

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.

Please Return to  
City of San Diego Water Dept.  
Room 903 Civic Center

Otay 134 25  
B.O.  
6 + 47 4

MICROFILMED

JAN 10 1965

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	.08	.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	.89	.99	1.09	1.20	1.29	1.42	1.54
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	4.85	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.035	.039	.043	.047	.051	.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	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.891	.987	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

INDEX

FIGUEROA, BOND to Grand & Proposed Water	1-2	
FIGUEROA, BOND westerly & Proposed Water	3-4	
FIGUEROA, BOND to Grand & Profile	4-6	
NAPLES, DORCAS to Kiouxville, & Proposed Water	7	
NAPLES, " " " " & Profile	8-9	
WEEKS, DORCAS to Vega, & Proposed Water	10	
WEEKS, " " " " & Profile	11-12	
Stork St	Imperial to Brooklyn & proposed Water	13-16
64th St	Akins to Brooklyn " " "	17-19
62nd St	Imperial to Brooklyn " " "	20-23
Fergus St	Akins to Brooklyn " " "	24-26
AKINS ST	60th - 61st, & proposed water	28
" "	FERGUS to 63rd " " "	29
" "	Stork to 65th " " "	30
" "	60th to 65th, & profile, prop water	31-34
" "	60th to 61st Rev & profile " " "	35
" "	FERGUS to 63rd Rev & profile " " "	36
" "	Stork to 65th Rev & profile	37-38
X MADRONE AVE, 65th to 63rd, & proposed water		alice
" " " " " & profile water, & X-SECTIONS		41-47
SHAULES AVE, & proposed Water		48
" " & profile proposed water		49-53
	(cont'd on next page)	alice

Index  
(cont'd)

- ✓  
SULLIVAN AVE, & proposed water Alice  
54 ✓
- " " & profile proposed water 55-58 ✓
- \* MADRONE AVE, 65<sup>TH</sup> to 66<sup>TH</sup>, & proposed water 59 ✓
- " " " " & profile " " 60-61 ✓  
Alice
- 67<sup>TH</sup> ST, BROOKLYN TO ANIN, PROPOSED WAT. 62-64 ✓
- 69<sup>TH</sup> ST, BROOKLYN TO WUNDERLIN " " 65-66 ✓
- Stks for Main + Meters  
Shauls ST 65<sup>TH</sup> to 63 ✓ Alice  
67-68 ✓
- Stks for Meters  
Dwight ST Bowery to Wilson 70 ✓ Alice
- N of Seattle  
Alleys E of 38<sup>th</sup> N + S of Redwood 71-75 ✓
- Stakes for 6" AO Main + Meters Alice
- Stks for Meters  
Russell ST Rosecrans to Louisa 76-77 ✓  
Alice
- Alley BIK 9 N of Landis  
E of Highland 78
- Stks for 6" AO Main ✓  
Alice

FIGUEROA  
BOND TO GRAND  
& PROPOSED WATER

(541290 EC concentric to road)

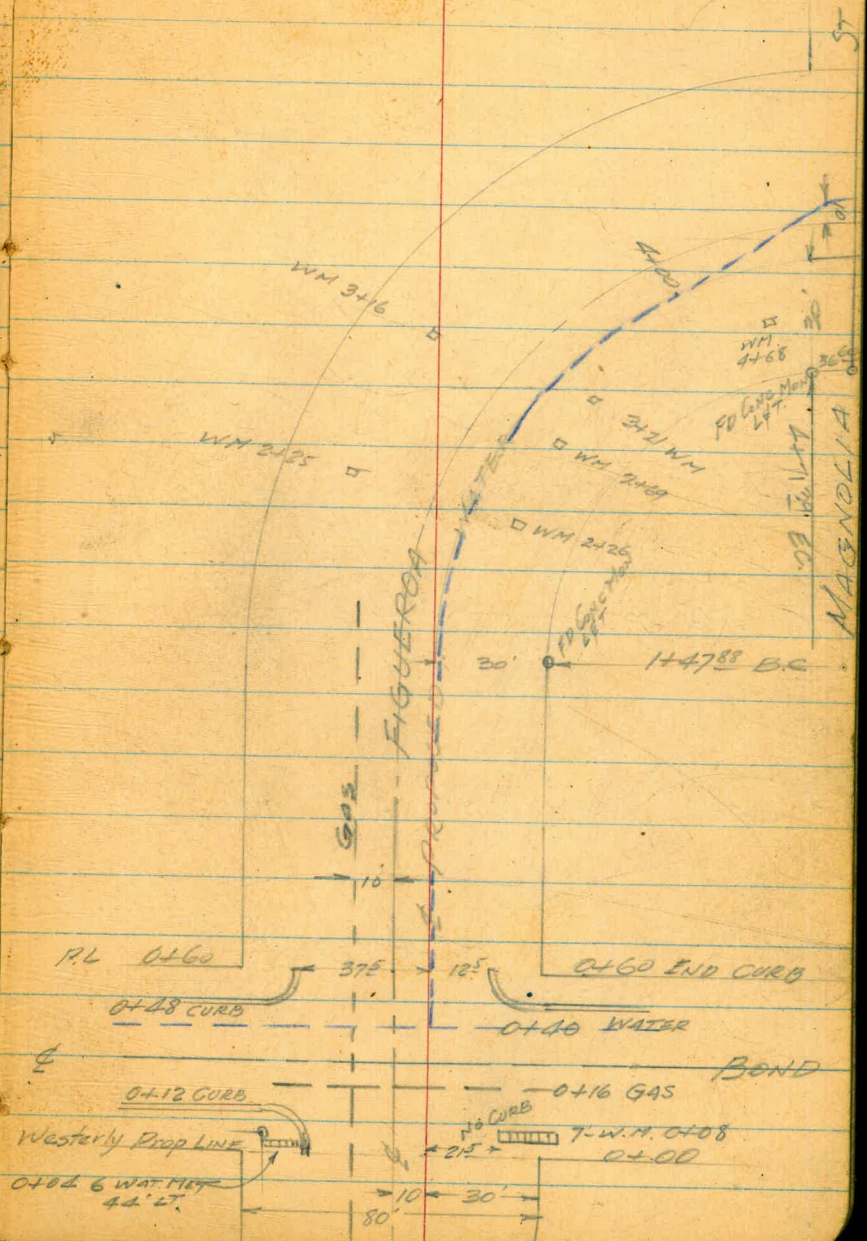
L+7139 EC & proposed water

70°45'00"  
Δ = 75°12'30"  
R 262.  
L 323.51

1+4788 B.C.

0+00 West Pl Bond St

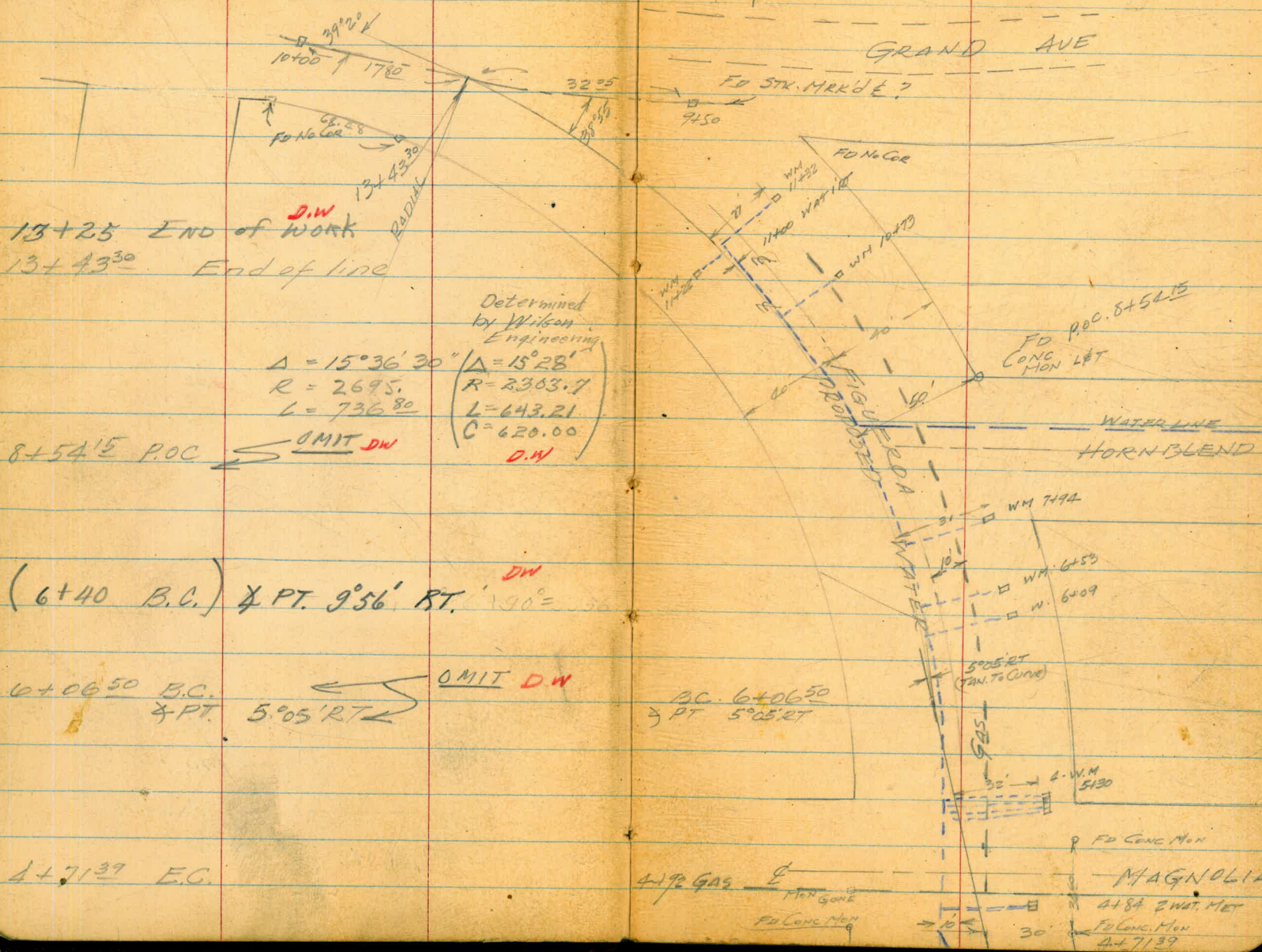
JULY 9, 1952  
(X BEGGER 19611)  
BEATRICE POWELL LEMP VARENFAIS FISH



FIGUEROA  
(Cont'd)

July 9, 1952  
10.

2.



13+25 END of WORK  
13+43.30 End of line

Determined  
by Wilson  
Engineering

$\Delta = 15^{\circ}36'30''$	$\Delta = 15^{\circ}28'$
$R = 2695.$	$R = 2383.7$
$L = 736.80$	$L = 643.21$
$C = 620.00$	

O.M.I.T. D.W. D.W.

(6+40 B.C.)  $\times$  PT. 9'56" RT. D.W.

6+06.50 B.C.  $\times$  PT. 5'05" RT. O.M.I.T. D.W.

4+71.39 E.C.

419 GAS  
FD CONC MON  
MAGNOLIA  
4184 2 WAT. MET  
FD CONC MON  
4+71.39

FIGUEROA  
 BAND - Westerly  
 & Proposed Water

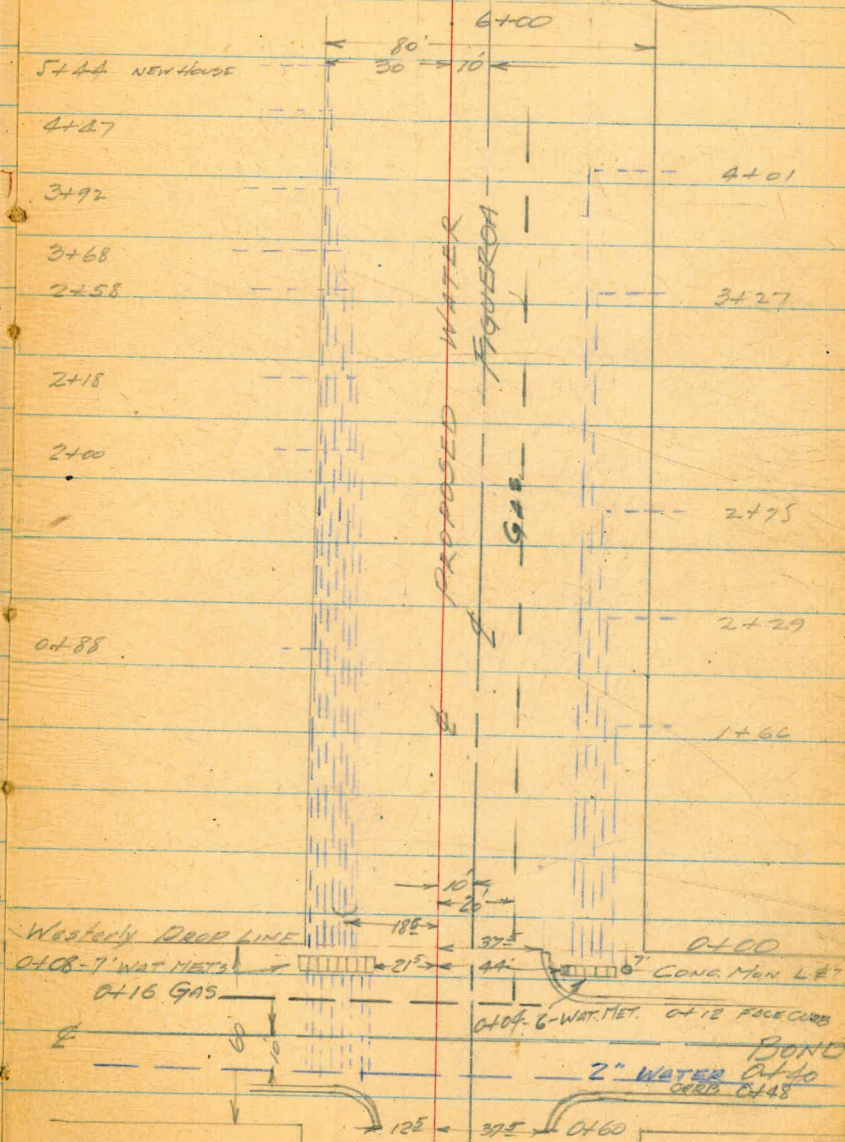
6+00 END OF LINE

0+00 West P.L. BAND

7-11-52 PEATY  
 PENNELL  
 R. J. W.  
 VERNON PARKS  
 FISH

30

DRAINAGE CHANNEL



FIGUEROA  
 BOND TO GRAND  
 E PROFILE - PROPOSED WATER

July 11, 1952 4

Sta	+ B.S.	H.I.	- F.S.	ELEV.
BM	5.19	14.70		09.51
IP	5.69	09.47	10.92	03.78
13+433			8.8	00.7
13+00			8.6	00.9
+50			8.5	01.0
12+00			8.2	01.3
+50			7.4	02.1
11+00			6.6	02.9
+50			5.9	03.6
IP	8.82	12.34	5.95	03.52
10+00			8.2	04.1
+50			7.6	04.7
9+00			7.2	05.1
SET TBM			7.23	05.11
+50			6.6	05.7
8+00			5.7	06.6
+50			5.3	07.0
7+00			4.5	07.8
+50			3.6	08.7

Conc. Men SE Cor BUNKER HILL & PAC BLVD

13+25 End of work

12+60 End of work

Conc. Men SE Cor Hornblend & Figueroa



FIGUEROA  
(Cont'd.)

7-11-52

5.

12.34

6+00		3.0	09.3 ✓
+50		2.2	10.1 ✓
5+00		2.5	09.8 ✓
+50		3.2	09.1 ✓
4+7139 EC.			✓
4+00		3.7	08.6 ✓
P	4.62 12.89	4.07	08.27
+50		4.8	08.1 ✓
3+00		5.2	07.7 ✓
+50		5.8	07.1 ✓
2+00		5.9	07.0 ✓
1+4788 BC		6.2	06.7 ✓
1+00		6.7	06.2 ✓
+50		7.4	05.5 ✓
0+00 =	WESTERLY PROP. LINE BOND	7.1	05.8 ✓
SET TBM		6.40	06.49
0+50	FIGUEROA BOND WESTERLY.	6.7	06.2 ✓
1+00		6.5	06.4 ✓
+50		6.3	06.6 ✓
2+00		6.3	06.6 ✓

Conc. Mon NW Cor. Bond & Figueroa

NOTE: - The following profile was not on request, but was taken because it was convenient to do so at this time & was ok'd by Huntington.

FIGUEROA  
(Cont'd.)

7-11-52

6.

12.89

2+50

6.0

06.9 ✓

3+00

5.8

07.1 ✓

+50

6.0

06.9 ✓

4+00

5.9

07.0 ✓

+50

5.9

07.0 ✓

5+00

5.5

07.4 ✓

+50

5.0

07.9 ✓

6+00

5.1

07.8 ✓

IP

6.35

18.87

0.37

12.52

IP

7.26

23.28

2.85

16.02

CK BM.

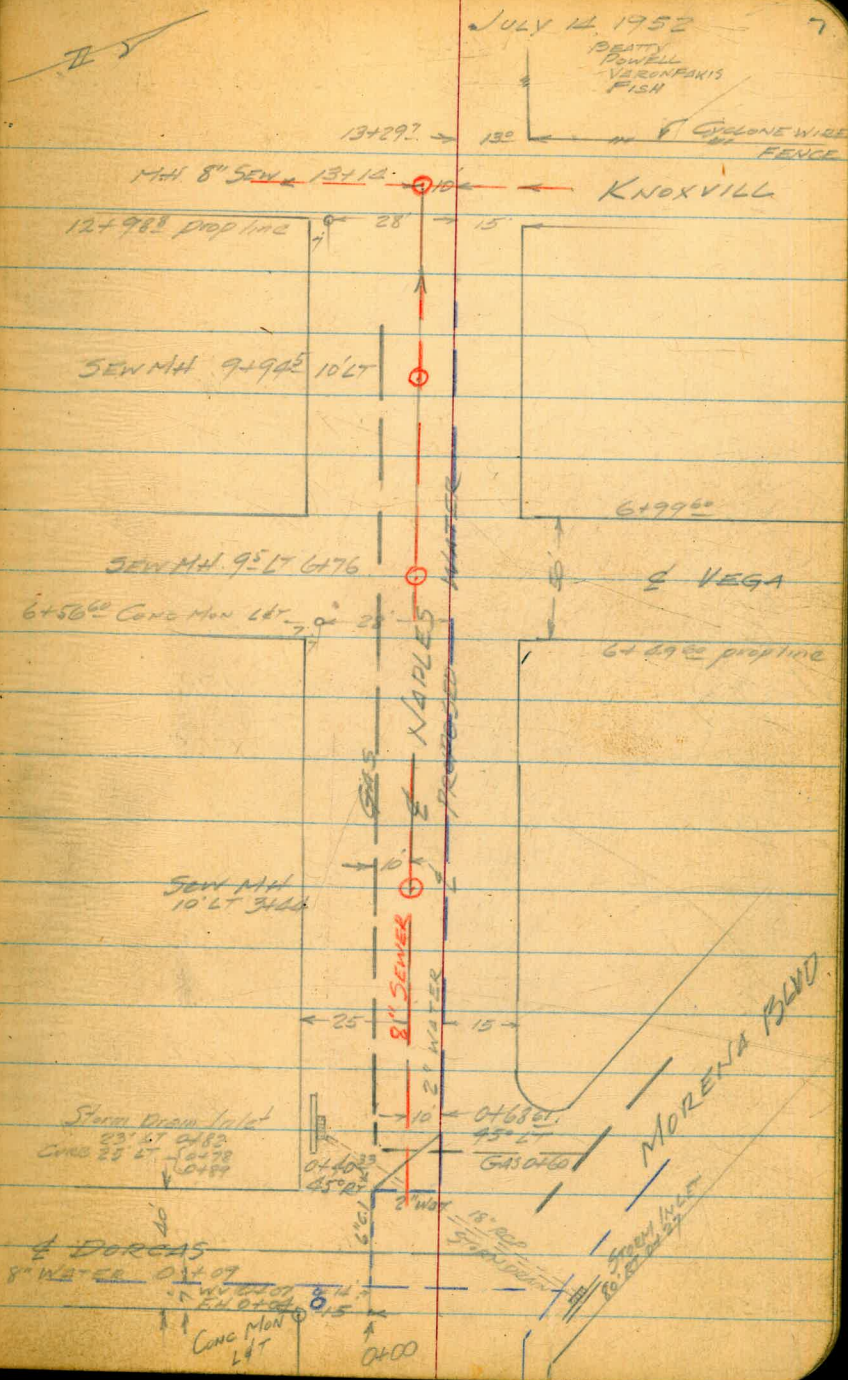
2.29

20.99 = 21.02

S. End w. pump island Balboa & Pac Hwy

NAPLES ST  
DORGAS TO KNOXVILLE  
PROPOSED WATER  
(Mag. BEG N 55° W)

- 13+297 END OF LINE
- 12+988 Sely prop line Knoxville
- 1+86 WM 29' LT
  - 2+39 " 28' LT
  - 2+91 Gas Crossing
  - 2+95 WM 28' LT
  - 3+37 " 28' LT
  - 3+87 " 27' LT
  - 3+98 " 28' LT
  - 4+12 Gas Xing
  - 4+17 WM 28' LT
  - 4+30 WM 7' RT
  - 4+92 WM 28' LT
  - 5+21 " 28' LT
  - 5+26 " 9' RT
  - 5+76 " 8' RT
  - 6+21 " 8' RT
  - 6+26 " 28' LT
  - 6+52 " 10' RT
  - 6+52 " 31' LT
  - 6+91 " 9' RT
  - 6+92 " 9' RT
  - 6+96 " 30' LT
  - 6+97 " 9' RT
  - 6+98 " 9' RT
  - 7+51 " 9' RT
  - 7+52 " 29' RT
  - 8+46 " 9' RT
  - 8+86 " 95' RT
  - 9+19 " 10' RT
  - 9+64 " 10' RT
  - 9+65 " 10' RT
- 0+686 x PT 45° LT
- 0+4033 x PT 45° RT
- 0+00 Sely Prop Line DORGAS



NAPLES ST  
E PROFILE PROPOSED WATER

STATION	4.75	4.1	-3.3	Elev.
B.M.	6.28	22.47		16.19
0+00			5.0	17.5
0+40 <sup>33</sup>			5.1	17.4
+68 <sup>61</sup>			4.9	17.6
1+00			4.9	17.6
+50			4.9	17.6
2+00			4.8	17.7
+50			4.8	17.7
3+00			4.7	17.8
+50			4.6	17.9
4+00			4.3	18.2
+50			4.3	18.2
5+00			5.0	17.5
+50			5.7	16.8
6+00			6.3	16.2
P	0.35	16.02	6.80	15.67
+50			0.3	15.7
7+00			1.3	14.7
+50			3.0	13.0

JULY 15

8.

CONC. MEN SW. COR. DORCAS & NAPLES.

S&L Prop. line Dorcas

Storm Drain Inlet 80' LT 0+27 EL. 18.8  
18" RCP INV. 6.7

Storm Drain Inlet 23' LT 0+82 EL. 14.6  
INV. 7.9

SEW. M.H. 3+24 10' LT

EL. 17.97 EL. 07.47  
Rim 4.50 INV. 15.0

SEW. M.H. 6+76 95' LT

EL. 15.61 EL. 06.07  
Rim 0.41 INV. 9.95

NAPLES ST

7-15-52

9

16.02

8+00		4.3	11.7	
+50		6.0	10.0	
9+00		8.0	08.0	
+50		10.2	05.8	
10+00		12.9	03.1	
P	3.26	06.10	13.18	02.84
+50		3.9	02.2	
11+00		4.4	01.7	
+50		4.2	01.9	
12+00		4.0	02.1	
+50		4.3	01.8	
13+00		3.7	02.4	
13+29?		3.2	02.9	
SET TBM		3.46	02.64	

SEW M.H. 9+94.5 10' LT.

EL 03.86 - 01.54  
Rim 12.16 Inv. 17.56

SEW M.H. 13+14, 10' LT.

EL 02.64 - 02.86  
Rim 3.46 Inv. 8.96

NE Rim of Sew M.H.

(cont'd pg. 11.)

WEEKS ST  
DORCAS TO VEGA  
& PROPOSED WATER

6+90<sup>4</sup> NW'ly prop line Vega.

0+41 WM 17' RT  
3+70 WM 18' RT  
3+71 WM 18' RT  
5+12 WM 19' RT  
5+66 WM 19' RT

5+00 WAT 25' RT  
3+00 WAT 2' RT  
1+00 2" WAT 3' RT

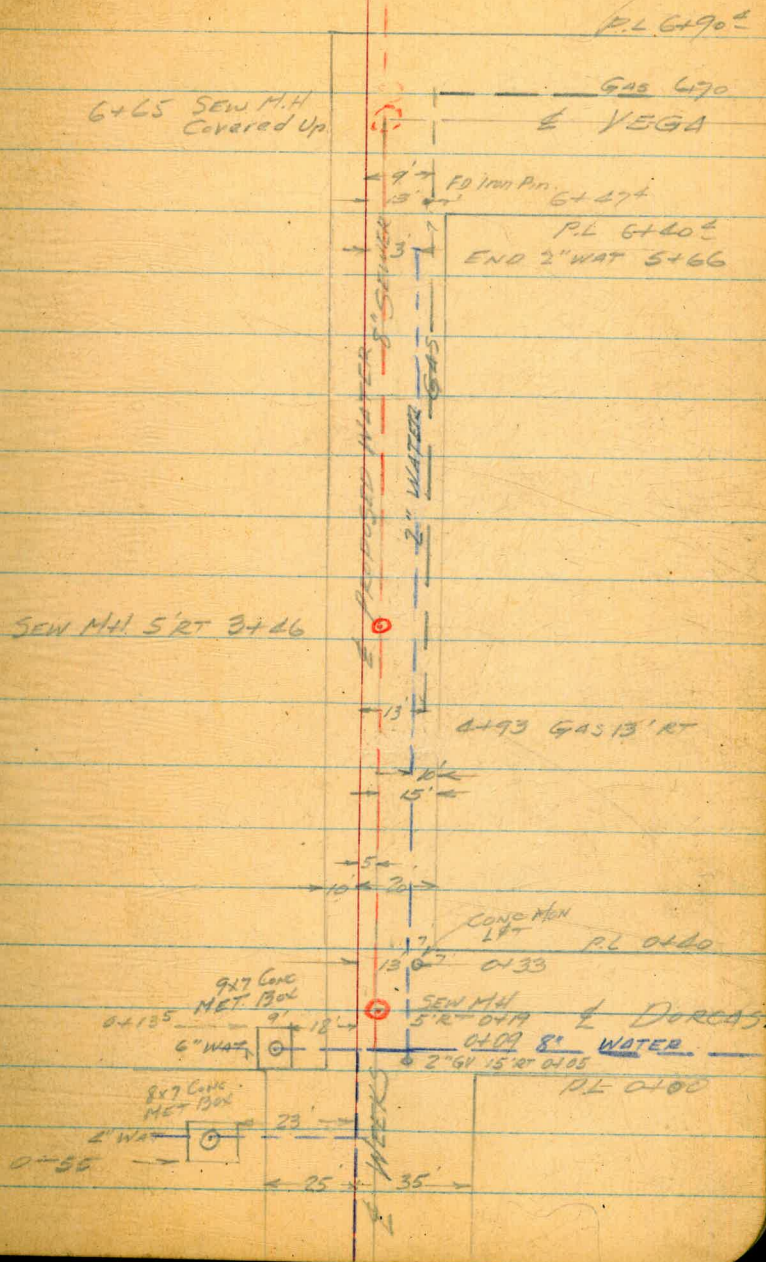
0+09 Begin proposed water.

0+00 SE'ly prop line Dorcas.

Dead  
Pond  
1952  
FISH

7-15-52

10.



WEEKS ST  
 & PROFILE - PROPOSED WATER

7-15-52

11

TBM	3.06	06.10	02.64
	10.81	14.10	2.81 03.29
6+90 <sup>+</sup>			8.7 05.4
+79			6.2 07.9
+70			3.9 10.2
+64			3.1
+51			1.7
+47 <sup>±</sup> (7' off PL)			2.1
6+00			1.5
+50			0.8
5+00			1.0
+50			1.9
4+00			2.3
P	5.08	16.83	2.35 11.75
+50			5.6
3+00			8.5
+50			8.2
2+00			5.6
+50			5.0

Rim of sewer M.H. Knoxville & Naples

Rim of Sew. M.H. 250' + N.W. by 6+90<sup>+</sup>

SEW. M.H. 5 RT 3446

EL 11.59 04.17  
 Rim 526 Inv. 12.66

7-15-52

12.

	16.83			
1+00		4.0	12.8	
+50		2.8	14.0	
+33 (7 off)		2.1	14.7	
0+00		1.6	15.8	
SET TBM	7.98	21.28	3.53	13.30
CK BM		5.11	16.17=16.19	

SEW M.H. 4.2 RT 0+19

EL 15.40 EL 06.40  
Run 1.43 Inv. 70.43

NW Cor Val CHAMBER 27' LT 0+13.5



Stork St  
Imperial to Brooklyn  
Profile

West  
Marcell  
Varon Fakie

10 Sept 52

13

	0.09	212.77	212.68
0+02		3.2	209.6 ✓
0+13		3.35	209.42 ✓
0+13 <sup>1</sup>		3.45	209.32 ✓
0+50		3.87	208.9 ✓
+55		4.17	208.6 ✓
1+00		4.9	207.9 ✓
+08		3.61	209.2 ✓
+13		3.57	209.2 ✓
+23		6.1	206.7 ✓
+50		7.6	205.2 ✓
1+86		9.94	202.8 & 190.7 +12.1 to flow line
2+00		11.3	201.5 ✓
+01		12.84	200.0 ✓
	1.63	201.82	12.58 200.19 ✓
+50		1.5	200.3 ✓
3+00		4.1	197.7 ✓
+40		2.7	199.1 ✓
+50		7.1	194.7 ✓
3+85		6.9	194.9 ✓

RM Top of SE Cor 63<sup>rd</sup> + Imperial  
South line Imperial 0+00 Building 2 over  
top curb  
top Blacktop  
South edge R.R. Road Bed  
Top South Rail  
Top North Rail  
North edge R.R. Road Bed  
Top Sewer MH 10" L east edge

Top stem 2" D.V.

		2.6	1.6
		$\frac{5.2}{10}$	$\frac{1.6}{10}$ RT
	13	4.2	4.3
	7	$\frac{5.2}{10}$	$\frac{1.6}{10}$ RT
	76	3.2	1.5
	70	5	$\frac{5.2}{10}$ RT
		8	5.2
		11	$\frac{5.2}{10}$ RT

Creek Bed

3+93		201.82	2.9	198.9 ✓
4+00			3.5	198.3 ✓
	12.05	211.92	1.95	199.87
+50			11.8	200.1 ✓
5+00			9.8	202.1 ✓
+50			8.1	203.8 ✓
6+00		85	4.6	207.3 ✓
	11.58	220.87	0.65	211.57 ✓
+50			10.1	212.8 ✓
7+00		6	1.1	221.8 ✓
	10.89	233.28	0.48	222.38 ✓
+50			3.4	229.9 ✓
	11.14	243.44	0.48	232.90 ✓
8+00			7.4	236.5 ✓
+50			1.9	242.0 ✓
	12.12	254.85	1.21	245.73 ✓
9+00			7.3	247.6 ✓
+50			2.2	252.7 ✓
	11.98	266.45	0.38	257.47 ✓
10+00			9.4	257.1 ✓
+50			5.6	260.9 ✓
11+00			1.8	264.7 ✓
	6.34	271.25	1.54	264.91 ✓
+26			4.76	266.5 ✓
+41			4.19	267.1 ✓
11+60 #			4.11	267.1 ✓
11+60 e			3.47	267.8 ✓

Top Bant edge correct  
 $\frac{62}{5} \quad \frac{42}{32} \quad \frac{12}{52}$

1.1  
 52  
 00  
 To Pt. Black top Drive  
 1.4  
 100 ft. " " "

BV \$  
 Top Sewer 11" 10° 21' east edge  
 edge oil ✓ Top Curb North Side Brooklyn

1171<sup>u</sup>

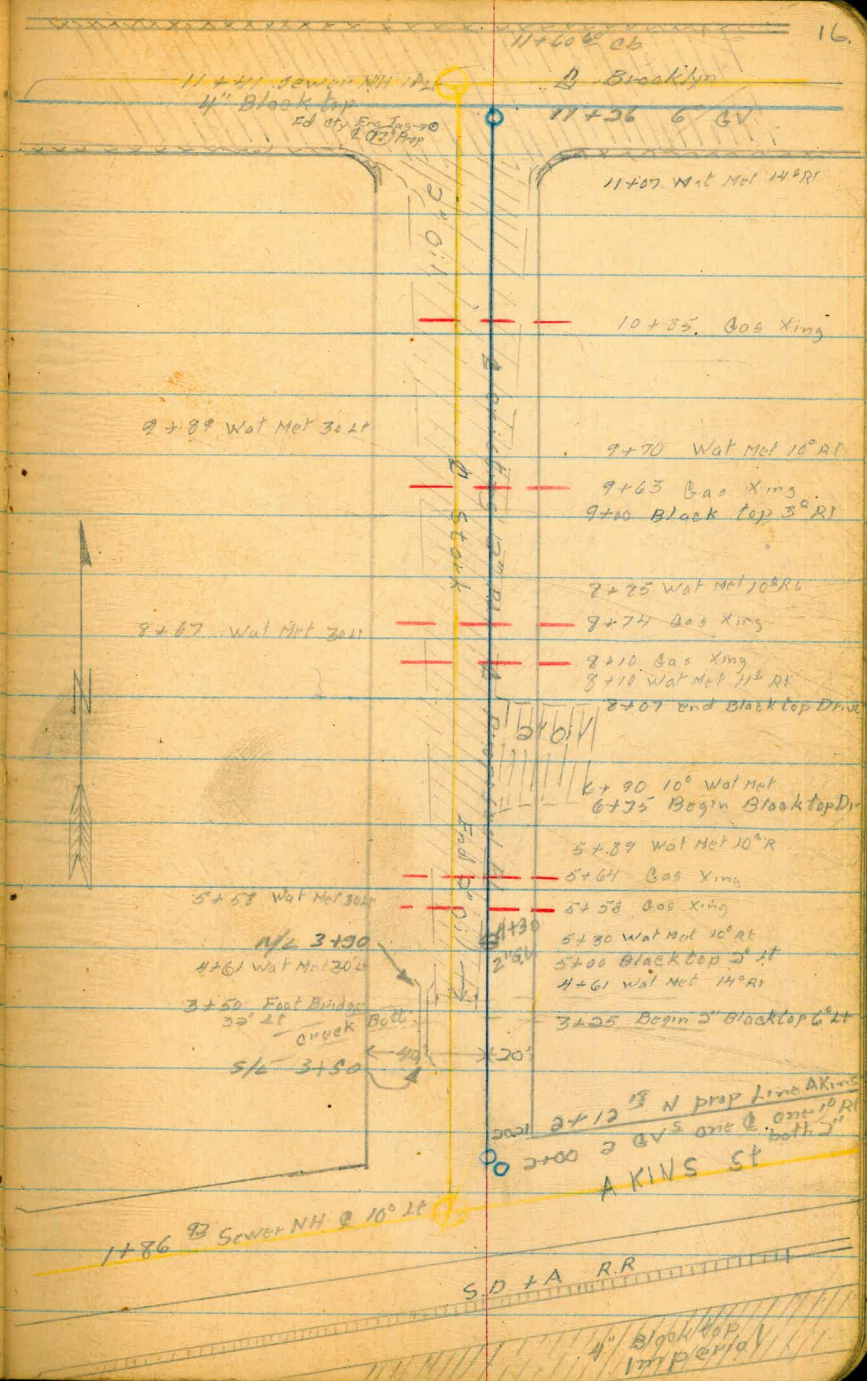
	271.25	2.14	269.1
5.17	274.19	2.53	269.02
1.19	263.33	12.05	262.14
2.09	252.49	12.93	250.40
2.00	241.52	12.97	239.52
1.42	230.76	12.18	229.34
1.23	219.09	12.90	217.86
		6.34	212.75 = 212.68

North prop line Brooklyn

Top FH S.E. Cor Brooklyn & Stark

11 Sept 52  
 West  
 martell  
 Varon Fokis

11+71 " North Line Brooklyn  
 11+11 " South Prop Line Brooklyn P.O.T



0+00 South line Imperial

64<sup>st</sup>  
 Profile Proposed PL  
 (5) 64<sup>th</sup>

West  
 Martell  
 Varonfakis

Sept 11 50

17

	1.55	217.67		216.10
0+00			9.8	207.87
0+10			12.2	205.47
0+25			12.80	+ 9.7 to 6" Flow Line 227.11
0+50			12.94	204.87 204.73
1+00			11.9	205.87
1+08			11.40	206.27
+50			11.3	206.37
	11.89	216.64	12.92	204.75
2+00			12.2	204.44
+50			11.7	204.94
3+00			9.3	207.34
(+50)			3.7	212.94
3+00	15.41	228.48	0.57	216.07
3+75			10.9	217.58
4+00			5.8	222.68
+50			0.9	227.58
	11.13	238.91	0.70	227.78
4+45			7.58	+ 6.8 to Flow Line 231.33 231.61
+50			7.3	231.61
+75			3.7	235.21
5+00			1.0	237.21
	9.78	247.95	0.77	238.17

BM Top FH South side Imperial Betw streets

Top Sewer MH 50 2ft & Alkins + Cur

South edge bridge

Turn on rock

Top East edge Sewer NH 10821

269.92  
269.92

5+50	247.95	6.5	241.45
6+00		5.0	242.95
+50		5.3	242.65
7+00		6.3	244.65 241.65
7+22		5.9	242.05
7+25		8.99	238.96 +13.00 To Flow Line
055	236.36	12.14	235.81
+50		0.3	236.06
+65		3.5	232.86
8+00		12.4	223.96
+50		5.9	230.46
8+65		3.9	232.44
12.88	228.73	0.51	235.85
9+75		11.5	237.23
9+86		5.0	243.73
+95		4.68	244.05
+95L		6.50	243.23
+97		5.40	243.33
9+00		5.1	243.63
+34.65		4.45	244.28
+34.75		3.59	245.14
+42.65		2.53	+1.8' to Flow Line
		3.3	245.43
11.72	259.61	0.84	247.89
10.44	269.32	0.73	258.88
		0.36	268.96 = 269.00

239.18L  
10  
242.4  
5.6  
10  
Top Sewer MH East edge

234.8  
1.6  
10  
236.1  
0.0  
10 RT

223.1  
13.3  
10  
231.4  
10 RT Bottom of creek

231.4  
10  
8.1  
10  
228.3

237.5  
11.0  
10 RT  
236.8  
11.9  
10 RT

Top Curb  
Gutter  
SW Cor 2x3 Grate 3° RT

G.V. - ?  
Top DV  
Gutter North Side SW

West edge Top Curb  
Top Sewer MH 21 Brooklyn 65' RT  
North Prep Line Brooklyn

Top FH SE New York + Brooklyn

64<sup>th</sup>

9+44<sup>65</sup>

North Prop Line Brooklyn

8+84<sup>65</sup>

South Prop Line Brooklyn

9+00

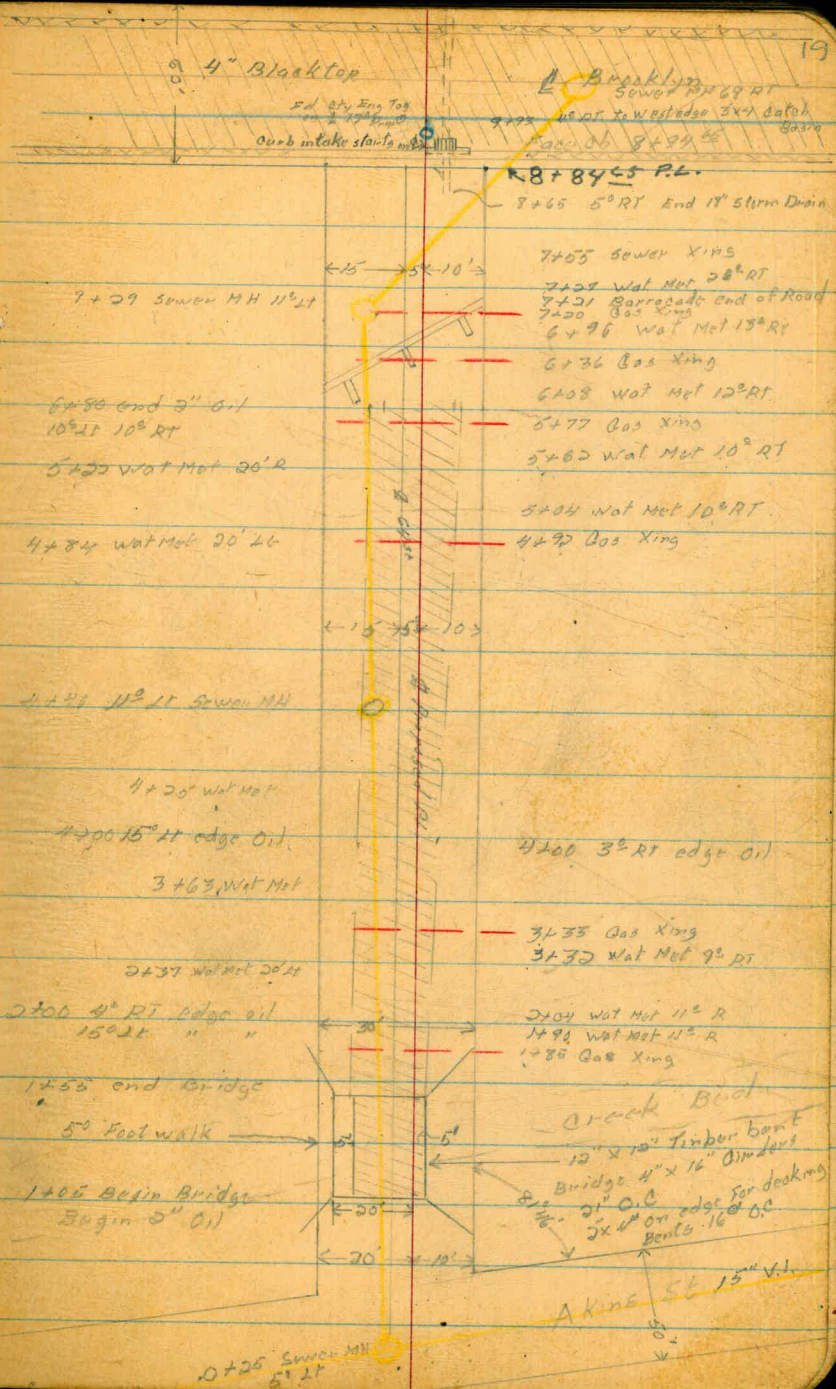
6" GV  $\downarrow$

0+50<sup>52</sup>

North Prop Line Atkins St

0+00

South Prop Line Atkins St



62<sup>68</sup>  
 Imperial to Brooklyn  
 Q. Proposed Pl.  
 10' West of Q 62<sup>68</sup>

	1.23	213.91		212.68
0+00			0.0	213.9 ✓
	0.76	202.24	12.43	201.49
0+10			5.7	196.5 ✓
0+15			7.7	194.5 ✓
+50			7.4	194.8 ✓
+57			7.40	194.84 ✓
0+65			7.0	195.2 ✓
0+92			8.7	193.5 ✓
+94			12.0	190.2 ✓
1+00			12.1	190.1 ✓
1+01			9.6	192.6 ✓
+09			10.08	192.2 ✓
+14			10.06	192.2 ✓
+21			10.2	192.0 ✓
	5.13	195.61	11.76	190.48
+50			7.3	188.3 ✓
				187.59 176.3
+86			8.02	+11.1 To Flow Line G
2+00			8.8	186.8
+50			8.4	187.2

West  
 Martell  
 Voronfakro

15 Sept 52

20

BH SE Top Fire Hyd 63<sup>rd</sup> + Imperial  
 0+00 South prop line Imperial Top of sleep road out

South edge oil

North edge oil Imperial

} Drainage ditch

Top south RR rail

Top north RR rail

Top rail road embankment

Top West side Sewer MH 10°R



3+00	195.61	6.2	189.4 ✓	
+21		4.62	190.99 ✓	
+53		4.6	191.0 ✓	
+67		4.7	190.9 ✓	
4+00		6.6	189.0 ✓	
+50		6.9	188.7 ✓	
5+00		5.0	190.6 ✓	
	12.00	206.62	0.99	194.62
+50		10.0	196.6 ✓	
6+00		4.4	202.2 ✓	
+50		0.4	206.6 ✓	
	12.19	218.16	0.65	205.97
7+00		7.9	210.3 ✓	
+50		3.4	214.8 ✓	
8+00		0.2	218.0 ✓	
	12.73	230.49	0.40	217.76
+50		8.4	222.1 ✓	
9+00		3.5	227.0 ✓	
	11.07	240.85	0.71	229.78

5/ 0.5 RT Main part of Bridge  
 South edge Bridge on Foot walk

North edge of Bridge

189.0 6.6  
 195.6  
 4.6 190.9 4.7  
 10.1 10.1

219.16  
 10.52  
 207.64

196.3 9.7  
 10.11

203.3 3.4  
 10.11

207.2 10.6  
 10.11

211.6 6.6  
 10.11

215.5 2.7  
 10.11

218.9 0.6  
 10

7.3  
 10

223.2

227.8 2.7  
 10

9+50	240.85	10.1	230.8 ✓
10+00		8.3	232.4 ✓
+50		7.5	233.4 ✓
11+00		5.9	235.0 ✓
+50		3.1	237.8 ✓
	12.58	252.49	0.94 239.91
12+00		11.2	241.3
+39		8.43	244.1
+50		8.1	244.4
+55		7.6	244.9
+68		7.16	245.3 236.3 +9.0 to Flow Line
		7.41	245.1
		6.73	245.7
+99 <sup>15</sup>		4.7	247.8
+ 10.30	255.53	7.26	245.23
		12.75	242.78 = 242.69

<del>230.8</del>	<del>10.1</del>	<del>10.1</del>	<del>230.8</del>
		<del>10.1</del>	<del>10.1</del>
		<del>10.1</del>	<del>10.1</del>
231.1	9.8	8.7	232.2
	10.1	20.8	
230.6	10.3	7.9	233.0
	10.1	20.8	
235.6	5.3		
	10.1		
238.1	2.8		
	10.1		

241.3 11.2  
10.1

South edge oil Brooklyn

Top CV. 20 R<sup>+</sup>

⊕

Top West edge sewer MH @ Brooklyn 90 R<sup>+</sup>

North edge oil

Top Curb

North Prop. Line Brooklyn

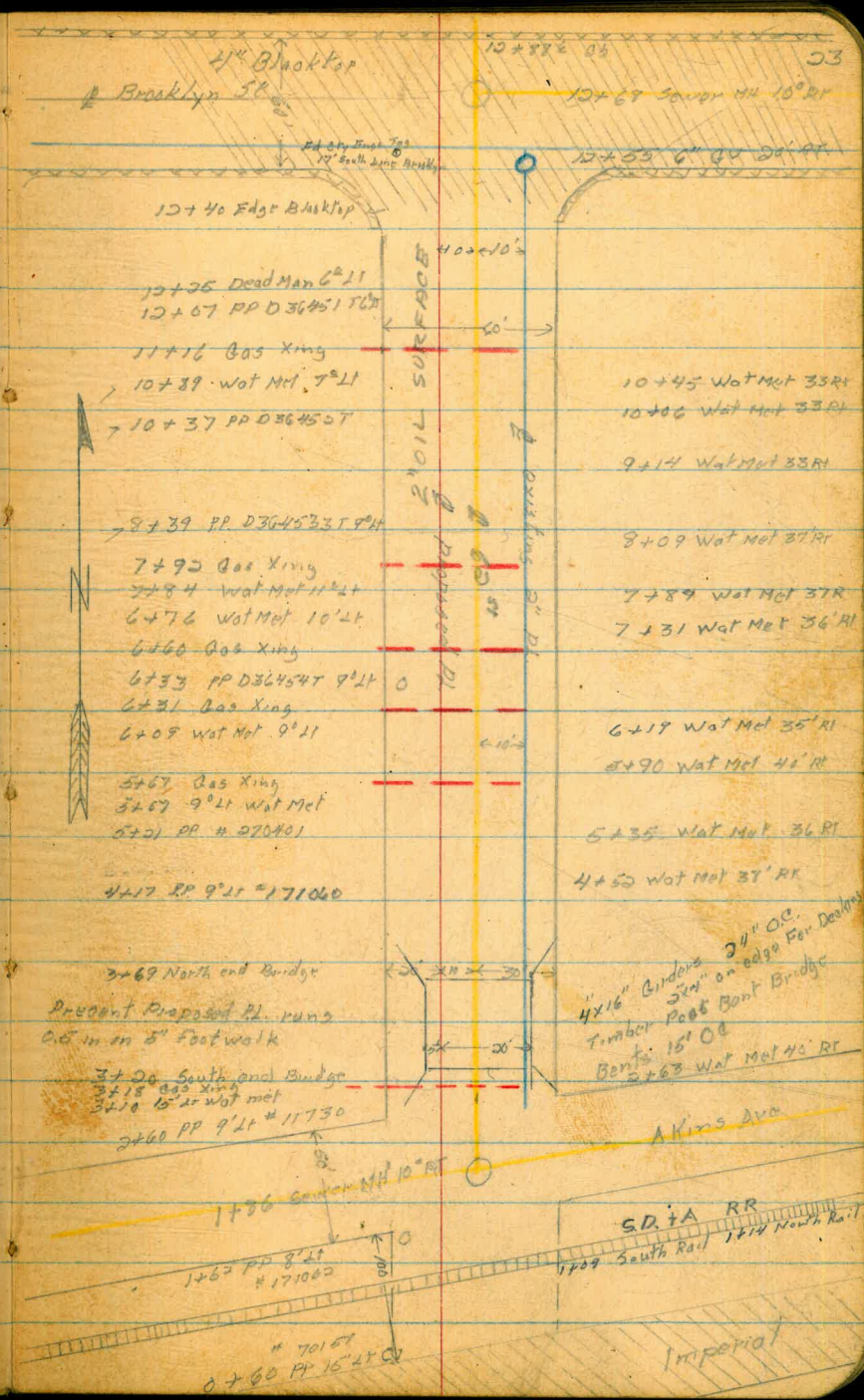
S.W. BP curb

BP SW Ob Fergus + Brooklyn

245.03  
10.30  
205.53  
12.60  
242.88

10+98<sup>15</sup>

North Prop Line Brooklyn



2+12<sup>12</sup>

North Prop Line Akins

0+00

South Prop Line Imperial

Fergus St

West  
Martell  
Varon forks

16 Sept 52

24

Profile  
Proposed Pkgs.  
H.I.

ELEV

STA	B.S.	H.I.	ELEV
	3.23	245.92	242.69
0+00		+2.0	247.9
+02		0.4	245.5
0+10		1.26	244.7
0+10 <sup>+</sup>		1.89	244.1
			243.9
0+30		2.08	+6.5 to Flow line
+43		2.15	243.8
+50		2.53	243.4
+59		2.92	243.0
1+00		4.0	241.9
+50		7.1	238.8
2+00		10.2	235.7
+50		13.0	232.9
	0.64	236.50	10.06
			235.86
3+00		6.3	230.2
+50		8.5	228.0
4+00		11.1	225.4
	1.64	226.16	12.98
			223.52
+50		3.9	221.3
5+00		7.6	217.5

BM. BP SW Ch Fergus + Brooklyn

North Prop line Brooklyn

Top curb

Butter

Top east rim sewer MH

Top C.V. 0.2 RT

edge of south side Brooklyn

STA	B.S.	HI.	FS	ELEV.
5+50		225.26	10.8	214.3
	2.53	216.46	11.23	213.93
+75			4.16	212.3
				+6.6 To Flow line
6+00			5.7	210.7
+50			9.0	207.4
7+00		205.24	12.1	204.3
	1.10	<del>205.57</del>	12.32	204.14
+50			3.0	202.2
8+00			4.8	200.4
+50			6.5	198.7
9+00			8.2	197.0
+50			10.4	194.8
	0.75	194.41		193.66
		<del>194.73</del>	11.58	<del>193.98</del>
10+00			3.9	190.5
+50			8.2	186.2
11+00			12.5	181.9
	3.28	184.81		181.53
		<del>183.13</del>	12.89	<del>181.85</del>
+50			4.3	180.5
+75			4.83	179.98
				+10.5 To Flow line
12+00		189.1	12.3	172.5
	11.11	<del>187.73</del>	6.82	178.3
			7.90	177.99
				<del>187.83</del> = 187.59

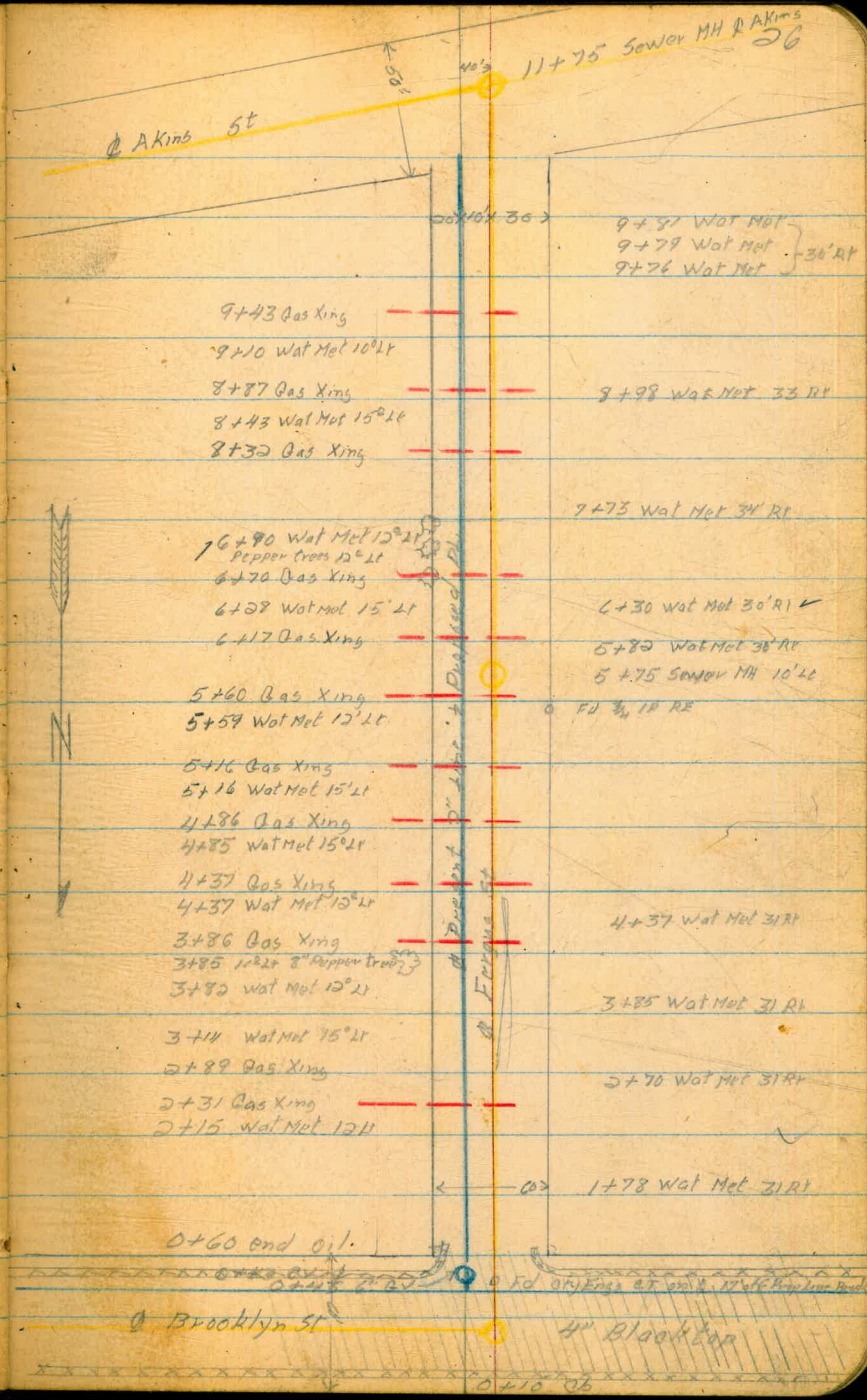
Top east edge Sewer MH 10° R

Top east edge sewer MH

West edge sewer MH 62st + Akin

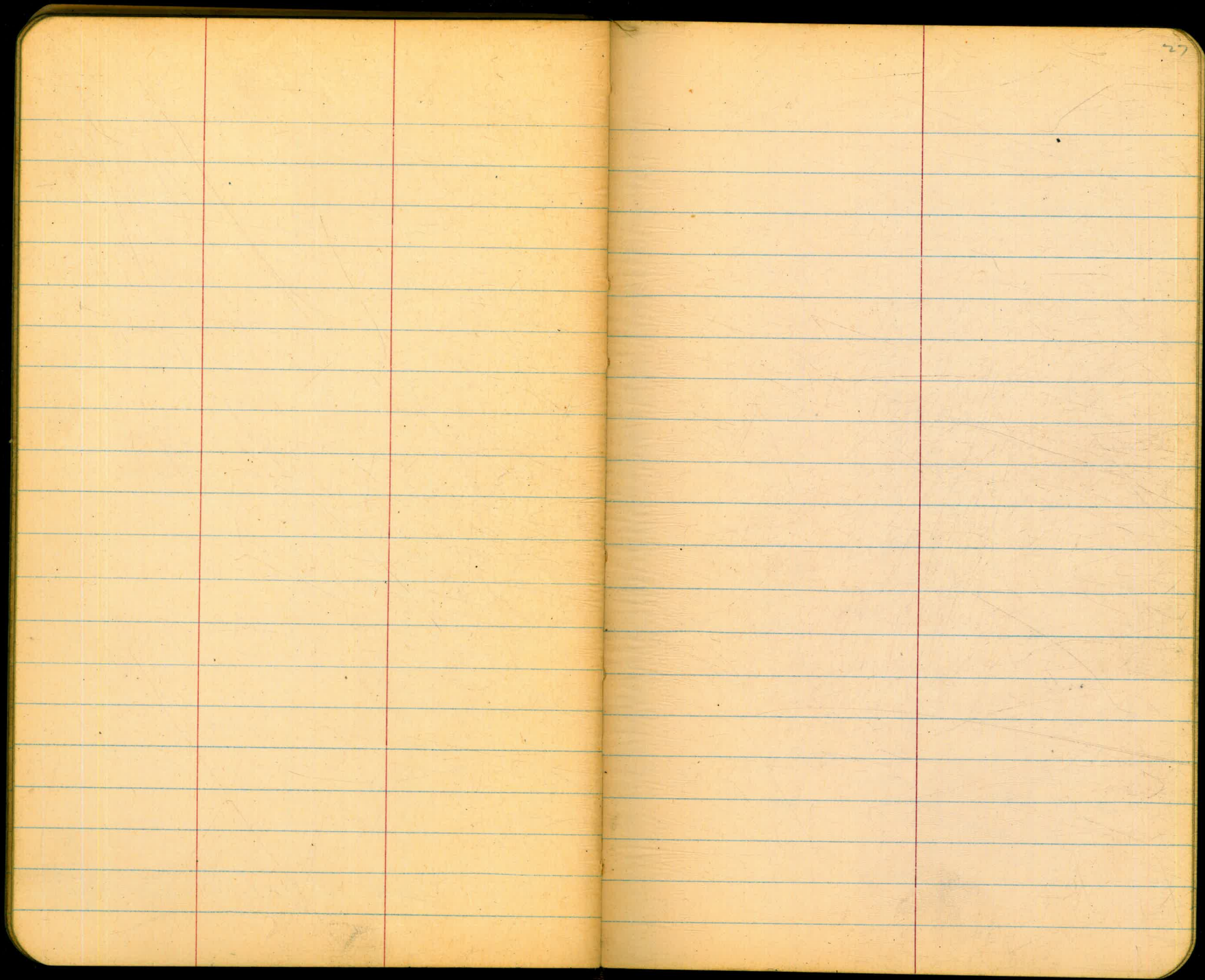
12+01±

South Prop Line Akins St



0+00

North Prop Line Brooklyn



60<sup>TH</sup> AKINS ST  
 To 61<sup>ST</sup>  
 & PROPOSED WATER

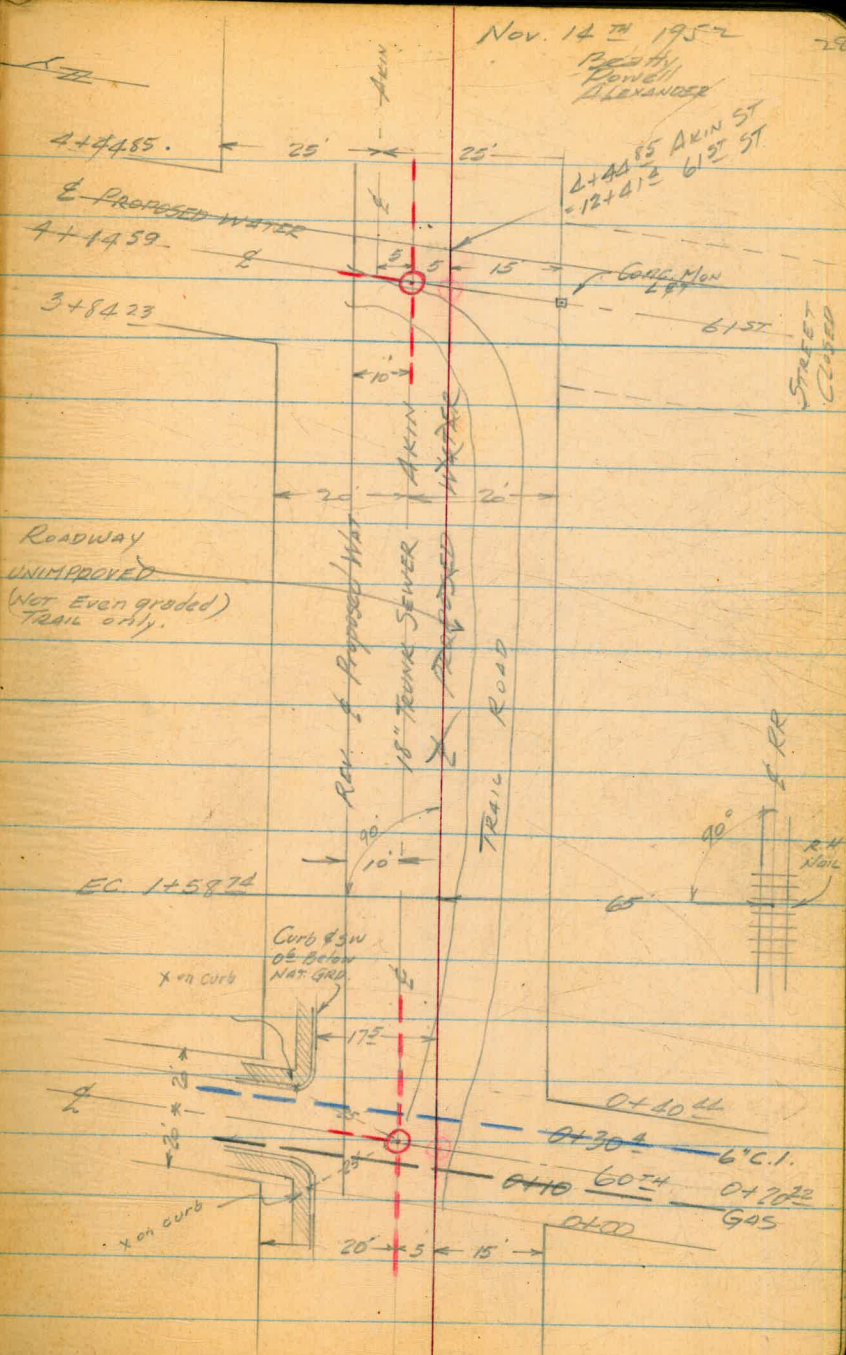
4+47<sup>10</sup>  
~~4+44<sup>85</sup>~~ } Fly RL 61<sup>ST</sup>  
 16<sup>25</sup>  
 1+14<sup>59</sup> } & 61<sup>ST</sup> ST (81°09'LT)  
 3+86<sup>39</sup>  
 3+84<sup>23</sup> } Wly PL 61<sup>ST</sup>

REV. E Prop 6" WAT.

1+58<sup>74</sup> FC

A-1°38'00  
 R-5716.10 5701.1 REV. &  
 L-159.74 Prop. WAT.

0+00-RC-Wly PL 60<sup>TH</sup> ST (81°32'30 LT)





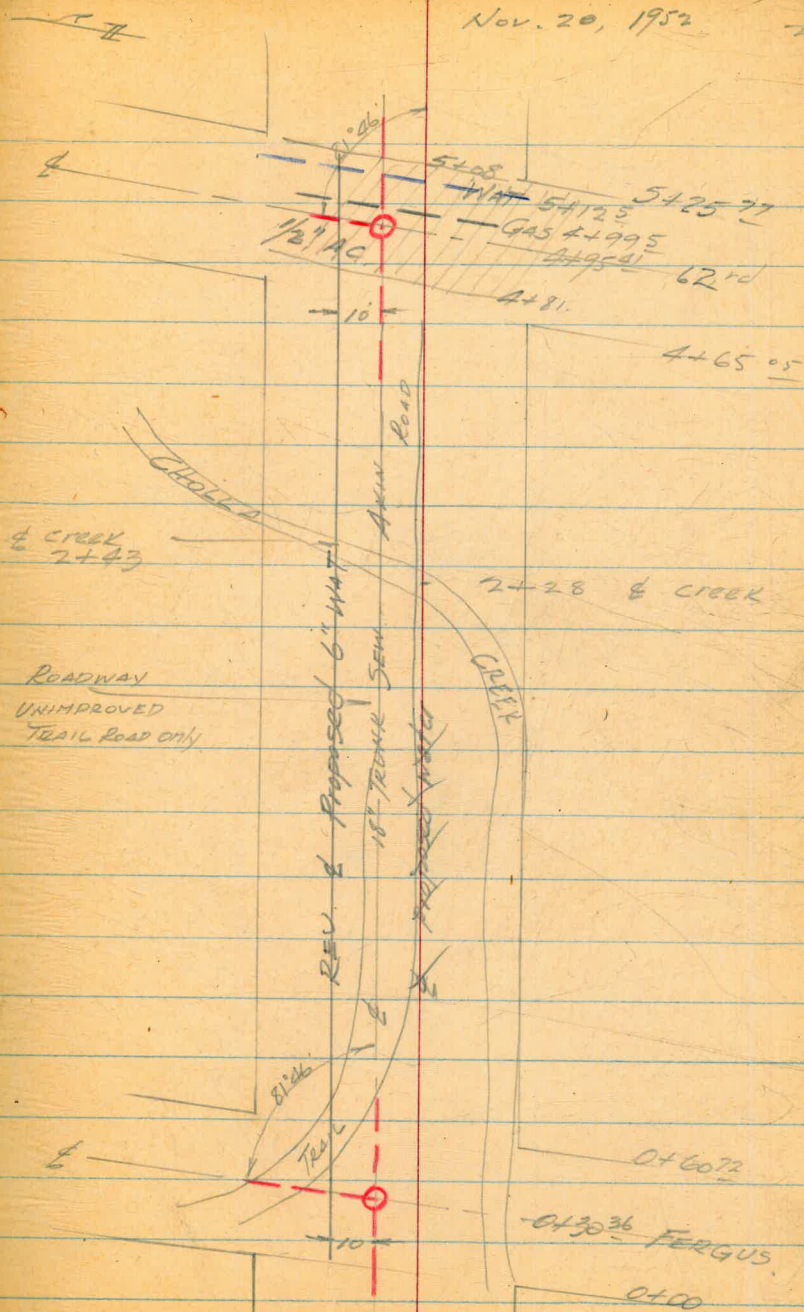
AKINS ST  
FERGUS TO 62nd  
& PROPOSED WATER

5+25<sup>77</sup> Ely P.L. 62nd  
4+95<sup>41</sup> E 62nd  
4+65<sup>05</sup> Wly P.L. 63rd

(81°46' LT)

Nov. 20, 1952

29



0+60<sup>72</sup> Ely P.L. "

0+30<sup>36</sup> E "

0+00 Wly P.L. FERGUS

(81°46' LT)

0+60<sup>72</sup>

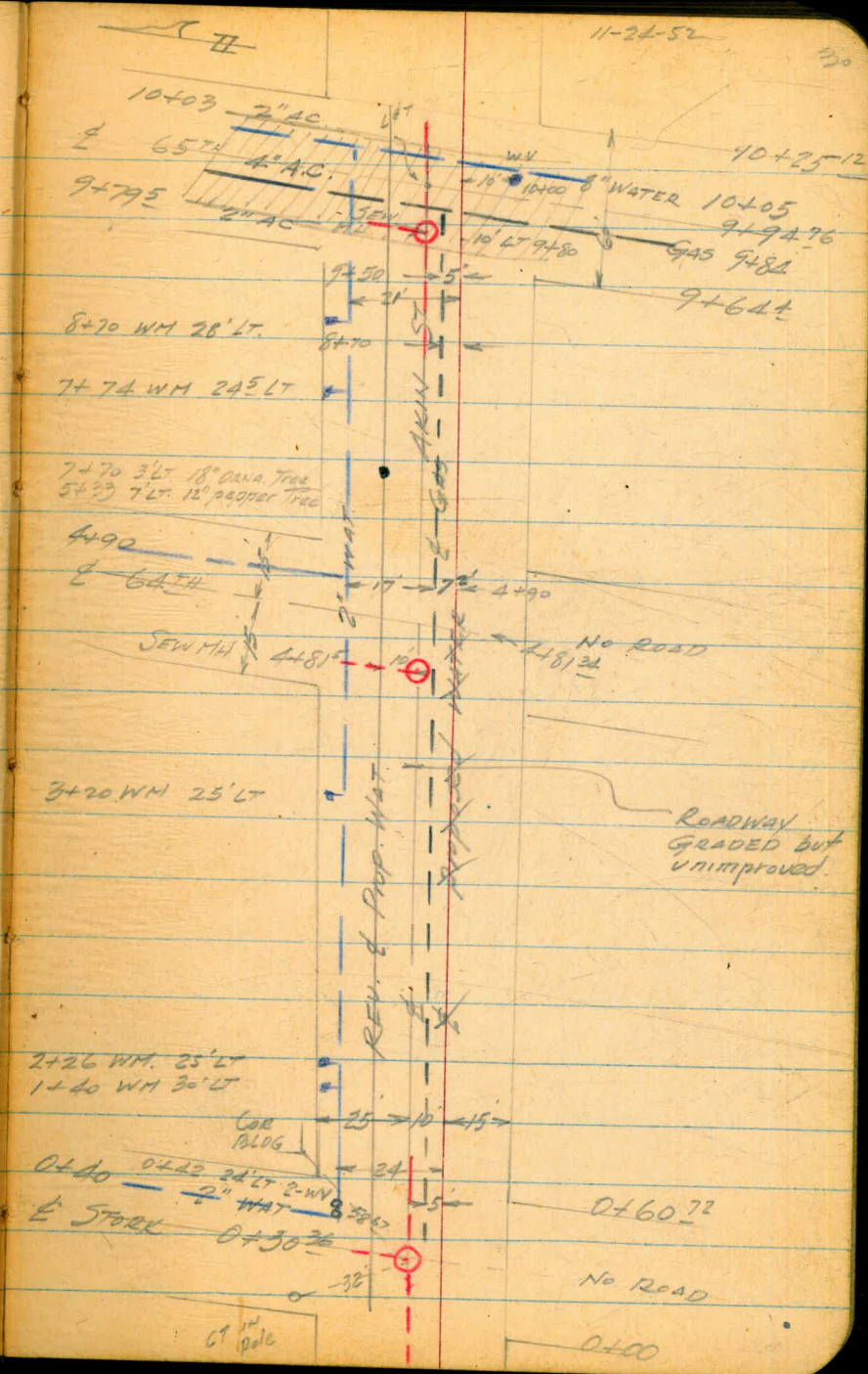
0+30<sup>36</sup> FERGUS

0+00

AKINS ST  
 STORK TO 65TH  
 & PROPOSED WATER

10+25<sup>12</sup> Fly PL 65TH  
 9+94<sup>76</sup> & 65TH  
 9+64<sup>4</sup> Wly Prop line 65TH

0+60<sup>72</sup> E Prop line STORK  
 0+30<sup>26</sup> & STORK  
 0+00 Wly Prop line STORK



AKINS ST  
 PROFILE  
 Proposed Water 10' S of E

BM	10.08	171.36	161.28
IP	8.49	179.81	0.04 171.32
SET II			9.69 170.33
0+00	- Wly prop line 60 <sup>th</sup> St.		10.6 169.2
+20 <sup>2</sup>	E 60 <sup>th</sup>		9.5 170.3
+20 <sup>4</sup>	Ely prop line 60 <sup>th</sup> St.		9.9 169.9
1+00			8.7 171.1
+58 <sup>74</sup>	EC		6.1 173.7
2+00			5.4 174.9
+50			3.9 175.9
3+00			3.4 176.4
+50			4.5 175.3
4+00			6.7 173.1
4+44 <sup>85</sup>	- E 61 <sup>st</sup> St		8.0 171.8
4+75 <sup>21</sup>	Ely PL 61 <sup>st</sup> St		7.2 172.6
			7.63 172.18
IP	8.14	183.13	1.82 174.99
0+00	Wly PL FERGUS		8.0 175.1
			3.08 180.05
+30 <sup>2</sup>	E FERGUS		7.7 175.4

Nov. 24, 1952

Robert  
 Lowell  
 Alexander

31

BR curb, E side, & Bridge, MERLIN DRIVE

W. Rim SEWER M.H. (Inv. 10<sup>3</sup> lower) 5'-LT 0+21

N Rim SEW. M.H. (Inv. 10<sup>3</sup> lower) 5'-LT 0+46

N Rim SEW. M.H.

9.0 10.5

7 15

8.5 10.3

8E 9

} Nly edge  
 Bottom  
 Cholla Crk

AKINS ST  
Cont'd

	183.13			
0+60 <sup>5</sup> Fly PL FERGUS		6.2	176.9	
1+00		3.8	179.3	
+50		2.7	178.4	
2+00		6.2	176.9	
+14		7.2	175.9	
+28	Cholla CRK	7.3	175.8	
+38		7.9	176.1	
+39		5.2	177.9	
+50		3.7	179.4	
3+00		1.7	181.4	
4P	12.13 193.59	1.67	181.46	
+50		9.8	183.8	
4+00		9.65	184.0	
+50		8.4	185.2	
4+65 <sup>15</sup> Wly PL 62 <sup>nd</sup> ST		7.8	185.8	
4+95 <sup>45</sup> d		5.85	187.7	
5+25 <sup>75</sup> Ely PL 62 <sup>nd</sup> ST		5.0	188.6	
		6.14	187.25	
4P	12.47 205.96	0.10	193.09	
4P	5.77 209.41	2.32	203.64	

11-24-52

32

6.3	8.0	10.1	
2	9	9.5	
4.7	6.0	8.1	12.1
6	10	12	13
6.8	9.4		
10	17		
7.1	8.7		
10	16		

Nly  
Edge  
Cholla  
CRK

5.9	4.6	7.0
6	5	8
2.9	1.8	0.7
4	3	8

11.1	9.8	8.3
15	0.8	8
8.6	8.0	
8.4	7.3	
7.6		
6		

N. River Sew. #41

AKINS ST  
Cont'd

11-24-52

33

209.41

0+00 Wly PL STORK ST 5.8 203.6

+ 30<sup>3</sup> E " " 5.9 203.5

6.61 202.80

N Rim Sew. MH

+ 60<sup>6</sup> Ely PL STORK ST 5.8 203.6

1+00 5.4 209.0

+ 50 5.2 209.2

2+00 4.8 209.6

+ 50 4.6 209.8

3+00 4.1 205.3

+ 50 4.0 205.4

4+00 3.8 205.6

+ 50 3.9 205.5

+ 81<sup>24</sup> E 64<sup>th</sup> ST 4.0 205.9

5+00 4.0 205.1

+ 50 4.3 205.1

P 6+00 12.52 217.73 4.20 205.21

+ 50 12.1 205.6

7+00 11.4 206.3

+ 50 10.6 207.1

AKINS ST  
Cont'd.

11-24-52

34

		217.73		
8+00			10.0	207.7
+50			9.2	208.5
9+00			8.1	209.6
+50			5.3	212.4
9+64.4	Wly PL 65 <sup>TH</sup> ST.		3.5	219.2
+79.5	Edge A.C.		1.65	216.0
9+94.3	65 <sup>TH</sup>		11.45	216.3
10+03	Edge A.C.		1.67	216.0
10+25.0	Ely P.L. 65 <sup>TH</sup> ST.		2.20	215.5
	Rim Inv.	1.47		216.26
IP	8.17	225.13	0.77	216.96
CK BM		4.00	221.13 = 221.27	

65 49  
53 35  
2 5

N. RIM Sew. M.H. 10' LT 9+80

B.P. SE Cor 65<sup>TH</sup> & Imperial

Nov. 28, 1952

35

REV. AIREN ST.  
 E Profile - Proposed WAT  
 10' Hor E ST.

11 D	1057	180.70	170.13
		21.07	159.6
0+00		12.0	168.7
+20 <sup>2</sup>		10.5	170.2
+40 <sup>4</sup>		10.4	170.3
1+00		9.8	170.9
+58 <sup>74</sup> E.C.		7.4	173.3
2+00		6.2	174.5
+50		5.0	175.7
3+00		4.8	175.9
+50		6.7	174.0
4+00		9.0	171.7
+16 <sup>75</sup> E 61 <sup>57</sup>		9.2	171.5
+47 <sup>12</sup>		9.2	171.5
SK P		8.52	172.16 = 172.18
		17.04	163.7
RP	785	187.90	180.05
		18.95	169.0
0+00		9.5	178.4
+26		8.0	179.9

W RIM SEW M.H. 10' RT 0+20

Inv. 12" 6" Sew

} 10' RT 0+20<sup>2</sup>Wly PL 60<sup>th</sup> on Conc SWIKE 60<sup>th</sup>Fly PL 60<sup>th</sup> 0<sup>th</sup> dirt on Conc SWIK

9.8 7.6 67

" 10 "

Ely PL 61<sup>st</sup> STN RIM of SEW M.H. 10' RT 4+16<sup>75</sup>

Inv. 16" Sew

N RIM  
Inv. 16" Sew

9.0

4

10.8

4

AKIN ST  
REV. & Profile Cont

11-28-52

36

	187.90		
0+30 <sup>36</sup>	9.5	178.4	
+33	8.6	179.3	
0+60 <sup>7</sup>	7.9	180.0	
1+00	8.3	179.6	
+50	9.3	178.6	
2+00	10.4	177.5	
+43	11.8	176.1	
+50	11.1	176.8	
3+00	2.7	180.2	
+50	4.7	183.2	
4+00	3.8	184.1	
+50	2.9	185.0	
+65 <sup>15</sup>	2.3	185.6	
4+95 <sup>45</sup>	0.75	187.2	
5+25 <sup>75</sup>	0.20	187.7	
OK P	0.45	187.45	187.45
	12.05	175.4	

to FERGUS ST

Ely. PL FERGUS

$\frac{74}{5}$

$\frac{91}{5}$

(to 16' TRAIL Rd)

" " " "

to Cholla Creek Ford

(2' at Nly edge 18' Trail Rd)  $\frac{23}{3}$  11

$\frac{67}{3}$   $\frac{77}{1}$

$\frac{50}{5}$   $\frac{50}{5}$

Wly PL 62nd

to 62nd

Ely PL 62nd

N RIM SEW M. 41

Inv. 12" or 16" SEW



AKIN ST  
REV. & Profile Cont.

770	210.50	202.50
	21.50	
0+00	11.0	199.5
+30 <sup>30</sup>	9.0	201.5
+60 <sup>7</sup>	9.0	201.5
1+00	8.3	202.2
+50	7.6	202.9
2+00	7.1	203.4
+50	6.4	204.1
3+00	6.0	204.5
+50	5.9	204.6
4+00	5.8	204.7
+50	5.8	204.7
+81 <sup>32</sup>	5.6	204.9
	5.20	205.3
	10.00	193.9
5+00	5.6	204.9
+50	6.1	204.4
6+00	5.0	205.5
+50	5.0	205.5
7+00	3.9	206.6
+50	3.2	207.3

11-28-52

37

N. Riv. Sew. M.H.  
INV. 16" SEW

Wly PL Fork

120

69

E

ELY PL

E 62<sup>74</sup>  
N. Riv. Sew. M.H. 10 RT 2+81<sup>3</sup>  
INV. 16" SEW

5+33 7' 6" 1' 10" 1' 10"

7+70 3' 6" 18" 1' 10"

AYKENS JT  
REV. & Profile Cont'd

11-28-52

38

	210.50		
8+00		2.3	208.2
+50		2.2	208.3
9+00		0.8	209.7
9.36	219.25	0.61	209.89
+50		8.8	210.5
+67		8.1	211.2
+67		6.3	213.0
+77		3.1	216.2
+78		3.1	216.2
+83		3.0	216.3
+85		3.25	216.0
9+94.2		3.20	216.1
10+06		3.45	215.8
10+25		3.6	215.7
		3.01	216.74 = 216.26

8+22 1.50 to edge 24" dead pine

9+28 4' LT 18" palm  
9+10 4' LT " "  
8+92 5' LT " "  
8+72 5' LT 18" palm

Edge 2" AC

on AC

on AC

d 65"

Edge 2" AC

N. Rim Sew M.H.

6+65 7' RT 12" PVC

6+72 7' RT 30" PVC

MADRONE AVE  
65<sup>TH</sup> ST. To 63<sup>RD</sup> ST  
& Proposed Water

MAR. 30 1953 (B. 2981)  
DEATH  
MARTELL  
ALEXANDER 39

12+19<sup>86</sup> 4 RT 8°48' LT

EC 5+32<sup>25</sup>

$\Delta = 58^{\circ}30' LT$   
R 225.00  
T 126.01  
L 229.73

B.C 3+02<sup>52</sup>

0+95<sup>83</sup> Wly prop line 65<sup>TH</sup>

0+4791 (31°27' RT & 65<sup>TH</sup>)

0+00 Fly prop line 65<sup>TH</sup> ST

6° LT 10+27  
68° LT 10+24 15" RICH SIDE DRAIN

10+50 2" WAT XING  
10+27 GAS MAIN XING

9+87 11.5" LT W.H.

8+75 14" LT W.H.  
" 2" WAT 7" LT  
" GAS 4" LT

7+70 2" WAT XING

10+24 24" RT W.H.

9+81 24" RT W.H.

9+20 17.5" W.H.

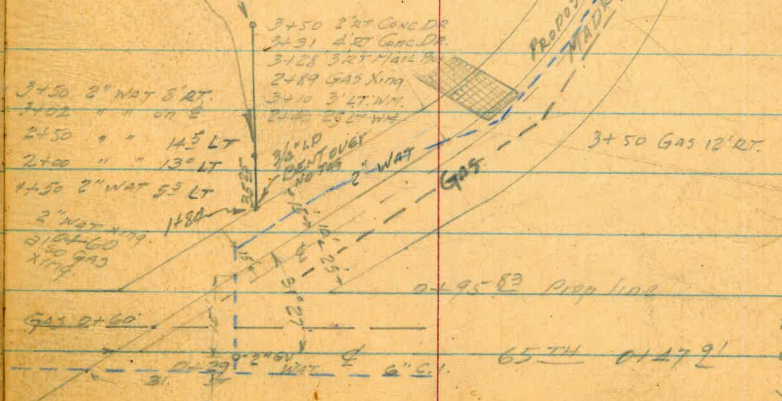
7+00 2" WAT 18" RT  
" GAS 3" RT

5+75 24" RT W.H.

EC 5+32<sup>25</sup>

$\Delta = 58^{\circ}30' LT$   
R = 225.  
T 126.01  
L 229.73

3/4" I.P.  
RE 1534  
B.C. 3+02<sup>52</sup>



E SHAULES

FD CONC  
MON  
127.26

0+95<sup>83</sup> Prop line

65<sup>TH</sup> 0+4791

FD CONC  
MON

0+00

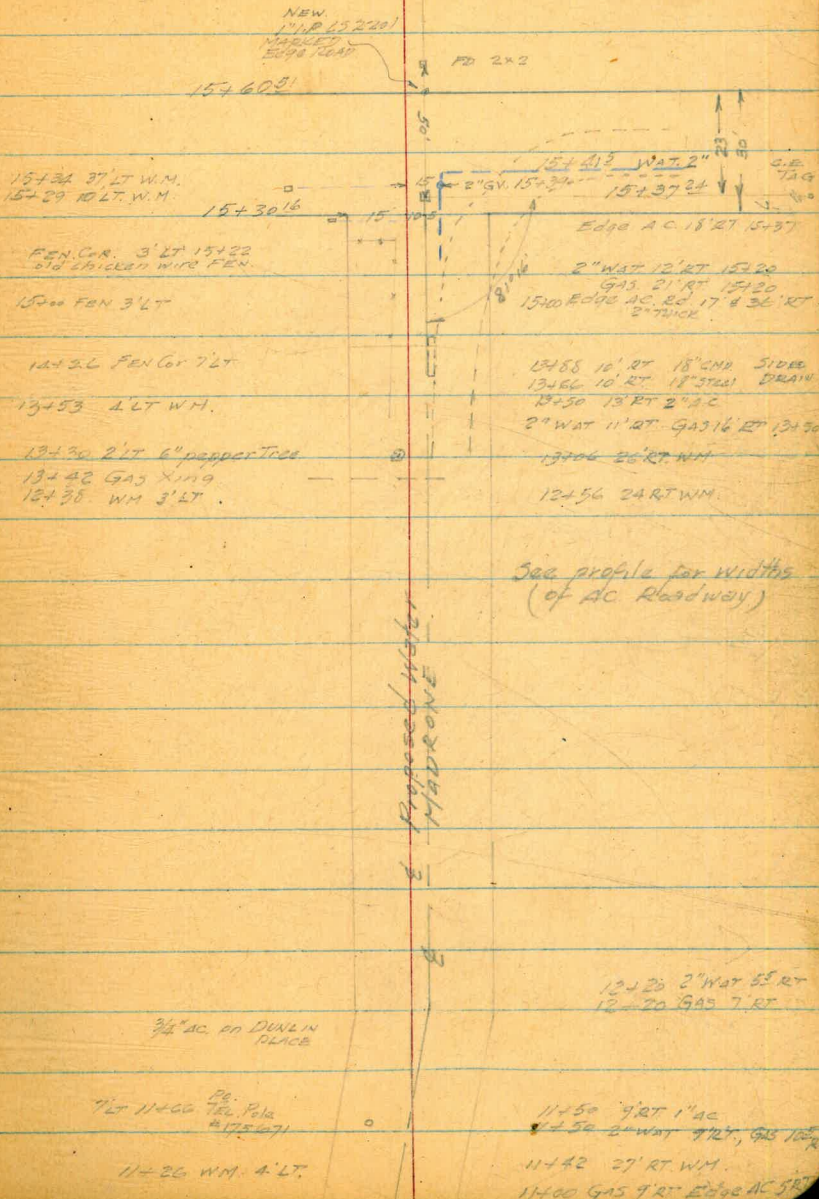
MADRONE AVE  
(Cont'd.)

15+60.51 Wly prop line 63rd  
 15+37.24 7' offset to prop line (81°16' RT)  
 15+30.16 Fly prop line 63rd

12+19.86 X PT 8°48' LT

0.65

APRIL 3, 1953  
 BEATTY  
 MARTELL  
 ALEXANDER



MADRONE AVE  
& Proposed WATER.

April 7 1953

41

B.M.	13.40	226.08		212.68
P	13.28	239.13	0.23	225.85
SET T.M.			3.12	236.01
15+60 <sup>51</sup>			2.6	236.5
15+37.24			2.4	236.7
15+30 <sup>15</sup>			2.0	237.1
T.P.	13.37	249.38	3.12	236.01
15+00			9.0	240.3
14+50			2.5	246.8
12+30			0.3	249.0
P	13.28	261.83	0.83	248.55
14+25			11.0	250.8
12+00			9.5	252.3
13+88			2.8	257.0
(13+88 10' RT INV			8.5	253.3
5' sec 9' side Dr. 18" x 22"				
(13+66 10' RT INV			6.8	255.03
13+71			3.9	257.9

(F.D. 1652-55) Top F.H. 63<sup>rd</sup> & Imperial, SE Cor.  
City ENGR.

Cont. Max. 63<sup>rd</sup> & MADRONE

w/ly prop. line 63<sup>rd</sup>

(Sly prop line) LEFT

RIGHT (Nly prop line)

Ely prop line 63<sup>rd</sup>

Cont. Max.

2371	2373	235.6
2.0	1.8	3.5
25		25

241.4	240.0	238.4
8.0	7.4	11.0
25		25

246.8	245.8	244.9
2.5	3.6	1.0
25		25

252.8	252.2	251.8
9.0	8.6	10.0
25		25

258.0	257.9	257.6
3.8	8.7	8.2
25		25

## MADRONE AVE

Cont'd

261.83

13+66 22 259.6

13+54 1.5 260.3

13+50 0.0 260.3

13.32 274.96 0.19 261.64

13+00 7.2 267.7

12+50 2.1 272.8

12+40 1.1 273.8

12+32 Edge "A.C. Road 2.8 272.1

12+1986 4' RT " AC Road 1.1 273.8

12.72 287.65 0.03 274.93

13.07 289.14 11.58 276.07

12+00 13.07 276.0

11+965 Edge AC Road 12.55 276.5

11+90 8.2 280.9

" 4' RT 11.6 277.5

" 15' LT 9.6 279.4

11+50 2.6 286.5

" 2' RT 3.0 286.1

DUNCAN AVE.

4/7/53

42

LEFT (fly prop line)

RIGHT (fly prop line)

262.3  
+0.5  
25  
140.9  
4.1  
25  
276.0  
+1.0  
25  
278.5  
+3.8  
25  
276.3  
+1.3  
25

AC AS NOTED  
15 1/2" to 1" Thick  
except where  
patched, 12 1/2"-2"  
Thick in spots

162.5  
4.1  
25  
168.9  
168.9  
168.5  
162.9  
12.5  
12.0  
15  
(AC ROAD)  
12.2  
15  
13.5  
20  
16.5  
25

278.5  
276.3  
278.5  
275.6  
274.6  
269.5

10.6  
25  
13.5  
14.5  
20.6  
25

279.5  
9.6  
25  
280.9  
280.6  
277.7

0.4  
25  
8.2  
14  
11.4  
25

AC ROAD

MADRONE AVE  
(Cont'd)

11+00		289.14	0.1	289.0
"	3' LT		+16	290.7
10+50	Edge AC Road	13.04	301.98	0.20
"	2' LT		8.9	292.8
"	8' LT		2.8	293.8
10+00	6' LT	10+27	100.	7.20
"	6' LT	22x15" RCP Side Dr		
"	6' LT	10+04	100.	5.55
"	6' LT		3.65	296.4
"	6' LT		4.10	298.3
9+50	on AC	12.93	314.87	0.04
9+00	on AC		11.1	301.94
8+50	on AC	12.69	327.47	0.09
8+00	on AC		5.10	303.7
7+68			11.8	309.7
"	5' LT		+4.9	314.78
7+00		13.29	340.75	0.01
				315.6
				321.9
				326.3
				332.3
				327.46

4/7/59 43

283.9	286.6	286.8	285.9	280.1
LEFT (Slope line)				My P.L. RIGHT
+5.2	2.5	2.3	2.2	3.2
15	5	0	11	25
		(AC Road)		
299.4	292.1	292.8	292.5	283.2
26	91	92	95	181
25	10	0	5	25
		(AC Road)		
297.68				
12' Conc Garage Floor 2.30				
wide (center 10+17)	25.5			
290.8	297.9	297.8	297.9	297.9
11.2	41	42	16.3	
25	16	0	25	
	(AC Road)			
309.8	307.9	303.5	303.5	291.7
5.1	11.1	11.4	303.5	291.7
25	17.5	0	25	25
	(AC Road)			
317.9	317.9	317.9	317.9	293.8
+2.9	5.2	5.6	6.4	21.1
25	17	5.5	0	25
	(AC Rd)			
321.0	315.5	315.2	315.0	303.2
6.0	12.0	12.3	12.5	21.3
25	16	3	0	25
	(AC Rd)			
331.1	321.7	321.9	321.9	313.0
+3.6	5.5	5.6	0	14.5
25	15	0	0	25
	(AC Rd)			
335.5				
25				

MAORONE AVE  
(Cont'd)

4/7/53

22

		320.75		
7+50		11.6	329.0	
7+26		21	333.5	
"	6' LT	+0.3	341.15	
"	3' RT	8.6	332.1	
7+00	Edge AC	53	335.4	
"	6' LT	+27	343.4	
6+50	on AC	1.6	339.1	
Ⓟ	12.34	352.83	0.26	310.49
6+00	on AC	8.6	349.2	
5+50	Edge AC	4.15	348.6	
"	3' LT	3.5	349.3	
"	4' LT	+1.5	354.3	
5+32 <sup>25</sup>	(E.C)	1.6	351.2	
"	2' LT	+3.9	356.7	
"	1' RT Edge AC	1.9	350.9	
Ⓟ	10.63	363.46	0.00	352.84
5+00		7.5	355.9	
"	1' LT	2.5	360.9	
"	3' RT	8.8	354.6	

LEFT (Sly prop line) RIGHT (Sly prop line)

332.6	329.90	329.90	326.7	310.49
82	11.8	11.85	12.6	12.6
25	4	4	6	25
345.1	345.1	345.1	345.1	345.1
346.5	346.5	346.5	346.5	346.5
335.5	335.5	335.5	335.5	335.5
335.1	335.1	335.1	335.1	335.1
335.5	335.5	335.5	335.5	335.5
332.4	332.4	332.4	332.4	332.4
338.7	338.7	338.7	338.7	338.7
338.4	338.4	338.4	338.4	338.4
339.2	339.2	339.2	339.2	339.2
342.4	342.4	342.4	342.4	342.4
340.0	340.0	340.0	340.0	340.0
343.7	343.7	343.7	343.7	343.7
343.9	343.9	343.9	343.9	343.9
345.0	345.0	345.0	345.0	345.0
348.6	348.6	348.6	348.6	348.6
349.0	349.0	349.0	349.0	349.0
349.7	349.7	349.7	349.7	349.7
350.0	350.0	350.0	350.0	350.0
350.9	350.9	350.9	350.9	350.9
351.1	351.1	351.1	351.1	351.1
351.2	351.2	351.2	351.2	351.2
351.3	351.3	351.3	351.3	351.3
354.6	354.6	354.6	354.6	354.6
355.9	355.9	355.9	355.9	355.9
360.9	360.9	360.9	360.9	360.9





## MADRONE AVE

(Cont'd.)

**380.80**

3+20			6.5	374.3
3+00	Edge	A.C.Rd	6.5	374.3
"	4' LT		6.1	374.7
2+58	Edge	A.C.Rd	6.2	374.6
2+50			5.9	374.9
"	2' LT	Edge AC	6.2	374.6
2+00	Edge	AC Road	5.1	375.7
1+50	on A.C.		3.2	377.6
1+00	on A.C.		0.8	380.0
				391.51
P	11.42	<del>391.57</del>	0.71	<del>380.11</del> 380.09
0+57	Edge	A.C.Rd	9.4	382.1
0+47.9'	Inset	MADRONE 65th	8.1	383.4
"	3' LT	(Edge AC)	6.7	382.8
(0+29 Top 6" CI WATER.)			13.10	378.4
0+00			11.6	379.9
SET TOM	0.78	389. <sup>81</sup> <del>83</del>	2.48	389. <sup>03</sup> <del>05</del>
TD	0.08	376. <sup>62</sup> <del>64</del>	13.27	376. <sup>54</sup> <del>56</del>

4/8/53

46

379.33  
LEFT (SHP RL) 379.35  
1.67 1.25 6.5 6.4  
25 24 10 6  
(on Conc Drive) (AC Rd)

375.0  
5.8 6.2 6.3  
25 12 10  
377.2 AC Rd 374.6  
26 4.8 5.1 375.7  
25 21 10 26  
383.9 AC Rd 370.5  
23 32 3  
377.6 AC Rd 373.2  
377.5  
10.5 11.7 2.3  
25 25 25  
363.1  
10.5 11.7 2.3  
25 25 25  
359.5

385.1  
12.3 379.7 AC Rd 377.6  
25 16 3 377.5  
380.1  
0.7 380.6  
3 0.2  
380.6 377.6  
0.2 373.2  
3 0.2  
382.8  
8.7 8.7  
21 21  
(AC Rd)

on Conc. Man &amp; SHAWLES &amp; 65th

MADRONE AVE  
(Cont'd)

		.62			
		<del>376.82</del>			
		.67			
TP	0.04	363.89	12.99	363.65	.63
		.13			.97
TP	0.17	351.45	12.71	350.98	
		.45			.29
TP	0.16	338.87	12.84	338.81	
					.14
SET TBM			8.31	330.76	

4-8-53

47

on Conc Men & Madrone (to East) @ 65<sup>TH</sup>

SHAULES AVE  
65<sup>TH</sup> ST TO 63<sup>RD</sup> ST.  
E PROPOSED WATER

13+72.69 Wly prop line 63<sup>rd</sup>

13+49.69 7' offset line

13+42.69 Ely prop line 63<sup>rd</sup>

11+16.6 (90° RT. 50.00 To Hub)

0+00 = Fly prop line 65<sup>TH</sup> ST

(Note: E of ST. 15 Transit line.)

April 9 1953 (Begin)

BEATTY  
MARTELL  
ALEXANDER

28.

13+72.69

63<sup>RD</sup>

FD 2x2 Hub 13+49.69

P 171760  
13+42 32 RT Po. Pole

End 2" WATER  
12+71 26 RT WM  
12+42 28 RT WAT

P 171759  
11+45 31 RT Po Pole

11+16.6  
50' -> FD 2x2 Hub

P 76675  
11+46 28 RT 2" WAT

7+46 27 RT WM

6+98 25 RT 18" WAT 173025

5+50 2" WAT 25' RT  
5+50 WM 30' RT

P 173273  
4+24 22 RT Po Pole

3+85 26 RT WM

P 173292  
1+66 18 RT Po Pole  
1+42 19 RT Guy Snc  
1+00 24' RT 2" WAT

P 272235  
0+55 18 RT Po Pole  
0+50

0+30 GAS  
65<sup>TH</sup>  
6" WATER 0+20

0+00

F.H. 0+09  
20' LT

Proposed Water  
SHAULES AVE  
Dier St (only per hill graded)

7+93 4' LT WM  
P 38122  
6+37 12' LT Po Pole  
6+00 3' LT WM  
5+15 1 1/2" WAT Xing  
5+00 25' RT WM  
4+08 14' LT WM

15' - 10' - 25'



SHAULES AVE  
65<sup>TH</sup> ST. TO 63<sup>RD</sup> ST.  
& Profile Proposed WATER

4-10-53

29

TBM 9.05 398.10 389.05

0+00 Fly prop line 65<sup>TH</sup> 10.9 387.2

0+08 8.4 389.7

0+11 8.8 389.3

0+16 Edge A.C. 8.7 389.4

0+25 & 65<sup>TH</sup> ST 7.6 390.5

0+33 Edge A.C. 7.6 390.5

0+50 Wly prop line 65<sup>TH</sup> 6.0 392.1

1+00 1.5 396.60

7D 12.48 410.31 0.27 397.83

1+50 8.8 401.51

(Pg. 26. This Book)

COND. MON. & SHAULES & 65<sup>TH</sup>

LEFT	387.5	396.9	386.3	RIGHT
Wly prop line	10.8	11.2	11.8	Wly prop line
	25	25	25	

389.7

8.4

389.1

9.0

9.0

8.0

7.6

25

8.6

8.0

10.1

25

8.1

8.0

5.1

25

6.7

8.0

7.2

25

0.9

25

1.8

8.0

2.2

25

9.3

25

10.1

8.0

9.7

25

SHAULES AVE  
(Cont'd.)  
E Profile Proposed Water.  
210.31

2+00		53	405.01
2+50		07	409.61
①	12.43	422.27	0.47 409.84
3+00		70	415.27
3+50		24	419.87
"	5' LT.	41	418.17
①	4.20	426.36	0.11 422.16
4+00		26	423.76
"	5' LT	39	422.46
4+30			
4+50		21	424.26
5+00		65	419.86
①	9.00	413.43	12.93 413.43
5+50		24	411.03
"	1' LT	23	411.13
"	25' LT	0.2	413.23

2-10-53

50

LEFT (Sp. prop/100)	E FT.	RIGHT (Nly profile)
57 25	54 0	4.5 25
23 25	07 0	+2.3 25
100 25	71 0	2.4 25
52 25	20 0	+2.4 25
59 25	26 0	+0.4 25
Porch & Floor total 4.10 of RESIDENCE 38.		
Gar. Floor 3.45 K. 25	2.5 0	1.7 25
27 25	6.4 0	10.0 25
+2.4 25	2.6 0	2.9 25

SHAULES AVE  
Cont'd.

4-10-53

51.

	413.43		
6+00		10.0	403.43
" 5' LT		7.4	406.03
TP	0.09	13.15	400.28
6+50		0.8	399.57
" 2' RT		2.3	398.07
" 3' LT	?	4.7	405.07
7+00		8.6	391.77
" 1' LT		8.4	391.97
" 2' LT		4.8	395.57
TP	0.12	12.81	387.56
7+50		4.3	383.38
" 1' LT		2.6	385.08
" 5' LT		1.4	386.28
8+00		11.0	376.68
" 3' LT		12.0	375.68
" 5' LT		9.0	378.68
TP	0.28	13.20	374.48
8+50		4.2	370.56
" 2' RT		7.9	366.86
" 5' LT		7.7	367.06

LEFT (Sly Drop line)

RIGHT (Sly Drop line)

4.8  
25.

10.6

12.6

25.

+8.1

25.

2.8

25.

12.0

25.

1.3

25.

9.4

25.

16.3

25.

+4.8

25.

5.1

25.

13.0

25.

4.8

25.

12.4

25.

20.0

25.

0.5

25.

8.9

25.

16.8

25.

SHAULES AVE  
(Cont'd)

4-10-53

52

		372.76		
P	0.17	361.73	13.20	361.56
9+00			3.5	358.23
" 1' RT			5.5	356.23
" 9' LT			1.3	360.43
9+50			12.5	349.23
" 5' LT			10.9	350.83
P	0.02	348.74	13.01	348.72
10+00			2.7	346.04
" 1' RT			3.3	345.14
" 5' LT			+0.2	348.76
10+50			2.6	346.14
" 2' RT			5.9	342.84
" 5' LT			1.0	347.74
11+00			4.7	344.04
" 3' LT			7.1	341.64
" 2' RT			1.3	347.44
" 5' RT			0.0	348.74
11+50			7.8	340.94
" 2' LT			9.5	339.24
" 5' RT			4.5	344.24

LEFT (Sly prop line)

RIGHT  
(Nly prop line)

		+3.4	6.1	13.2
		25		25
		6.5	13.1	26.3
		25		25
		+3.9	4.5	15.2
		25		25
		+2.5	6.2	15.5
		25		25
		+3.1	7.3	13.9
		25		25
		0.4	9.8	16.3
		25		25



SHAULES AVE  
(Cont'd.)

4-10-53

53

		348.74			
P	0.16	335.68	13.22	335.52	
12+00			+1.8	337.48	
"	3' RT		0.6	335.08	
"	5' LT		+6.0	341.68	
12+50			5.5	330.18	
"	5' LT		3.0	332.68	
13+00			10.4	325.28	
"	5' LT		8.8	326.88	
P	0.17	322.67	13.18	322.50	
13+50			1.4	321.27	
13+72.69			3.8	318.87	
SET TBM	0.36	320.80	2.23	320.44 ✓	
P	0.14	307.85	13.09	307.71 ✓	
P	0.00	296.58	13.27	296.58	
P	0.04	281.54	13.08	281.50	
P	0.29	268.90	12.93	268.61	
P	0.14	256.73	12.31	256.59	
P	0.37	243.87	13.23	243.50	
CK BM.			7.82	236.05 = 236.01	

LEFT

RIGHT

↑ +9.0 0.4 5.0  
25 0 25

0.0 5.8 10.2  
25 0 25

7.2 11.0 13.2  
25 0 25

0.6 2.3 4.3  
25 0 25

3.4 4.3 6.6  
25 0 25

Nail in power pole  
NE Cor. Shaules & 63rd

Cont. Mon & Madrone @ 63rd  
(Pg 41 This Book)

SULLIVAN AVE  
65<sup>TH</sup> ST. TO 63<sup>RD</sup> ST.  
PROPOSED WATER

DEATH  
MARTELL  
ALEXANDER

4/10/53 (Began)  
4/17/53

54

13+74<sup>43</sup> Wly Prop line 63<sup>rd</sup> St

63<sup>rd</sup>

5<sup>th</sup>

11+75 DOT NAIL IN Edge AC

11+75 } AC DRIVE  
11+62 }

11+38 Edge AC on t

11+86 2" STRAND  
2" W FENCE  
11+87 END 2" WAT 12' RT  
11+87 W.M. 15' RT  
11+88 2" WAT 9' RT

9+92 12' RT W.M.

9+85 FEN 17' RT

8+78 FEN 16' RT

Gr. Gr. 8+69 14' RT

WR 8+65 17' RT

8+00 2" WAT 7' RT

W.M. 7+64 10' RT

7+57 2" WAT 10' RT

7+10 2" WAT 11' RT

7+39<sup>72</sup>

7+39<sup>92</sup> DOT (NAIL IN AC)

(See profile for  
width of AC Road) → 10' 5" + 15"

04+61 13' LT }  
04+55 13' LT }  
CONC VOL CHANG.  
Weed Top

0+00 = Ely prop line 65<sup>th</sup>

65<sup>th</sup> ST

19' LT W. OF 13' -  
18' LT W.M. 0+07

CONC  
FR  
MOT

290.00 TO  
MON & 30' WIDE



SULLIVAN AVE  
(Cont'd)

4+00	393.95	2.3	391.65
+50		0.1	393.85
P 12.40	406.27	0.08	393.87
5+00		2.7	398.57
+50		0.5	405.77
P 11.30	417.59	0.02	406.25
6+00		3.5	414.09
P 13.00	430.56	0.03	417.56
+50		8.4	422.16
7+00		3.3	427.26
7+39.74		2.3	428.26
+50		2.4	425.76
8+00		2.6	425.96

LEFT (S<sub>y</sub> PL)

← 6+15	424.2	15	425.9	15	421.5	15	412.7	15	405.2	15	394.1	15	391.5
← 6+25	425.8	15	428.0	15	421.5	15	421.5	15	405.2	15	394.1	15	391.5
← 6+35	426.3	15	428.4	15	427.0	15	422.6	15	405.7	15	398.6	15	391.8
← 6+45	428.3	15	430.4	15	428.5	15	422.6	15	406.7	15	398.6	15	391.8
← 6+55	430.9	15	433.2	15	429.2	15	427.5	15	408.7	15	396.0	15	393.8

RIGHT (N<sub>y</sub> PL)  
LINE

2" NAT  
7+10  
11' R

2" NAT  
103 R

2" NAT  
7' ET

SULLIVAN AVE  
(Cont'd)

8+50	230.56	8.1	422.46
9+00		10.3	420.26
9+50		10.6	419.96
9P	9.30 430.07	9.79	420.77
10+00		8.3	421.77
10+50		2.1	425.97
11+00		2.6	427.47
9P	0.00 427.90	2.17	427.90
11+35	Edge A.C.	4.2	423.7
11+50		7.1	420.8
11+62	E Edge A.C. Downway	11.6	416.30
11+75	W " " "	12.3	415.6
9P	0.47 415.08	13.31	412.59
12+00		10.2	405.06
9P	0.43 402.14	13.37	401.71

LEFT (3/4 RI.)

	10.6	420.0
	15.	422.4
	8.2	420.7
	6.	420.4
	13.8	420.3
	15.	420.4
	7	420.3
	AC	420.3
	14.8	420.3
	15.	420.3
	10.6	420.3
	5	420.3
	AC	420.3
	11.9	420.3
	15.	420.3
	8.7	420.3
	6.	420.3
	14.8	420.3
	15.	420.3
	5.2	420.3
	15.	420.3
	6	420.3
	AC	420.3
	2.7	420.3
	15.	420.3
	2.4	420.3
	15.	420.3
	2.6	420.3
	6.	420.3
	AC	420.3
	7.0	420.3
	15.	420.3
	Edge AC	420.3
	11.9	420.3
	15.	420.3
	10.4	420.3
	15.	420.3

(2/22/53)

NAIL IN END of  
Bump post

4-7-53

57

RIGHT

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

84.25  
8.85  
142.2  
9.2  
142

SULLIVAN AVE  
(Cont'd)

	402.14		
P	0.71	389.65	13.20 388.94
12+50			4.4 385.25
P	0.46	377.34	12.77 376.88
P	0.61	365.42	12.59 364.81
13+00			1.9 363.52
P	0.40	352.90	12.92 352.50
13+50			10.9 342.00
P	1.02	343.69	13.23 339.67
13+74.43	= Wly Prop line 63 <sup>rd</sup>		9.6 334.09
SET TBM	0.10	343.47	0.32 343.27 <sup>35</sup>
P	0.31	330.95	12.84 330.64
SET TBM			10.46 320.49 = 320.44

LEFT  
(sty prop line)

385.8

39  
15

364.4

1.0

15

344.1

8.8

15

335.9

7.8

15

4-22-93

58

385.5

4.2

363.6

1.8

15

341.6

11.3

15

343.4

10.3

15

384.7

5.0

363.2

2.2

15

341.2

11.7

15

332.6

11.1

15

RIGHT  
(NW RL)

NAIL IN PO. POLE NEly Cor 63<sup>rd</sup> & Sullivan

NAIL IN POLE NE Cor 63<sup>rd</sup> & Shaulles

MADRONE AVE  
 65<sup>TH</sup> ST. TO 66<sup>TH</sup> ST.  
 & PROPOSED WATER

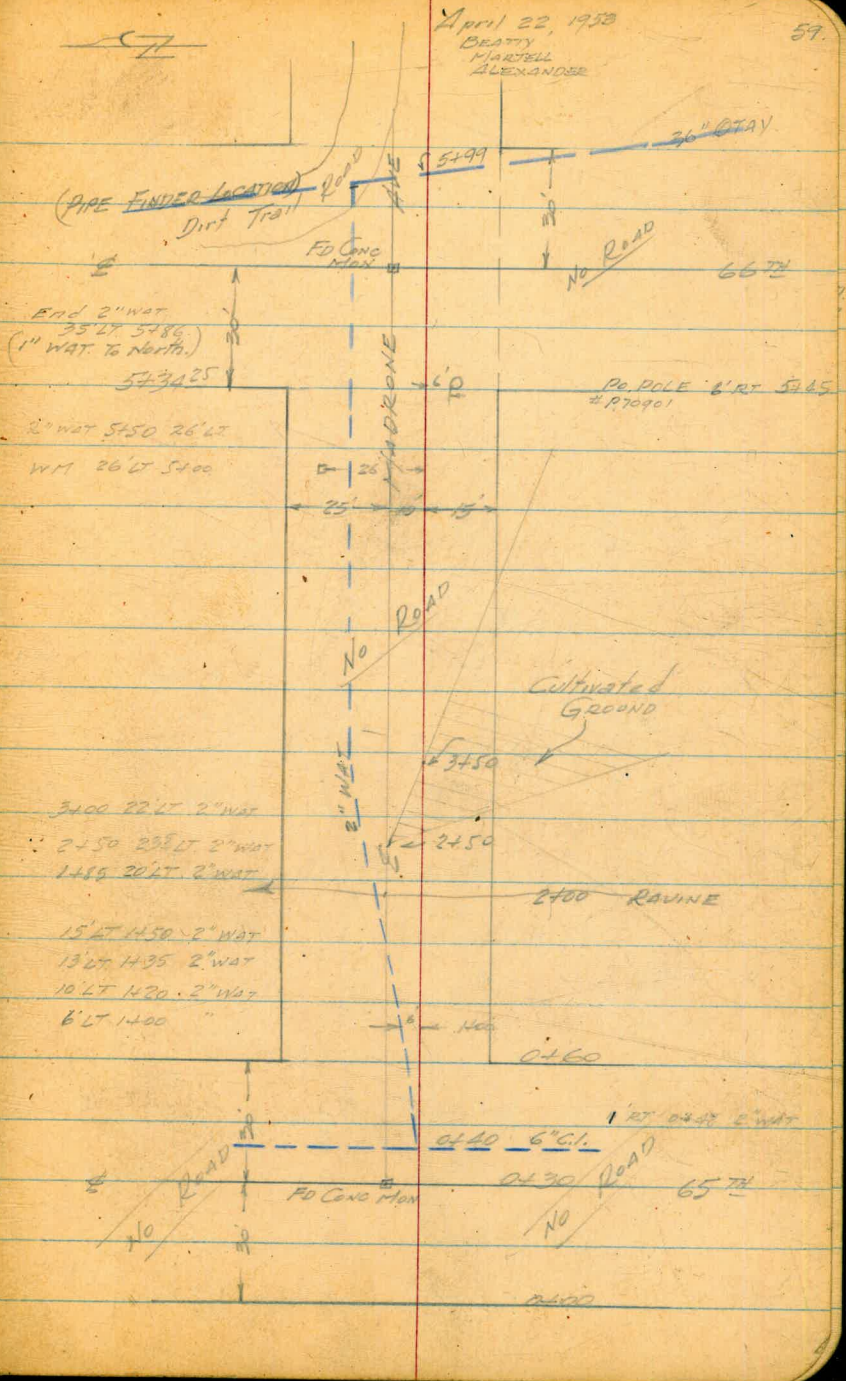
5+94.25 Fly Prop line 66<sup>TH</sup> ST  
 +64.25 & 66<sup>TH</sup> ST

5+74.25 Wly prop line 66<sup>TH</sup> ST

0+60 Fly prop line 65<sup>TH</sup>

0+30 & 65<sup>TH</sup>

0+00 = Wly Prop line 65<sup>TH</sup> ST



MADRONE AVE  
65<sup>th</sup> to 66<sup>th</sup>  
& PROFILE PROPOSED WATER

TBM	12.96	343.12		330.16
0+00			1.7	341.4
0+30			12.1	331.0
IP	0.24	330.40	12.96	330.16
0+40			2.8	327.6
0+60			8.6	321.8
IP	0.00	317.15	13.25	317.15
1+00			6.9	310.2
IP	0.12	304.14	13.13	304.02
1+50			9.9	294.2
IP	6.23	297.18	13.19	290.95
2+00		(Bottom of Ravine)	7.9	289.38
2+50			0.3	296.88
IP	12.07	308.95	0.30	296.88
3+00			+0.5	309.45
IP	12.99	321.75	0.19	308.76
IP	11.48	333.15	0.08	321.67

4-23-1953

60

CROSS-SECTIONS OF STREET  
EST

Center Line & 65<sup>th</sup> & Madrone (to east) (pg 47)

Left	Center Line	Right
338.5	341.3	341.7
1.6	1.5	1.4
25	25	25
328.1	330.2	328.3
15.0	12.9	12.5
25	25	25
321.4	321.7	322.4
9.0	8.7	8.6
25	25	25
308.0	309.9	311.2
7.2	7.3	6.0
25	25	25
295.3	295.4	297.3
10.6	8.7	6.8
25	25	25
283.8	288.0	290.6
13.4	9.8	6.6
25	25	25
293.2	295.9	297.5
4.0	1.3	10.3
25	25	25
305.6	308.4	310.5
3.4	0.6	11.5
25	25	25



## MADRONE AVE

(Cont'd.)

3+50	(NW Edge cultivated field)	8.4	324.75
IP	12.67	325.32	0.48 332.67
4+00		11.4	333.94
4+50		3.3	342.04
5+00		0.1	345.2
5+50		1.8	343.5
5+92.25		6.9	338.4
SET TBM	1.35	341.81	4.88 340.46
IP	0.24	328.73	13.32 328.49
IP	0.18	315.80	13.11 315.62
IP	0.04	302.88	12.96 302.84
IP	0.02	289.87	12.03 289.85
IP	0.56	278.32	12.11 277.76
CK BM.		3.77	274.55 = 274.45

LEFT (NW prop line)

221.9	11.3	9.4	323.8
333.3	25	0	
337.1	12.0	11.7	343.6
340.1	25	0	
340.2	8.0	5.1	340.2
343.4	25	0	
349.0	5.2	1.9	343.4
349.0	25	0	
337.6	6.6	3.7	349.0
335.4	25	0	
337.6	9.9	7.7	337.6
340.0	25	0	
340.0	4.0	4.0	340.0
345.8	25	0	

20 Conc Man & 66<sup>TH</sup> & MADRONENAIL IN POLE SW COR WOODMAN & MADRONE  
SEE F. 13 #

4/23/53

61.

RIGHT  
Sly prop  
line

345.34  
4.88  
340.46

67TH ST.  
BROOKLYN TO AKIN  
PROPOSED 6" WATER

AUG. 25 1953

BETTY  
KEMP  
ALEXANDER

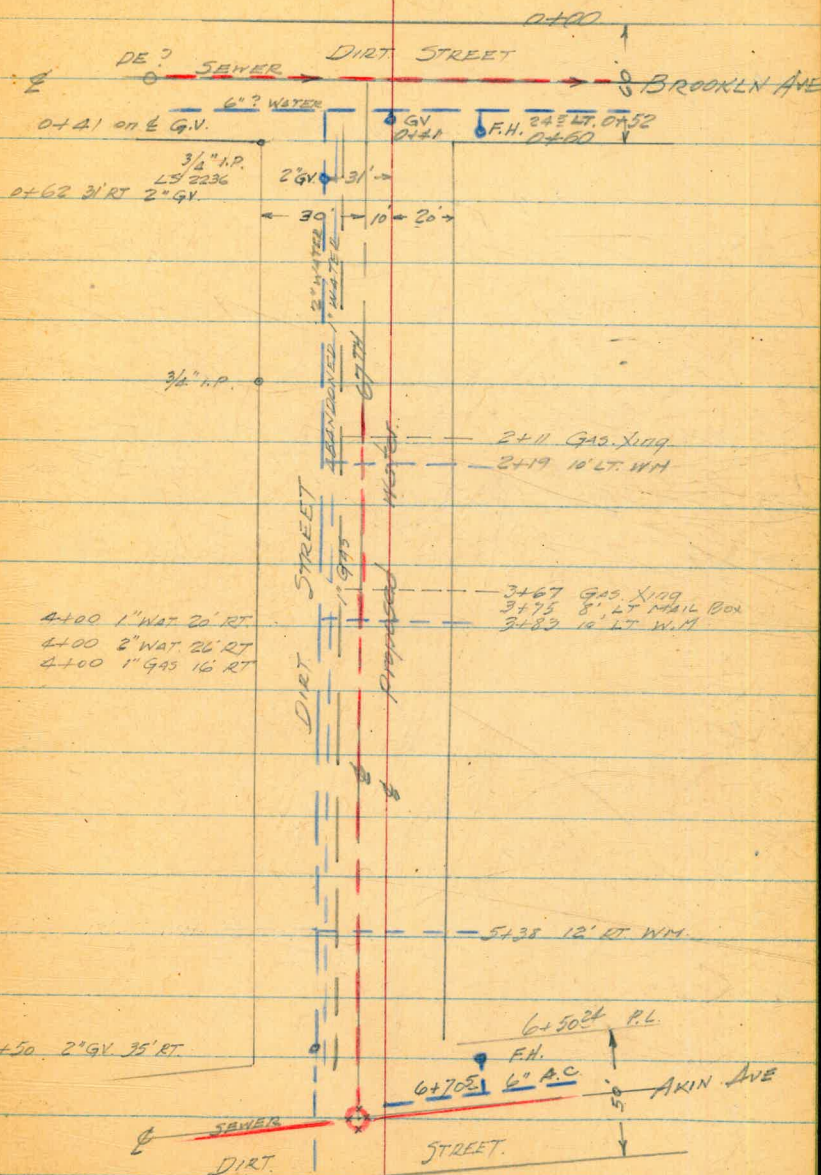
62

6+70<sup>50</sup> Intersection with 6" A.C. on AKIN

6+50<sup>24</sup> Comp. Nly Prop. line AKIN.

0+60 Sly. prop line Brooklyn

0+00 = Nly Prop. Line Brooklyn Ave



67<sup>th</sup> ST  
 & Profile  
 Proposed Water.

8/25/53

60.

B.M.	4.41	234.90		230.49
TBM	12.80	241.09	6.61	228.29
P	13.23	253.95	0.37	240.72
P	13.37	267.26	0.06	253.89
P	13.23	280.35	0.14	267.12
P	13.37	293.72	0.00	280.35
SET TBM			0.75	292.97
			6.14	287.58
0+00	Nly Prop Line Brooklyn		+ 0.1	
0+50			5.6	288.1
0+60	Sty.		6.5	287.2
1+00			9.2	284.52
1+50			12.6	281.1
P	0.38	280.80	13.30	280.42
2+00			3.1	277.7
2+50			7.5	273.3
P	0.00	267.41	13.39	267.41

L.T. SW. Cor Woodman & Imperial

N. Rim Sew M.H. AKIN & 67<sup>th</sup>

Top FH SE Cor Brooklyn & 67<sup>th</sup>

3/2" I.P. SW Cor

Ely Prop Line

ELEV  
 & STREET

ELEV  
 Wly Prop. Line

294.1 293.4 292.7  
 +0.4 0.3 1.0  
 30 30 30

5.4 7.0 6.5 6.1  
 30 30 30 30

7.9 9.6 7.2 8.1  
 30 30 30 30

11.4 13.0 12.2 12.1  
 30 19 30 30

1.7 3.2 3.1 2.1  
 30 19 30 30

4.0 7.7 7.1 6.5  
 30 17 30 30

67<sup>TH</sup> ST  
(CONT'D)

8/25/53

64

	267.41			
3+00		0.2	267.2	
+50		7.1	260.3	
$\int$	0.36	254.33	13.44	253.97
4+00		1.3	253.0	
+50		10.2	244.1	
$\int$	0.18	241.43	13.08	241.25
5+00		5.8	235.6	
+50		10.9	230.5	
6+00		13.0	228.4	
CK TBM	4.59	232.85	13.17	228.26 = 228.29
+50 <sup>24</sup> (Northly Prop Line Arin)		5.3	227.6	
+70 <sup>5</sup>		4.9	227.95	
CK TBM		4.59	228.26	

Ely Prop Line

E  
ST

Wly Prop Line

	+2.2	0.9	0.0	+2.7
	30	17		30
	0.4	6.1	6.6	3.6
	30	17		30
	1.30	0.9		+2.6
Nly Cor Conc	30	*		30
Driveway				
Sly Cor 7'				
	9.3	10.1		8.9
	30	*		30
	5.4	5.7		5.6
	30	*		30
	11.5	10.8		10.2
	30	*		10
	13.4	12.9		12.3
	30	*		24
	5.1	5.6		5.6
	30	17		30

SEW M.H.

69<sup>TH</sup> ST  
 BROOKLYN TO WUNDERLIN  
 PROPOSED 6" WATER

5+27<sup>0</sup> @ Wunderlin  
 5+17<sup>0</sup> Intersection with existing 8" C.I.

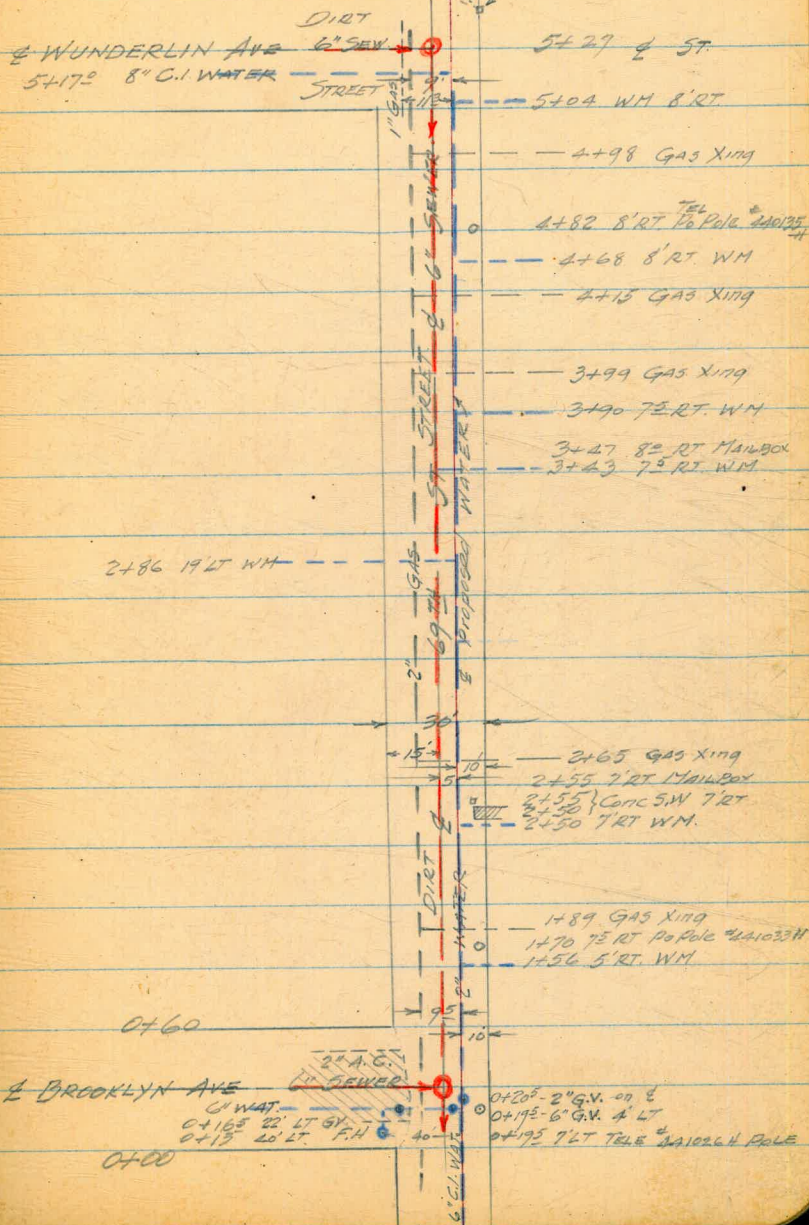
0+60 = Nly prop. line Brooklyn

0+00 = Sly Prop line Brooklyn

AUG. 26, 1953

BEATTY  
 REARD  
 ALEXANDER

65.



2+86 19" LT WM

0+60

0+00

0+00

0+20<sup>0</sup> - 2" G.V. 00 &  
 0+17<sup>0</sup> - 6" G.V. A LT  
 0+19<sup>0</sup> 7" LT TELE 2" 100000 POLE

8/26/57

66.

69<sup>TH</sup> ST.  
(Cont'd)

P	6.43	274.04		267.61
0+00			13.0	261.0
			16.8	257.2
0+30			11.0	263.0
		E. Rim Sew. M.H. 10.84		
		INV. " " " 18.54		
0+50			9.4	264.6
1+00			4.4	269.6
1+50			1.1	272.9
P	11.17	285.17	0.04	274.00
2+00			10.5	274.7
+50			8.9	276.3
3+00			7.2	278.0
+50			5.2	280.0
4+00			2.9	282.3
+50			0.6	284.6
P	10.48	295.64	0.01	285.16
5+00			7.7	287.9
+17			6.6	289.0
			9.90	285.74
CK TBM			5.59	290.05 = 290.05

Cor. post barricade NW. Cor. Brooklyn #69 (FD 862 pg 24)

Sly prep line Brooklyn

Top G.V. Stem 40 LT 0+195

SEW M.H. 5.0 LT 0+30

1456 5' RT WM

1470 75 RT TEL Pile

+ 2210354  
JP 178923

1489E Gas Xing

2+50 7 RT WM

7 RT Sidewalk

2+55 7 RT Sidewalk

2+55 7 RT Mailbox

2+65 Gas Xing

2+86 19 LT WM

3+43 75 RT WM

3+47 80 R Mailbox

3+90 75 75 RT WM

3+99 Gas Xing

4+13 Gas Xing

4+66 8 RT WM

4+82 8 RT P &amp; Tel

+ 110258

4+98 Gas Xing

5+04 8 RT WM

5+17 2" Gas 90 LT

1" Gas 112 LT

5' LT 5417 Top exist. 8" C.I.

Top 3/4" I.P. Sw. Cor. Wundlin #69 th.

FD. 862 pg. 26

Shaulas Ave  
65<sup>th</sup> St to 63<sup>rd</sup>

Stks for 8' AO + Meters

West  
Williams  
Varonakis  
Kemp

11/13/53

67.

12.60	401.65	389.05		Done man @ Shaulas + 65 <sup>th</sup> Sect 46	
0+25		11.4 390.3 386.0	C4	$\frac{3}{7}$	
+50		9.2 392.5 385.8	C6	$\frac{7}{7}$	
1+00		4.6 397.1 390.4	C6	$\frac{7}{0}$	
+50	12.91	413.69 0.87 400.78 394.8	C6	$\frac{0}{9}$	
1+70		11.0 402.7 399.8	C2	$\frac{3}{0}$	WM N
2+00		9.1 404.6 399.3	C5	$\frac{0}{3}$	
+17		6.9 406.8 403.8	C3	$\frac{3}{0}$	WM N
+50		4.8 408.9 402.6	C6	$\frac{3}{9}$	
	12.04	425.64 0.09 413.60			
3+00		11.4 414.2 408.3	C5	$\frac{5}{8}$	
+50		7.3 418.3 412.8	C5	$\frac{4}{8}$	
+85		+0.6 420.2 418.4	C7	$\frac{4}{4}$	WM N
4+00		3.2 422.4 416.0	C6	$\frac{4}{4}$	
+08		3.9 421.7 420.3	C1	$\frac{5}{9}$	WM S
+50		1.9 423.7 416.2	C7	$\frac{9}{5}$	
5+00		5.9 419.7 412.8	C6	$\frac{5}{5}$	
5+00		2.6 423.0 418.5	C4		WM S
	0.22	413.09 12.77 412.87			
5+50		2.1 411.0 405.5	C5	$\frac{6}{0}$	
6+00		9.5 403.0 398.0	C5	$\frac{0}{0}$	
6+00		6.1 407.0 404.0	C3		WM S



Shaul's  
(Contd.)

413.09

WEST  
WILLIAMS  
VARON FAKIS  
KEMP

11/13/53

68

	0.22	400.25	1306	400.08		
6+50			1.8	398.5	390.6	C7 <sup>9</sup>
7+20			8.8	391.5	383.6	C7 <sup>9</sup>
1+5			10.0	390.3	384.8	C5 <sup>5</sup>
	0.22	387.74	1273	387.52		(5) & FN
1+45			5.7	384.0	377.0	C7 <sup>0</sup>
1+50			4.6	383.1	376.8	C6 <sup>3</sup>
7+48			10.9	376.8	382.3	F5 <sup>5</sup>
1+95			6.8	380.9	375.8	C5 <sup>1</sup>
8+00			11.1	376.6	369.5	C7 <sup>1</sup>
	0.39	375.51	1262	375.12		
1+50			8.6	366.9	362.2	C4 <sup>1</sup>
	0.24	362.79	12.96	362.55		
9+00			5.8	357.0	353.8	C3 <sup>2</sup>
	0.06	350.12	12.75	350.06		
1+50			1.2	348.9	345.6	C3 <sup>3</sup>
10+00			4.8	345.3	341.4	C3 <sup>9</sup>
7+00			7.3	342.8	336.0	C6 <sup>8</sup>
11+00			8.4	341.7	331.8	C9 <sup>9</sup>
1+50			10.3	339.8	328.8	C11 <sup>0</sup>

FN 100

W17 N

W11 S

Routes  
(cont)

350.12

0.33 337.69 12.76 337.36

12 +00 1.4 336.3 325.9

+42 9.1 328.6 328.0

+50 7.5 330.2 323.1

+69 5.35 330.63 12.41 325.28 326.3

13 +00 5.6 325.0 320.3

+47 9.0 321.6 317.8

+47 8.6 322.0 322.3

10.18 320.45 = 320.44

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

11/13/53

69

C10  $\frac{4}{}$

C0  $\frac{6}{}$

C7  $\frac{1}{}$

F1  $\frac{0}{}$

C4  $\frac{7}{}$

C3  $\frac{8}{}$

F0  $\frac{3}{}$

WMN

WMN

F1 722

(5) 1 111

10.18 in BP NE cor 63rd shades

Dwight St  
From Bowery to Alley  
East of Wilson  
Stks For Meters

West  
Williams  
Varonfok's  
Kemp

11-20-53

70

2.86 330.41

327.55

BM NW 1/4 30 36<sup>th</sup> + Dwight

5.94 324.47

Top stem 12' 3V in Alley  
E of Wilson

2.86 324.63 8.64 321.77

0-03

2.8 321.8 322.5

F 0<sup>2</sup>

South

0+03

2.7 321.9 322.4

F 0<sup>5</sup>

South

0+00

2.7 321.9 322.8

F 0<sup>9</sup>

North

1+10

3.6 321.0 320.8

C 0<sup>2</sup>

South

+29

5.1 319.5 319.7

F 0<sup>2</sup>

North

1+70

6.8 317.8 318.2

F 0<sup>4</sup>

North

1+66

5.9 318.7 318.9

F 0<sup>2</sup>

South

2+04

7.8 316.8 316.2

C 0<sup>6</sup>

North

1-50

9.2

South

+87

13.7 310.9 310.6

C 0<sup>3</sup>

South

4.36 329.76 1.22 323.40

2.18 327.58 = 327.55

Alloys E of 38<sup>th</sup>  
N + S of Redwood  
N of Scoble

West  
Williams  
Varonakis  
Kemp

11-30-53

71

3.24	306.21	302.97	BM NW Cor Redwood + 45 <sup>th</sup>
10.23	312.16	4.28 301.93	
0+50	5.4	306.8 301.2	C 5 <sup>6</sup>
+55	5.3	306.9 301.3	C 5 <sup>5</sup> 6" G V
+68	5.2	307.0 302.5	C 4 <sup>5</sup> WNW
1+00	4.6	307.6 301.4	C 6 <sup>2</sup>
+50	4.5	307.7 302.8	C 4 <sup>9</sup>
+69	4.5	307.7 306.2	C 1 <sup>5</sup> WNE
2+00	4.9	307.3 303.2	C 4 <sup>1</sup>
+51	5.2	307.0 302.8	C 4 <sup>2</sup>
+63	5.6	306.6 306.5	C 0 <sup>1</sup> WNW
3+00	5.8	306.4 302.1	C 4 <sup>3</sup>
+50	6.5	305.7 301.3	C 4 <sup>4</sup>
4+00	7.3	304.9 300.6	C 4 <sup>3</sup>
+30	7.8	304.4 304.0	C 0 <sup>4</sup> WNE
4+50	7.9	304.3 299.8	C 4 <sup>5</sup>
+58	8.2	304.0 303.6	C 0 <sup>4</sup> WNW
+81	8.3	303.9 303.5	C 0 <sup>4</sup> WNE
5+00	8.6	303.6 299.1	C 4 <sup>5</sup>

ALLEYS

E 38 TH.

CONT.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

11/30/53

72

312.16

5+50 9.6 302.6 298.4 C 4 2

5+55 9.6 302.0 302.0 C 0 0

+55 10.1 302.1 302.0 C 0 1

W.M.E.

W.M.W.

6+00 0.52 301.75 10.93 301.23 296.3 C 4 2

+50 2.1 299.7 291.8 C 7 9

+25 3.3 298.5 289.6 C 8 9

7+00 5.6 296.2 288.7 C 7 5

+50 6.9 294.9 291.8 C 3 1

(37) 2 FH

+50 8.8 293.0 286.7 C 6 3

TEE

+60 10.1 291.7 286.8 C 4 9

6' BW

+75 11.3 290.5 287.0 C 3 5

9+00 2.4 294.4 288.7 C 5 7

+50 5.1 296.7 291.0 C 5 7

+60 5.1 296.7 295.4 C 1 3

W.M.E.

9+00 4.5 297.3 292.0 C 5 3

+34 4.7 297.1 295.4 C 1 7

W.M.E.

+25 4.4 297.4 291.6 C 5 8

+50 5.6 296.2 291.0 C 5 2

0.12 295.49 6.38 295.37

+88 0.4 295.1 294.3 C 0 8

W.M.W.

10+00 0.4 295.1 289.8 C 5 3

ALLEYS

E.

38 TH

CONT.

WEST  
WILLIAMS  
VARON FAKIS  
KEMP

11/30/53

73

295.49

10+16

1.9 293.6 293.5 C C 0<sup>1</sup>

WMT W

+50

2.5 293.0 288.5 C 4 4

11+00

5.1 290.4 286.1 C 4 3

+34

7.0 288.5 288.2 C 0 3

WMT E

+41

7.4 288.1 287.4 C 0 2

WMT W

11+50

8.4 287.1 283.5 C 3.5

0.51 283.57 12.43 283.06

12+00

1.5 282.1 277.9 C 4 2

+45

6.2 277.4 277.0 C 0 4

WMT E

12+50

7.1 276.5 272.2 C 4 3

13+00

10.0 273.6 269.6 C 7 0

0.60 271.08 13.09 270.48

+50

4.9 266.2 261.0 C 5 2

+55

5.0 266.1 265.8 C 0 3

WMT E

14+00

5.1 266.0 259.0 C 8 0

+02

7.8 263.3 264.0 F 0 7

WMT W

+30

7.4 263.7 258.2 C 5 5

FH Tee

+30

6.1 265.0 265.2 F 0 2

⑤ FH ②

+40

7.1 264.0 257.8 C 6 2

6" QV

+50

7.1 264.0 257.0 C 6 4

## ALLEYS E. 38 TH. CONT.

WEST  
WILLIAMS  
VARONFARIS  
KEMP

11/30/53

74

271.08

15+00		10.4	260.7	258.2	C 5 5	
	2.20	260.45	12.65	258.45		
+50		4.57	256.1	252.8	C 3 <sup>3</sup>	
+72		0.8	259.9	256.5	C 3 <sup>4</sup>	WME
16+00		3.71	357.0	251.6	C 5 <sup>4</sup>	see page 74 for new Grades
+50		2.6	258.1	249.6	C 8 <sup>5</sup>	
+69		5.8	254.9	254.2	C 0 <sup>7</sup>	WME
+69		8.6	252.1	253.7	F 1 <sup>6</sup>	WME
17+50		6.75	253.9	246.4	C 7 <sup>5</sup>	
+75		6.3	254.4	247.4	C 7 <sup>0</sup>	
+79		10.1	250.6	251.5	F 0 <sup>9</sup>	WME
18+00		7.14	253.6	247.4	C 6 <sup>2</sup>	
+50	1.38	254.65	7.38	253.27	C 6 <sup>9</sup>	
19+00		2.5	252.2	246.3	C 6 <sup>9</sup>	
+25		3.6	251.1	243.0	C 8 <sup>1</sup>	
+50		9.81	244.9	241.6	C 3 <sup>3</sup>	
19+65		10.20	244.5	240.8	C 3 <sup>7</sup>	End of work
	12.05	266.25	0.45	254.20		
	11.80	277.20	0.83	265.40		
	11.79	288.19	0.80	276.40		

ALLEYS

E. 38. TH.

CONT.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

11/30/53

75-

288.19

13.03 301.07 0.15 298.04

5.91 306.98 0.76 300.31

3.37 302.85 = 302.97



Russell St  
 Rosecrans to Locust  
 37Ks for Water Meters

West  
 Williams 12-2-53 76  
 Varonakis  
 Kemp

11.92	1746	5.54		
1404		1.4	16.1	15.9
1254	2894	1.06	16	10
1789		5.5	23.4	23.8
2437	514	33.79	0.29	28.65 28.0
448		2.2	31.6	31.2

SW of Russell + Rosecrans  
 002 WMN  
 F04 WMN  
 C02 WMN  
 C04

0.03	2091	12.91	20.88
8.28	16.81	12.38	8.53
		11.26	5.55 = 5.54

Wust  
Williams 10-8-53  
Varon fakes  
Kemp

77

12.63	257.08	244.45	
		250.5	241.6
17+30	71	250.0	

June 19+65  
089

2.62	247.16	12.54	244.54	
			238.3	237.0
17+07 Band	9.4	237.8		
		238.9	237.0	
16+94 Band	8.8	238.4		

013

012

12.38	258.16	1.38	245.78	
			250.2	244.0
16+75	8.5	249.7		
		255.6	249.6	
+50	3.1	255.1		
		257.2	251.1	
16+25	1.5	256.7		
		257.7	257.6	
16+00	1.0	257.2		
		256.8	252.8	
15+50	1.9	256.3		

062

060

062

082

040

4.66	261.52	1.30	256.86
------	--------	------	--------

1.10

Alley B/L #9  
N of Landis  
E of Highland

sixes for  
6" A.C. Main  
(Howard on Meters)

West  
Williams  
Varonfakis  
Kemp

12-10-53

78

7.87 350.97

343.10

BM NW BR 46<sup>th</sup> + Landis

6.27 353.94 3.30 347.67

0+00

5.0 348.9 345.4

035

0+50

4.0 349.9 345.8

041

1+00

4.61 353.90

4.3 349.6 345.8

058

4.65 349.59

1+50

4.7 349.2 345.8

034

2+00

5.1 348.8 345.7

031

2+50

4.9 349.0 345.6

034

3+00

5.5 348.4 345.5

029

3+50

5.3 348.6 345.4

037

4+00

5.5 348.4 345.3

031

+50

5.4 348.5 345.2

033

5+00

4.9 349.0 345.1

032

+50

4.5 349.4 345.0

044

6+00

6.1 347.8 344.9

029

1.70 349.70 5.90 348.00

6.59 343.11 = 343.10

8+75 WM 16' LT 25' RT 2" WAT 7' LT

8+00 2" WAT 6' LT

7+70 2" WAT X'S

7+00 2" WAT 15' RT

0+00 6+50 2" WAT 7' LT

0+50 6+00 2" WAT 8' LT

1+00 5+75 WM 23' RT

1+50

2+00

2+50

3+00

3+50

4+00

4+50

5+00

5+50

6+00

Please Return to  
 City of San Diego Water Dept  
 Room 903 Civic Center

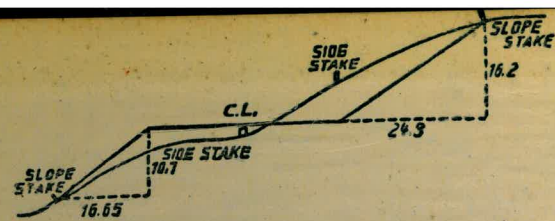
0+00  
 0+50  
 1+00  
 1+50  
 2+00  
 2+50  
 3+00  
 3+50  
 4+00  
 +50  
 5+00  
 +50  
 6+00

1298.5  
 50  
 30  
 13725

4° 57' 4 RT

20.26

127.6  
 90.0  
 37.6



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

THE NATIONAL BLANK BOOK COMPANY  
 HOLYOKE MASSACHUSETTS  
 NEW YORK CHICAGO BOSTON SAN FRANCISCO