OF STEPS, FROM STATIONS GIVEN.



45° Hyp. = Radius x 1.9142

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	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.08	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.035	.039	.043	.047	.051	.055
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	.103	.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	.266	.353	.440	.528	.617	.707	.797	.877	.970	1.07	1.18	1.29
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

INDEXED COM 1-30-51

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OCT. 1, 49.

LEONARD
BAKER

B.

FOOTINGS UNDER W. WALL OF HEAD HOUSE; CONT'D.

AS DESIGNED, FROM N 76 TO N 84.0

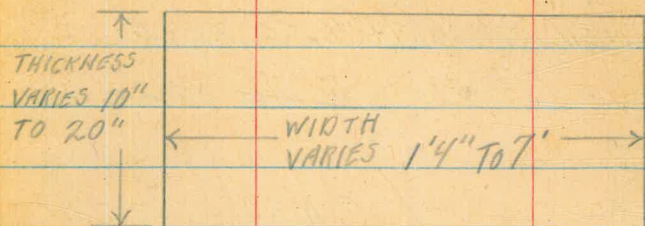
STATION:	SUR GRADE	TOP ELEV.
N 76-N 80*	533.50	535.00
N 80-N 84*	530.83	532.33

FOOTINGS AS CONSTRUCTED; VARIES FROM PLAN:

Oct. 1 '49.

LEONARD
BAKER

3.

WIDTH
VARIES 1'4" TO 7'

TYPICAL SHAPE.

USE DIMENSIONS ON OPPOSITE PAGE & BELOW.

		SUB GRADE	TOP ELEV.
N 92.58 TO N 92.08	W 4.58 TO W 38.00	535.83	537.50
"	W 38.00 TO W 42.00	533.33	536.00
"	W 42 TO W 46.00*	550.83	532.00
N 102.67 - N 106.33	E 47.00 TO E 1.5	536.00	537.50
N 107.50 - N 106.50	E 1.5 TO W 8.0	535.50	537.50
"	W 8.0 TO W 22.3	536.00	537.50
"	W 22.3 TO W 25.42	533.58	535.08
"	W 25.42 TO W 43.00	531.17	532.67
"	W 43.0 TO W 46.0*	529.67	531.17

* SEE NOTE ON PAGE 2, AS BUILT.

HEAD HOUSE FOOTINGS:			
PLANT	COORDINATES		
WEST STA.	NORTH STA.	SUB. GRADE	TOP ELEV.
W 8.5 TO W 12.50	N 23.17 TO N 26.50	533.75	535.25
W 12.5 TO W 14.33	" "	531.50	533.00
W 14.33 TO W 39.0	" "	529.25	530.75
W 39 TO W 48.67	N 23.17 SLOPES	526.92	SEE SAME ON PAGE #1.
" " "	N 26.50 "	527.00	"
W 5.17 TO W 8.5	N 23.17 TO N 75.0	536.00	537.50
W 4.58 TO W 9.08	N 75.0 TO N 92.08	535.83	537.50
W 24.17 TO W 29.17	N 25.33 TO N 27.33	530.75	532.42
"	N 27.33 TO N 31.33	533.33	535.00
"	N 31.33 TO N 51.50	535.83	537.50
"	N 78.5 TO N 92.58	535.83	537.50
W 23.17 TO W 30.17	N 58.5 TO N 71.5	535.83	537.50
N 43.25 TO N 46.75	W 8.5 TO W 16.00	536.00	537.50
"	W 16 TO W 20.50	535.18	536.68
"	W 20.5 TO W 24.17	536.00	537.50
"	W 24.17 TO W 48.67	536.00	537.50 & 537.67 (LIP)

OCT. 1, '49, LEONARD
BAKER

4

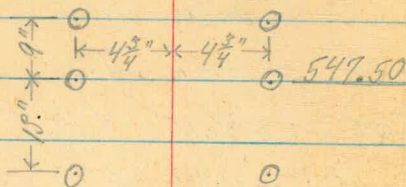
NO.	COORDINATES OF CENTER		SIZE	SUR-GRADE	TOP ELEV.	HEAD HOUSE COLUMN FOOTING BLOCKS:			
						COORDINATES OF CENTER POINT	SIZE SQUARE	SUR GRADE	TOP ELEV.
D-6	N 25.0	E 7.0	4'4"	536.17	537.50	No.			
E-6	N 25.0	E 27.0	4'6"	"		#1	N 75.0 W 36.58	4'4"	536.17 537.50
						#2	N 75.0 W 16.75	4'4"	" "
						#3	N 65.0 W 36.58	4'10"	536.08 "
						#4	N 65.0 W 16.75	4'10"	536.35 536.77
						#5	N 55.0 W 36.58	4'4"	536.17 537.50
						#6	N 55.0 W 16.75	4'4"	535.40 536.73
						#7	N 35.0 W 36.58	4'4"	536.17 537.50
						#8	N 35.0 W 16.75	4'4"	535.33 536.67
						#9	SEE CHEM. HOPPER NOTES F.B. 740.	2'6"	
						R-1	N 114.0 W 27.0	2'6"	538.75 539.75
						C-1	" W 7.0	2'6"	536.50 537.50
						D-1	" E 7.0	2'6"	538.75 539.75
						E-1	" E 27.0	2'6"	538.75 539.75
						D-3	N 85.0 E 7.0	4'2"	536.17 537.50
						D-4	N 65.0 E 7.0	4'2"	536.17 537.50
						E-4	N 65.0 E 27.0	4'2"	536.17 537.50
						D-5	N 45.0 E 7.0	4'4"	536.17 537.50
						E-5	N 45.0 E 27.0	4'6"	536.17 537.50

CONT'D ON OPPOSITE PAGE.

BOLT PATTERN FOR BRACKET A-19.

1 1/2" ANCHOR BOLTS

PROJECT 3 3/4"



CL OF PATTERNS AT: ———>

E 82.08

E 116.08

E 150.08

E 184.08

E 253.08

E 287.08

E 321.08

E 355.08

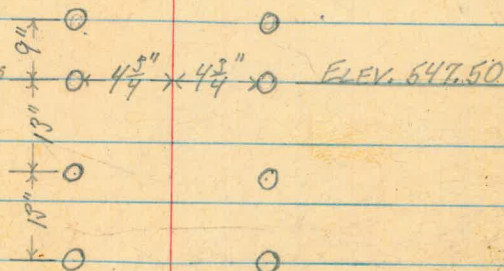
5.
SETTLING BASINS - SOUTH WALL
BOLT PATTERN FOR BRACKET A-18

SHOWN ON LINK BELT DWG. LK1493Z1

1 1/2" ANCHOR BOLTS

PROJECT 3 3/4"

12" LONG.



ALL DIMENSIONS TO CENTER OF BOLTS.

CL OF PATTERN ———>

PATTERN CENTERS AT:

E 65.08

E 99.08

E 133.08

E 167.08

E 201.08

E 236.08

E 270.08

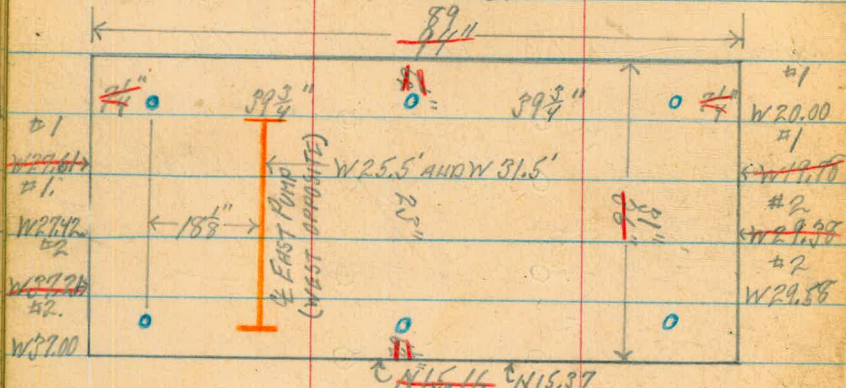
E 304.08

E 338.08

E 372.08

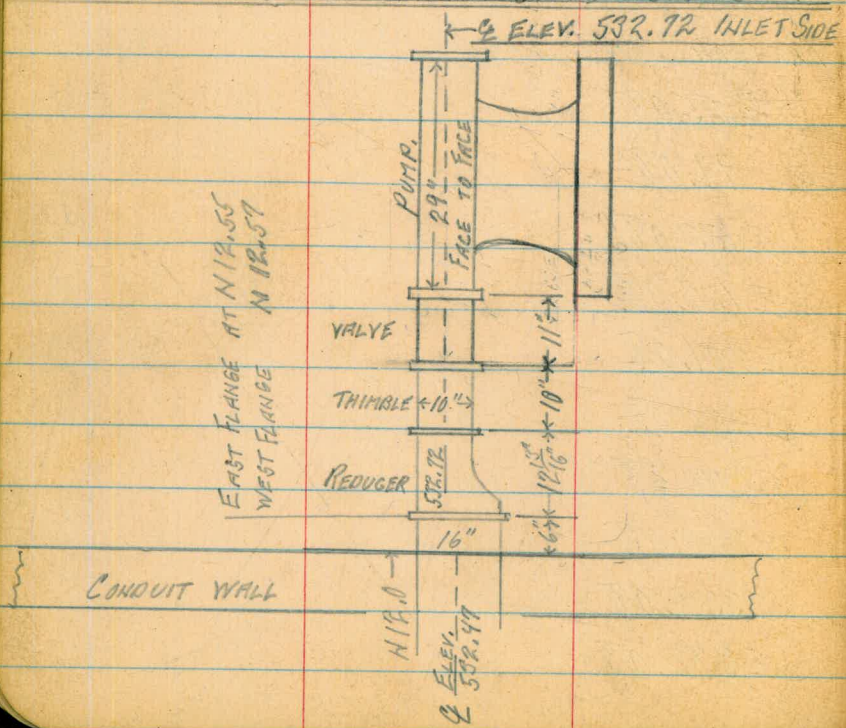
NOTE: DIMENSIONS OF BLOCK REVISED 10-20-49 AND 11-3-49.
SEE SKETCH HHS-6-1-31.

BLOCKS FOR WASH WATER PUMPS.



○ = BOLTS, PROJECT 5 1/2" ABOVE CONCRETE.

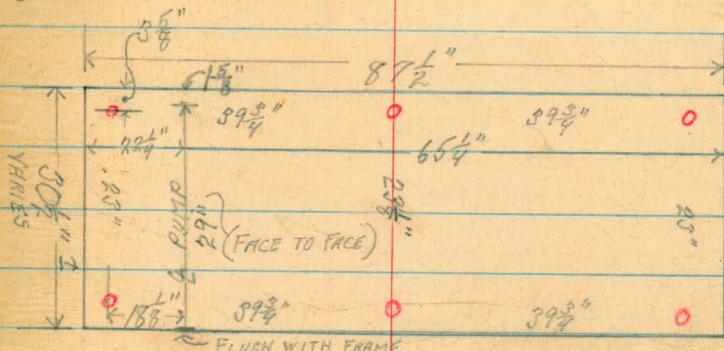
SUB-GRADE = 530.15 FINISH GRADE = 531.65 *



OCT. 18 '49. LEONARD, CARVER.

6.

WASH WATER PUMPS IN HEADHOUSE. MK W-3
STORED AT CHOLLAS STA.



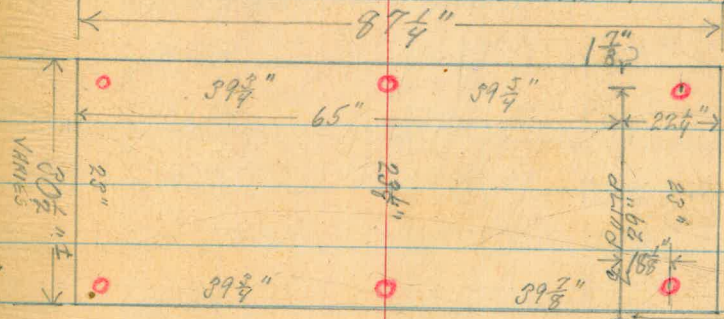
INLET FLUSH WITH FRAME

EAST MOTOR & PUMP AT W25.5'

CENTER OF INTAKE IS 12 3/4" ABOVE FLOOR SLAB

" " OUTLET IS 12 5/8" " " "

" " MOTOR TO CENTER OF PUMP = 46" ON BOTH.



WEST MOTOR & PUMP AT W31.5'

CENTER OF INTAKE IS 12 1/2" ABOVE FLOOR SLAB.

" " OUTLET IS 12 1/16" " " "

BASES ARE 4 1/8" THICK FROM FLOOR SLAB TO TOP SURFACE.
* BLOCK SURFACE HELD 1/8" BELOW GRADE FOR GROUTING.

HEADHOUSE COLUMN CENTERS IN BASEMENT.

COL. NO.	NORTH COORDINATE	EAST OR WEST	SIZE	
			N-S.	E-W.
1-B *	N 114.00	W 7.00	12" x 16"	
1-C *	"	W 7.00	12" x 16"	
1-D *	"	E 7.00	12" x 16"	
1-E *	"	E 27.00	12" x 16"	
1-F *	"	E 46.50	12" x 12"	
2-A	N 104.33	W 46.33	16" x 16"	
2-B	N 104.17	W 27.00	20" x 16"	
2-C	N 104.25	W 7.00	18" x 18"	
2-D	N 104.33	E 7.00	16" x 16"	
2-E	N 104.33	E 27.00	16" x 16"	
2-F	N 104.33	E 46.33	16" x 16"	
3-A	N 84.92	W 46.42	14" x 14"	
3-B	N 85.00	W 27.00	22" x 16"	
3-C	N 85.00	W 7.00	16" x 16"	
3-D	N 85.00	E 7.00	14" x 14"	
3-E	N 80.83	E 27.00	12" x 12"	
3-F	N 80.83	E 46.50	12" x 12"	

* FOOTING ELEV.'S VARY, SEE PAGE 4.

8.

HEADHOUSE COLUMN CENTERS IN BASEMENT - CONTD.

CO. #	NORTH OR SOUTH	EAST OR WEST	SIZE:	
			N-S:	E-W:
4-A	N 65.00	W 46.50	12" X 12"	
4-B	N 65.00	W 26.67	12" X 12"	
4-C	N 65.00	W 6.83	12" X 12"	
4-D	N 66.00	E 7.00	14" X 14"	
4-E	N 65.00	E 27.00	14" X 14"	
4-F	N 65.00	E 46.35	14" X 15 1/2"	
5-A	N 45.00	W 46.50	12" X 12"	
5-B	N 45.00	W 26.67	12" X 12"	
5-C	N 45.00	W 6.83	12" X 12"	
5-D	N 45.00	E 7.00	14" X 14"	
5-E	N 46.00	E 27.00	14" X 14"	
5-F	N 45.00	E 46.42	14" X 14"	
6-A	N 24.83	W 46.50	12" X 12"	
6-B	N 24.83	W 26.67	12" X 12"	
6-C	N 24.83	W 6.83	12" X 12"	
6-D	N 25.00	E 7.00	14" X 14"	
6-E	N 25.00	E 27.00	14" X 14"	
6-F	N 25.00	E 46.42	14" X 14"	

HEAD HOUSE COLUMN CENTERS BELOW 550 ELEV.

COL. NO.	N. OR S.	E. OR W.	SIZE	
			N-S	E-W
AT ELEV. 541.75 ON TOP OF CONDUIT.				
7-B	N 4.67	W 27.00	16" X 16"	
7-C	"	W 7.00	16" X 16"	
7-D	"	E 7.00	16" X 16"	
7-E	"	E 27.00	16" X 16"	
8-B	S 4.75	W 27.00	18" X 18"	
8-C	"	W 11.75	18" X 18"	
8-D	"	E 11.75	18" X 18"	
8-E	"	E 30.50	18" X 18"	
AT ELEV. 539.00				
9-B	S 28.83	W 27.00	16" X 16"	
9-C	"	W 11.67	16" X 16"	
9-D	"	E 11.67	16" X 16"	
9-E	"	E 30.50	16" X 16"	

9.

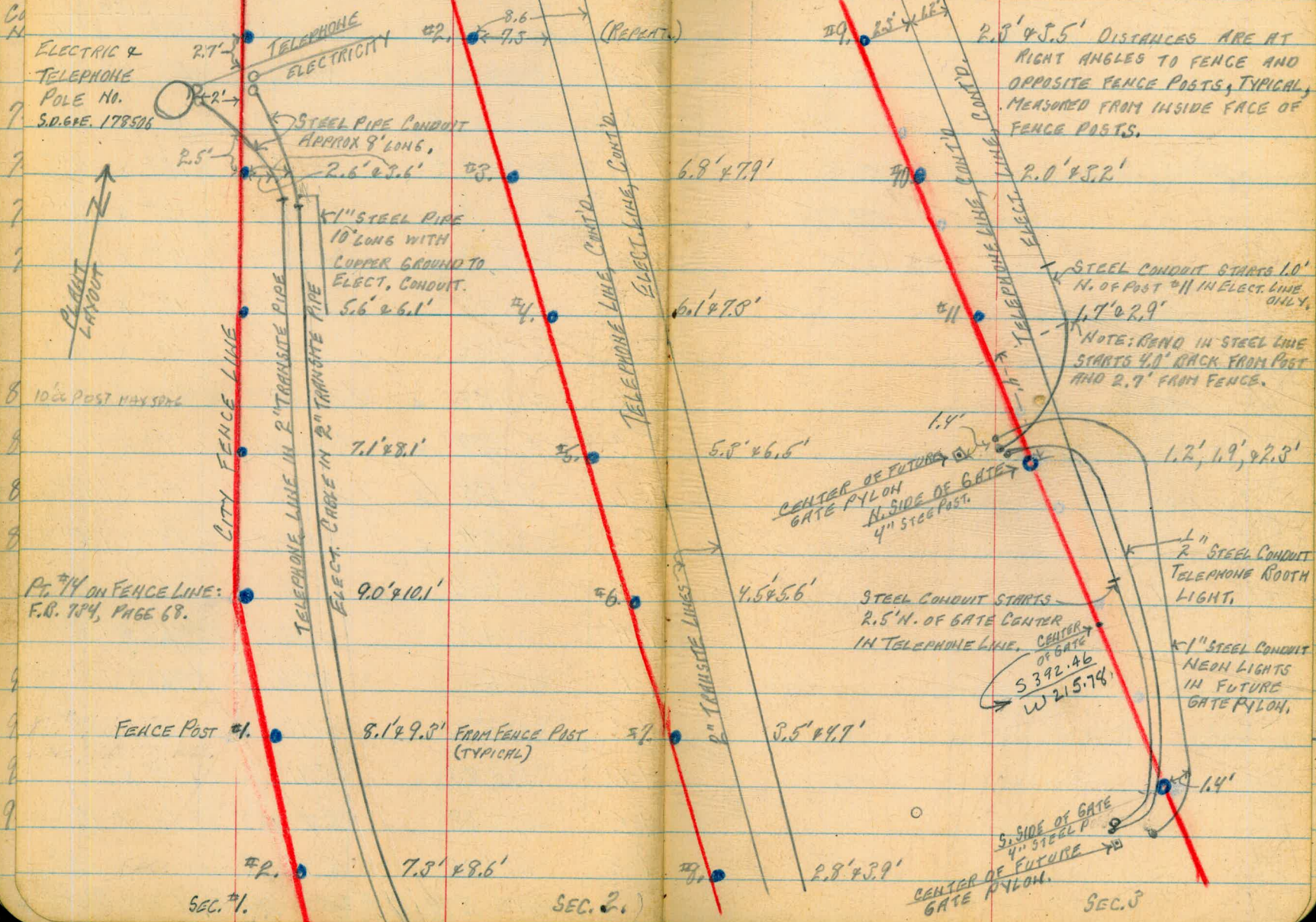
 AT 550 ELEV.
 HEAD HOUSE COLUMN CENTERS - CONT'D.

COL. NO.	NORTH OR SOUTH	EAST OR WEST	SIZE	
			N-S	E-W
7-A	N 4.50	W 46.50	12" X 12"	
7-B	N 4.50 *	W 27.00	12" X 12"	
7-C	N 4.50 *	W 7.00	12" X 12"	
7-D	N 4.50 *	E 7.00	12" X 12"	
7-E	N 4.50 *	E 27.00	12" X 12"	
7-F	N 4.50	E 46.50	12" X 12"	
8-A	S 4.50	W 46.50	12" X 12"	
8-B	S 4.58 *	W 27.00	14" X 14"	
8-C	S 4.58 *	W 11.58	14" X 14"	
8-D	S 4.58 *	E 11.58	14" X 14"	
8-E	S 4.58 *	E 30.50	14" X 14"	
8-F	S 4.50	E 46.50	12" X 12"	
9-A	S 29.00	W 46.50	12" X 12"	
9-B	S 28.83	W 27.00	16" X 12"	
9-C	S 28.83	W 11.50	16" X 12"	
9-D	S 28.83	E 11.50	16" X 12"	
9-E	S 28.83	E 30.50	16" X 12"	
9-F	S 29.00	E 46.50	12" X 12"	

* = ABOVE 549.75 ELEV. SEE S-19 FOR BELOW

SEE PAGE 56 IN F.R. 740, ALSO.

LOCATION OF ELECT. CONDUIT & TELEPHONE CABLE ALONG FENCE LINE AT COLORADO ST. ENTRANCE



B.M. +2.06 538.45 536.39 ON DAM.

CHECK TOP RES. INLET STR. -2.21 536.24

-5.87 532.58

-5.77 532.68

-5.92 532.53

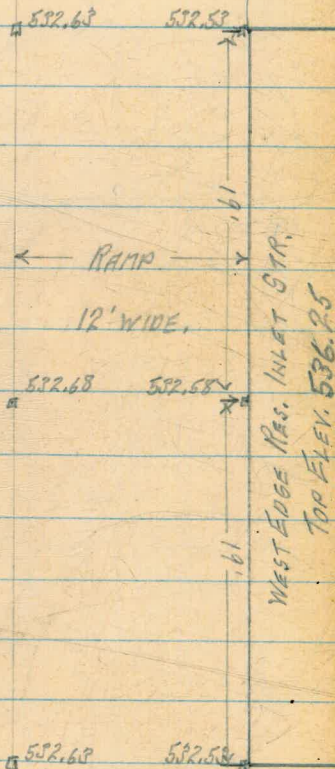
-5.82 532.63

Nov. 15, 1949.

LEONARD
BAKER
PAYNE
CARYER

11.

RAMP ON W. SIDE RESERVOIR INLET STR.



Nov. 17, 1949.

LEONARD - LAYOUT
BAKER - T & NOTES.
PAYNE - ROD
CARVER - ROD

12.

DISTANCE FROM 4430 ON S. SIDE TO DRAIN AT E. END = 572.3' ±

" " " " " " " " " W. END = 518.7' ±

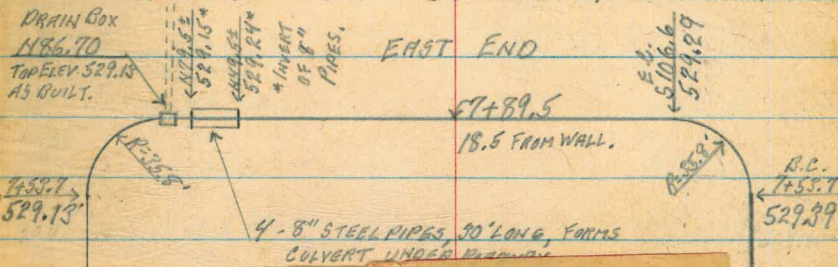
" " " " N. SIDE " " " " E. END = 380.9' ±

" " " " " " " " " W. END = 428.6' ±

TOTAL LENGTH OF DITCH = 1900.5' ±

NOTE: DITCH GRADE ON N. SIDE WAS LOWERED. PER ORDERS
OF W. BROWN, RESIDENT ENGINEER, TO PROVIDE BETTER DRAINAGE
NOTES GRADES SHOWN ON SKETCH SET BY LEVEL, INTERMEDIATE
POINTS RAKED IN WITH TRANSIT.

REGULATING RESERVOIR - DRAINAGE PITCH GRADE.



CONSTRUCTION CO.

ties of perjury that I will not
to withholding for any other
week ending
nt Circular WT-revised 1944.

528.92

22
17

1324
- 00115

972
324
327

136612

29.80
- .37

29.43

500.60
529.80

82.
1+07.3
529.40

SLOPE DN

SLOPE DN

E 45

E 510 57

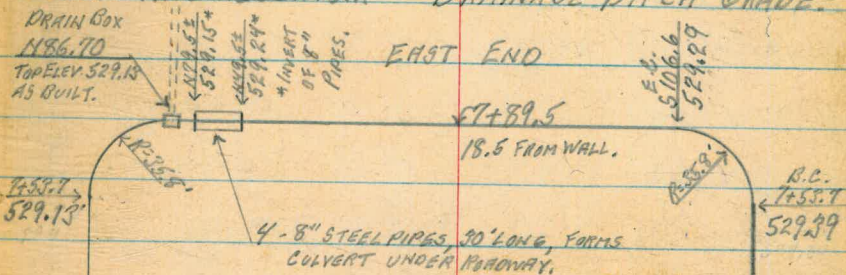
Nov. 17, 1949.

LEONARD - LAYOUT
BAKER - T & NOTES.
PAYNE - ROD
CARVER - ROD

12.

REGULATING RESERVOIR - DRAINAGE DITCH GRADE.

DISTANCE FROM 4+30 ON S. SIDE TO DRAIN AT E. END = 572.2' ±
 " " " " " " " " " " W. END = 518.7' ±
 " " " " " " " " " " N. SIDE " " " " E. END = 580.9' ±
 " " " " " " " " " " W. END = 428.6' ±



NOTE: GRADES GIVEN ARE SUR GRADE FOR
BLACKTOP SURFACE IN GUTTER BOTTOM.

NOTE OF NOTE POINT

State of _____

M. H. GOLDEN CO

Job No. _____

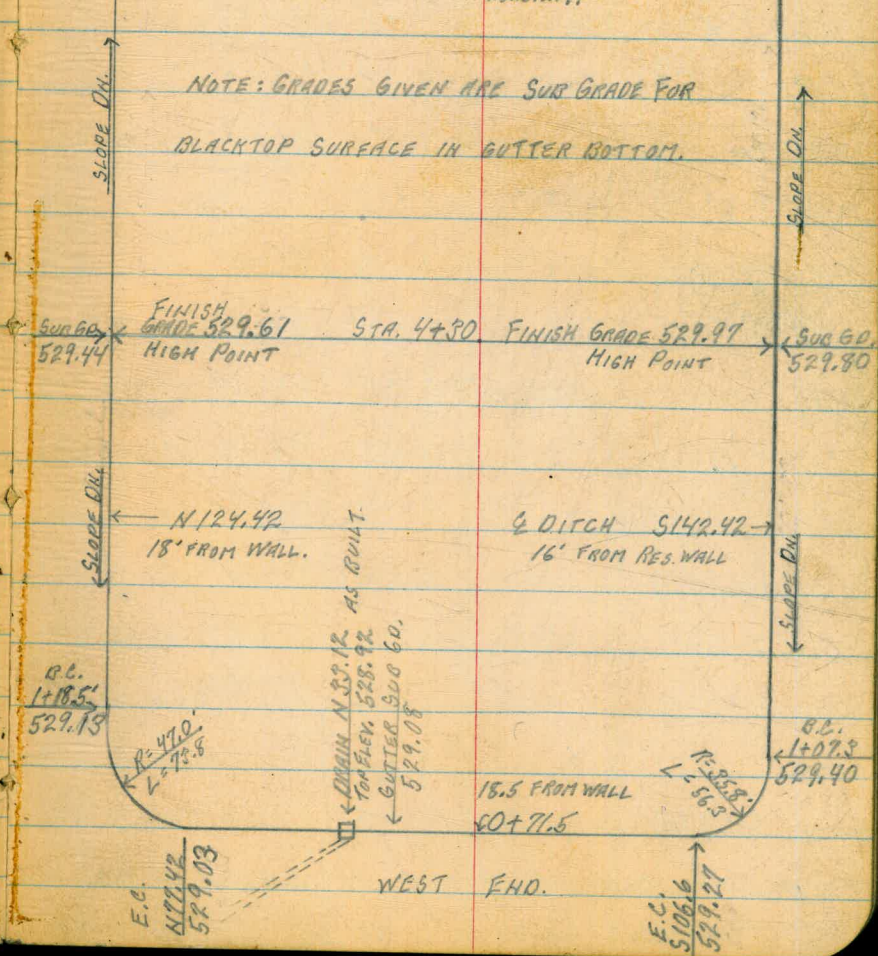
I declare under the penalty of perjury that I am working for wages subject to the provisions of the Government during this calendar year.

In accordance with Government regulations.

Signed _____

Date: _____

504
-17
437



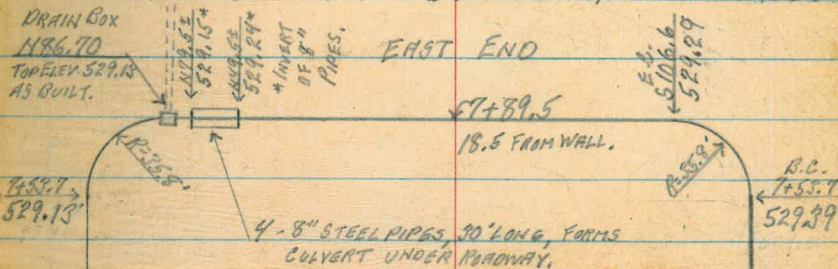
Nov. 17, 1949.

LEONARD - LAYOUT
BAKER - T & NOTES.
PAYNE - ROD
CARVER - ROD

12.

REGULATING RESERVOIR - DRAINAGE DITCH GRADE.

DISTANCE FROM 4430 ON S. SIDE TO DRAW AT E. END = 572.3' ±
 " " " " " " " " " " W. END = 518.7' ±
 " " " " N. SIDE " " " " E. END = 380.9' ±
 " " " " " " " " " " W. END = 428.6' ±



Nov. 21, 1949.

Don,
 Mr. Brown has changed the
 shape of the drainage ditch around
 Reservoir. I request from Foreman
 of City Public Crew -
 was +

[Signature]
 (DARRY)



NOTE
OF
NOTES
POINT

M. H. GOLDEN CONSTRUCTION CO.

E 45

E 510 52

Nov. 19, 1949. LEONARD
PAYNE.

RESERVOIR GUTTER GRADES. SUR GRADE.			
R.M. #7	+8.46	538.38	529.92
4+30 N. SIDE		-8.94	529.44
R.C. N.W. COR.		-9.25	529.18
E.C. N.W. COR.		-9.35	529.08
DRAIN - W. END.		-9.45	528.95
4+30 - S. SIDE		-8.58	529.80
4+32 ² S. SIDE.			
T.P. TOP WASH DOWN PIPE	-7.15	531.25	
	+3.55	534.80	
R.C. S.W. COR.		-5.40	529.40
E.C. S.W. COR.		-5.48 ⁵³	529.32 ²⁷
R.M. ON DAM	+0.36	536.75	536.39
R.C. N.E. COR.		-7.62	529.13 (SUR. 60)
TOP OF E.C. DRAIN - E. END		-7.63	529.12 (FINISH 60)
R.C. S.E. COR.		-7.36	529.39
E.C. S.E. COR.		-7.46	529.29
DRAIN TILE: S. END		-7.68	529.07 (SUR 60)
" " "		-7.52	529.23 (INVERT 60)
NOTE: AT W. END, DITCH FROM S.W. CORNER RUNS 2" ABOVE DRAIN FOR FINISH GRADE AT DRAIN. DITCH FROM N.W. CORNER COMES IN FLUSH WITH TOP OF DRAIN.			

Nov. 25, '49.

BAKER, NOTES
PAYNE, T
CARVER, Rod

18.

FINISH GRADES IN GUTTER, AS PAVED.			
R.M.	+1.50	537.89	536.39 ON DAM.
N.E. CORNER		π	
B.C. 7+53.7		ROD	ELEV.
N. GUTTER		8.58	529.31
5+92.0		-8.44	529.45
T.P. ON RES.	+1.88	534.57	-5.20
N. GUTTER			532.69
4+30.0		-4.93	529.64
N. GUTTER			
2+74.0		-5.05	529.52
T.P. ON RES.	+1.45	534.14	-1.88
N.W. CORNER			532.69
B.C. 1+18.5		-4.88	529.26
N.W. CORNER			
E.C.		-4.94	529.20
CK. B.M. ON INTAKE		-5.21	528.93
DEC. 1, 1949		π	
BM + 3.19		535.64	532.45
S.W. COR			
B.C. 5+100		6.15	
S.W. COR			
E.C. 1+07.3		6.03	
TP + 4.45	π 535.68	4.41	531.23
SGUTT middle			
4+30		5.74	
S.E. COR			
B.C. 1+18.5		6.10	
S.E. COR			
E.C. 1+92.3		6.27	
TP + 7.51	π 538.16	5.03	530.65
CK DAM		1.78	536.38 = 536.39

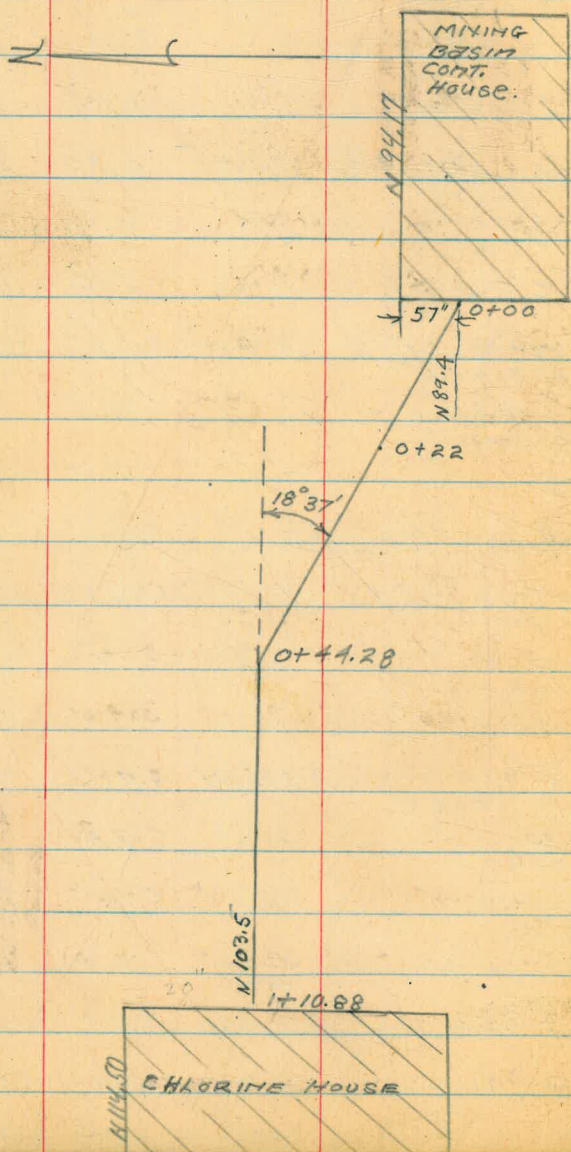
BAKER & NOTES
PAYNE H.C.
CARVER R.C.

NOV. 21, 1949

LEONARD
BAKER &
PAYNE H.C.
CARVER R.C.

14

LOCATION OF ELECT. CONDT. LINE



CUT GRADES FOR ELECT. LINE #5 & #360

STATION		ELEV	GRADE	CUT
BM+393		546.66		
	Σ	550.59		
0+00	4.90	545.69	544.25	1.44
0+22	5.15	545.44		1.19
0+44.28	5.12	545.47		1.22
0+64.28	5.12	545.47		1.22
0+84.28	5.01	545.58		1.33
1+10.88	4.13	546.46		2.21

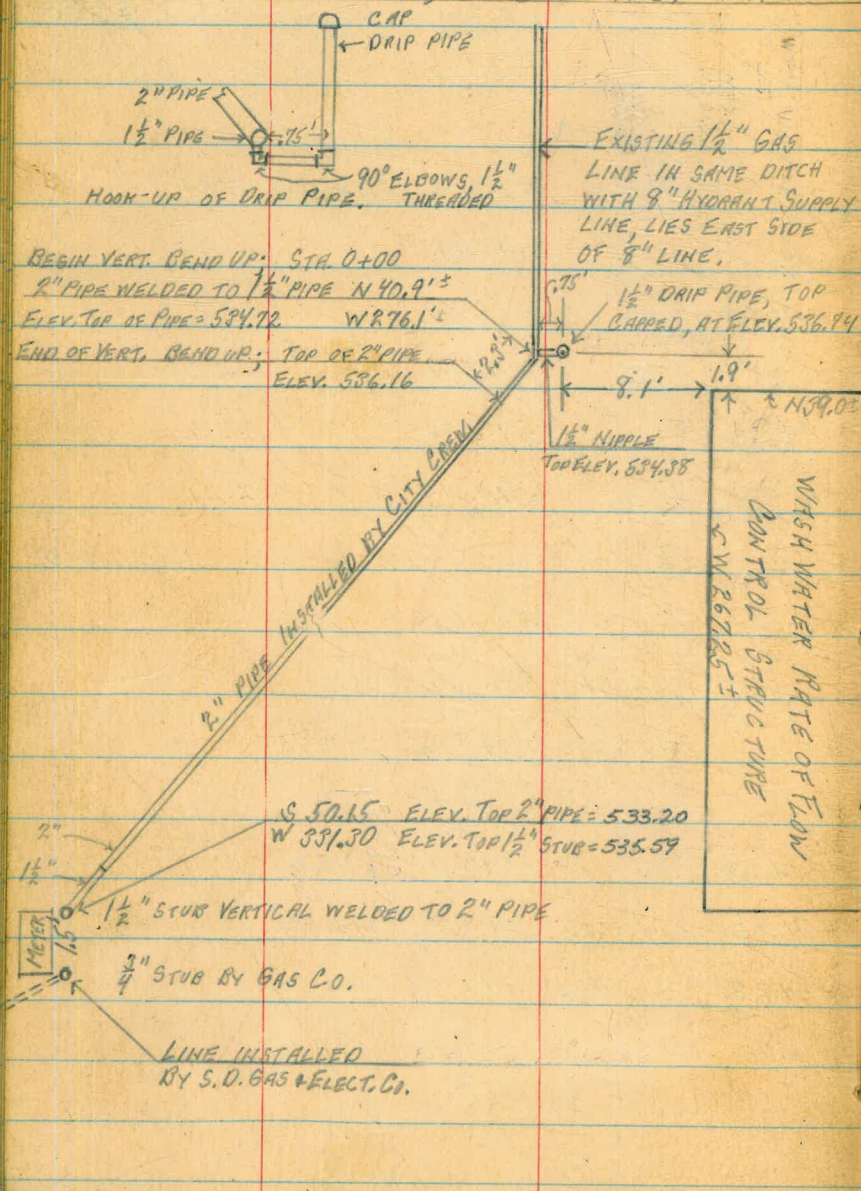
Checked 2 1/2" & 1" ELECT CONDT. TOP ELEV. DEC. 1, 1949

STATION		ELEV	GRADE	CUT
BM+515		546.66		
	Σ	551.81		
	2 1/2" & 1"	ELEV'S	2 1/2"	1"
0+00	6.45 7.11	545.36	544.70	
0+22	7.06 7.20	544.75	544.61	
0+44.28	6.90 7.05	545.91	544.76	
0+64.28	7.09 7.22	544.72	544.59	
0+84.28	7.14 7.28	544.67	544.53	
1+10.88	7.17 7.30	544.64	544.51	

DEC. 14 '49

LEONARD
BAKER
PAYNE
CARVER

LOCATION GAS LINE, STUB TO WEST GATE



BEGIN VERT. BEND UP: STA. 0+00

2" PIPE WELDED TO 1 1/2" PIPE N 40.9° E

ELEV. TOP OF PIPE = 534.72 W 876.1'

END OF VERT. BEND UP: TOP OF 2" PIPE

ELEV. 536.16

CLEAR DEC 12, 1949
COLDLEONARD 16.
BAKER T + NOTES
PAYNE, H.C.
CARVER, R.C.

GAS LINE TO WEST GATE: GRADES

B.M.	+ 3.27	H.I.	541.81	538.54
EXISTING ELBOW	GRADE	ROD	ELEV.	CUTS
0+00	535.87	4.19	537.32	C-1.51
0+25	535.24	4.88	536.93	C-1.69
0+50	534.67	5.25	536.56	C-1.89
0+75	534.10	5.55	536.26	C-2.16
1+06	533.39	6.25	535.56	C-2.17

CHECK GRADES ON 2" GAS LINE AS LAID BY CITY CREW:

B.M.	+ 2.91	H.I.	541.46	538.55
N 40.9°				TOP OF PIPE
0+00 = W 876.1'		-6.74		534.72
0+23 HIGH POINT.		-5.30		536.16
0+10		-5.50		535.96
0+20		-5.69		535.77
0+40		-6.02		535.44
0+50		-6.30		535.16
0+63		-6.34		535.12
0+75		-6.85		534.61
0+81		-7.06		534.40
1+00	S 50.15	-7.98		533.48
1+06	W 331.30	-8.26		533.20
1+06	S 50.15	-5.87		535.59
	W 331.30			
CK. B.M.		-3.91		538.55

CLEAR
COOL

DEC. 7, 1949

BAKER T & NOTES
PAYNE, H.C.
CARVER, R.C.

16

RECESS OPENINGS FOR PIPE THROUGH
WALLS OF HEADHOUSE BETWEEN
ELV'S 538.00 & 550.00 -

RECESS OPENINGS (CONT.)

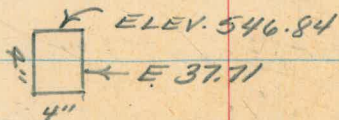
OPENING THROUGH N. WALL $\left\{ \begin{array}{l} N104 \\ N105 \end{array} \right.$



ELEV. 548.14



E 38.55



E 37.71

LOOKING SOUTH AT NORTH WALL



W47.00

W46.33

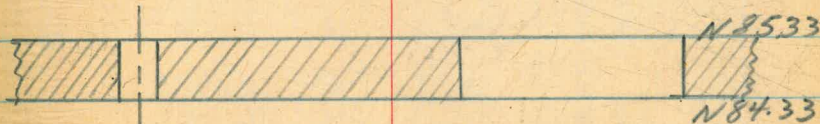
ELEV. 548.75

N 85.87

24"

6"

LOOK WEST AT WEST
WALL OF HEADHOUSE



N 85.33

N 84.33

ELEV. 548.00

3 1/2" OD GALV.
PIPE

ELEV. 548.00

W 7.68

12"

W 25.51

LOOK NORTH AT WALL



W 27.33

W 26.33

ELEV. 547.57

N 66.12

18"

LOOKING WEST
AT WALL



N104

N105

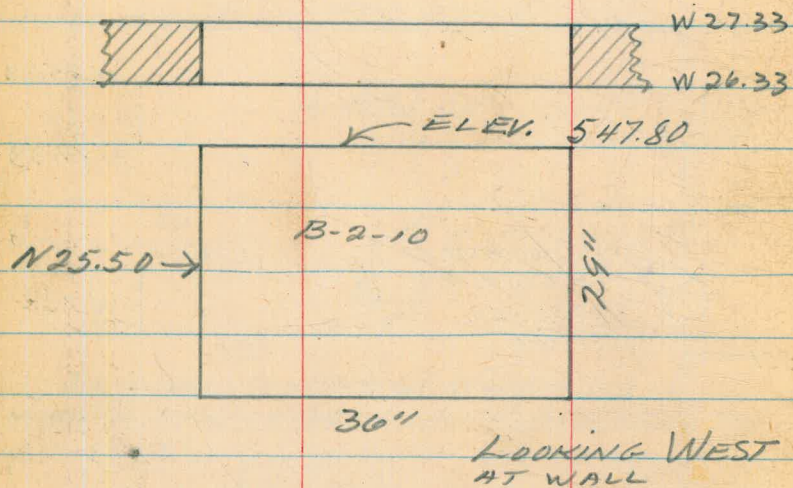
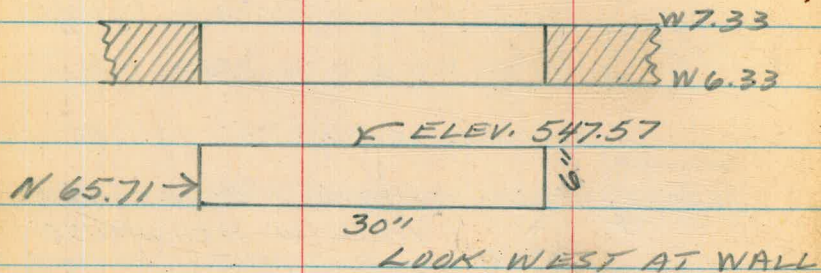
ELEV. 548.14

E 5.19

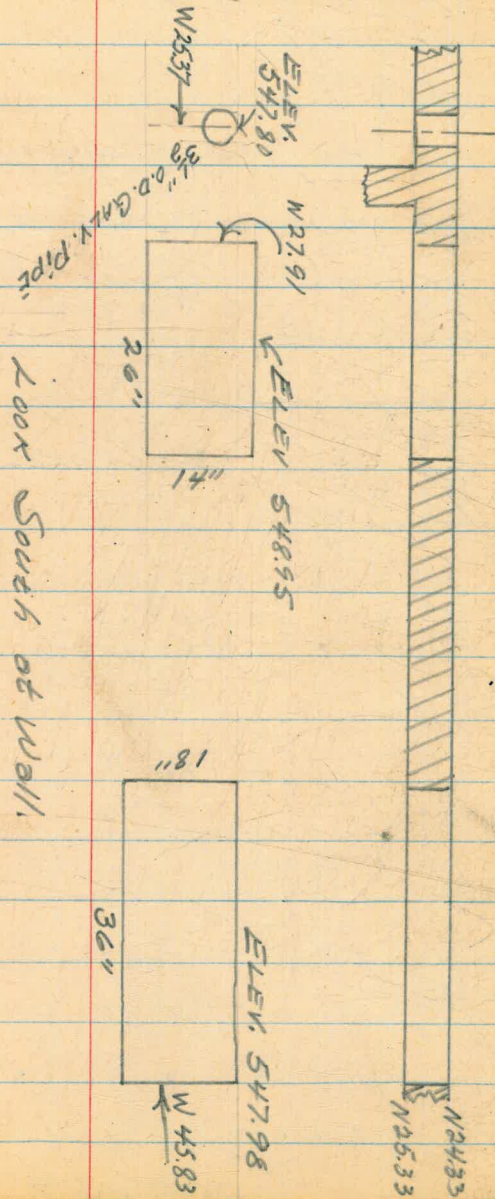
LOOK SOUTH
AT NORTH WALL

16"

RECESS OPENINGS CONT.



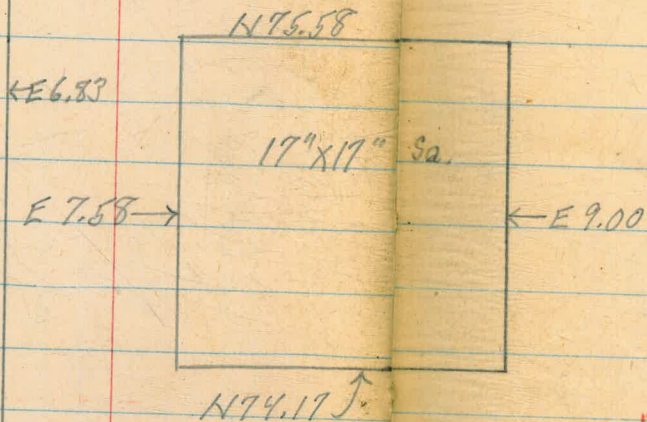
RECESS OPENINGS (Cont)



NOTE: RECEIVED WORD FROM CONTRACTOR TO MAKE VENT OPENINGS
SAME SIZE AS VENT PIPES EXCEPT WHERE SPECIFIED OTHERWISE
ON STRUCTURAL DRAWINGS.

D. LEONARD,
DEC. 8, 1949.

4" STUD WALL



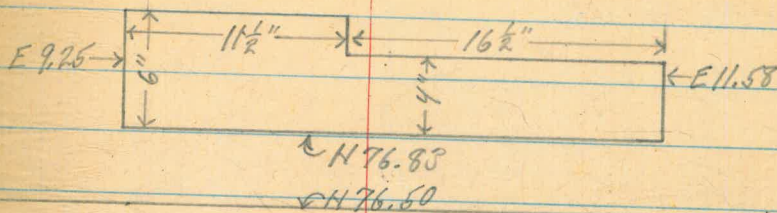
CONTINUED NEXT PAGE

DEC. 9 '49.

LEONARD
BAKER &
PAYNE H.C.
CARYER R.C.

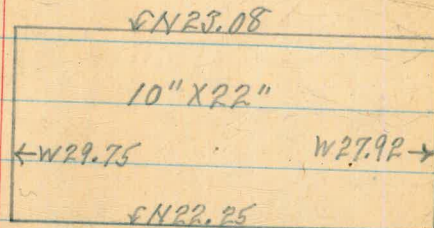
19.

HEAD HOUSE:
VENTILATING PIPE OPENINGS IN 550 ELEV. SLAB.



4" STUD WALL.

NOT PART OF ABOVE



NOTE: SAME SIZE HOLE IN VERTICAL WALL
AT N 24.33, TOP ELEV. 548.75
SAME STATION WEST.

JAN. 26, 1950

LEONARD
DAMER X
PAYNE HC
CARVER, RC

20.

HEAD HOUSE
VENTILATION PIPE OPENINGS ON ROOF, 562 LEVEL.

N 77.94 (EDGE OF BEAM)
E 10.29 + 16" x 16" (PIPE WILL BE 10'
OUT OF PLUMB TO
SOUTH FROM 530 LEVEL)

N 75.62
E 7.54 + 15" x 18"
(EDGE OF BEAM AT E 7.50)

16" DIA. HOLE FOR STACK
CENTER { N 66.54 }
{ E 44.92 }

NOTE: STACK TO BE 15" INSTEAD
OF 18" DIA.; MOVE CENTER
1 1/2" S. PER R. KENNIR 1-26-50
19. LEONARD.

* 6" VENT MAY BE LOCATED WHERE IT GIVES
SUFFICIENT ROOM TO FLASH ROOFING BETWEEN
SAME AND STACK. PER R. KENNIR 1-26-50.

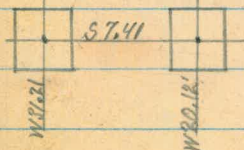
* SEE NOTE OPPOSITE PAGE.

NOTE: Received instructions from R. Kennir by phone
at 9:30 a.m. Jan. 30, 1950, to move 6" vent for
smoke stack to a position south of Beam # 218 on
south side of stack, and in an east line with
the stack.

N 25.25
18" x 18" ← W 28.08

10" DIA. VENT ⊙ CENTER

MOTORIZED DAMPER OPENINGS
2 FT. 3 IN. WITH 6" CURBS.



12" DIA. VENT. ⊙ CENTER { N 23.75 }
{ E 17.00 }

FUME HOOD
VENT ⊙ CENTER { N 23.00 }
{ E 24.00 }

6 1/2" DIA. VENT ⊙ CENTER { N 14.50 }
{ E 32.92 }
H 5.82 SEE NOTE ON PAGE 19.
W 8.28

6" DIA. VENT ⊙ CENTER { S 5.50 }
{ E 11.25 }

DEC. 27 '49.

LEONARD Notes
 BAKER &
 CARVER, R.C.

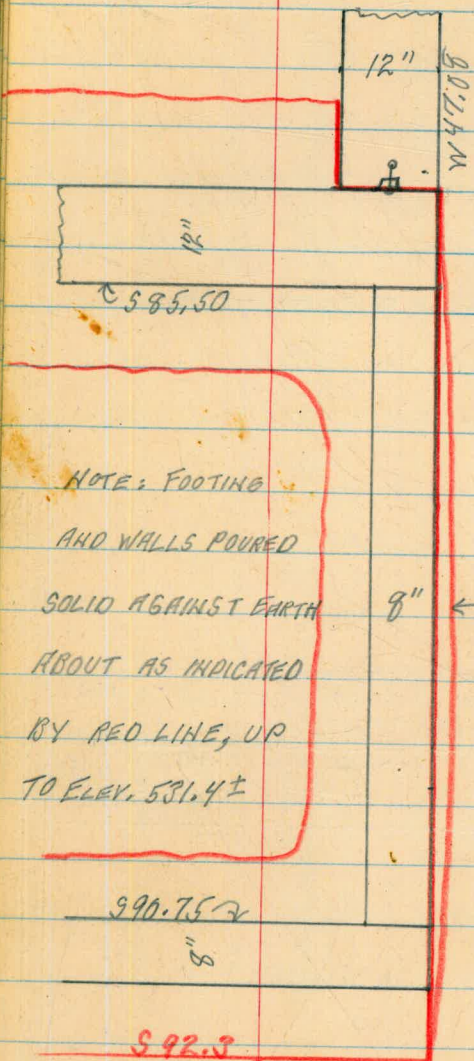
22.

FILTERS, BULGE IN 8" WALL AT S.E. CORNER

ELEV.	581.5 ±	580.2	588.2	586.2	584.2
584.5	1.0	1.0	.99	1.0	1.0
585.5	.97	.95	.92	.91	.91
586.5	.96	.92	.91	.87	.89
587.5	.94	.90	.85	.85	.88
588.5	.93	.89	.84	.84	.87
589.5	.91	.89	.84	.85	.85
590.5	.94	.90	.86	.88	.91
591.5	.96	.93	.89	.90	.96
592.3	.98	.95	.93	.94	.98

ELEV. VIEW LOOKING WEST.

NOTE: TRANSIT AT W46.08 CORRECT OFFSET = 1.0'
 SEE OPPOSITE PAGE FOR LOCATION OF WALL.



NOTE: FOOTING
 AND WALLS POURED
 SOLID AGAINST EARTH
 ABOUT AS INDICATED
 BY RED LINE, UP
 TO ELEV. 531.4 ±

8" ← BULGE IN WALL IN AREA
 FROM 584.5 TO 592.3 ±
 BELOW ELEV. 531.4 ±

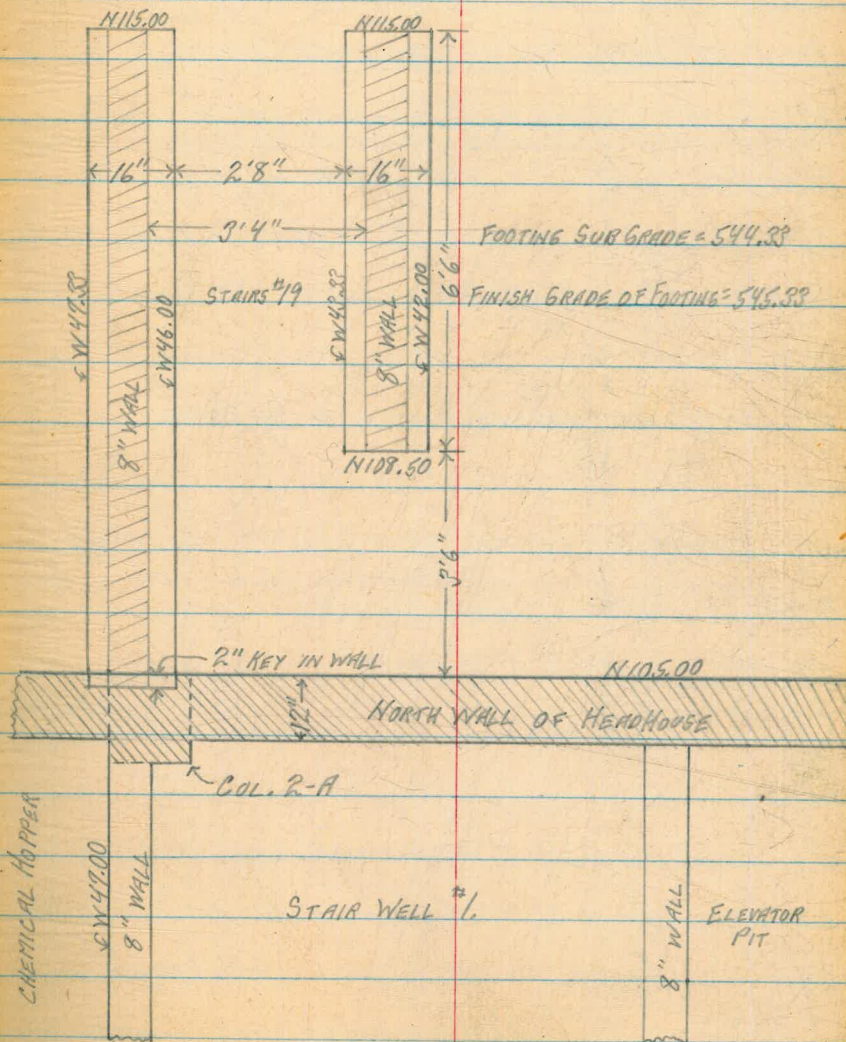
592.3

PLAN VIEW AT 531.4 ELEV.

JAN 3, 1950 LEONARD.

23

HEAD HOUSE, STAIRS #19, FOOTINGS.



JAN. 8, 1950

NOTES ON COLUMNS NORTH OF HEADHOUSE H. WALL.

NOTE: COLUMNS 1-B, 1-C, 1-D, 1-E AND 1-F WERE ALL MADE 13" X 16" IN SIZE, WITH N. EDGE AT N 114.50 THIS WAS DONE BY CONTRACTOR TO FACILITATE FORMING OF 13" WIDE BEAMS #100, 101, 102, 103 AND 104 ON TOP OF COLUMNS. FORMS FOR COLUMN 1-F WERE INCORRECTLY BUILT FOR A WIDTH OF 16", INSTEAD OF 12" AS SHOWN ON PLAN; THE CONTRACTOR, THRU MR. ART VITUS, ELECTED TO DONATE THE EXTRA CONCRETE REQUIRED RATHER THAN REBUILD THE FORMS. THIS CHANGE WAS APPROVED VERBALLY BY MR. BROWN.

ABOVE FOOTINGS AND COLUMNS, EXCEPT COL. 1-C, WERE POURED ON DEC. 29 AND 30TH.

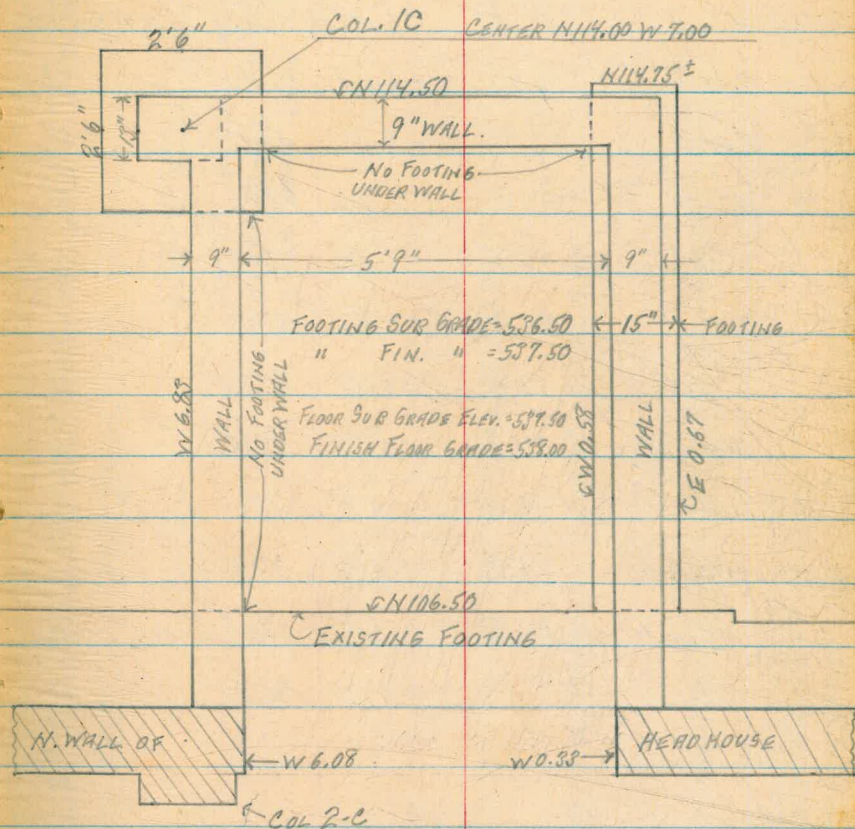
SEE F.R. # PAGE # FOR CUTS.

JAN. 8, 1950

LEONARD notes
BAKER &
PAYNE H.C.
CARVER R.C.

24.

HEADHOUSE, BOILER REMOVAL PIT, FOOTINGS.



NOTE: ALL FOOTINGS NORTH OF HEADHOUSE, UNDER COLUMNS 1-B, 1-C, 1-D, 1-E AND EAST WALL OF BOILER REMOVAL PIT, WERE POURED AGAINST DIRT, WITHOUT FORMS FOR SIDES. SEE ADDITIONAL NOTES ON OPPOSITE PAGE.

JAN 11, 1950.
K.T.E. LEVEL = 106346.

LEONARD.

LEONARD, Notes
BAKER &
PAYNE &
CARYER, INC.
JAN 9, 1950

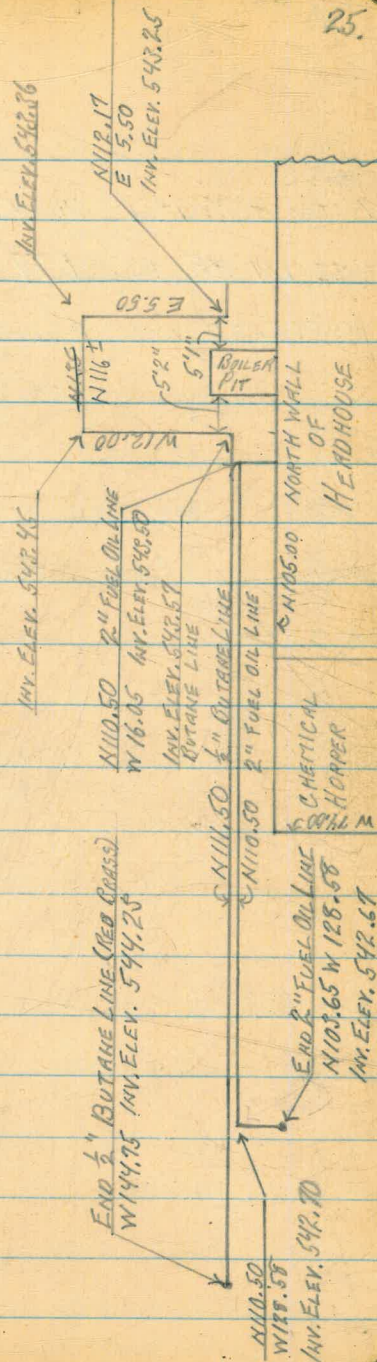
25.

CHECK LEVELS ON TOP OF 1/2" BUTANE LINE:

R.M.	+ S.10	550.07	546.99	DOOR FRAME OF CHEM. HOPPER
N111.5	W12.0	GRADE: 543.63	-6.44	As LAID: 549.63 FLOW PLUGGED.
"	W24.0	43.69	-6.37	43.70
"	W36.0	43.75	-6.33	43.74
"	W48.0	43.81	-6.22	43.85
"	W60.0	43.87	-6.14	43.93
"	W72.0	43.93	-6.09	43.98
"	W84.0	43.99	-6.07	44.00
"	W96.0	44.05	-6.04	44.03
"	W108.0	44.11	-6.01	44.06
"	W120.0	44.17	-5.98	44.09
"	W132.0	44.23	-5.92	44.15 PIPE CAPPED.
CHECK R.M.		-3.10	546.97	

LAYOUT OF 1/2" RED BRASS BUTANE GAS LINE AND 2" FUEL OIL LINE
FROM STORAGE TANKS INTO HEAD HOUSE.

NOTE: 1/2" BUTANE LINE Laid
AGAINST OUTSIDE WALL OF
BOILER REMOVAL PIT, INSTEAD
OF AS SHOWN BELOW, B. Leonard



FEB. 2, 1950.

NOTE: P. KENNIR CHANGED DIMENSION "S" OF SECTION HA TO $1'7\frac{1}{4}"$, TO MAKE FACE OF BATTERED WALL FLUSH AT CONSTRUCTION JOINT.

A. Leonard.

FEB. 3, 1950.

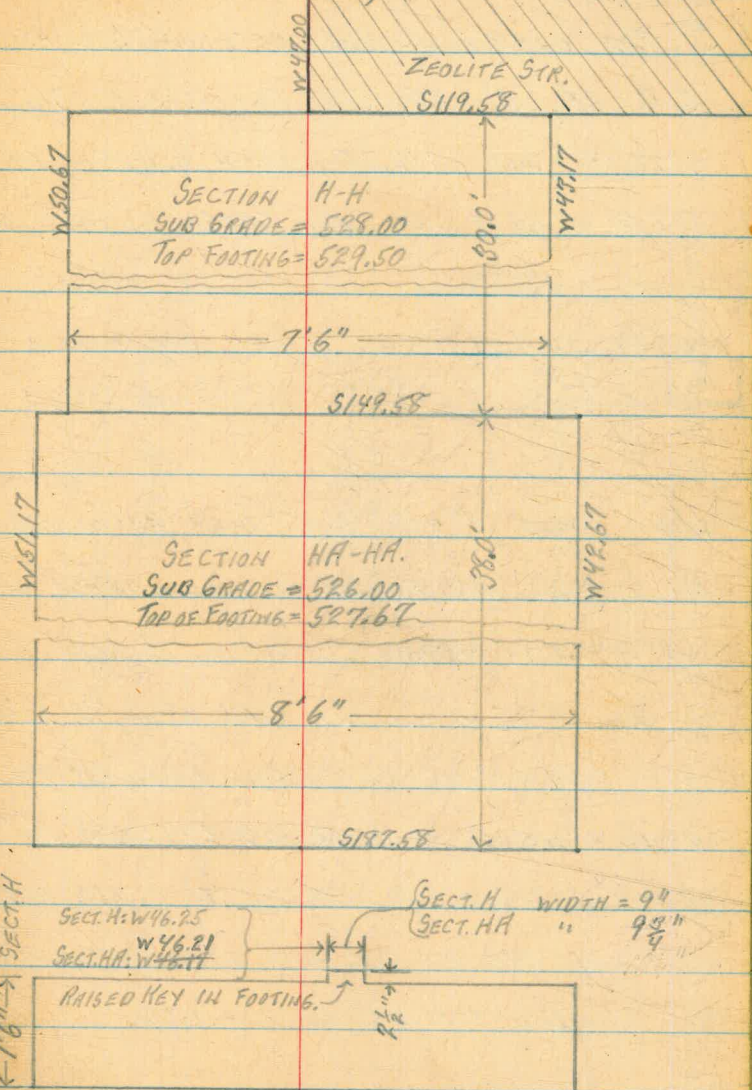
CHECK FOOTING ELEV. ON FORMS:

LEONARD - ROO NOTES
CARVER - K

B. 17.	+ 9.58	534.02	531.44
SECT. H-H E. SIDE	- 4.53	529.49	
"	- 4.53	29.49	
"	- 4.56	29.46	
W. SIDE	- 4.54	29.48	
"	- 4.54	29.48	
"	- 4.54	29.48	
SECT. HA E. SIDE	- 6.36	27.66	
"	- 6.38	27.64	
"	- 6.38	27.64	
W. SIDE	- 6.36	27.66	
"	- 6.40	27.62	
"	- 6.37	527.65	

JAN. 10, 1950. LEONARD. NOTES 26.
BAKERT
PAYNE H.C.
CARVER R.C.

RETAINING WALL FOOTING, S.W. CORNER ZEOLITE.



SEE P. 8, " PAGE " FOR CUTS.
SEE DWG. S-53, ISSUE # 2, FOR FURTHER DETAILS.
SEE PAGE 27 FOR STAIR FOOTING IN RETAINING WALL.

FEB. 2, 1950.

NOTE: R. KENNIR CHANGED DIMENSION "S" OF SECTION HA TO 1' 7 1/4", TO MAKE FACE OF BATTERED WALL FLUSH AT CONSTRUCTION JOINT,

A. Leonard.

FEB. 3, 1950.

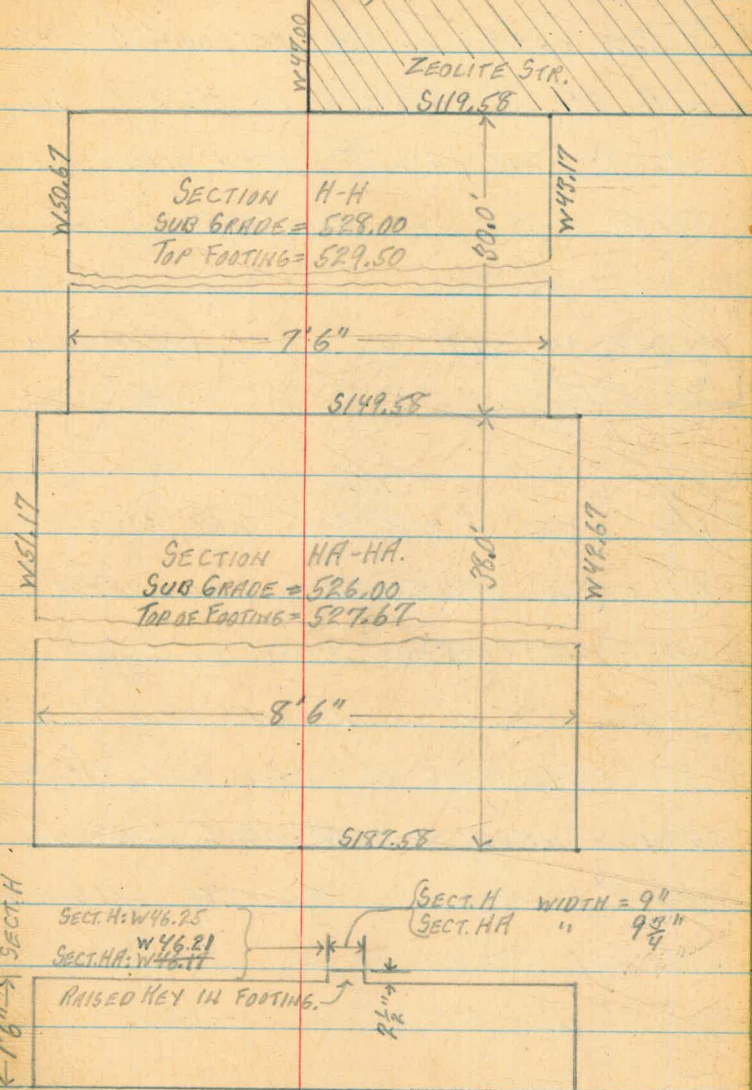
CHECK FOOTING ELEV. ON FORMS:

LEONARD - ROO NOTES
CARVER - K

B. 17.	+ P. 58	524.02	521.44
SECT. H-H E. SIDE		- 4.53	529.49
"		- 4.53	29.49
"		- 4.56	29.46
W. SIDE		- 4.54	29.48
"		- 4.54	29.48
"		- 4.54	29.48
SECT. HA E. SIDE		- 6.36	27.66
"		- 6.38	27.64
"		- 6.38	27.64
W. SIDE		- 6.36	27.66
"		- 6.40	27.62
"		- 6.37	527.65

JAN. 10, 1950. LEONARD. NOTES 26.
BAKERT
PAYNE H.C.
CARVER R.C.

RETAINING WALL FOOTING, S.W. CORNER ZEOLITE.



SEE P.B. # PAGE # FOR CUTS.
SEE DWG. S-53, ISSUE # 2, FOR FURTHER DETAILS.
SEE PAGE 27 FOR STAIR FOOTING IN RETAINING WALL.

3" TILE WEEP HOLES THRU RETAINING WALL AT
 5122.58, 5132.58, 5142.58, 5152.58, 5162.58,
 5172.58, AND 5182.58, WITH INVERT ELEV. AT
 524.50 ON EAST SIDE AND 524.60 ON WEST SIDE.

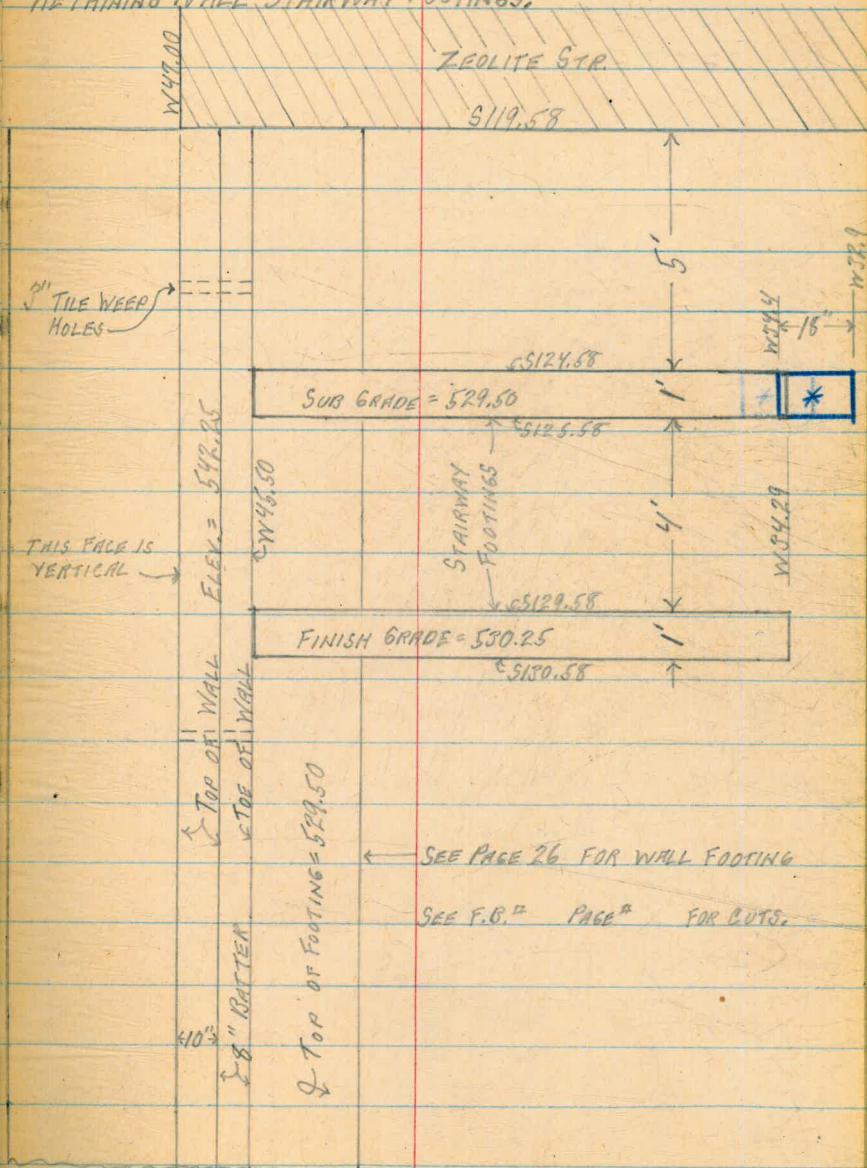
THIS IS IN ACCORDANCE WITH PROPOSED CHANGES IN
 ROADWAY AND LANDSCAPING DESIGN PER ORDERS W.C. BROWN.

D. Leonard, 2-8-50

*NOTE: A PIER 11" X 18" X 42" DEEP BELOW SUB GRADE
 OF FOOTING WAS POURED IN PLACE BENEATH EAST
 END OF NORTH FOOTING FOR STAIRS. PLYWOOD SIDES
 OF FORM LEFT IN GROUND. PIER USED TO ASSURE
 SOLID FOUNDATION AS FOOTING LAYS ON BACKFILLED
 GROUND. FOOTING ON NORTH SIDE EXTENDS 16" BEYOND
 CORRECT END POSITION IN ORDER TO COVER PIER,
 WHICH WAS DUG TOO FAR OUT FROM RETAINING WALL
 TO LIE UNDER FOOTING AS PLANNED.

JAN. 20, 1950 LEONARD NOTES 27.
 BAKER T.
 PAYNE H.C.
 CARVER R.C.

RETAINING WALL STAIRWAY FOOTINGS.



SEE PAGE 26 FOR WALL FOOTING

SEE F.B.# PAGE# FOR CUTS.

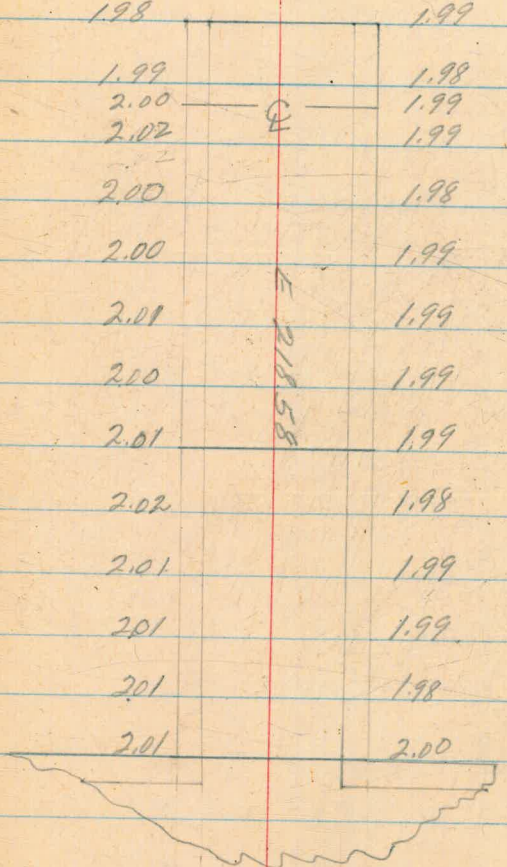
Feb, 7, 1960 BAKER, T
CARVER, H.C.

28.

CHECK LINE OF WALKWAY OVER DIVIDING
WALL (MIXING BASIN & SETTLING BASIN)

TRANSIT SET ON E 218.58 N-0.

STA.		198	199
N 66.33	JOINT	1.99	1.98
N 65.00		2.00	1.99
N 61.10	JOINT	2.02	1.99
N 55.00		2.00	1.98
N 50.00		2.00	1.99
N 45.00		2.01	1.99
N 40.00		2.00	1.99
N 35.00		2.01	1.99
N 29.80	JOINT	2.02	1.98
N 25.00		2.01	1.99
N 20.00		2.01	1.98
N 15.00		2.01	1.99
N 10.00		2.01	1.98
N 4.83	JOINT	2.01	2.00



NOTE: CORRECT OFFSET TO EDGE OF WALKWAY
E+W OF Q = 2.0'

FEB. 7, 1950 BAKER, T.
CARVER, H.C.

29.

CHECK LINE OF WALKWAY OVER DIVIDING WALL
(OVER SETTLING BASIN.) TRANSIT SET ON E218.58
N-0.

STA.			
S-4.83	JOINT	2.04	1.97
S-10.0		2.05	1.94
S-15.17	JOINT	2.04	1.96
S-20		2.05	1.95
S-25		2.03	1.96
S-30		2.01	1.98
S-35		2.00	2.00
S-40		1.98	2.02
S-45		1.95	2.04
S-50		1.91	2.09
S-55		1.91	2.09
S-58.10	JOINT	1.91	2.09
S-60		1.92	2.08
S-65		1.96	2.06
S-70		1.96	2.04
S-75		1.98	2.01
S-80		1.98	2.00

⊙

E 218.58

N

NOTE: CORRECT OFFSET TO EDGE OF WALKWAY ETW
= 2.0'

FEB. 7, 1950

CLOUDY - WET 30.

CHECK LINE OF WALKWAY OVER DIVIDING WALL
(OVER SETTLING BASIN) TRANSIT SET ON E 218.58

N-0

STA.

S S-85

S S-90

S S-95

S S-100

S S-101.67

JOINT

S S-105

S S-110

S S-115

S S-120

S S-125

S S-130

S S-135

S S-140

S S-143.40

S S-145.0

S S-150.17

JOINT

2.00 1.97

2.02 1.96

2.03 1.96

2.01 1.98

2.03 1.99

2.03 1.97

2.03 1.99

2.03 1.98

2.05 1.97

2.05 1.98

2.03 1.99

2.04 2.00

2.03 1.99

2.03 1.99

2.02 1.98

2.03 1.98

E 218.58

N
Z

NOTE: CORRECT OFFSET TO EDGE OF WALKWAY
E+W = 2.0'

MARCH 20, 1930

LEONARD
CARVER

31.

R.M. TOP OF M.H. ON 8" SLODGE LINE 527.68

+0.37 528.05

T.P. TOP OF EXIST 54" LINE AT END 7.25 520.80

+4.16 524.96

0+12.25 PIN IN BANK, 3.35' LEFT -7.96 517.00 CUT 2.0'

0+24.25 PIN ON $\frac{1}{2}$ -10.40 514.56 SUR GRADE0+36.25 PIN IN $\frac{1}{2}$ -10.84 514.12 " "

NOTE: GRADE ESTABLISHED AT .036 SLOPE DOWN FROM
515.82, EXISTING INVERT ELEV. OF 54" LINE AT N. END,
AND SET FOR SUB-GRADE AT .38' BELOW INVERT GRADE.

54" OVERFLOW TO ALVARADO CANYON, ADDITIONAL
SECTIONS FOR: LINE AND GRADE:

0+36.25

0+24.25

0+12.25
HEAD OF NAIL IN BANK IS 3.35' OFFSET
TO $\frac{1}{2}$ OF PIPE.

0+00 END OF EXIST. PIPE



1.2' OFFSET TO LEFT.

0.8' OFFSET TO LEFT

0.4' OFFSET TO LEFT

ADAPTOR RING

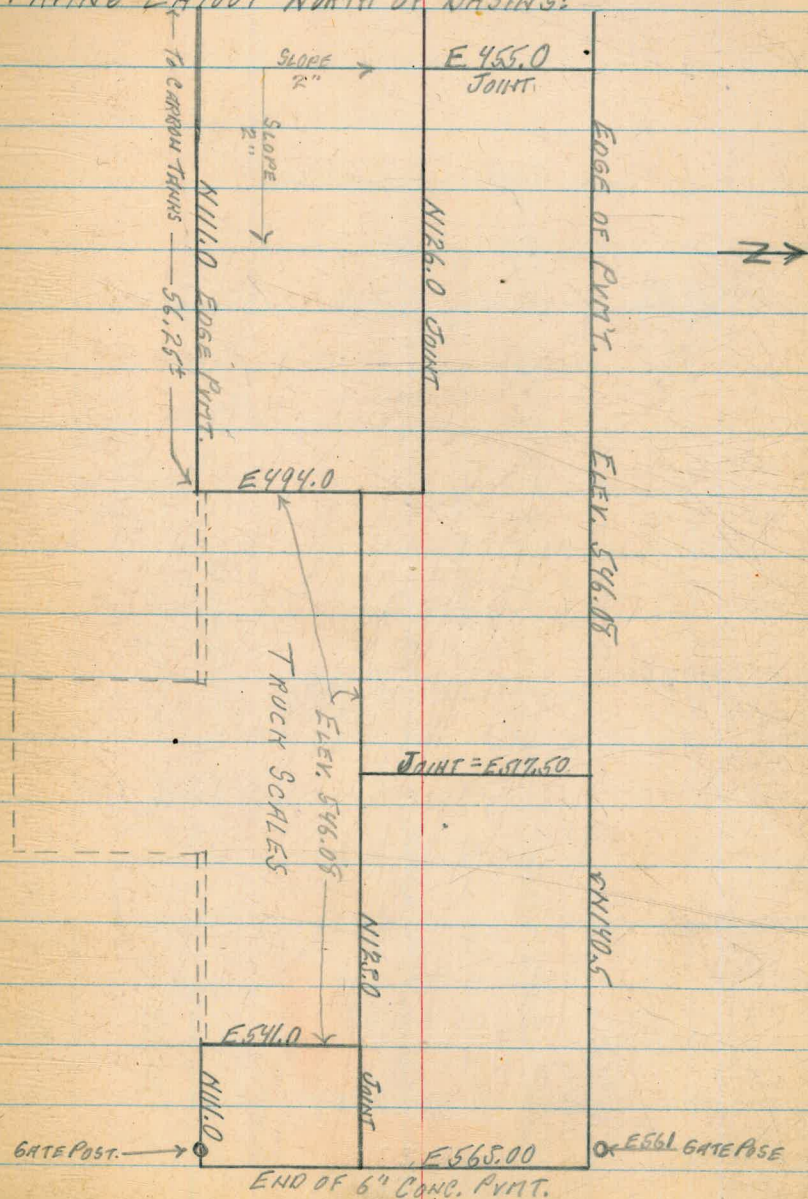
EXISTING
54" PIPE

MARCH 8, 1950 LEONARD CARVER. 82.

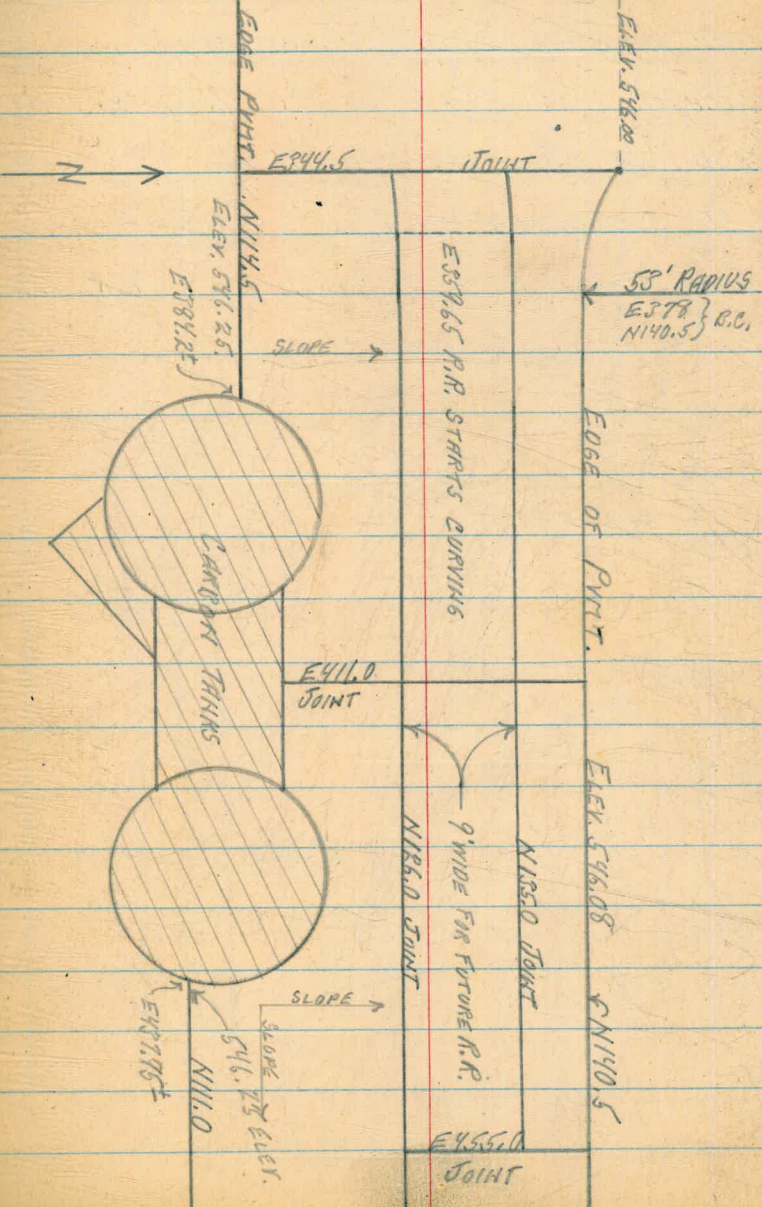
PAVING LAYOUT NORTH OF BASINS:

NOTES: PAVEMENT LAID TO SOUTH EDGE OF TRUCK SCALES, AND TO 2 FT. EAST OF $\frac{1}{2}$ OF GATE PER ORDERS OF W.C. BROWN, RES. ENG. $\frac{1}{2}$ " CELOTEX WAS PLACED BETWEEN TRUCK SCALES AND PAVEMENT AND BETWEEN ACTIVATED CARBON TANKS AND PAVING.

SEE F.R. 728 FOR LEVELS ON SUR GRADE, FINISHED GRADE AS SET, AND X-SECTIONS OF ADDITIONAL EXCAVATIONS AT JOINT LINES. PAVEMENT IS 6" CONCRETE, INCREASED TO 10" AT EXPANSION JOINTS AND ALONG EDGES.



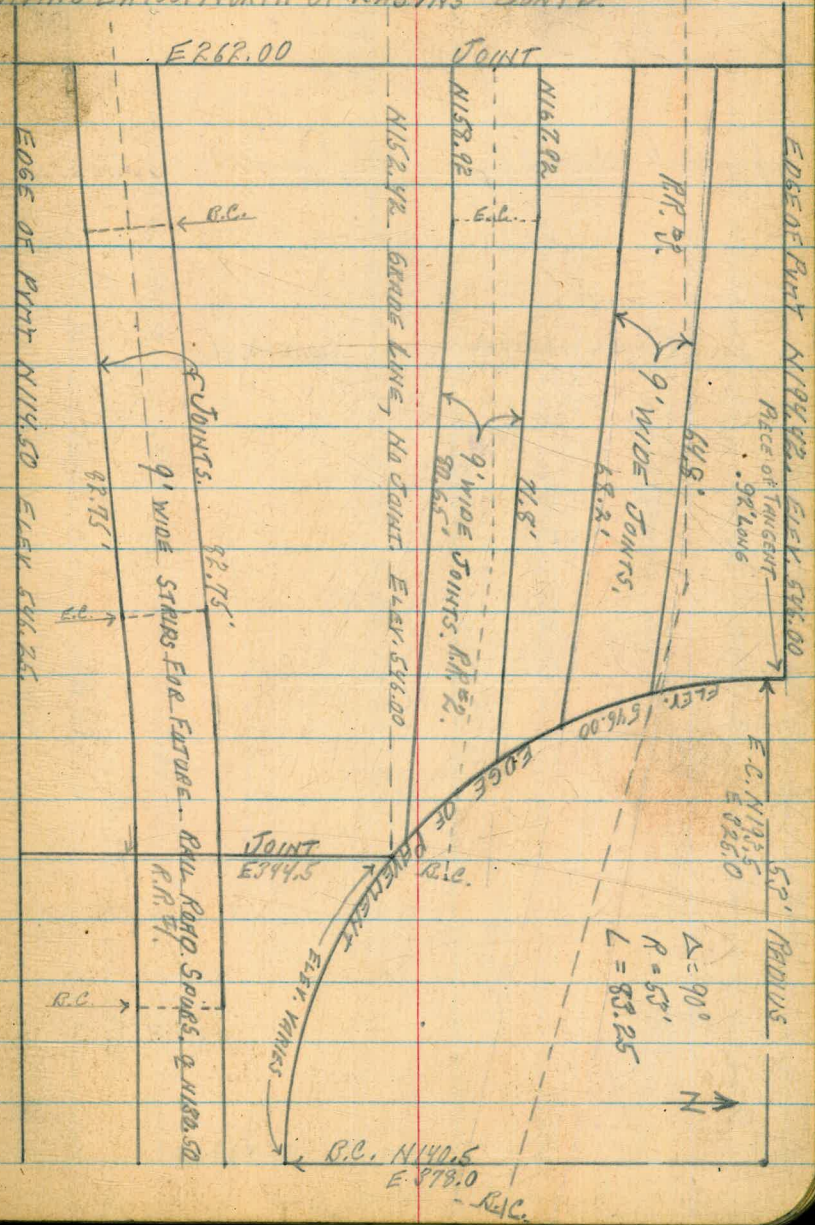
PAVING LAYOUT NORTH OF BASINS, CONT'D.



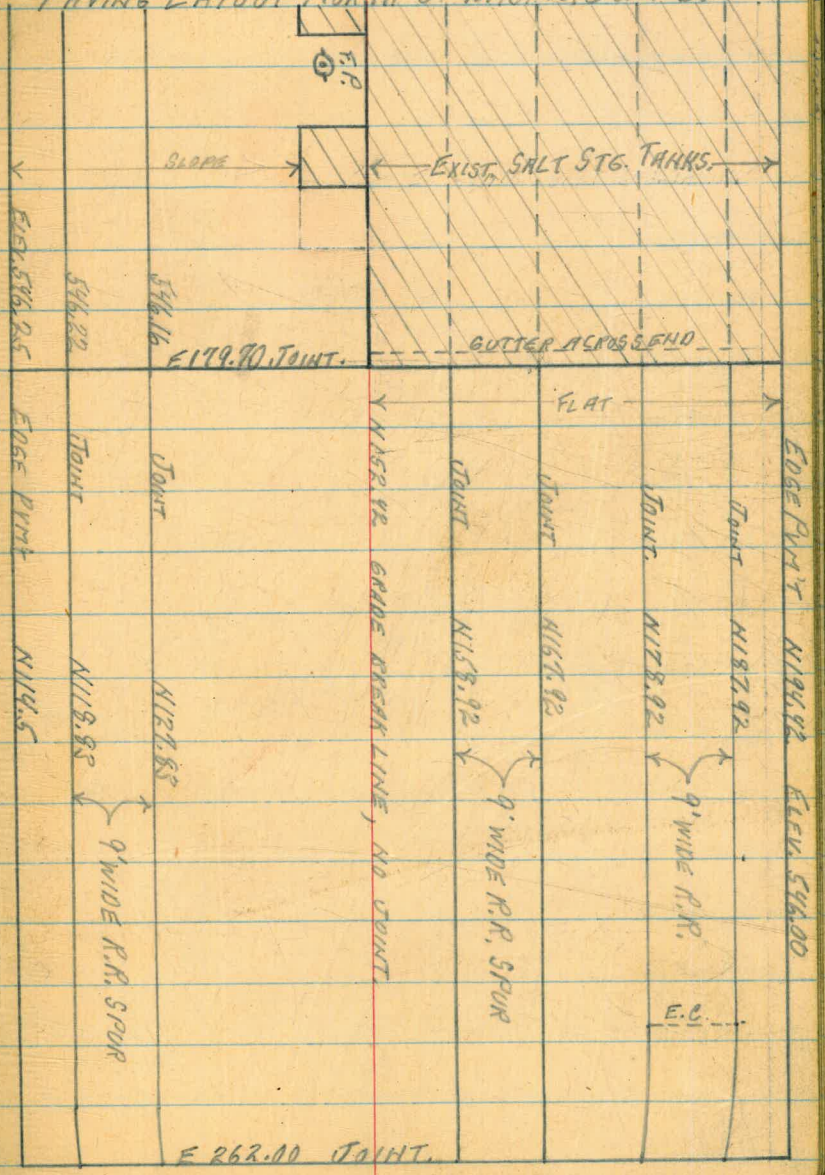
File

PAVING LAYOUT NORTH OF BASINS - CONT'D.

NOTE: RAILROAD CENTER LINES SET AS PER SKETCH ON PAGE 74 & 75 OF F.R. 724. PAVING STRIPS FOR R.R. WERE MADE 9' WIDE BY REQUEST OF MR. EICHENLAUB, ENGINEER FOR S.D. & A.E. R.R. JOINTS ALONG R.R. SPURS PARALLEL CE OF R.R. AND WERE CURVED ON 5 FT. LONG CHORDS.



PAVING LAYOUT NORTH OF BASINS, CONT'D.



179.60
 92.75
 86.85

E 262.00 JOINT.

E.C.

PAVING LAYOUT NORTH OF HEADHOUSE, CONT'D.

E 9.37 JOINT.

HEADHOUSE LANDING PLATFORM

ELEV. 546.85

546.27
9' WIDE R.R. SPAUR
ELEV. 548.85

546.14
9' WIDE R.R. SPAUR
ELEV. 548.85

GRADE LINE 546.00 (NO TOWNS)
ELEV. 548.92

9' WIDE R.R. SPAUR
JOINT
ELEV. 548.92

9' WIDE R.R. SPAUR
JOINT
ELEV. 548.92

EDGE OF PAVT
JOINT
ELEV. 548.92

EDGE OF PAVT
JOINT
ELEV. 548.92

SCOPE
E 9.75

FLAT ELEV. 546.00

STAIRS
ELEV. 547.92

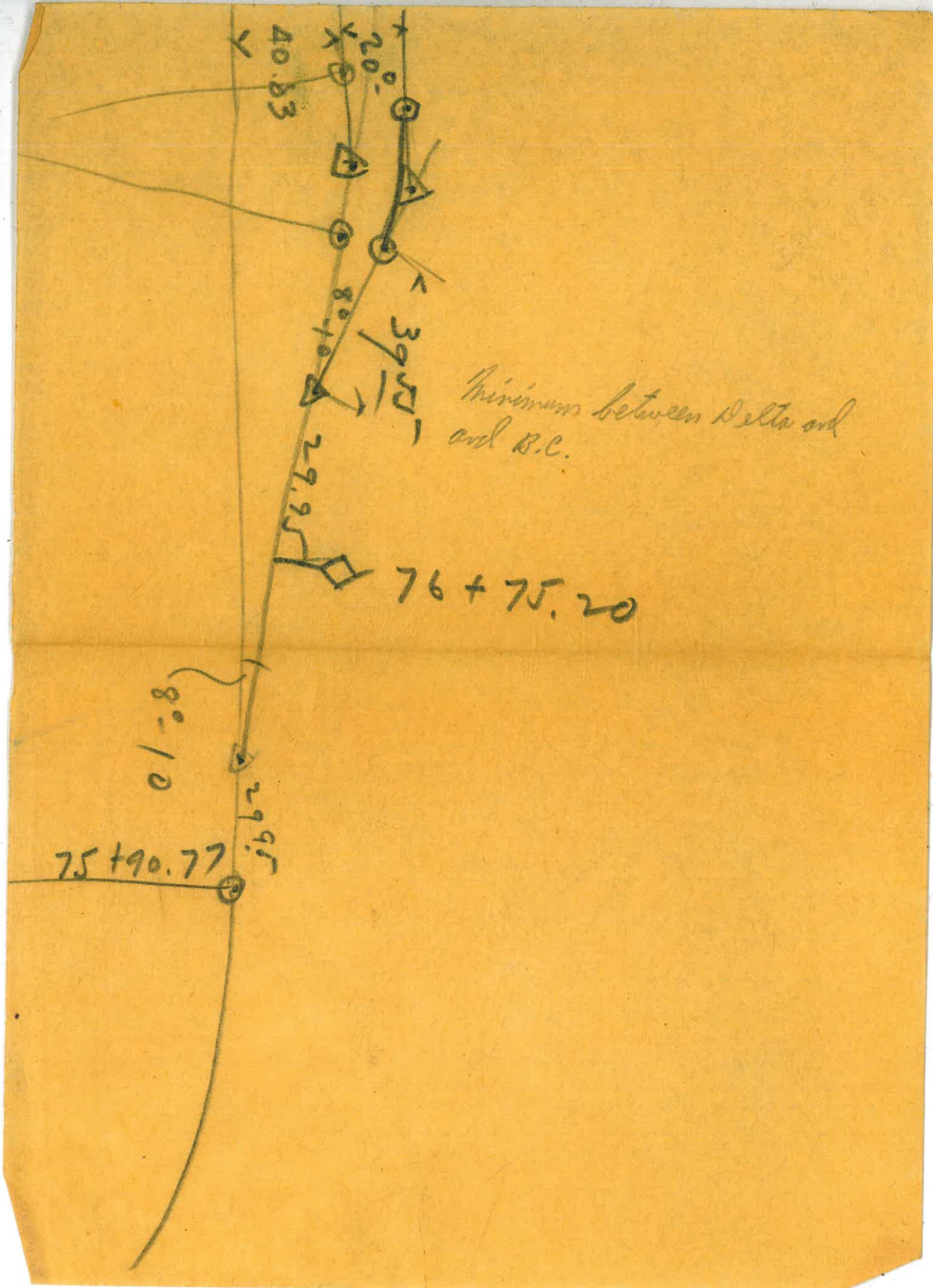
1198.85
ELEV. 546.50

ELEV. 547.92

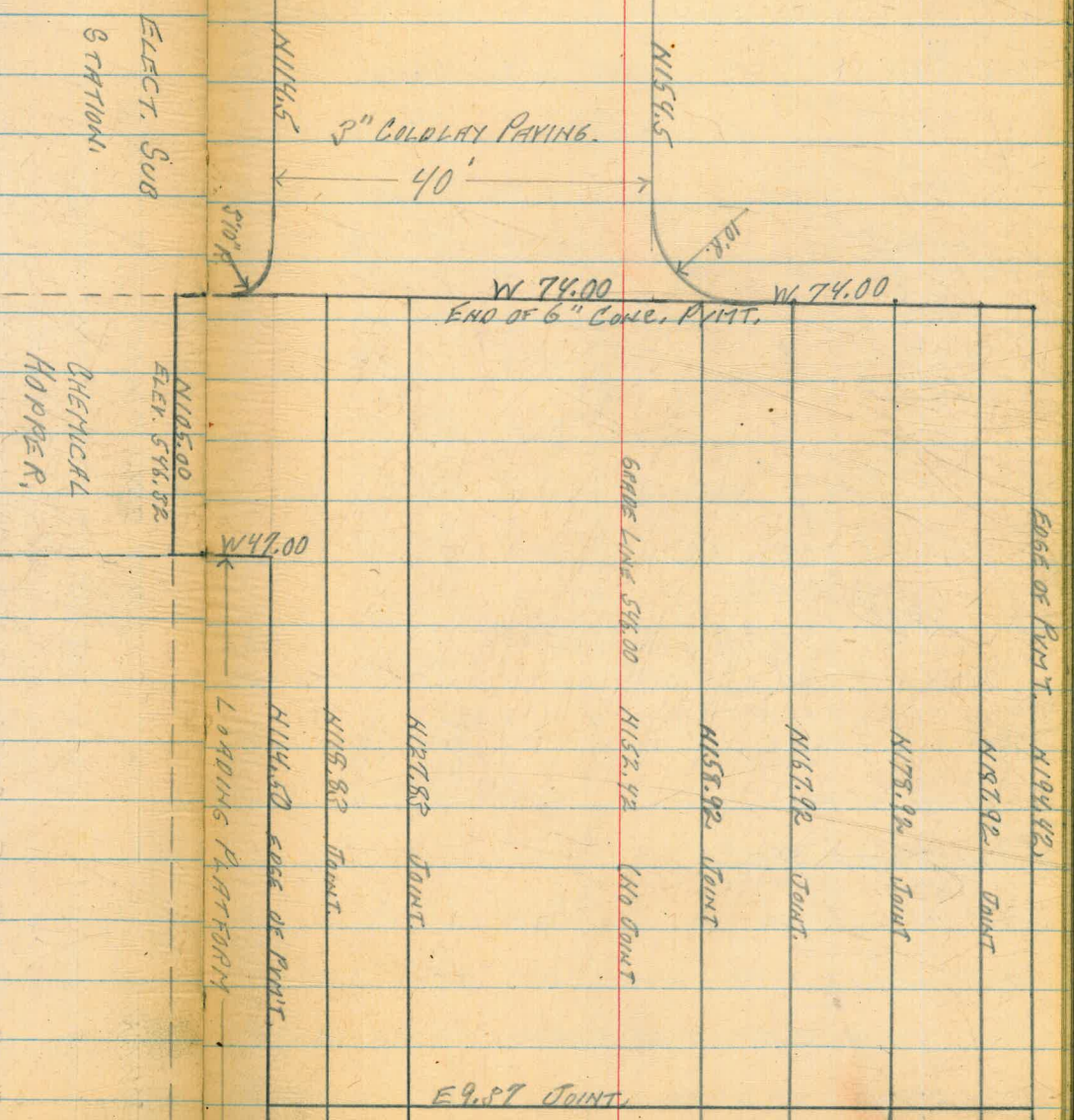
ELEV. 546.25

SALT STG. TANK.





PAVING LAYOUT NORTH OF HEADHOUSE, CONT'D.



APRIL 5, 1950

LEONARD
CARYER

SUB GRADE ELEV'S ALONG RETAINING WALL.

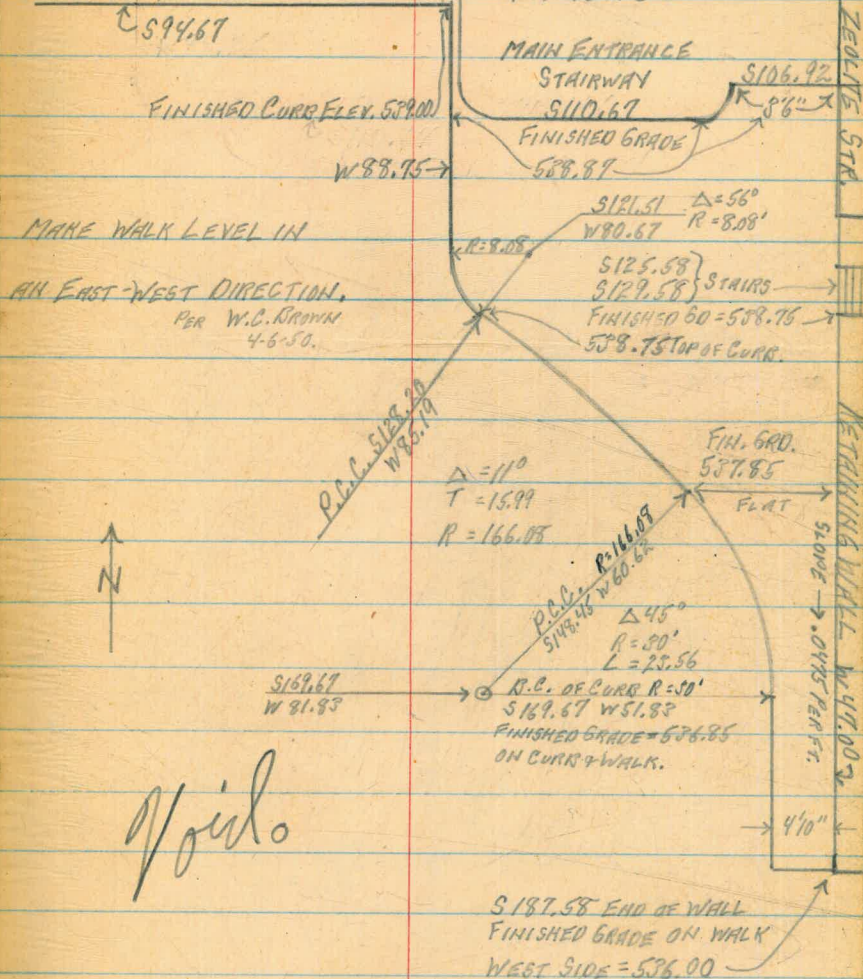
R.M.	+P.S.I	541.51		538.20	Rim H. 532.100
W47.			-3.14	538.97	
"			-3.21	538.90	
"			-3.26	538.25	
"			-3.93	537.78	
"			-4.21	537.30	
"			-4.68	536.83	
"			-5.16	536.35	
"			-5.63	535.88	
"			-6.01	535.50	
CHECK R.M.			-3.31	538.20	
R.M.	+2.23	536.75		534.52	S. ZEOLITE ENTRANCE.
E. SIDE OF RET. WALL			-3.00	533.75	
S. SIDE OF ZEOLITE			-3.00	"	
W. SIDE OF RASINS WALL			-3.00	"	
S. EXT. TO ZEOLITE WALK.			-3.08	538.67	
CHECK R.M.			-2.23	534.52	

NOTE: GRADES ALLOW 3" FOR COLDLAY PAVING EAST OF
RETAINING WALL AND 4" FOR SIDEWALK AT ZEOLITE ENTRANCE.

APRIL 5, 1950. LEONARD
CARYER

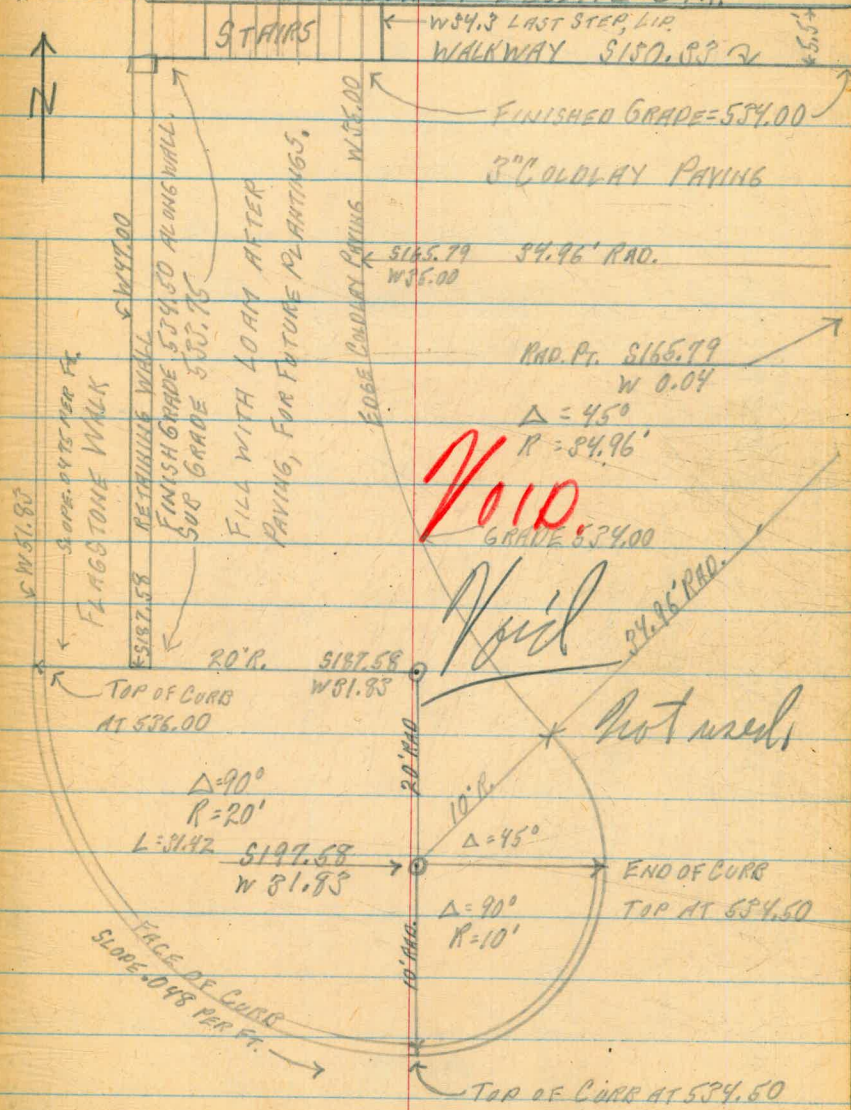
98.

WALKWAY LAYOUT SOUTH OF FILTERS.



APRIL 6, 1950 LEONARD.
CARVER. 59.

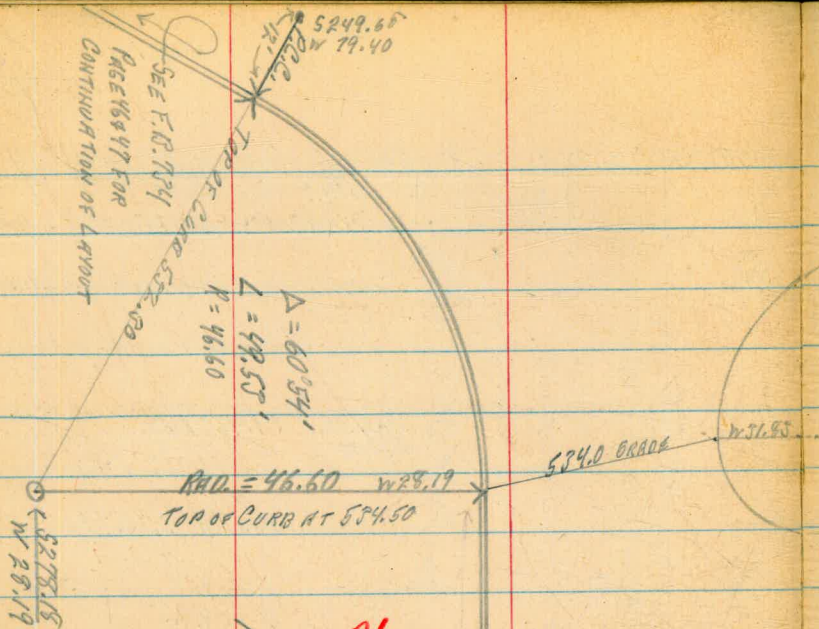
ROADWAY LAYOUT SOUTH OF ZEPHYRUS STR.



APRIL 7, 1950 LEONARD CARVER 40.

PAVING AND SIDEWALK LAYOUT SOUTH OF ZEOLITE STR.

SEE PAGES 8 FOR LAYOUT OF THIS AREA.



VOID.

P.C. CONCREDS WITH SAME POINT SHOWN ON "X16" PRINT FILE # 62-2-2, TITLED "ENHANCEMENT ROAD AND PAVED AREA" REVISED 12-29-48.

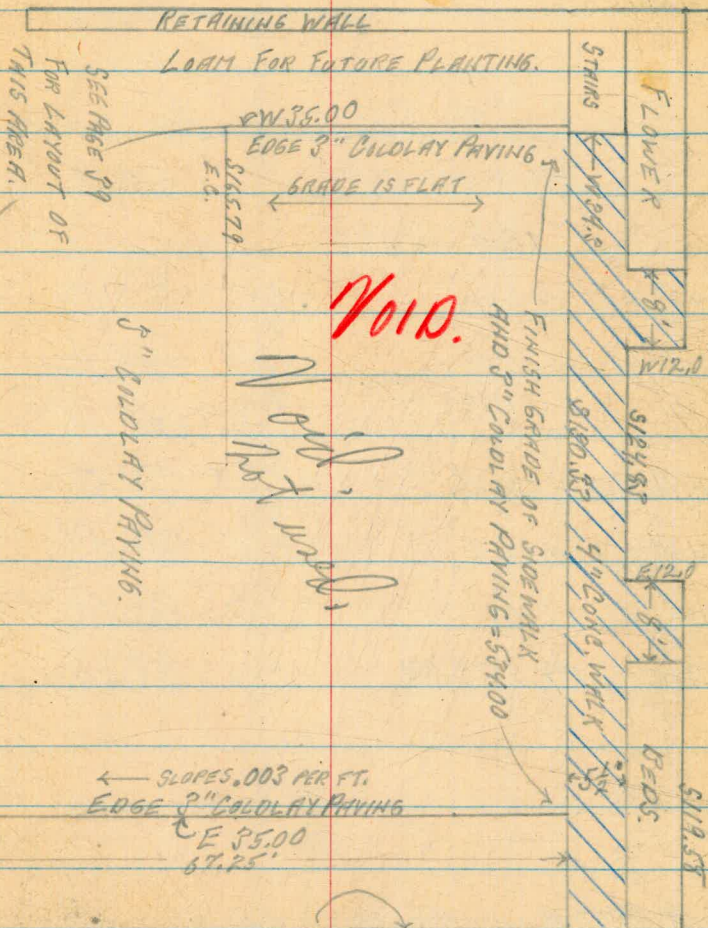
.003' SLOPES
E 5831.58

TOP OF E50.0
CURB = 584.25

535.75 GRADE



Begin CURB



VOID.

SLOPES .003 PER FT.
EDGE 3" C&G PAVING
E 55.00
57.25

SETTLING BASINS



NOTE: SEE NEXT PAGE FOR PROFILE BEFORE

GRADING.

APRIL 15, 1950. LEONARD,
CARVER

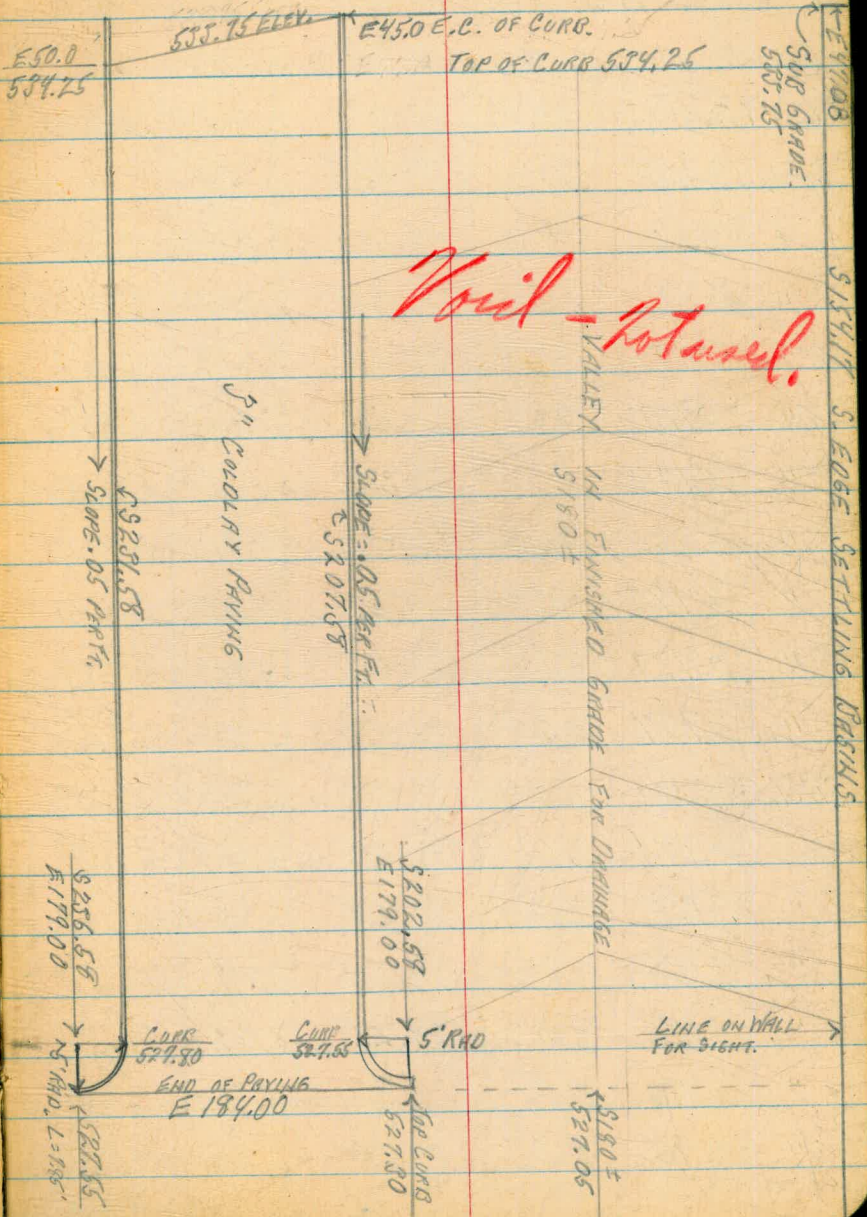
ELEVATIONS ON MAN HOLES IN PAVING AREA, S. OF BASINS.

R.M. RIM M.H.	ELEV.	ELEV.
R.M. RIM M.H. S177.83	E60	530.32
	+4.60	534.92
RIM M.H. 21" DRAIN LINE	-4.55	530.37
N. END SEPTIC TANK	-6.70	528.22
S. " " "	-6.75	528.17
M.H. S190.85	E 136.17	-5.07 529.85
M.H. S176.85	E 216.0	-5.55 529.37
M.H. S176.88	E 231.0	-5.42 529.50
F.P. CASE S 178.2	E 217.9	-5.26 529.66

SET 2"x2" Redwood Hub & TACK For R.P. 35'

S 271.58
E 179.00

PAVING LAYOUT SOUTH OF BASINS, CONT'D.



Void - Not used.

PROFILE OVER EDGE OF ROADWAY, SOUTH OF

BASINS BEFORE GRADING: SEE PAGE 41 FOR LAYOUT.

Station	Grade	Left Elevation	Right Elevation
B.M. 5177 E60	+2.20	532.52	530.32
S 217.58 E45	F5H	533.50	528.39
" E60	F4.75	533.25	528.50
" E70	F3.75	532.25	528.50
" E90	F2.75	531.25	528.53
" E110	F1.55	530.25	528.37
" E130	F1.02	529.25	528.16
" E150	GRADE	528.25	528.21
" E170	C1.24	527.25	528.49
" E179	C1.81	526.80	528.61
" E184	C2.11	526.55	528.66
S 221.58 E184	F0.53	526.80	526.27
" E179	F1.05	527.05	526.00
" E175	F0.85	527.25	526.40
" E155	F1.92	528.25	526.33
" E135	F2.95	529.25	526.30
" E115	F3.75	530.25	526.50
" E95	F4.52	531.25	526.72

Station	Grade	Left Elevation	Right Elevation
N.d.		532.52	
S 221.58 E75		532.25	526.92 F5 ⁵⁰
" E55		533.25	526.95 F6 ²⁰
" E50		533.50	527.12 F6 ⁹⁸
" E25		533.58	527.63 F5 ²⁵
" AXIS		533.96	527.15 F6 ⁵¹
" E.C. +42.19		533.76	527.24 F6 ⁵¹
ON CURVE +45.41		533.58	527.41 F6 ¹⁷
" +41.28		533.42	527.53 F5 ⁸⁹
" +37.15		533.25	527.66 F5 ⁵⁹
" +33.02		533.08	527.85 F5 ²³
" +28.90		532.92	528.05 F4 ⁸²
" +24.77		532.75	528.18 F4 ⁵²
" +20.64		532.58	528.18
" +16.51		532.42	528.09
" +12.39		532.25	528.37
" +8.26		532.08	528.84
" +4.13		531.92	529.76
P.C.C. = 0+00		531.75	530.88 F1 ³⁷
CHECK N.P.		-2.20	530.32

Soil

Grade Break

APRIL 11, 1950 LEONARD CARVER

PROFILE OVER N. EDGE OF FUTURE ROADWAY

SOUTH OF SETTLING BASINS BEFORE GRADING, CONT'D.

R.M.	+	1/12	584.44		530.32	RIM M.H. 5177 E60
5207.58	E 184	END OF PAVING	-5.78	528.66		
"	E 200		-5.78	528.71		
"	E 225		-5.84	528.60		
"	E 250		-6.50	528.54		
"	E 275		-6.26	528.08		
"	E 300		-6.54	527.90		
"	E 325		-5.98	528.56		
"	E 350		-6.06	528.39		
"	E 375		-6.07	528.37		
"	E 400		-5.62	528.82		
"	E 425		-5.57	528.87		
"	E 450		-5.94	528.50		
"	E 475		-6.10	528.34		
"	E 500		-6.29	528.15		
"	E 525		-6.35	528.09		
CHECK R.M.			-4.12	530.32		

N.E. LEVEL 106346

APRIL 11, 1950 LEONARD CARVER.

43.

SUB-GRADE LINE ALONG S. WALL OF SETTLING BASINS.

R.M.	+6.76	537.08		RIM M.H. 5177 E60
E 47.08	3134.2		-3.33	533.75
E 74.30	"		-3.83	533.25
E 101.52	"		-4.33	532.75
E 128.74	"		-4.83	532.25
E 155.96	"		-5.33	531.75
E 183.18	"		-5.83	531.25
E 210.40	"		-6.33	530.75
CHECK R.M.			-6.76	530.32

Soil

NOTE: GRADE WAS SET 3" BELOW FINISHED GRADE LINE TO ALLOW SOME SPACE FOR TOP SOIL TO BE PLACED LATER.

COLORADO AVE. ENTRANCE.

ALIGNMENT, L.H. CURB LINE OF P.W.Y. 12' LEFT OF &
 SEE F.R. 734, PAGE 46 & 47 FOR SKETCH.

PCC	3+65.01	140° 33'	= 3+79.48 ON &
	3+55.36	120° 7' 30"	DEF. PER FC = 15.47236'
	3+45.70	90° 42'	Δ = 29° 06'
	3+36.04	7° 16' 30"	R = 111.41
	3+26.38	4° 51'	L = 57.95
	3+16.72	2° 25' 30"	CHORD = 2.43'
P.C.C.	3+07.06	140° 35'	= 3+16.75 ON &
	2+87.9	130° 08' 30"	
	2+68.8	11° 42'	
	2+49.7	10° 16'	Δ = 29° 10'
	2+30.6	8° 49' 30"	R = 379.98
	2+11.5	7° 23'	L = 193.46
	1+92.4	5° 56' 30"	DEF. = 4.523 PER FT.
	1+73.3	4° 30'	CHORD = 19.02'
	1+54.2	3° 04'	
	1+35.1	1° 37' 30"	
	1+16	Def. 0° 11' LEFT.	
	1+13.60	12' L.	11.42' LEFT & RIGHT OF &
STA	1+17.18	= 2x2" HUB & TACK, CENTER OF GATE PYLON.	
	1+13.60	NAIL 12.00' LEFT ON RADIAL LINE FROM STA 1+17.18 ON &	

PAVING SUR GRADE FOR MAIN ENTRANCE ROADWAY.
 LEFT HAND CURB LINE STARTING AT GATE PYLON.

STATION	* SUR. GRADE	HUB ELEV.	COR OR FILL
C.M.		527.14	
1+13.60	& OF GATE PYLON		
1+16.00	526.75		
1+35.1	522.80		
1+54.2	523.85		
1+73.3	524.90		
1+92.4	525.95		
2+11.5	527.00		
2+30.6	528.05		
2+49.7	529.10		
2+68.8	530.15		
2+87.9	531.20		
3+07.06 P.C.C.	532.25		
3+16.72	532.79		
3+26.38	533.33		
			* 3" BELOW FINISHED GRADE LINE.

Not used.
 pt
 Void.

PAVING SUR-GRADE, L.H. CURB LINE, CONT'D.

STA 3+36.04	533.87
3+45.70	534.41
3+55.36	534.95
P.C.C. 3+65.01	535.49
3+71.55	535.87
3+78.10	536.24
3+84.64	536.62
3+91.19	537.00
3+97.73	537.37
E.C. 4+04.28	537.75

Wood not used
W/pt

E.C. 4+04.28	45°	} $\Delta = 90^\circ$ $R = 25'$ $L = 43.23$ $CHORD = 6.53'$
3+97.73	37° 50'	
3+91.19	<i>Wood</i> 30°	
3+84.64	22° 30'	
3+78.10	15°	
3+71.55	Def. 7° 50'	
P.C.C. 3+66.01		

TURNING CIRCLE, CHECK SUB-GRADE.

				SPINE INSP. # 277144
B.M.	+2.43	529.57	527.14	
R.C.	0+00		-8.91	520.66
	0+20		-9.35	520.22
CENTER LINE	0+32.17	519.75	-9.66	519.91
	0+35.8	519.83	-9.75	519.82
	0+44.8	520.03	-9.53	520.04
	0+53.8	520.23	-9.32	520.25
	0+62.8	520.42	-9.13	520.44
	0+71.8	520.62	-8.99	520.58
	0+80.8	520.82	-8.74	520.83
	0+89.8	521.02	-8.60	520.97
	0+98.8	521.22	-8.39	521.18
	1+07.84	521.42	-8.13	521.44
N. EDGE OF CIRCLE: 37.5' FROM CENTER.				
	0+20-12	LEFT	-8.85	520.72
	0+32.17	12' LEFT	-9.16	520.41
	R.C. 5' RAD.		-9.37	520.20
	E.C. 5' RAD.		-9.52	520.05
	POINT OF S		-9.49	520.08

APRIL 17, 1950

47.

TURNING CIRCLE SUB GRADE CHECK-CONT'D.

N. d.	529.57			
POINT #4	520.16	-9.39	520.18	O.K.
" #5	20.33	-9.19	520.38	.05 HI
" #6	20.51	-9.01	520.56	.05 HI
" #7	20.72	-8.78	520.79	.07 HI
" #8	20.92	-8.54	521.03	.11 HI
" #9	21.12	-8.41	521.16	.04 HI
" #10	21.28	-8.16	521.41	.13 HI
" #11	21.42	-8.08	521.49	.07 HI
S. EDGE OF CIRCLE: 37.5' FROM CENTER.				
0+20 12' RIGHT		-10.58	518.99	
0+32.17 12' RIGHT	519.75	-9.91	519.66	.11 LOW
R.C. 5' RAD.	519.85	-9.82	519.75	.10 LOW
E.C. 5' RAD.	519.94	-9.77	519.80	.14 LOW
POINT #9	520.04	-9.71	519.86	.18 LOW
" #4	20.17	-9.52	520.05	.12 LOW
" #5	20.32	-9.35	520.22	.10 LOW
" #6	20.50	-9.29	520.28	.22 LOW
" #7	20.68	-9.28	520.29	.39 LOW

	529.57			
S. EDGE POINT #8	520.86	-8.97	520.60	.26 LOW
" #9	521.03	-8.59	520.98	.05 LOW
" #10	521.19	-8.42	521.15	.04 LOW
" #11	521.33	-8.16	521.41	.08 HI
" #12	521.42	-8.00	521.57	.15 HI
CENTER P. ON L. SIDE ON HIGH		-7.78	521.79	
" " R. " " "		-7.78	521.79	
0+0 L. SIDE 12' OFF		-8.43	521.14	
0+0 R. SIDE: 12' OFF		-9.95	519.62	
" " 9' "		-9.47	520.10	
CHECK B.M.		-2.43	527.14	

N.E. LEVEL 106346

APRIL 17, 1950 LEONARD
CARVER 48.

CURB GRADES AROUND TURNING CIRCLE

			527.14	SPIKE IN P.P. 277144
NORTH SIDE:	GRADE: TOP OF CURB:		2' OFFSET HUB ELEV.	CUT OR FILL TO TOP OF CURB
+2.43	529.57			
B.C. 5' RADIUS:	520.56	-9.25	520.34	F 0.22
E.C. 5' RADIUS	520.66	-9.56	520.01	F 0.65'
POINT #3	520.79	-8.81	520.76	F 0.03'
POINT #4	520.91	-8.59	520.95	C 0.07'
" #5	521.08	-8.48	521.09	GRADE
" #6	521.26	-8.50	521.07	F 0.19'
" #7	521.47	-8.34	521.23	F 0.24'
" #8	521.67	-8.16	521.41	F 0.26'
" #9	521.87	-7.77	521.80	F 0.07'
" #10	522.03	-7.70	521.87	F 0.16'
END OF CURB #11	522.17	-7.99	521.68	F 0.49'
SOUTH SIDE:				
B.C. 5' RADIUS	520.60	-9.98	519.59	F 1.01'
E.C. 5' RADIUS	520.69	-10.00	519.57	F 1.12'
POINT #3	520.79	-9.97	519.60	F 1.19'
" #4	520.92	-10.21	519.36	F 1.56'

CURB GRADES AROUND TURNING CIRCLE - CONT'D

SOUTH SIDE, CONT'D	529.57			
POINT # 5	521.07	-10.34	519.23	F 1.84'
" # 6	521.25	10.31	519.26	F 1.99'
" # 7	521.43	-9.87	519.70	F 1.73'
" # 8	521.61	-9.74	519.53	F 1.78'
" # 9	521.78	-9.10	520.47	F 1.51'
" # 10	521.94	-8.98	520.59	F 1.35'
" # 11	522.08	-8.26	521.51	F 0.77'
END 6" CURB # 12	522.17	-7.98	521.59	F 0.58'
Sta 0+20 L. SIDE		-8.64	520.93	
" 0+20 R. SIDE		-10.54	519.03	
" 0+32.17 L. SIDE	520.50	-8.98	520.59	C 0.09'
" 0+32.17 R. SIDE	520.50	-10.18	519.39	F 1.11'
CHECK R.M.		-2.43	527.14	

COLORADO AVE. ENTRANCE:
ALIGNMENT, R.H. CURB LINE OF PAVEMENT,
FROM GATE Pylon TO P.C.C.

W/od.

PCC 3+26.47	19° 35'	
3+10.2	18° 25' 45"	
2+90.2	12° 0' 45"	
2+70.2	10° 35' 30"	
2+50.2	9° 10' 30"	
2+30.2	7° 45' 30"	
2+10.2	6° 20' 15"	
1+90.2	4° 55' 15"	
1+70.2	3° 30' 15"	
1+50.2	2° 05'	CHORD 19.99
		CHORD 9.99
1+30.20	0° 40' Lt.	START 522.00 FINISHED GRADE.

STA. 1+20.81 = TRANSIT PT. 0° 0', TANGENT TO CURVE.

STA 1+17.18 ON CENTER LINE = STA. 1+20.81, 12' TO RT. OF C,
DEF. = 4.2546' PER FT.

N.E. LEVEL 106346

APRIL 25, 1930 LEONARD ST.
CARYERPROFILE OVER EDGES OF PROPOSED REVISION
OF ROADWAY SOUTH OF ZEPHYRUS STR.

P.M.	5.85	536.15		530.32	RIM H. SITTING
		*FINISH GRADE		EXIST. GO.	
W 33.85	5130.85	533.50	-4.0	532.1	F 1.2
"	5140	"	-4.05	532.1	F 1.2
"	5150	"	-4.1	532.0	F 1.3
"	5160	"	-4.5	531.6	F 1.7
"	5170	"	-4.7	531.4	F 1.9
"	5180	"	-5.3	530.8	F 2.5
"	5187.58 R.C.	"	-5.9	530.2	F 3.1
W 23.85	5140.85	533.00	-4.1	532.0	F 0.8
"	5160	"	-4.1	532.0	F 0.8
"	5160	"	-4.3	531.8	F 1.0
"	5170	"	-4.75	531.4	F 1.4
"	5180	"	-5.3	530.8	F 2.0
"	5190	"	-6.0	530.1	F 2.7
"	5200	"	-6.9	529.2	F 3.6
"	5210	"	-7.75	528.4	F 4.4
"	5214 ⁺	"	-8.65	528.0	F 4.8

*NOTE: SUB GRADE WILL BE 3" LOWER THAN
FINISH GRADE.

APRIL 25, 1950

PROFILE OVER PROPOSED REVISION OF ROADWAY

	536.15 *FINISH GRADE		EXIST. G.O.	
W 035 S 160.85	532.00	-4.1	532.0	C 0.2
" S 170	"	-4.65	531.5	F 0.3
" S 180	"	-5.6	530.5	F 1.3
" S 190	"	-6.3	529.8	F 2.0
" S 200	"	-7.1	529.0	F 2.8
" S 207 ±	"	-7.9	528.2	F 3.6
E 16.17 S 180.85	531.00	-5.5	530.6	F 0.2
" S 190.00	"	-6.4	529.7	F 1.1
" S 200.00	"	-7.0	528.8	F 2.0
" S 205 ±	"	-7.7	528.4	F 2.4
E 35 S 130.85	533.50	-3.2	532.9	F 0.4
" S 140.85	533.00	-3.0	533.1	C 0.3
" S 150.85	532.50	-3.5	532.6	C 0.3
" S 160.85	532.00	-4.15	532.0	C 0.2
" S 168.00 B.C.	531.64	-4.5	531.6	C 0.2
E 47 S 180 E.C.	530.70	-5.7	530.4	F 0.1
E 61 S 180 END PNT	530.00	-5.8	530.3	C 0.5

* SUB GRADE WILL BE 3" LOWER THAN FINISH GRADE.

APRIL 25, 1950

52

SOUTH OF ZEOLITE STR. CONT'D.

	536.15 FINISH GRADE		EXIST. G.O.	
S 204 E 61	529.75	-7.5	529.6	F 0.9
" E 56	530.00	-7.5	528.6	F 1.2
S 204 E 24.38 B.C.	530.79	-7.96	528.19	F 2.4
PT. #1 ON CURVE: 10' ARC	531.08	-7.7	528.4	F 2.4
" #2	531.60	-7.8	528.3	F 3.1
" #3	532.07	-7.85	528.5	F 3.5
" #4	532.55	-8.0	528.1	F 4.2
" #5	533.00	-8.15	527.0	F 4.8
" #6	533.50	-8.2	527.9	F 5.4
" #7	534.00	-8.1	528.0	F 5.8
" #8	533.50	-8.0	528.1	F 5.1
" #9	533.00	-7.8	529.3	F 4.5
" #10	532.50	-7.5	528.6	F 3.6
" #11	532.00	-5.95	530.2	F 1.6
" #12 P.C.C.	531.71	-5.3	530.8	F 0.7
S 160.85 E 10	532.00	-3.8	532.3	C 0.5
S 160.85 E 20	"	-4.0	532.1	C 0.3
S 160.85 E 30	"	-3.7	532.4	C 0.6

APRIL 25, 1950.

53.

PROFILE OVER PROPOSED ROADWAY, CONT'D

(OUTER EDGE BERM)	536.15				
	FINISH GRADE.		EXIST. GO.		
PT #12 5' OUT	532.2	-6.6	529.5	F 2.7	
" #11 "	532.50	-7.5	528.6	F 3.9	
" #10 "	533.00	-9.5	527.6	F 5.4	
" #9 "	533.50	-9.9	527.8	F 5.7	
" #8 "	534.00	-8.9	527.8	F 6.2	
" #7 "	534.50	-8.4	527.7	F 6.8	
" #6 "	534.90	-8.55	527.6	F 6.4	
" #5 "	535.50	-8.55	527.6	F 5.9	
" #4 "	533.00	-8.5	527.6	F 5.4	
" #3 "	532.60	-8.2	527.9	F 4.7	
" #2 "	532.10	-8.2	527.9	F 4.2	
" #1 "	531.60	-8.1	528.0	F 3.6	
" B.C. "	531.80	-8.5	527.6	F 3.7	
5209 E 56	530.50	-7.8	528.3	F 2.2	
5209 E 61	530.25	-7.8	528.3	F 2.0	
CHECK R.M. ZENITE ENTRANCE		-1.63	534.52	= 534.52	

NOTE: BERM FINISHED GRADES ARE ASSUMED TO

PARALLEL TOP OF 6" CURB ALONG ROAD.

PROFILE OVER COLORADO ST. FROM PLANT CIRCLE.

B.M.	+R. 54	529.68	527.14	CITY DATUM	N.d.	528.57		
0+00	R.C. OF CURVE INTO PLANT TURNING CIRCLE. CENTER COLORADO AVE. AND INTERSECTION CITY PROP LINE				1+25	℄	-5.14	523.23
	T.P. SPIKE AT 0+00		-9.01	520.67		12' RT	-5.06	523.31
	N.d. +7.70					12' LT	-6.00	522.37
0+00	12' LEFT		-8.85	519.52	1+50	℄	-4.48	523.89
	12' RIGHT		-7.24	521.13		12' RT	-4.30	524.07
0+25	℄		-7.17	521.20		12' LT	-5.30	523.07
	12' RT		-6.91	521.46	1+75	℄	-3.77	524.60
	12' LT		-7.95	520.42		12' RT	-3.95	524.42
0+50	℄		-6.69	521.68		12' LT	-4.70	523.67
	12' RT		-6.46	521.91	2+00	℄	-3.06	525.31
	12' LT		-7.40	520.97		12' RT	-3.14	525.23
0+75	℄		-6.14	522.29		12' LT	-3.70	524.67
	12' RT		-5.77	522.60		CHECK T.P.	-7.70	520.67
	12' LT		-6.94	521.43				
1+00	℄		-5.78	522.59				
"	12' RT		-5.74	522.63				
"	12' LT		-6.61	521.76				

NOTE: STATIONING RUNS S.W. ON COLORADO AWAY FROM PLANT ENTRANCE CIRCLE.

May 12, 1950.

Profile over Colorado Ave., S.W. from City Property Line.

0+00 = $\frac{1}{2}$ of Colorado Ave. at intersection with City Property Line = B.C. of curve to right.

Elevations are to City Datum: F.O. 742 Page 54. Stationing runs away from plant.

<u>Station:</u>	<u>12' RT.</u>	<u>C.</u>	<u>12' LT.</u>
0+00	521.15	520.67	519.52
0+25	521.46	521.20	520.42
0+50	521.91	521.68	520.97
0+75	522.60	522.23	521.43
1+00	522.63	522.59	521.76
1+25	523.81	523.23	522.37
1+50	524.07	523.89	523.07
1+75	524.42	524.60	523.67
2+00	525.23	525.31	524.67

NOTE: Street curves to Rt. with stationing and has an adverse elevation.

D. Leonard.

RESET GRADE STAKES FOR TURNING CIRCLE:

				0+00 OF ROAD SPIKE IN PNT
B.M. + 5.27	525.94		520.67	
END OF CURB, LT. SIDE	520.50	-5.43	520.51	GRADE.
P.R.C., 3' RAD. LT. SIDE	520.66	-5.34	520.60	F 0.06'
END OF CURB, RT. SIDE	520.50	-6.40	519.54	F 0.96'
P.R.C., 5' RAD. RT. SIDE	520.66	-6.81	519.13	F 1.53'
END WALL, LT. SIDE	522.17	-4.29	521.65	F 0.52'
CENTER Pylon, LT. SIDE	520.50	-3.87	522.07	C 1.57'
END WALL, RT. SIDE	522.17	-4.34	521.60	F 0.57'
CENTER Pylon, RT. SIDE	520.50	-4.03	521.91	C 1.41
CENTER GATE, INSIDE	521.07	-4.59	521.35	C 0.28'
" " OUTSIDE	521.42	-4.29	521.65	C 0.23'
CHECK B.M.		-5.27	520.67	

MAY 15, 1960. LEONARD
THOMAS

56.

SET SUB-GRADE STAKES FOR PAVEMENT N. OF BASINS:

^{H.T.}
R.M. + 3.57 550.23 546.66 ON SALT TANK

-4.48 545.75 -4

" "

" 4

-4.61 545.62 ✓

" "

" "

3.55 550.21

546.66

4.47 545.74

"

"

4.59 545.62

STATIONS:

STATIONS:	DEFLECTION ANGLE	CHORDS:
1+18.68	14° 28' 30" ✓	15.62
1+23.70	13° 23' ✓	19.75
1+52.45	12° 00' 30" ✓	15.62
1+68.07	10° 52' ✓	15.62
1+83.70	9° 43' 30" ✓	15.62
1+99.32	8° 35' ✓	15.62
2+14.95 ✓	7° 26' 30" ✓	15.62
2+30.57	6° 18' ✓	15.62
2+46.20	5° 09' 30" ✓	15.62
2+61.82	4° 01' ✗	15.62
2+77.45	2° 52' 30" ✗	15.62
2+93.07	1° 44' ✗	15.62
3+08.70	0° 35' 20" ✗	8.05
3+16.75	TRANSIT Pt. 23° 09' TO B.C.	

NOTE: ASSISTED BY VARIOUS CITY INSPECTORS AND
CONTR. MEN IN LAYING OUT WORK.

MAIN ENTRANCE ROAD INSIDE OF MAIN GATE:

STATION	SUR GRADE		HOR. ELEV.	CUT OR FILL
B.M. +5.40	522.54		527.14	SPARE IN P.P.
1+18.68 C.	521.75			
1+33.70 C.	522.00	-10.27	522.27	C 0.27'
12' LEFT	521.94	-10.02	522.52	C 0.58'
12' RIGHT	522.20	-10.41	522.13	F 0.07'
1+52.45 C.	522.75	-9.23	523.31	C 0.56'
12' LEFT	522.60	-8.93	523.61	C 1.01'
12' RIGHT	522.95	-9.40	523.14	C 0.19'
1+68.07 C.	523.75	-8.30	524.24	C 0.49'
12' LT.	523.57	-8.33	524.21	C 0.64'
12' RT.	524.00	-8.35	524.19	C 0.19'
1+83.70 C.	524.75	-7.55	524.99	C 0.24'
12' LT.	524.57	-7.55	524.99	C 0.42'
12' RT.	525.00	-7.42	525.12	C 0.12'
1+99.32 C.	525.75	-6.69	525.85	C 0.10'
12' LT.	525.57	-6.60	525.94	C 0.37'
12' RT.	526.00	-6.60	525.94	F 0.06'

* ITS TRUE!

MAY 19, 1950

58.

MAIN ENTRANCE ROAD INSIDE GATE, CONT'D.

STATION	SUR. GRADE	-	HOB. ELEV.	CUT OR FILL
N.S.	532.54			
2+14.95 ♀	526.75	-5.90	526.64	F 0.11'
12' LT.	526.57	-5.95	526.69	C 0.12'
12' RT.	527.00	-5.87	526.57	F 0.43'
2+30.57 ♀	527.75	-5.09	527.45	F 0.30'
12' LT.	529.57	-5.14	527.40	F 0.17'
12' RT.	528.00	-5.09	527.45	F 0.55'
2+46.20 ♀	528.75	-4.29	528.25	F 0.50'
12' LT.	528.57	-4.06	528.48	F 0.09'
12' RT.	529.00	-4.45	528.09	F 0.91'
2+61.82 ♀	529.75	-3.54	529.00	F 0.75'
12' LT.	529.57	-3.40	529.14	F 0.43'
12' RT.	530.00	-3.46	529.08	F 0.92'
2+77.45 ♀	530.75	-2.64	529.90	F 0.85'
12' LT.	530.57	-2.77	529.77	F 0.80'
12' RT.	530.93	-2.73	529.81	F 1.12'

MAY 18, 1950

59.

MAIN ENTRANCE ROAD INSIDE GATE, CONT'D.

STATION	SUR GRADE:		HOB. ELEV.	CUT OR FILL
N.d.	532.54			
2+93.07 C	531.75	-1.90	530.64	F 1.11'
12' LT.	531.65	-1.89	530.65	F 1.00'
12' RT.	531.87	-1.94	530.60	F 1.27'
3+08.70 C	532.76	-1.06	531.48	F 1.27'
12' LT.	532.65	-0.93	531.61	F 1.04'
12' RT.	532.85	-1.28	531.86	F 1.59'
3+16.75 P.C.C. C	533.27	-0.71	531.83	F 1.44'
12' LT.	533.20	-0.50	532.04	F 1.16'
12' RT.	533.25	-1.47	531.07	F 2.18'

CONTINUED ON PAGE 65.

R.P.E. LEVEL 106346. MAY 20, 1950

LEONARD - NOTES, R.H.
HEPNER - T

60.

LAYOUT:

CURB LINE FOR SOUTH SIDE OF FINAL LOCATION OF
P.C.C. OF MAIN ROAD AT 3249.68, W 79.40
EQUALS 0+00 ON LAYOUT OF ROAD TO
SOUTH OF ZEOLITE STR. AND BASINS:

SLOPE: 3-1

DEF. ANGLES.

1+06.6 E.C. 30° 21' = 5204.00 E.R. 71

0+98.8 28° 13' 30" ✓

0+89.8 25° 35' ✓

0+81.8 23° 22' ✓

0+73.8 21° 09' ✓

0+65.8 18° 48' ✓

0+57.8 16° 30' 30" ✓

0+46.8 13° 21' ✓

0+39 11° 07' 30" ✓

0+31.2 8° 54' ✓

0+23.4 6° 40' 30" ✓

0+15.6 4° 27' ✓

0+7.8 2° 13' 30" RT. ✓

0+00 = P.C.C. ON MAIN ROAD LINE, 12' RT. OF E.

DEF. PER FT. = 17.189'

ELEVATIONS:

ROADWAY SOUTH OF ZEOLITE, FILL STAKES FOR CURB LINE.

CURB LINE STATION:	SUB. GRADE:		GROUND ELEV.	FILL AMOUNT SITTING
R.M. +4.40	534.72		530.32	FR. 07'
0+00 P.C.C.	533.25	-3.54	531.18	2.5'
0+7.8	533.75	-3.27	531.45	2.6'
0+15.6	534.25	-3.04	531.68	3.2'
0+23.4	534.75	-3.21	531.51	3.6'
0+31.2	535.25	-3.06	531.66	4.2'
0+39.0	535.75	-3.15	531.57	4.8'
0+46.8	536.25	-3.29	531.43	5.6'
0+57.8 CREST	536.75	-3.54	531.18	5.1'
0+65.8	536.25	-3.59	531.19	4.8'
0+73.8 ^{9'}	535.75	-3.79	530.99	4.5'
0+81.8 ^{9'}	535.25	-3.97	530.75	4.2'
0+89.8 ^{9'}	534.75	-4.17	530.55	4.1'
0+98.2 ^{8.4'}	534.25	-4.56	530.16	4.2'
1+06.6 ^{8.4'} E.C.	533.75	-5.14	529.58	NOT STAKED.
1+14.6	533.25			
1+22.6	532.75	-6.10	528.62	4.1'
1+32.6	532.25	-5.98	528.74	3.5'

MAY 20, 1950

LEONARD, NOTES, CHAIN, R.O.
HEPNER. T

MAY 20, 1950

LEONARD,
HEPNER.

61.

SLOPE STAKES FOR ROADWAY S. OF ZEDLITE:

	FINISH GO.	-	ELEV. TOE SLOPE	FILL	OFFSET
N.S.	534.7				
0+00 = P.C.C.	534.0	-9.1'	525.6	8.4'	25.2'
0+15.6	535.0	-9.9	525.8	9.2'	27.6'
0+31.2	536.0	-8.8	525.9	10.1'	30.3'
0+46.8	537.0	-8.9	525.8	11.2'	33.6'
0+57.8 CREST	537.5	-8.9	525.8	11.7'	35.1'
0+65.8	537.0	-8.7	526.0	11.0'	33.0'
0+81.8	536.0	-8.8	525.9	10.1'	30.3'
0+98.2	535.0	-7.3	527.4	7.6'	22.8'
1+06.6 E.C.	534.5	-7.2	527.5	7.0'	21'
1+22.6	533.5	-7.2	527.5	6.0'	18'
1+32.6	533.0	-7.4	527.3	5.7'	17.1'
1+52.6	532.0	-7.6	527.1	4.9'	14.7'
1+72.6	531.0	-7.6	527.1	3.9'	11.7'
1+88 END.	530.25	-7.6	527.1	3.15'	9.5'

FILL STAKES FOR ROADWAY SOUTH OF ZEDLITE, CONT'D.

S. CURRLINE STA.	SUR. GRADE	-	GRD. ELEV.	FILL
N.S.	534.72			
1+42.6	531.75	NOT STAKED.		
1+52.6	531.25	-5.98	528.74	2.5'
1+62.6	530.75	NOT STAKED.		
1+72.6	530.25	-5.62	529.10	1.15'
1+87.9 END.	529.50	-5.80	528.92	0.6'
CHECK B.M.		-4.40	530.32	5177.60.

NOTE: FILL SHOWN IS FOR SUB. GRADE OF ROADWAY,
ALLOWING 3" FOR ASPHALT PAVING. TOE OF
SLOPE STAKES INCLUDE 10' BERM OUTSIDE
OF CURR LINE.

THESE READINGS DO NOT SHOW FULL AMOUNT
OF FILL MADE, AS PART OF GRADING HAS BEEN
COMPLETED BEFORE THIS SURVEY WAS MADE.

SUR. GRADE FOR S. EDGE OF PARKING LOT.

LOCATIONS:	PAVMENT SUR-GRADE	-	HUR. ELEV.	CUT OR FILL
B.M. R. 12	540.52		538.20	Rim of M.H. SIDE VIEW
S164.67 W100.83 E.C.	537.75	-1.76	538.56	C 0.81'
" W126.42	537.25	-3.00	537.52	C 0.07'
" W152.00	536.75	-3.54	536.78	C 0.03'
" W179.50	536.25	-3.98	536.34	C 0.09'
" W207.00	535.75	-4.22	536.10	C 0.35'
" W235.00	535.27	-3.75	536.57	C 1.30'
" W251.25	534.97	-4.87	535.45	C 0.48'
" W273.05	534.92	-5.30	535.02	C 0.10'
" W296.83	534.87	-6.43	533.89	F 0.98'
A 72°35'30" Pt. AT S164.67 W296.83 FOR WEST END.				
0+15 H.W. ORDR.	534.75			
0+46.72	534.25			
0+77.44 P.R.C.	533.75			
CHECK B.M.		-5.91	534.41 = 534.40	
P.R.C. ON MAIN ROAD	533.25	-7.60	532.72	.5' LIN
CREST	536.75	-7.2	533.1	3.6' low ON END OF RET. WALL
SET SUR GRADE	536.75	-3.57	536.75	

SUR-GRADE FOR N. EDGE OF PARKING LOT.

LOCATIONS:	PAVMENT SUR-GRADE	-	HUR. ELEV.	CUT OR FILL
B.M. Rim of M.H. S192*W101*	538.20		538.20	
+ 4.11	542.31			
S94.67 W98.75	538.25	-4.06	538.25	GRADE ON WALL
" W110.00	537.75	-4.56	537.75	" " "
" W131.00	537.25	-5.06	537.25	" " "
" W152.00	536.75	-5.56	536.75	" " "
" W179.50	536.25	-6.06	536.25	" " "
" W207.00	535.75	-5.55	536.76	C 1.2
" W236.00	535.25	-6.71	535.60	C 0.35
" W251.25	534.97	-7.10	535.21	C 0.25
CHECK B.M. Rim of M.H. W205.		-7.90	534.41 = 534.40	

SUB-GRADE HUBS IN PARKING AREA - CONT'D. BLUE TINS

H.I.	541.11		
S164.67 W100.83	-3.36'	537.75	
W126.42	-3.86'	537.25	
W152.00	-4.36'	536.75	
W179.5	-4.86'	536.25	
W207.0	-5.36'	535.75	
W236.0	-5.86'	535.25	
W251.25	-6.14'	534.97	
W273.05	-6.19'	534.92	
W296.83	-6.24'	534.87	
CHECK R.M. ^{P.M.H.} S111 W205	-6.70'	534.41 = 534.40	

SUB-GRADE HUBS IN PARKING AREA - BLUE TINS

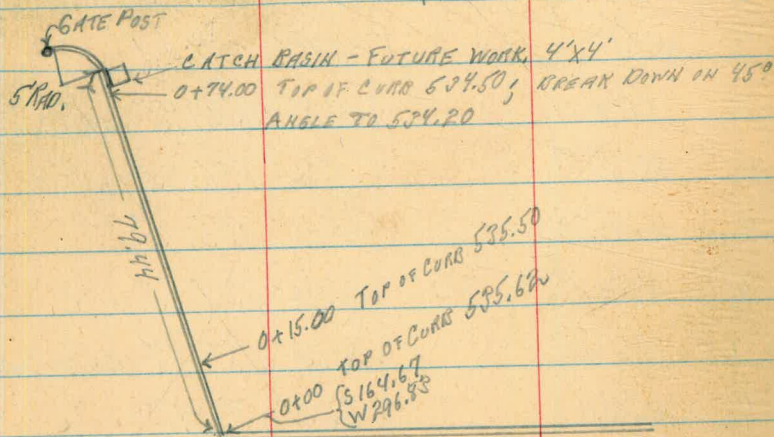
R.M.	+2.91	541.11	538.20	P.M.H. S112 W101
S246.7 W98.75	-2.36'	538.25		
n W110	-3.36'	537.75		
n W131	-3.86'	537.25		
n W152	-4.36'	536.75	GRADE CHANGE	
n W179.5	-4.86'	536.25		
n W207.0	-5.36'	535.75		
n W236.0	-5.86'	535.25		
n W251.25	-6.14'	534.97	GRADE CHANGE	
S129.67 W88.75	-3.36'	537.75		
n W110	-3.44'	537.67		
n W131	-3.90'	537.21		
n W152	-4.36'	536.75	GRADE CHANGE	
n W179.5	-4.86'	536.25		
n W207.0	-5.36'	535.75		
n W236.0	-5.86'	535.25		
n W251.25	-6.14'	534.97	GRADE CHANGE	
n W273.0	-6.19'	534.92		
n W300	-6.69'	534.42		

CONT'D ON OPPOSITE PAGE.

MAY 25, 1950

LEONARD
SMITHTOP OF CURB GRADES AT WEST END OF PARKING
AREA. SEE SKETCH BELOW:

R.M.	+5.01	539.41	534.40
		SUB. GRADES	- HUB ELEV.
0+15		534.75	-4.66 534.75
0+30		534.50	-4.91 534.50
0+45		534.24	-5.17 534.24
0+60		533.99	-5.42 533.99
0+74		533.75	-5.66 533.75
0+79.44	R.C. 5' RAD.	533.75	-5.66 533.75
	E.C. 5' RAD.	533.75	-5.66 533.72



TOP OF CURB GRADES FOR PARKING AREA:

N.S.	541.11	-	HUB ELEV.	TOP OF CURB FILL OR CUT
594.67 W 98.75	539.00	-3.21	537.90	F 1.10
" W 110	538.50	-3.56	537.55	F 0.95'
" W 131	538.00	-3.94	537.27	F 0.73'
" W 152	537.50	-4.21	536.90	F 0.60
" W 179.5	537.00	-4.11	537.00	SET GRADE ON WALL.
" W 207.0	536.50	-4.49	536.62	C 0.12
" W 236.0	536.00	-5.50	535.61	F 0.39'
" W 251.25	535.72	-5.89	535.22	F 0.50
5164.67 W 100.83	538.50	-2.55	539.56	TOP OF LAND STD. C 0.06'
" W 126.42	538.00	-3.94	537.17	F 0.83'
" W 152.00	537.50	-4.33	536.78	F 0.72'
" W 179.5	537.00	-4.76	536.35	F 0.65'
" W 207.0	536.50	-5.01	536.10	F 0.40'
" W 235.0	536.02	-4.54	536.57	C 0.55'
" W 251.25	535.72	-5.66	535.45	F 0.27'
" W 273.05	535.67	-6.09	535.02	F 0.65'
" W 296.83	535.62	-7.22	533.89	F 1.73'
TOP OF RISE ON S. GATE POST		6.94	534.17	

MAY 29, 1950 LEONARD SMITH

65.

ALIGNMENT FOR ROADWAY ON OPPOSITE PAGE:

3+79.43 P.C.C.	14° 33'	$\Delta 29^{\circ} 06'$ $R=123.41'$ $L=62.68$ ON $\frac{1}{2}$ $L=57.85$ ON CORO FACE
3+69.00	12° 07' 30"	
3+58.55	9° 42'	
3+48.10	7° 16' 30"	
3+37.65	4° 51'	
3+27.20	2° 25' 30"	
3+16.75 P.C.C.	0° 0"	

ROADWAY GRADES, CONTINUED FROM PAGE 59.

STATION: B.M.	SUB-GRADE	HOR ELEV.	CUT OR FILL, AM M.H. SIGN W/OI
		538.20	
3+16.75 P.C.C.	533.27 SEE PAGE 59.		
3+27.20 $\frac{1}{2}$	533.89		
" 12' LEFT	533.76		
3+37.65 $\frac{1}{2}$	534.51		
" 12' LEFT	534.32		
3+48.10 $\frac{1}{2}$	535.13		
" 12' LEFT	534.89		
3+58.55 $\frac{1}{2}$	535.75		
" 12' LEFT	535.45		
3+69.00 $\frac{1}{2}$	536.19		
" 12' LEFT	536.01		
3+79.43 P.C.C.	536.63		
" 12' LEFT	536.58		
RADIUS	15°	536.78	
	30°	536.97	
	45°	537.17	
	60°	537.36	
	75°	537.56	

CURB LINE GRADES, MAIN ENTRANCE ROADWAY.

RIGHT HAND CURB FROM GATE TO P.R.C.

STATION.	TOP CURB.	-	HUR ELEV.	FILL.
B.M. +8.42	535.56		527.14	SPAKE IMP.P.
1+33.70	522.95	-12.75	521.81	F 1.14'
1+52.45	523.70	-12.43	523.13	F 0.57'
1+68.07	524.75	-11.38	524.18	F 0.57'
1+83.70	525.75	-10.79	524.77	F 0.98'
1+99.32	526.75	-9.59	525.97	F 0.78'
2+14.95	527.75	-8.55	527.01	F 0.74'
2+30.57	528.75	-7.60	527.96	F 0.79'
2+46.20	529.75	-6.51	529.05	F 0.70'
2+61.82	530.75	-5.41	530.15	F 0.60'
2+77.45	531.68	-4.32	531.24	F 0.44'
2+93.07	532.62	-3.24	532.32	F 0.30'
3+08.70	533.60	-2.28	533.28	F 0.32'
3+16.75 P.R.C.	534.00	-1.70	533.86	F 0.14'
T.P. ROCK.		-1.43	534.13	
CHECK B.M. +6.36	540.49	-2.30	538.19	= 538.20

CURB LINE GRADES, LEFT CURB LINE:

FROM P.C.C. 3+16.75 TO E.C. OF 25' RADIUS.

STATION.	TOP CURB.	-	HUR ELEV.	FILL.
B.M. +2.30	540.50		538.20	P.M.H. 5192 W/11
3+16.75 P.C.C.	533.95	-9.45	532.05	F 1.90'
3+27.20	534.51	-7.32	533.16	F 1.35'
3+37.65	535.07	-6.62	533.88	F 1.19'
3+48.10	535.64	-5.42	535.08	F 0.56'
3+58.55	536.20	-4.61	535.89	F 0.31'
3+69	536.76	LOST		
3+79.45 ^{pcc} B.C. 25'	537.33	-3.46	537.04	F 0.29'
15° ON 25' RAD.	537.53	-2.98	537.52	F 0.01'
30° "	537.72	-2.84	537.66	F 0.06'
45° "	537.92	-2.84	537.66	F 0.26'
60° "	538.11	-2.65	537.85	F 0.26'
75° "	538.31	-2.31	537.69	F 0.62'
90° E.C. "	538.50	-1.94	538.56	C 0.06'
CHECK B.M. S. DOOR ZEO LITE.		-5.98	534.52	= 534.52

MAY 31, 1950

LEONARD - H.A.
THOMAS - T.
SMITH - R.C.

LAYOUT FOR RIGHT EDGE OF ROAD IN N.W. QUADRANT:

E.C. 3+80 ¹⁵	38° 50'	
3+69 ⁹⁴	30°	Δ 77° 40' ±
3+61 ⁴⁶	27° 30'	R = 32.78
3+52 ³⁸	15°	L = 44.48
3+44 ³⁰	7° 30'	
R.C. 3+35 ⁷²	531.45 W 305.25	
N 42.50 W 305.25 2+85.18 E.C.	45°	= 2+61.76 on E.
2+61.18	38° 52'	
2+37.94	32° 55'	Δ = 90°
2+26.32	29° 57'	R = 112'
2+14.70	26° 58' 30"	L = 175.98'
1+91.46	21° 2'	
1+68.22	15° 5'	
1+44.98	9° 8' 30"	
1+21.74	3° 12' LT.	
R.C. 1+09 ²⁵	= N 154.50 W 193.25	
0+00	= N 154.50 W 84.00	

N 8 E LEVEL 916786, MAY 31, 1950

LEONARD T - NOTES
SMITH R.C.

87.

ROAD IN N.W. QUADRANT; 3:1 SLOPE. RIGHT EDGE.

						S.E. COR. WASH WATER CONTROL ST.
	+5.32 N 154.50	546.90		541.48		
0+00	= W 84.00	SUR. GRADE 545.62	-1.20	545.60	GRADE.	
0+20		545.02	-1.50	545.30	CO ² 0 ²	
0+40		544.62	-2.48	544.32	FO ² 0 ²	
0+60		543.99	-3.50	543.30	FO ² 2 ¹	
0+80		543.30	-4.65	542.15	FI ¹⁵ 3 ⁴⁵	
1+00		542.64	-6.16	540.64	FR ² 6 ⁰	
1+09 ²⁵ R.C.		542.33	-6.78	540.07	FR ² 6 ⁹	
1+21 ⁷⁴		541.97	-7.48	539.37	FR ⁶ 7 ⁸	
1+44 ⁹⁸		541.26	-8.04	538.76	FR ⁵ 7 ⁵	
1+68 ²²		540.54	-7.96	538.84	FI ² 5 ¹	
1+91 ⁴⁶		539.92	8.98	537.82	FR ² 6 ⁰	
T.P.			-6.95	539.85	TOP OF FIRE HYD. HEAD TANK	
H.D. 1+62		541.47				
2+14.70		539.11	-2.86	537.61	FI ² 4 ²	
2+26.32		538.75	-3.92	537.55	FI ² 3 ⁶	
2+37.94		538.51	-4.10	531.37	FI ¹⁴ 3 ⁴²	
2+61.18		537.99	OMIT -		CEMENT MIXER ON POINT.	
2+85.18 E.C.		537.43	-4.54	536.93	FO ⁵ 1 ²	
CHECK B.T.			-7.08	534.39	= 534.40	

MAY 31, 1950

LEONARD - H.C.
THOMAS - X
SMITH - R.C.

LAYOUT FOR LEFT EDGE OF ROAD IN N.W. QUADRANT.

R&E LEVEL #106346

JUNE 1, 1950

LEONARD X NOTES
SMITH R.C.

19.

ROAD IN N.W. QUADRANT, LEFT SIDE: 3-1 SLOPE.

R.M.	+R.77	544.25		541.48	S.E. COR. WASH WATER CONT. STR.
0+80		543.50	-0.76	543.99	GRADE
1+00		542.74	-2.95	541.50	F1.45 4 1/4'
1+20		541.97	-3.54	540.71	F1.3 3 1/2'
1+25.25 R.C.		541.74	-3.71	540.54	F1.2 3 6'
1+36.57		541.26	-4.10	540.15	F1.1 3 1/2'
1+53.14		540.54	-4.72	539.53	F1.0' 3 1/2'
1+69.71		539.82	-5.40	539.85	F1.0' 3 1/2'
1+86.28		539.11	-5.82	538.43	F0.7' 2 1/4'
1+94.56		538.75	-6.11	538.14	F0.6' 1 1/2'
2+02.85		538.51	-6.34	537.91	F0.6' 1 1/2'
2+19.42		538.09	-6.62	537.63	F0 1/2 1 1/4'
= 2+61.76 AHEAD 2+38.25 E.C.		537.63	-7.05	537.20	F0 4/3 1 1/2'
2+80		537.20	-7.40	536.85	F0 3/5 1 1/5'
3+00		536.72	-7.52	536.73	GRADE
3+20		536.25	-7.90	536.35	C0 1' 0 1/2'
3+50		535.41	-8.75	535.50	C0 1' 0 1/2'
3+68.93 R.C.		534.75	-9.20	535.05	C0 3' 0 1/2'
2+61 1/8 RT. SIDE		537.99	-7.23	537.02	F1.0' 3 1/2'

2+38.35 E.C. 45° = 2+61.76 ON E.

2+19.42 37° 28'

2+02.85 30° 52' 30" Δ 90°

1+94.56 27° 35' RAD. = 72'

1+86.28 24° 17' L. = 113.10'

1+69.71 17° 41' 30"

1+53.14 11° 06'

1+36.57 4° 30' 15" LT.

R.C. 1+25.25 = N114.50 W 209.25

0+00 = N114.50 W 84.00

ROAD, N.W. QUADRANT, LEFT SIDE, CONT'D. SLOPE 3-1.

H.I.	544.25				
15°	534.75	-9.49	534.76	GRADE	
30°	"	-9.40	534.85	CO ¹ '	0 ² '
45°	"	-9.30	534.95	CO ² '	0 ⁶ '
65°	"	-9.30	534.95	CO ³	0 ⁶ '
77 ¹ / ₂ °	534.86	-9.09	535.16	CO ³	0 ²
90°	^{534.67} 534.97			BLVD TIP SET. PAGE 67.	

RIGHT HAND SIDE; CONT'D. FROM PAGE 66.

2+80	537.00	-7.44	536.81	FO ² '	0 ⁶ '
3+00	536.52	-7.70	536.55	GRADE.	
3+20	536.05	-7.95	536.27	CO ²²	0 ² '
3+35 ¹ / ₂ B.C.	535.61	-8.36	535.89	CO ² '	0 ² '
3+44 ³⁰ 15°	535.37	-8.65	535.60	CO ²³	0 ² '
3+52 ³⁰ 30°	535.11	-8.94	535.31	CO ²	0 ⁶ '
3+61 ⁴⁶ 45°	534.80	-9.36	534.89	CO ¹	0 ² '
3+69 ⁹⁴ 60°	534.49	-9.85	534.40	FO ¹	0 ² '
3+80 ¹⁵ E.C.	534.13	-9.72	534.53	CO ⁴	1 ²
CHECK B.M.		-9.85	534.40 = 534.40		

FINISH GRADES ALONG BASIN S. WALL.

LOCATION			FINISH GRADE:
B.M. +4.11	538.63		534.52 <small>S. ON TRAIL OF ZEOLITE B.D.G.</small>
E47.08 S 119.58	CORNER	-4.53	534.10
" S 146.00		-4.78	533.85
" S 154.17	CORNER	-4.88	533.75
E 65	"	-5.88	532.75
E 89	"	-6.88	531.75
E 101	"	-7.88	530.75
E 210	"	-7.88	530.75
S 119.58 W 46.±	✓	-4.53	534.10
S 130.33 W 46.±	✓	-4.53	534.10
S 151.33 W 46.±	✓	-4.53	534.10
S 187.58 W 46.±	✓	-1.78	536.85
S 119.58 E 22		-5.13	533.50
" W 22		-5.13	533.50
CHECK B.M.		-4.11	534.52

END OF
RET. WALL E. SIDE

BERGER LEVEL 14897. JUNE 7, 1950

BEATTY
LEONARD
CARYER

76

CURB ADJACENT TO FLAGSTONE WALK AT MAIN

ENTRANCE STAIRWAY; AND ALONG RETAINING WALL.

LOCATION;	TOP OF CURB GRADE.	-	HUB ELEV.	FILL, RIM H.H. SISE W/ID GRADE ON WALL
B.M. + 4.85	543.05		538.20	
S94.67 W88.75	539.00	4.05	539.00	
S126.51 W88.75 E.C.	538.61	4.96	538.09	F0 ⁵²
S128.20 W85.19 P.R.C.	538.50	4.95	538.10	F0 ⁴⁰
Min Span 166.09 RAD.	538.29	4.73	538.32	C0 ⁰⁰
S148.45 W60.62 P.C.C.	538.08	5.29	537.76	F0 ³²
30' RAD. 30°	537.98	5.35	537.70	F0 ²⁸
" 15°	537.88	5.60	537.45	F0 ⁴³
S169.67 W51.83 B.C.	537.77	5.92	537.13	F0 ⁶⁴
S187.58 W51.83 E.C.	537.50	6.24	536.81	F0 ⁶⁹
8.42' RAD. 120°	537.25	6.65	536.40	F0 ⁸⁵
" 60°	537.00	7.20	535.85	F1 ¹⁵
S187.58 W43.42 B.C.	536.75	7.57	535.48	F1 ²⁷
CK B.M.		4.85	538.20	

JUNE 8 1950

LEONARD
BEATTY
CARVER

77,

GRADES SET FOR TOP OF CURB
ROADWAY SOUTH OF ZEO-LITE BLDG.

			GRADE TOP CURB			539.02		GRADE TOP CURB
BM	4.50	539.02	534.52				6.28	532.74 534.00 F126
W 35.	5 130.33	5.02	534.00	534.00	1+14.6		6.59	532.43 533.50 F107
"	5 151.33	4.68	534.34	534.00	1+22.6		7.16	531.86 533.00 F114
"	5 169.45	3.84	535.18	535.37	1+42.6		7.39	531.63 532.50 F087
"	5 187.55	3.55	535.47	536.75	1+52.6		7.43	531.59 532.00 F041
P.C.C.	0+00	5.14	533.88	534.00	1+62.6		7.92	531.10 531.50 F049
	+07.8	4.92	534.10	534.50	1+72.6		8.37	530.65 531.00 F035
	+15.6	4.19	534.83	535.00	1+87.9		8.93	530.09 529.50 ^{C 59} 530.25 F016
	+23.4	3.68	535.34	535.50			0.83	538.19 = 538.20
	+31.2	3.52	535.50	536.00				
	+39.0	3.09	535.93	536.50			2.16	536.86
	+46.8	2.77	536.25	537.00				
	+57.8	2.82	536.20	537.50				
	+65.8	3.20	535.82	537.00				
	+73.8	3.54	535.48	536.50				
	+81.8	4.07	534.95	536.00				
	+89.8	4.52	534.50	535.50				
	+98.2	4.89	534.13	535.00				
F.C.	1+06.6	6.03	532.99	534.50				

JUNE 9, 1950

73

TOP OF GURB - SOUTH OF ZEOLITE BLDG

B.M.	4.26	538.78	534.52	
S 130.33 E 35.		5.20	533.58	534.00 F042
S 146.	"	5.31	533.47	533.75 F028
S 157.	"	5.50	533.29	533.62 F034
DC. 5168.	"	5.95	532.83	532.50 F067
EC 5180 E 47.		6.66	532.12	533.30 F118
5180 E 57		6.77	532.01	532.80 F079
" E 67		7.44	531.34	532.30 F096
" E 77		7.37	531.41	531.80 F039
" E 87		7.42	531.36	531.30 C006
" E 100		7.56	531.22	530.65 C057
(ck 1+879)		(8.69	530.09 = 530.09	F016)

Nov. 6, 1950

REATTY
LEONARD

74

FINISH GRADE ON S' OFFSETS.

ROADWAY N.W. OF FILTER REAS: LEFT EDGE:

R.M.	+5.56	547.04	541.48	WASH WATER VALVE CHAMBER	H.S.	547.04				
		FINISH GRADE				FINISH GRADE				
0-10		546.25	-0.74	546.30	EXIST. PWT	536.50	-10.62	536.42	F 0.08	
0+00		546.13	-0.91	546.13	SET GR. ON WALL	535.94	-11.20	535.84	F 0.10	
0+20		545.63	-1.41	545.63	" "	535.30	-11.80	535.24	F 0.06	
0+40		545.13	-1.91	545.13	" "	535.00	-12.16	534.88	F 0.12	
1+60		544.50	-2.54	544.50	" "	"	-12.31	534.73	F 0.27	
0+80		543.75	-3.43	543.61	F 0.14	"	-12.14	534.90	F 0.10	
1+00		542.99	-5.72	541.32	F 1.67	"	-11.85	535.19	C 0.19	
1+25.25 B.C.		542.00	-6.02	541.02	F 0.98	"	-11.86			
						RIGHT HAND EDGE OF ROAD IN N.W. QUAD.				
1+36.6		541.51	-6.34	540.70	F 0.81	0-10	EXIST. PWT.	MEET CONC. PWT 60.		
1+53.14		540.79	-7.17	539.97	F 0.92	0+00	545.87	-1.48	545.56	F 0.31
1+69.7		540.07	-8.06	538.98	F 1.09	0+20	545.37	-1.76	545.29	F 0.09
1+86.3		539.36	-8.53	538.51	F 0.85	0+40	544.87	-2.32	544.72	F 0.15
1+94.6		539.00	-8.86	538.18	F 0.82	0+60	544.24	-3.05	543.99	F 0.25
2+02.85		538.76	-9.03	538.01	F 0.75	0+80	543.55	-4.12	542.92	F 0.63
2+19.42		538.54	-9.19	537.95	F 0.49	1+00	542.89	-4.27	542.77	F 0.12
F.C. GRAY 2+38.35 = 2+61.76	AHEAD.	537.98	-9.83	537.21	F 0.67	1+09 ²⁵ B.C.	542.58	-4.63	542.41	F 0.17
2+80		537.45	-9.64	537.40	F 0.05	1+21 ⁷⁴	542.22	-5.30	541.74	F 0.48
3+00		536.97	-10.14	536.90	F 0.07	1+44 ⁹⁸	541.51	-6.36	540.68	F 0.83

	547.04			
1+68.92	FINISH GRADE 540.79	-6.66	540.38	F 0.41
1+91.46	540.07	-7.14	539.90	F 0.17
2+14.70	539.36	-8.50	539.54	F 0.82
2+26.32	GRADE DRAIN 539.00	-8.80	538.24	F 0.76
2+37.94	538.76	-9.58	537.46	F 1.30
2+61.18	538.24	-9.99	537.05	F 1.19
2+85.18 E.C. BACK =	537.68	-10.08	536.96	F 0.72
2+81.76 AHEAD		-10.08		
2+80	537.25	-10.19	536.85	F 0.40
3+00	536.77	-10.47	536.57	F 0.20
3+20	536.30	-10.67	536.37	C 0.07
3+35.72 R.C.	535.86	-11.06	535.98	C 0.12
15°	535.62	-11.95	535.69	C 0.07
30°	535.36	-11.56	535.48	C 0.12
45°	535.05	-12.07	534.97	F 0.08
60°	534.74	-12.60	534.44	F 0.30
E.C.	534.38	-12.15	534.99	C 0.51
CHECK B.M. on DAM.		-10.64	536.40 = 536.59	

Nov. 9, 1950

LEONARD
REATTY

SLOPE STAKES FOR:

RAMP AT E. END OF SETTLING BASINS

B.M. +1.50	548.08		546.58	W. END CONC. TRUCK SCALE
	SUB. GRADE.			
0+00 AXIS LINE	537.75	^{10.33} -10.53	F0.2' (16)	
0+18.64 B.C.	539.75	^{6.33} -8.68	F1.4' (4.2)	44' E.
22° 30'	540.75	^{7.33} -9.22	F1.9' (5.7)	22' E.
45° E.C.	541.75	^{6.33} -8.49	F2.2' (6.6)	ANGLE Pt. 43.40'
	543.75	^{4.33} -8.92	F4.6' (13.8)	21.70'
N67.0 E 457.0 A	545.75	^{2.33} -8.14	F5.9' (17.7)	E.C. 25' RAD.
	545.75	-8.12	F5.8' (17.4)	30° " "
	545.75	-7.83	F5.5' (16.5)	15° " "
B.C. 6.5' RAD.	545.75	-4.33	F2.0' (6.0)	B.C. " "

FINISH GRADES - CONT'D.

	547.55			
21.7' FROM E.C.	544.00	-2.66	544.89	C0 ⁸⁹
ANGLE Pt. N. SIDE	546.00	-1.92	549.63	F0 ³⁷
15' FROM A	546.15	-1.80	545.75	F0 ⁴⁰
ON CONC. PYMT.		-1.31	546.24	
CHECK B.M.		-0.97		

Nov. 20, 1950

LEONARD
REATTY

76.

FINISH GRADE FOR PAVING RAMP EAST OF BASINS.

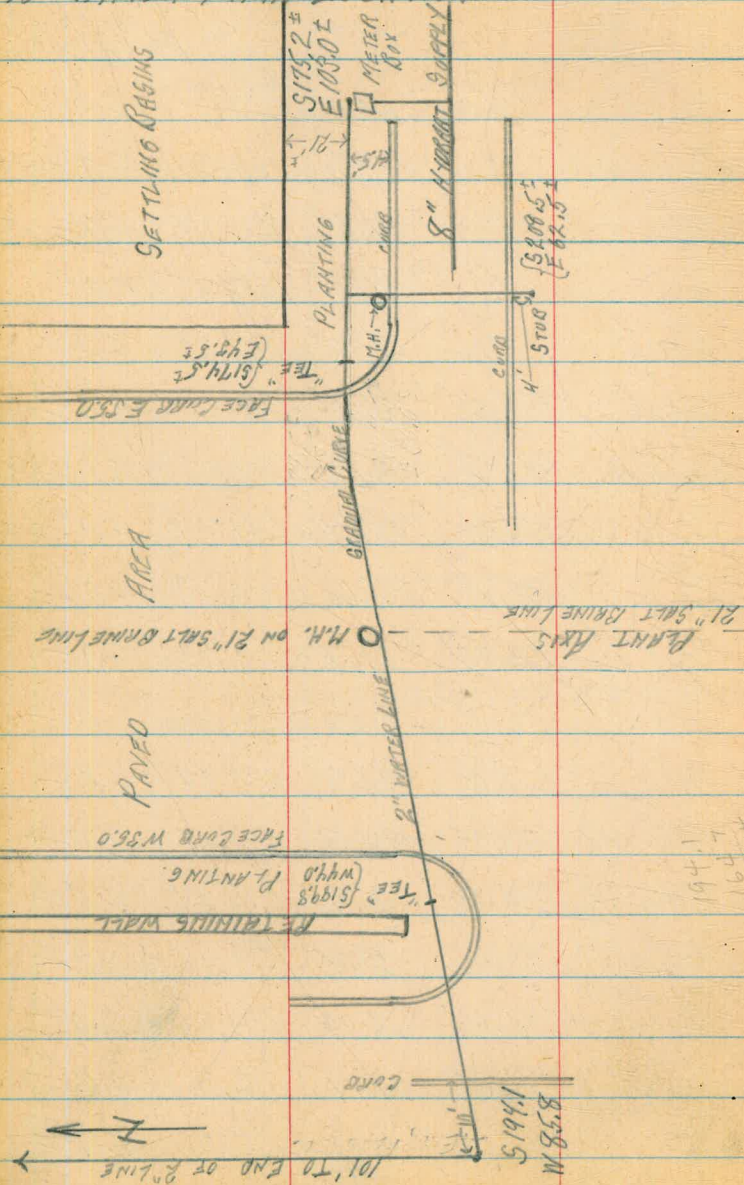
B.M.	+0.97	547.55	546.58	WEST END CONC. TRUCK SCALE
E.C. 6.5' RAD.		FINISH GRADE: 546.00	AUG. ELEV. 546.90	F0 ¹⁰
B.C. " " 65.62E		"	545.84	F0 ¹⁶
	44' E.	"	545.87	F0 ¹³
	22' E.	"	546.82	F0 ¹⁸
	ANGLE Pt. 43.40'	"	545.40	F0 ⁶⁰
	21.70'	544.00	543.46	F0 ⁵⁴
E.C. 25' RAD.		542.00	541.85	F0 ¹⁵
30° " "		541.88	541.24	F0 ⁰⁹
15° " "		540.67	540.40	F0 ²⁷
B.C. " "		540.00	539.79	F0 ²¹
AXIS 419E		538.50	538.25	F0 ²⁵
18'S. 419E		537.00	536.94	F0 ⁰⁶
18'S. 395E		537.00	537.04	C0 ⁰⁴
AXIS 395E		538.50	538.24	F0 ²⁶
B.C. 49' RAD.		540.00	539.58	F0 ⁴²
15° " "		540.67	540.81	C0 ¹⁴
30° " "		541.33	542.06	C0 ⁷³
E.C. " "		542.00	543.33	C1 ³³

← CONT'D

Nov. 16, 1950 LEONARD.

77.

2" WATER MAIN LOCATION.



11/24/50
Beatty
Welker

2"

DIV	0.13	541.61	541.48
		7.08	534.53
			= 534.25
NOR. M.H.	{ E	7.10	534.51
	{ W		
20' 50 RAD		6.91	534.70 = 534.78
	Top Curb		
	{ E	7.23	534.38
	{ W	7.22	534.39
50. M.H.			= 534.28
24' 50 RAD		6.83	534.78 = 534.84
	Top Curb		

0.27 Ni

7.26
0.14
20
0.280
534.50
28
534.78

0.08 Ni

0.14
24
56
28
33.6

249.
 18.25
 267.75

4 277.00

848
 255
 597

50 23
 43 62
 4.61

E 8.93
 W 3.67
 E 8.93
 W 4.17

192.00
 17.50
 1200 35
 189.66
 76.89

15" Below

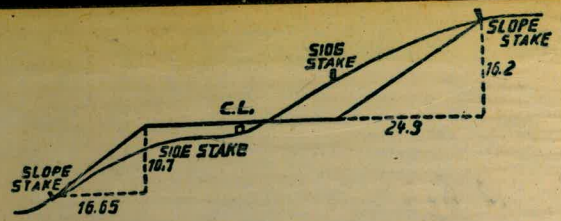
82.75
 300
 79.25
 64.42
 14.83

46.66
 3.57
 50.23
 46.75
 4.48

46.66
 3.55

50.21
 45.74
 4.47

501.44
 50.21
 45.62
 4.59
 4.7
 12



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	71.20	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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