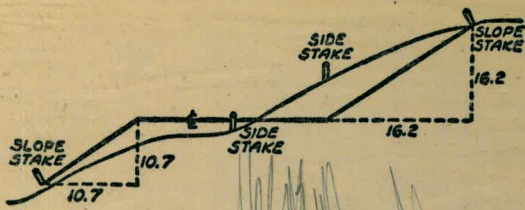


W 909

W 909





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.

160.00  
800.80  
24.60  
985.40

2.84  
988.24  
-6.38  
981.86  
773.90  
207.96  
100.6  
308.56

07110  
40  
284400

704.20  
69.7  
773.90

15958  
40  
638320

774984660  
09  
9179161

39068



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	.89	1.01	1.12	1.23	1.34	1.42	1.51
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	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.890	.982	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

Magnolia St. Pico St. to 101 Hwy. Prelim 1-6 ✓  
 Osborn St Marine View to Dalbergia " 7-9 ✓  
 Rex Ave. 52nd to 300 West " 10-12 ✓  
 Thomas St. Cass to Daves " 13-15 ✓  
 alicia  
 PROFILE COUNTRY Club Dr. sly to MIMULUS WAY 16-26  
 Jamacha Rd. Lisbon to 710 E of Beacon " 30-33 ✓  
 Gibson St. Hilger to Plover " 34-36 ✓  
 Jolley St. Gibson to Klipper Prelim 37-41 ✓  
 Radio Dr. Springfield to Paradise Prelim 42-45 ✓  
 63rd St. Madrone to Imperial Prelim 46-48 ✓  
 Radio Dr. Springfield to Paradise Profile only 49-56 ✓  
 Lisbon St (Jamacha) Jamacha to Hillside 57-60 ✓  
 alicia  
 Linwood St. r/lp WITHERBY TO 450' SOUTH 61-68 ✓  
 Central to 41st Sts for Motors ✓  
 Alley BLK. 91 to City Heights 69 ✓  
 5th Sts for Motors  
 Jamacha St. Antusa to Berwick 70 ✓  
 to Glensoc Palm Group 24  
 Jamacha Rd. 210' North of Beacon 71-74 ✓  
 Palm Group 25  
 Riley St. Azusa to Colusa 75 ✓  
 alicia  
 63rd ST. - MADRONE TO IMPERIAL @ STK'S & 6RD 6" A.C. MAIN 78 ✓  
 29th ST. BROADWAY TO "C" @ STK'S & 6" A.C. MAIN 79 ✓  
 ALLEY BLK. 47E. OF 31ST (NOB. BROADWAY) @ 6" A.C. MAIN 74 ✓  
 alicia



Profile & Proposed Water Line  
Magnolia St, Pico to 101 Highway

0+00 W/H of Pico St

0+60 E/H of Pico St

5+20 E of Alley

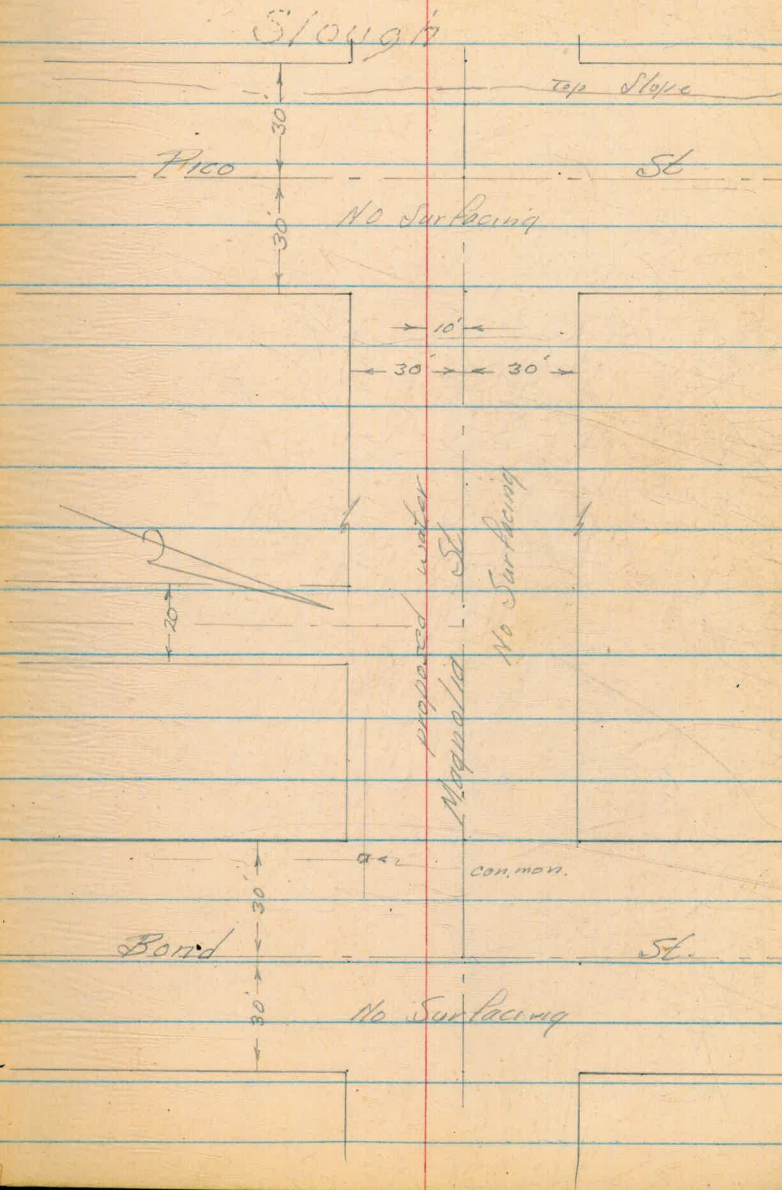
6+60 W/H of Bend

6+67 Cen. mon. SF. cov. Bend & Magnolia

7+20 E/H of Bend

Wert  
Kemp  
Alexander

3-9-55





7420

E. H. of Bond

8445

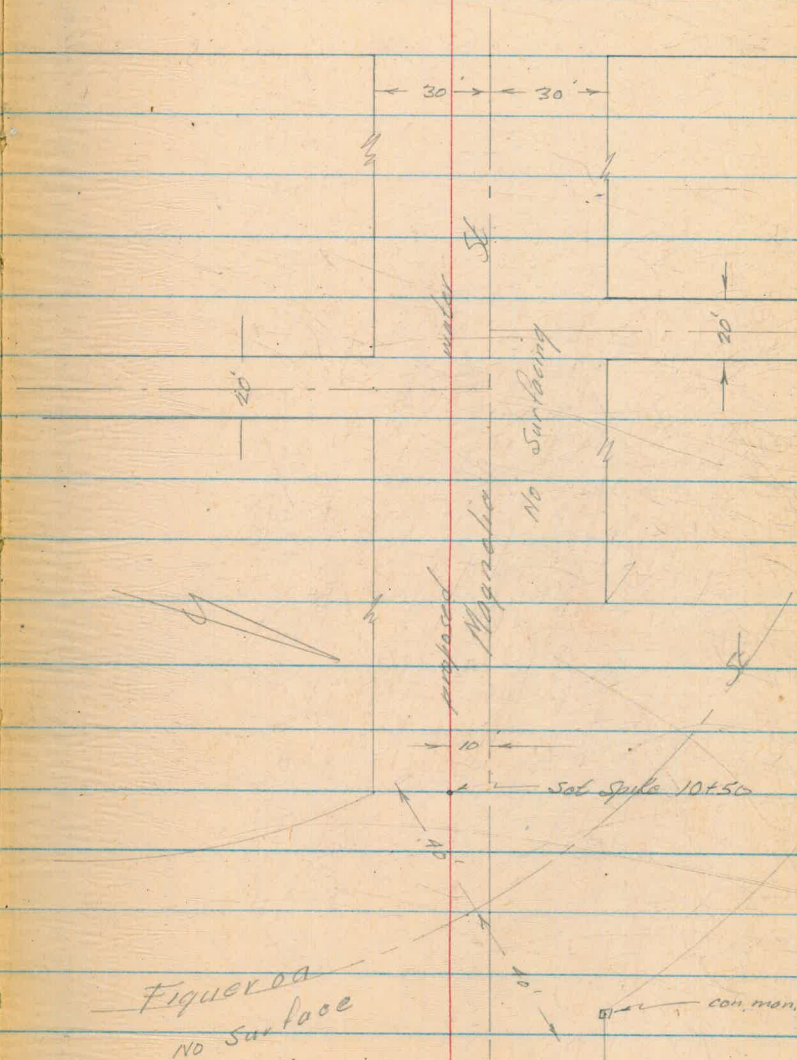
E. Alley

8460

E. Alley

11-19-17

Con. man. NE. cor. Figueroa

Figueroa  
NO Surface

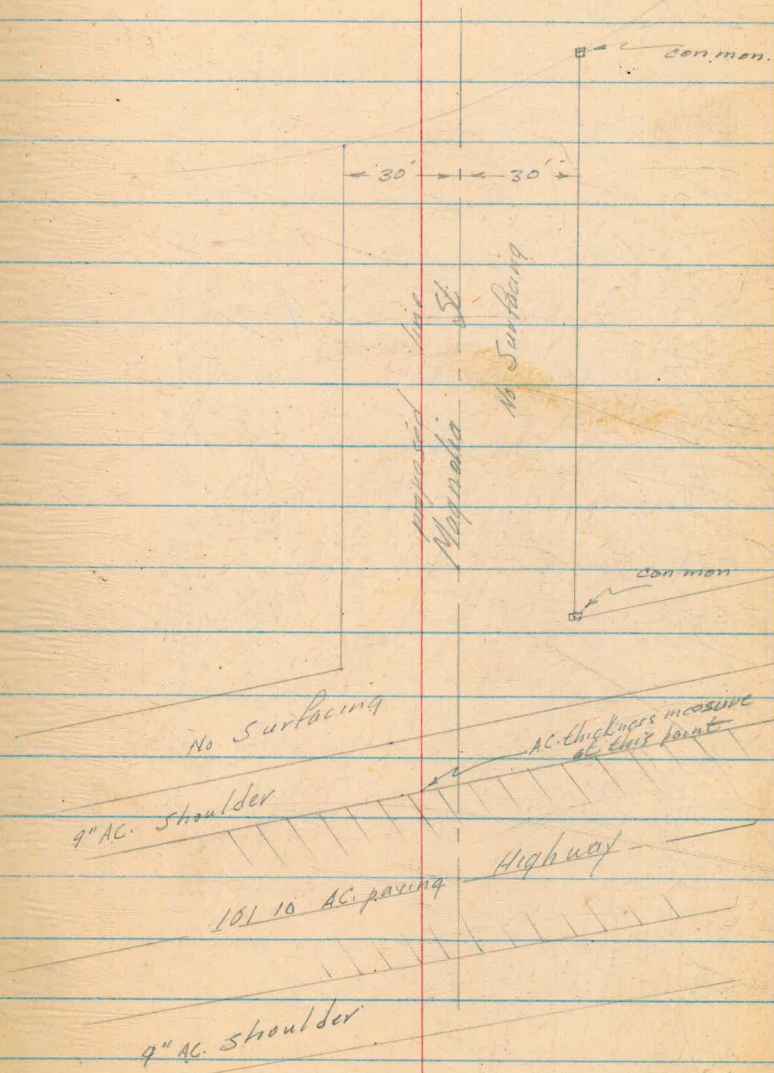


11419.17

con. man NE con. Figueroa

14400.06

con. man NW cor 101 Hwy



check 7" sheets for true thickness of 101



Magnolia Cont.

5.33

3.36 8.69

T.P. 2.91 5.78

5.27 11.05

T.P. 4.19 6.86

3.94 10.80

0+00 8.7 2.1

+03 7.4 3.4

+20 8.1 2.7

+40 5.6 5.2

+50 5.7 5.1

1+00 5.0 5.8

+50 4.9 5.9

2+00 5.1 5.7

+50 4.9 5.9

3+00 4.6 6.2

+50 4.9 5.9

Spike in pole E/H of Pico, 150' So. Humboldt

T.B.M. Nail in Pole N. side Magnolia St 0+70

W/H of Pico St



Magnolia Cont.

10-80

4+00	4.9	5.9
+50	5.0	5.8
5+00	5.3	5.5
+50	5.5	5.3
6+00	5.8	5.0
+50	6.5	4.3
+72	6.4	4.4
7+00	6.3	4.5
T.P.	3.54	7.26

W. curb line Bond Saly only

T.B.M. S.F.P.H. Magnolia & Bond

5.43 12.69

7+07	8.5	4.2
+50	8.1	4.6
8+00	7.5	5.2
+50	6.7	6.0
9+00	5.7	7.0
+50	4.9	7.8
10+00	3.9	8.8

E. curb line of Bond



Magnolia Cont

12.69

10+50	3.0	9.7
11+00	2.5	10.2
T.P.	2.12	10.57

6.17 16.74

11+50	6.5	10.2
12+00	5.9	10.8
+50	5.5	11.2
13+00	5.3	11.4
+50	4.9	11.8
14+00	4.5	12.2
+34	3.1	13.6
+45	2.4	14.3
+72	2.6	14.1
+98	3.1	13.6
15+08	3.4	13.3
T.P.	2.38	19.36

T.B.M. N.E. con men. Magnolia & Figueras

W. edge AC shoulder

W. edge AC paving

101 Highway

E. edge AC paving

E. edge AC shoulder

B.M. Chiseled sq. No. end center Island.  
Pacific 101 Hwy.



Werb  
Kemp  
Alexander  
Holahan

3-10-55

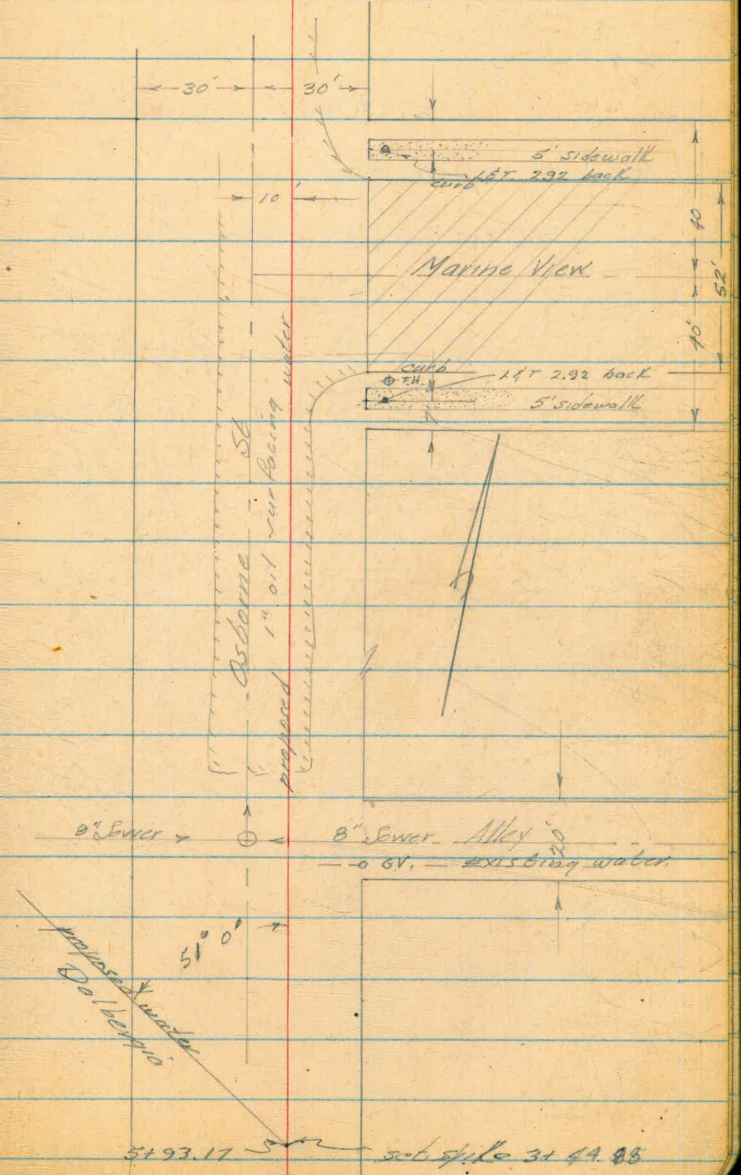
Profile of Proposed Water Lines  
Osborn St, Marine View  
to Dalbergia

0+00 N/E of Marine View

0+80 S/E of Marine View

1+80 end 1" oil paving

2+15 E of Alley





Osborn Cent

11.10

2,71 13.81

0.37 13.44

12.75 26.19

0100 9.8 16.4

+14 7.9 18.3

+50 4.5 21.7

+66 32 23.0

T.P. 2.48 23.71

10.37 34.08

1100 8.2 25.9

+50 5.1 29.0

2100 4.6 29.5

+15 4.0 29.3

+15 4.54 29.6

+50 5.4 28.7

2+95 6.1 28.0

3+00 5.5 28.8

SE TH. Cottonwood & Yama St

N/4 of Marine View

No. curb line Marine View

So. curb " " "

T&M. SE. LET. Marine View of Osborn

Sewer crossing )

Sewer M.H. 10' RE 11.5 to flow



3408

3+10 5.1 29.0

Top of cut

+19 9.0 25.1

Toe of cut

+25 9.6 24.5

+35 9.8 24.3

+50 8.8 25.3

+65 7.5 26.6

Toe of cut

+70 5.8 28.3

Top of cut

+75 5.7 28.4

+100 6.0 28.1

TP 13.17 20.21

0.51 21.42

11.78 9.64

4.15 13.79

2.70 11.02

= 11.10 SEFH Yama &amp; Cotton wood



Wert ✓  
Kemp  
Alexander

10

3-8-55

Profile of Proposed Water Line  
Rex Av. 52nd St to 300 West

N.W. BR. 52nd & University

TRM. SE. FH. 52nd & Rex

	315.57	
17.91	328.48	
	0.09	328.39
9.68	338.27	
	3.03	335.24
2.56	337.80	
0+00	4.9	332.9
+07	5.1	332.7
+20	5.0	332.8
+50	4.8	333.0
1+00	4.4	333.4
+50	4.4	333.4
+80.5	4.6	333.2
+80.5	4.1	333.4
2+00	4.9	332.9
+50	5.7	332.1

EH of 52nd

Edge of AC paving on Rex

Begin 1" oil paving on 52nd

Sewer Crossing

Sewer M.H. 10' PL. 11.5 to flow line



337.80

34.00

70 330.8

+50

134 324.4

T.P.

959 328.21

1010 338.31

1297 325.34

134 326.68

1113 315.55

T.B.M. 3/4" prop pipe No. side of St Sta 3100.5

B.P. 52nd and University



Per St. Cont

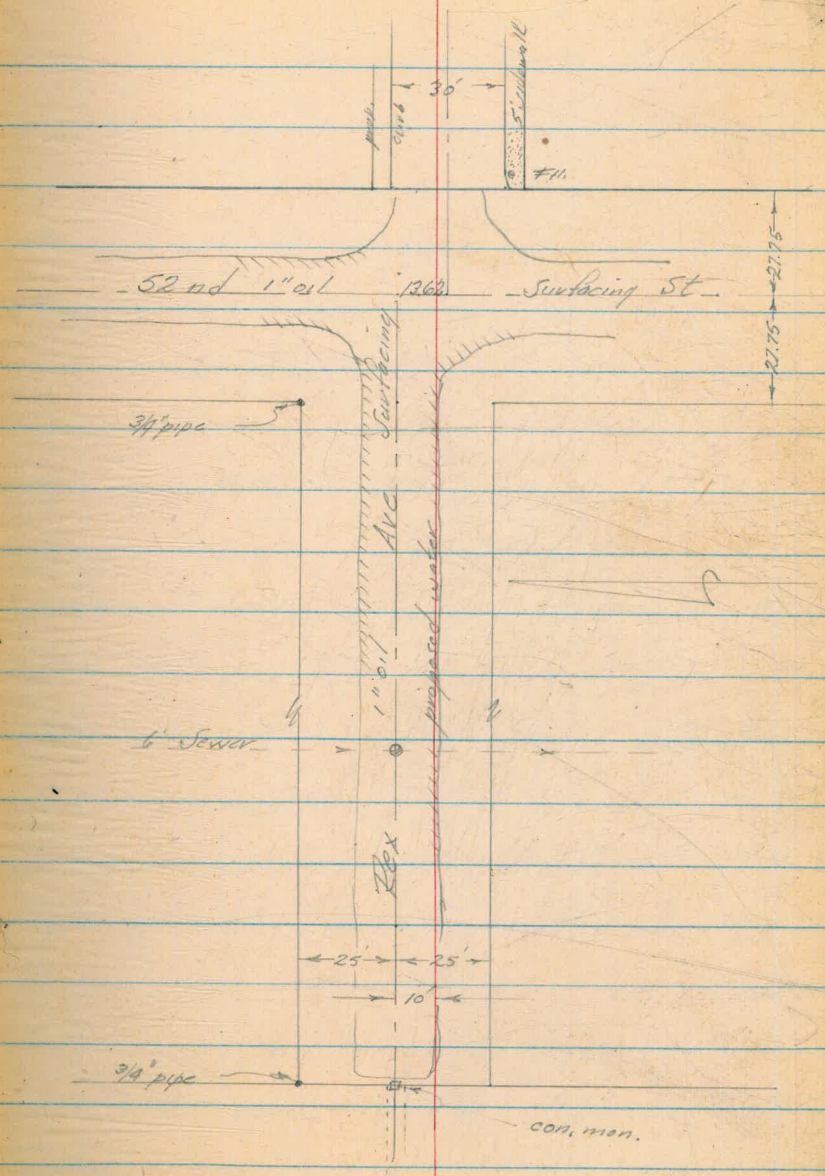
0+00 F/H of 52nd Ave

0+55.5 w/h 52nd Ave

1+80.5 Sewer crossing

3+00.50 Prop line

3+15 end 1" vit surfacing



OAK PARK ANNEX



Profile of Proposed Water Line  
 Thomas St., Cass St to Dunes

Went  
 Kemp  
 Alexander

13

3-8-55

		5.02		SE. L&T. Bayard & Reed
6.53	11.55			
		1.87	9.68	NE. L&T Reed & Cass
7.43	17.11			
		4.90	12.21	SW. L&T Thomas & Cass
7.36	19.57			
0+00		7.6	12.0	W/L of Cass
+14		7.7	11.9	W. curb line
+40		6.8	12.8	of Cass 6" con 4' AG.
+50		6.9	12.7	
+66		7.2	12.4	E curb line
+80		7.0	12.6	E/L of Cass, edge pavement
1+00		6.7	12.9	
+50		6.4	13.2	
2+00		6.0	13.6	
+50		5.6	14.0	



19.57

3100	5.1	14.5
+50	4.5	15.1
4100	4.0	15.6
+50	3.9	16.2
5100	3.2	16.4
+50	3.6	16.0
+80	4.4	15.2
6100	4.6	15.0
+20	4.1	15.5
+40	4.1	15.5
+60	3.8	15.8
0.82	18.75	

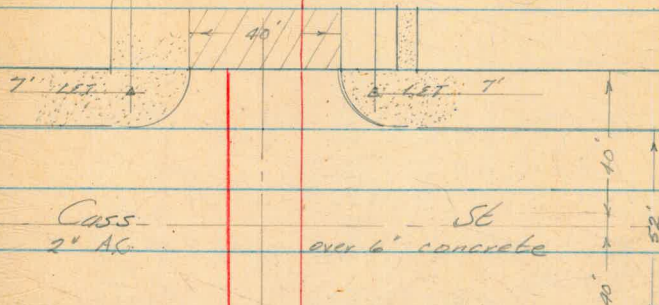
Edge AG. & W/L of Dames  
 W curb  
 & Dames  
 E curb line  
 E/L of Dames  
 TRM. SE #11. Thomas & Dames



Thomas St. Cont

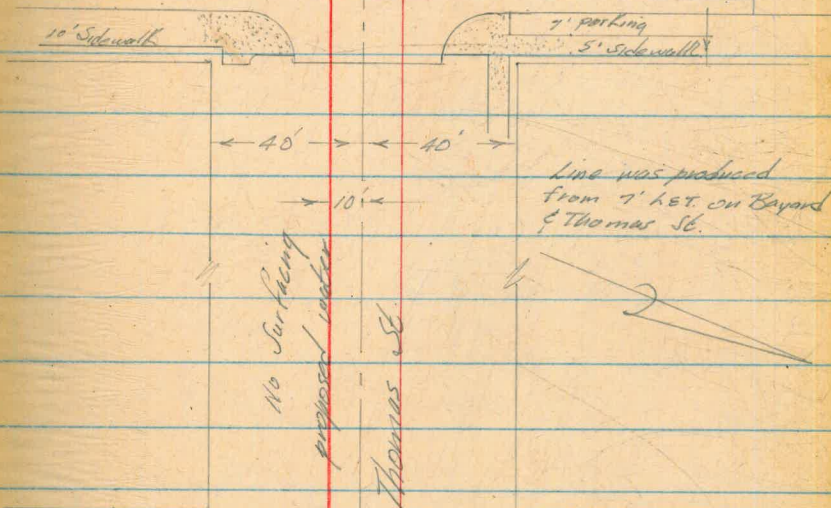
0+00

W/L of Cass St



0+80

#/hol Cass



5+80

W/L of Dames



6+60

E/L of Dames





Went  
Kemp  
Alexander  
Holahan

16

Profile of Country Club Drive  
Country Club Pump House to Existing  
Water Line South of Mimulus Way

380.46

4.14 T. B.C. of curve at Pump house

0.30 380.76

0+00		11.7
0+50		6.0
1+00	B.C.	0.3
T.P.		0.12 380.64

13.00 393.64

1+25		10.3
1+50		7.4
1+75		6.4
2+00		1.7
T.P.		0.54 393.10

12.86 405.96

2+25		11.1
2+50		8.2
2+80.03	E.C.	4.8

Note: For details & x sections from  
0+00 to 4+00 See F.R. 911, P. 5-B



Country Club Drive Cont

405.96

3+00 2.6  
T.P. 0.08 405.88

12.65 418.53

3+25.83 12.1  
3+50 9.3  
3+75 6.4  
4+00 3.6

4+11.66 P.P.C. 7.3  
T.P. 0.61 417.92

11.26 429.18

4+25 10.1  
4+50 9.3

4+97

SEE MH. 11 LL

5+00 5.8

16 4 RL

$\frac{2.3}{9}$   $\frac{2.3}{8}$   $\frac{2.6}{9}$

$\frac{10.1}{6}$   $\frac{11.9}{9}$  Felt. cross

$\frac{9.2}{9}$   $\frac{9.1}{7}$   $\frac{9.3}{8}$   $\frac{10.2}{12}$

$\frac{5.3}{9}$   $\frac{5.8}{8}$   $\frac{6.7}{12}$



Country Club Drive Cont

429.18

5+01

5+50

3.7

5+84

5+89

2.9

5+97

0-015 P.L. Romero  
0+185 E. Romero  
0+20 105 RT GV.  
0+465 GV. ON E

2.01

6+00

1402 BK } OFFICE  
6405 AH } EQUA.

2.0

6+10.65 F.C.

1.6

6+15

1.5

16

RL

Tele MH 12' 16"

1.3	2.8	3.3	3.7	4.3
<u>26</u>	<u>73</u>	<u>9</u>	<u>0</u>	<u>12</u>

Sewer cross  $\frac{2.2}{9}$

$\frac{2.4}{8}$  Sewer cross

5+96 W.L.  
86T

Sewer MH 15' 26" 201, 6171  
Rim

1.8	1.8	2.0	2.5
<u>73</u>	<u>9</u>	<u>0</u>	<u>12</u>

Curb

1.8	1.6	2.4
<u>11.5</u>	<u>0</u>	<u>12</u>

Storm Dr.	4.7	1.2	1.5	2.4	5.5
cross	<u>72</u>	<u>72</u>	<u>0</u>	<u>72</u>	<u>72</u>
Flow		Grate		Grate	Flow



Country Club Drive Cont

429.18

6+50 0.4

T.D. 0.06 429.12

11.25 440.37

7+00 10.1

7+21 9.32

7+26 9.27

7+40 8.7

7+50 8.2

7+52 7.85

7+97.77 B.C. 5.0

8+50 0.3

16 26

W.L 0.5  
87 LT 12 0.9 0.8  
0 12

W.L 10.2  
10' LT 12 10.1 10.5  
0 12

6&E MH. 7' H

Sewer MH. 15' R6, 11.0 to 11.1

8.7  
0 Sewer cross

W.L 8.0  
10' LT 12 8.2 8.4  
0 12

Sewer MH. 17' H. 4.5 to 4.6

W.L 5.2  
10' LT 12 5.0 5.6  
0 12

W.L 0.0  
92 LT 12 0.3 0.9  
0 12



## Country Club Drive Cont

440.37

T.P. 0.08 440.29

12.74 453.03

8+57

9+00 7.1 445.93

9+05 6.74 446.29

9+10 5.84 447.19

9+18

9+50 2.0

T.P. 0.06 452.97

12.85 465.82

9+97.40 #C. 10.4 455.42

10+50 5.2

LL

R

RL

Gas Valve 19' LL

8496 TEE

7 $\frac{1}{2}$ LT	5.1	6.3	7.1	8.0
W.L.	$\frac{24}{12}$	$\frac{12}{12}$	$\frac{0}{12}$	$\frac{12}{12}$
73 LT				

Tee M.H. 1.5 RL

449.23

E&amp;E M.H. 1' RL

SANDY CROSS

3.80	447.93	5.1	5.9
$\frac{79}{12}$		$\frac{0}{12}$	$\frac{12}{12}$
M.H. 5' 00			
74			

W.L.	$\frac{2.3}{12}$	$\frac{2.0}{0}$	$\frac{2.5}{12}$
63 LT			

10.6	10.4	10.7
$\frac{12}{12}$	$\frac{0}{12}$	$\frac{12}{12}$

10+00 W.L. 54 LT

W.L.	$\frac{5.4}{12}$	$\frac{5.2}{0}$	$\frac{5.4}{12}$
32 LT			



Country Club Drive Cont

465.82

1.02 464.80

11.51 476.61

10+84

Sewer MH. 17' 16"

11+00

10.8

W.L  $\frac{11.1}{12}$  10.8  $\frac{11.1}{12}$   
35 LT

11+50

6.0

W.L  $\frac{6.1}{12}$  6.0  $\frac{6.4}{12}$   
35 LT,

12+00

3.6

$\frac{3.6}{12}$  3.6  $\frac{4.0}{12}$

12+13

Water G.V. 6.5 Lt, FH. 13.5

12+41

3.87

12+13 W.L  
34 LT

G.F.F. MH. 3' 76"

12+46

Tele MH. 5' 26"

12+50

4.2

W.L  $\frac{4.2}{12}$  4.2  $\frac{4.6}{12}$   
33 LT

13+02, 30 B.C.

8.5

W.L  $\frac{8.8}{12}$  8.5  $\frac{8.7}{12}$   
25 LT



Country Club Drive Cont

476.61

10.19 466.42

0.98 466.90

13+25

1.4

$\frac{1.7}{12}$

$\frac{1.4}{8}$

$\frac{1.6}{12}$

13+30

0.49

Senior M.H. 16' 16 (not opened)

13+50

4.7

W.L  
4LT

$\frac{4.6}{12}$

$\frac{4.2}{8}$

$\frac{4.5}{12}$

13+70 W.L

13+75

7.2

2LT

$\frac{7.6}{12}$

$\frac{7.2}{8}$

$\frac{7.3}{12}$

14+00

10.0

$\frac{10.4}{12}$

$\frac{10.0}{8}$

$\frac{10.5}{12}$

T.F.

12.19 454.71

14+03

W.L  
13 RT

0.06 454.77

14+25

0.9

$\frac{1.1}{12}$

$\frac{0.9}{8}$

$\frac{1.4}{12}$

14+50

3.8

$\frac{3.9}{12}$

$\frac{3.8}{8}$

$\frac{4.4}{12}$

W.L  
25 LT



## Country Club Drive Cont

154.77  
 14+65 5.80  
 14+71 6.30  
 14+75 6.6  
 15+00 9.3  
 15+13.07 EG 10.7  
 T.P. 13.18 446.59  
 0.11 446.70  
 15+50 1.7  
 16+00 6.8  
 16+50 11.6  
 T.P. 13.28 428.42  
 0.30 428.72

LE

4

RE

W.L.  
 35 LT

Tele M.H. 6' RE

6 &amp; E M.H. 3' RE

$$\frac{6.6}{72}$$

$$\frac{6.6}{0}$$

$$\frac{7.6}{72}$$

W.L.  
 12 LT

$$\frac{9.5}{72}$$

$$\frac{9.3}{0}$$

$$\frac{10.4}{72}$$

$$\frac{10.8}{72}$$

$$\frac{10.7}{0}$$

$$\frac{11.8}{72}$$

W.L.  
 05 LT

$$\frac{1.6}{72}$$

$$\frac{1.7}{0}$$

$$\frac{2.4}{72}$$

$$\frac{6.9}{72}$$

$$\frac{6.8}{0}$$

$$\frac{7.6}{72}$$

W.L.  
 35 RT

$$\frac{11.8}{72}$$

$$\frac{11.6}{0}$$

$$\frac{12.3}{72}$$

W.L.  
 75 RT



## Country Club Dr. Cont.

428.72

LE

E

RE

17+01.52 BC

3.7

 $\frac{3.8}{12}$  $\frac{3.7}{0}$  $\frac{4.3}{12}$ W.L  
10'RT

17+20

5.32

G&amp;E MH. 3.5 R

W.L  
10'RT

17+25

5.7

 $\frac{5.7}{12}$  $\frac{5.7}{0}$  $\frac{6.6}{12}$ 

17+50

7.9

 $\frac{7.7}{12}$  $\frac{7.9}{0}$  $\frac{8.7}{12}$ 

17+75

9.5

 $\frac{9.0}{12}$  $\frac{9.5}{0}$  $\frac{10.5}{12}$ 

17+59

W.L

17+80

W.L

14.5 LT

10.1

10.8

12.1

12.7

18+00

10.8

W.L

12

0

12

12

15'LT

T.P.

12.26 416.46

9.88 426.34

18+25

8.9

W.L

15'LT

 $\frac{8.3}{12}$  $\frac{8.9}{0}$  $\frac{9.9}{12}$  $\frac{11.4}{25}$ 

18+40.88 PCC.

8.9

18+50

W.L

15'LT

 $\frac{8.9}{12}$  $\frac{8.9}{0}$  $\frac{9.8}{12}$  $\frac{11.2}{25}$ 

18+50

8.7

 $\frac{8.2}{12}$  $\frac{8.7}{0}$  $\frac{9.7}{12}$  $\frac{11.1}{25}$ 

18+62

W.L

12'LT







Country Club Dr. Cont

432.49

20+02.21

4.3

LL

E

RE

4.5  
12

4.3  
0

4.4  
12

20+93 Exist. line

4.2

W.L.  
5'6"

4.3  
12

4.3  
5

4.2  
0

4.4  
12

width  
D.V.

21+05

4.14

Tele MH. 7 RE

21+10

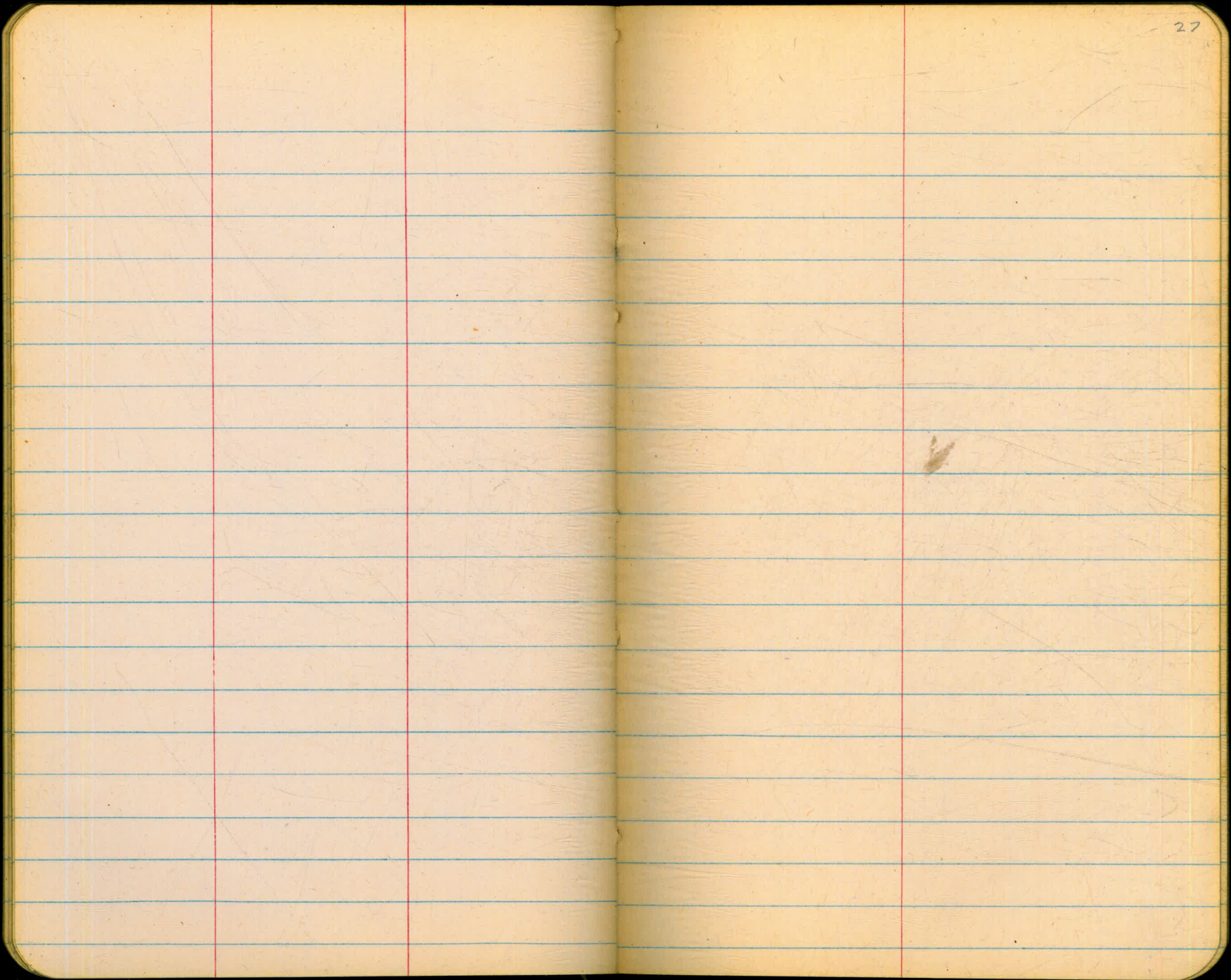
4.00

6' E MH. 3 RE

3.89 420.60

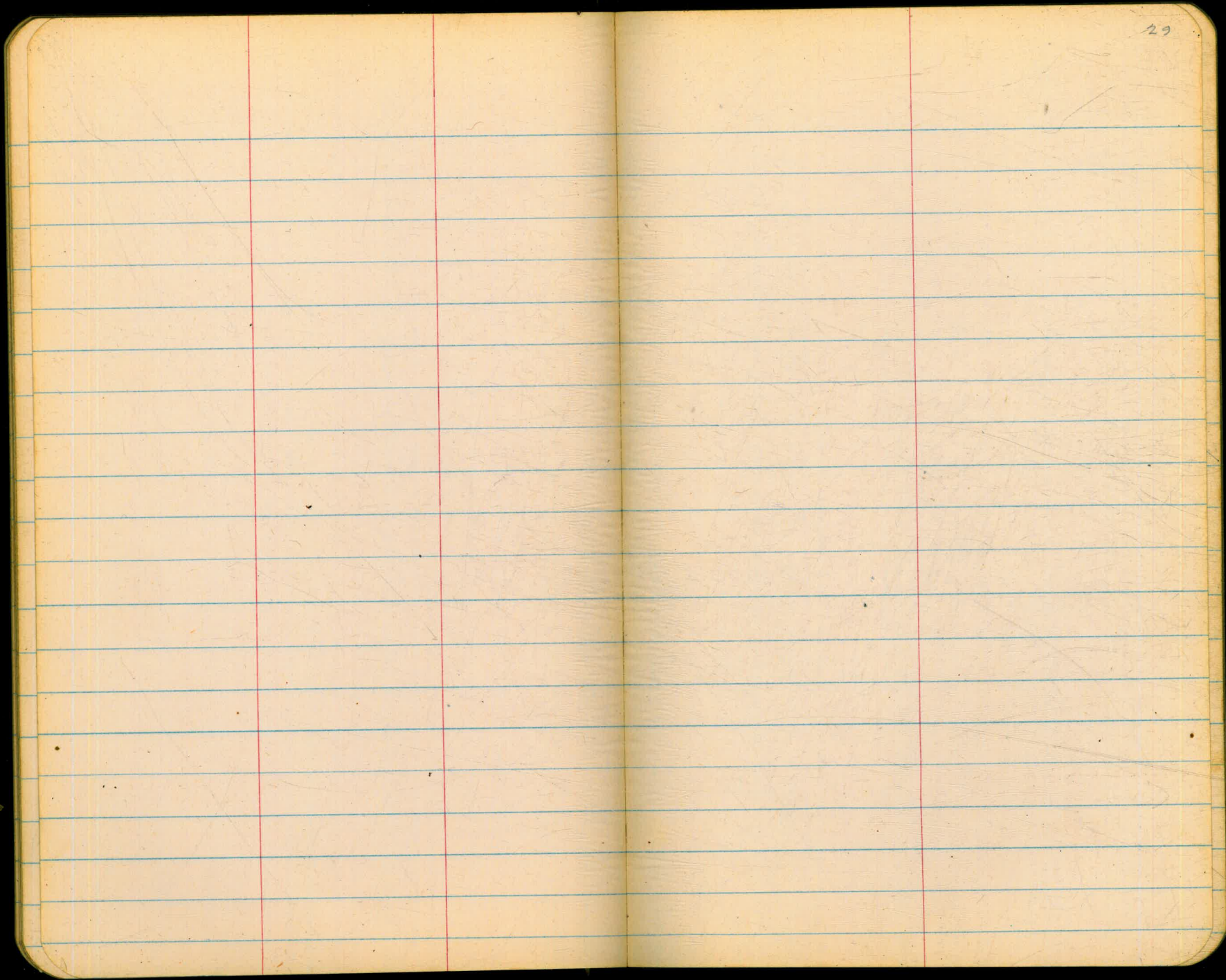
T.B.M. Chisel sq. end of curb, RE side (21+10)













Profile & Proposed Waterline  
 Jamacha Rd, Lisbon to Beacon

0+00 E/H of Lot 12 & Water  
 0+08.29 " " " " " " Jamacha (10' left)  
 0+33.41 E/H of Lot 55

Wert  
 Holahan  
 Alexander

30

5-5-55

See page 58  
 for additional ties

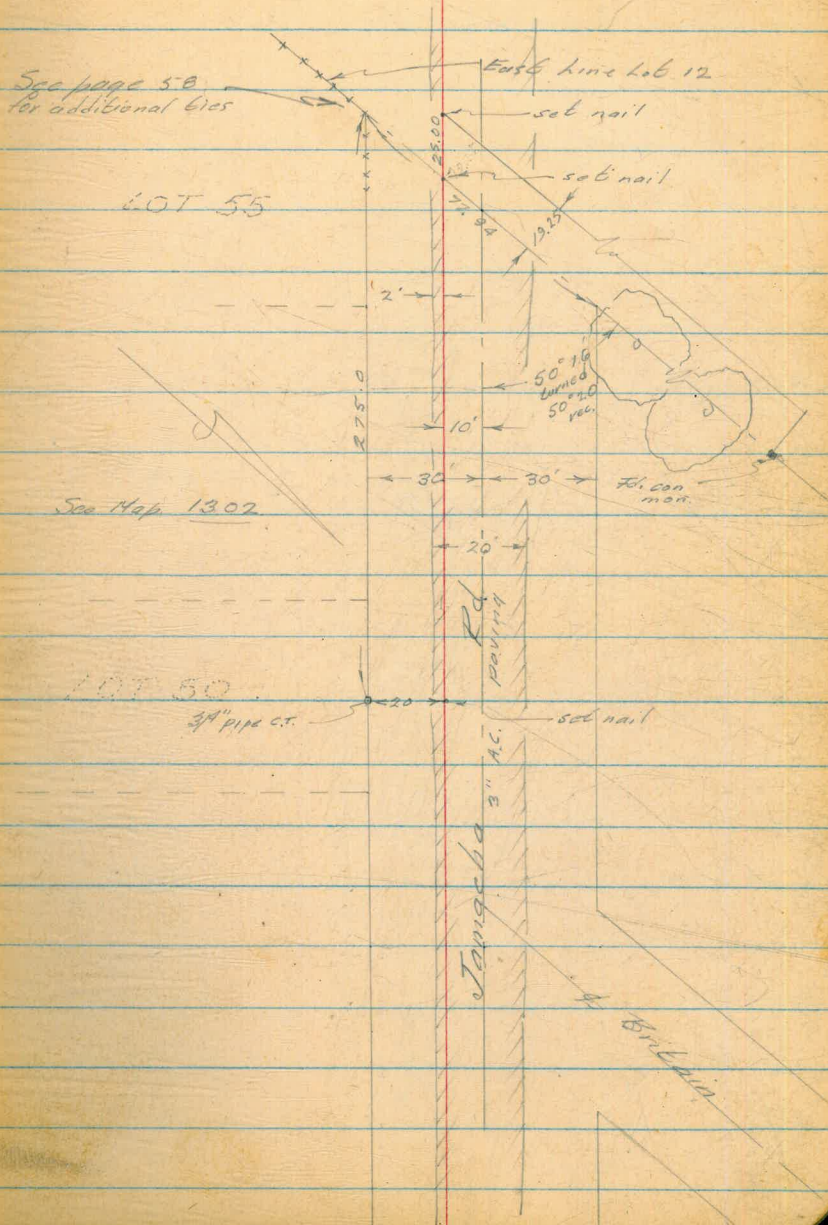
LOT 55

See Map 1302

LOT 50

3" pipe c.t.

Jamacha 3" AC paving



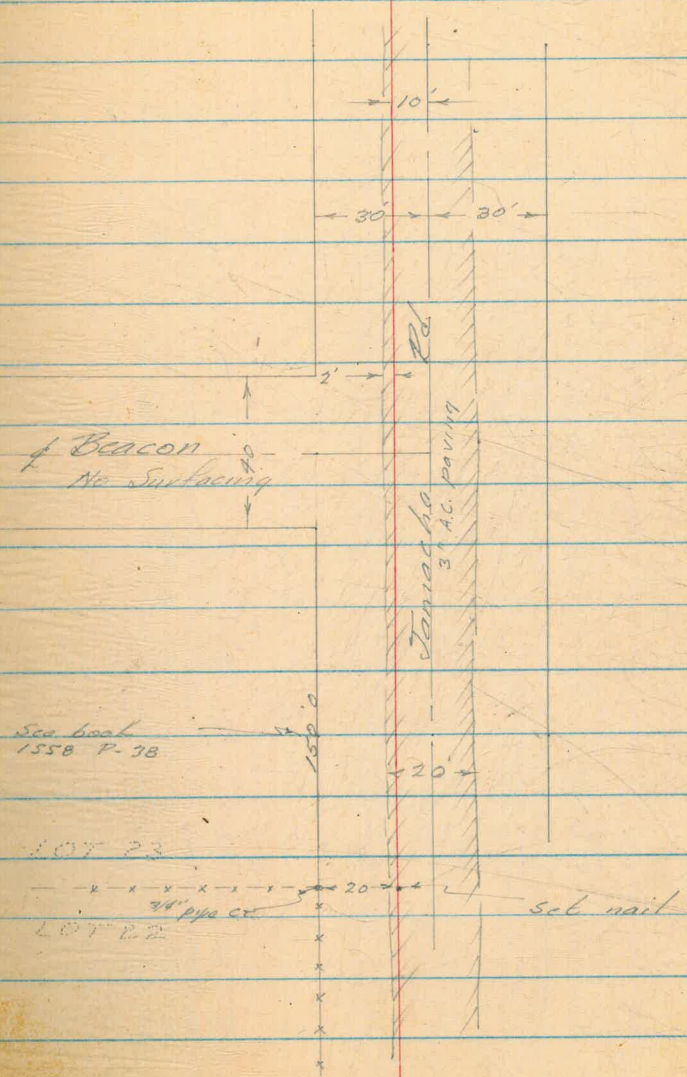
Jamacha Dr Cont

4+33.41 W/L of Beacon Dr

4+73.41 E/L of Beacon Dr

6+23.41 3/4" pipe cr. & E/L of lot 23

6+83.41 End work





## Jamacha Rd Cont.

311.47

1" pin 10' Pl fence cor. on line of lot 12

7.63 319.10

0+00 5.3 313.8

E/H of lot 12

0+50 4.9 314.2

1+00 4.6 314.5

1+50 4.2 314.9

2+00 3.7 315.4

2+50 3.3 315.8

3+00 2.7 316.4

3+50 2.1 317.0

T.P. 1.95 317.15

5.11 322.26

4+00 4.9 317.36

4+43

4+50 4.7 317.56

5+00 4.4 317.86

5+50 3.7 318.56

## Tamacha Cont

322.26

6+00

2.8 319.46

6+50

2.5 319.76

6+83.41

2.2 320.06

317.96 PP OAW

4.28 317.46

EM. 3/4" pipe EP of Lot 23

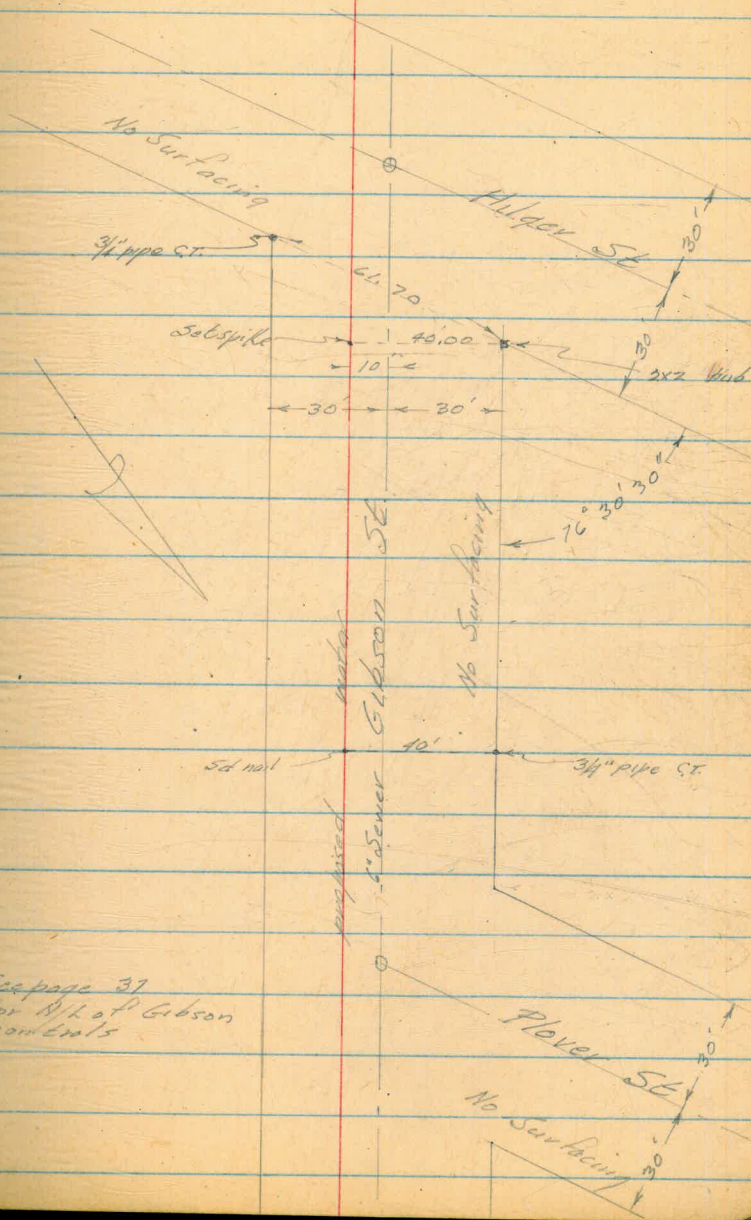


Went  
Camp  
Holohan

34

5-6-55

Profile A Proposed Water Line  
Gibson St, Hilger to Plover



See page 37  
for N/E of Gibson  
contents

PROFILE & PROPOSED WATER LINE  
GIBSON ST, HILGER TO PROVER

		317.95	B.M. S.E. 3/4" PROP PIPE
	6.86	324.76	
0+00	12.3	312.5	6" LINE HILGER
0+30	8.7	316.1	8" SEWER CROSSING
0+30	8.30	316.5	SEWER M. H. 10' R.T. 11.9 FLOW
0+50	7.2	317.6	
1+00	0.2	324.6	
T.P.	0.27	324.49	
	12.96	337.45	
1+50	6.5	331.0	
T.P.	0.08	337.37	
	12.92	350.29	
2+00	12.5	337.8	
2+50	6.3	344.0	
3+00	0.2	350.1	
T.P.	0.03	350.26	
	6.99	357.25	



## GIBSON ST. CONT.

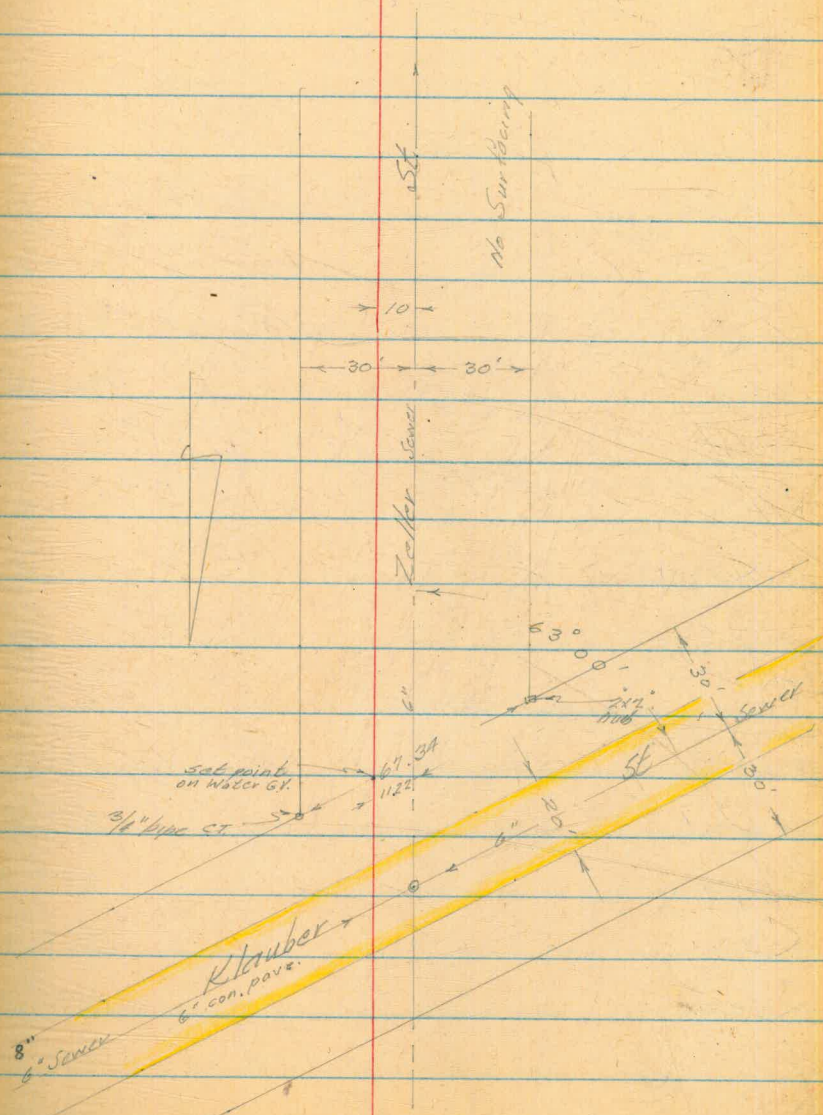
357.25

Reduced by  
Rocky, 5/17/55

3+32	4.54	352.7	SEWER M.H. 10' LT.	13.0 FLOW
3+50	4.2	353.1		
4+00	3.9	353.4		
4+50	4.5	352.8		
5+00	5.3	352.0		
5+50	6.3	351.0		
6+00	7.0	350.3		
6+50	7.85	349.4	SEWER M.H. 10' LT	8.3 FLOW
6+50	8.5	348.8		
6+80.40	10.2	347.1		
T.P.	6.58	350.67	T.B.M.	
	7.22	357.89	NAIL IN P.R. NO. 76628	GIBSON & PLOVER
T.P.	9.92	347.97		
	6.69	348.06		
T.P.	13.26	334.80		
	0.09	334.89		
T.P.	12.40	322.49		
	2.01	324.50		
T.P.	6.61	317.89 = 317.90	B.M.	5E 3/4" PROP PIPE







## Zeller Cont

363.04

NW 2x2 hub Gibson &amp; Zeller

3.69 366.73

0+00	14.8	351.9
0+14	12.5	354.2
0+50	10.4	356.3
1+00	6.2	360.5
1+50	3.1	363.6
2+00	1.3	365.4
2+50	0.1	366.6

SP of Gibson

0.09 366.64

826 374.90

3+00	7.8	367.1
3+50	7.0	367.9
4+00	6.0	368.9
4+50	5.0	369.9
5+00	4.3	370.6
5+50	4.2	370.7
6+00	3.6	371.3



## Zeller Count

374.90

1.41 373.49

10.45 383.94

6+50 10.9 373.0

7+00 7.7 376.2

7+50 2.9 381.0

0.25 383.69

13.23 396.92

8+00 2.5 387.4

8+50 2.0 394.9

0.10 396.82

12.65 409.47

9+00 7.5 402.0

9+50 0.4 409.1

0.06 409.41

13.28 422.69

10+00 7.2 415.5

10+50 1.4 421.3

Zeller Cont

Reduced by Rocky  
5/19/55, A.M.

422.69

0.12 422.57

12.96 435.53

11+00 8.1 427.4

11+50 2.3 433.2

1.36 434.17

6.80 440.97

12+00 3.9 437.1

12+24.98 2.9 438.1

Water Gt on line & S of P. Klauber

12+40 4.0 437.0

12+45 3.8 437.2

FH. 20' PL @ 90° to line  
So. edge con. pave.

12+47.60 3.7 437.3

12+53 3.80 437.2

Sewer MH. 10' PL @ 90° to line

12+59 3.4 437.6

Sewer cross

12+70 3.2 437.8

No edge con. pave

12+79 2.8 438.2

12+92.32 5.1 435.9

NH of Klauber

1.10 436.87

Chisled x 12' NW of Sewer MH.



Profile of Proposed Water Line  
 Radio Dr. Springfield to Paradise

0+00 N/H of Springfield

0+71.97 S/H of Springfield

Rec.  
 4+33.86

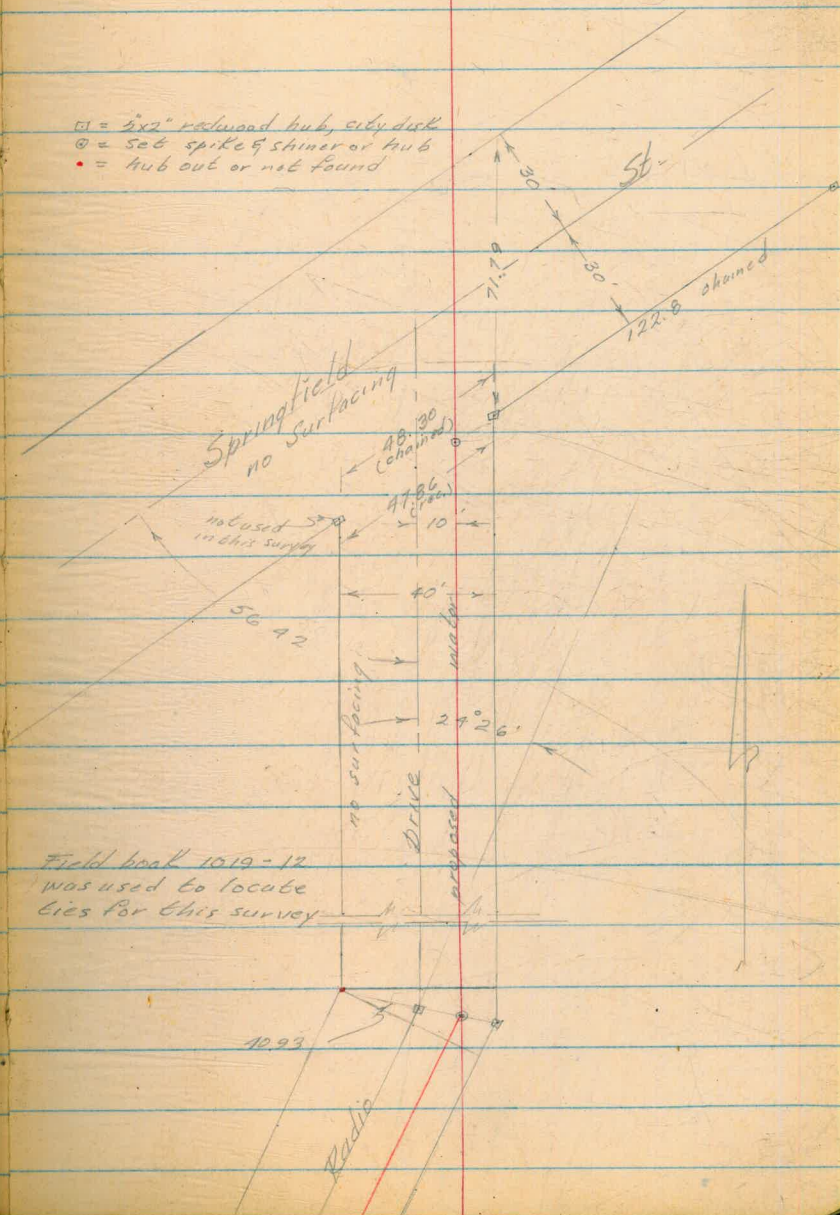
$\angle 24^{\circ} 26'$  RL (439.86 chained)

Wert  
 Kemp  
 Holahan  
 Alexander

42

5-12-55

- = 6"x2" redwood hub, city disk
- ⊙ = Set spike or shiner or hub
- = hub out or not found



Field book 1019-12  
 was used to locate  
 ties for this survey

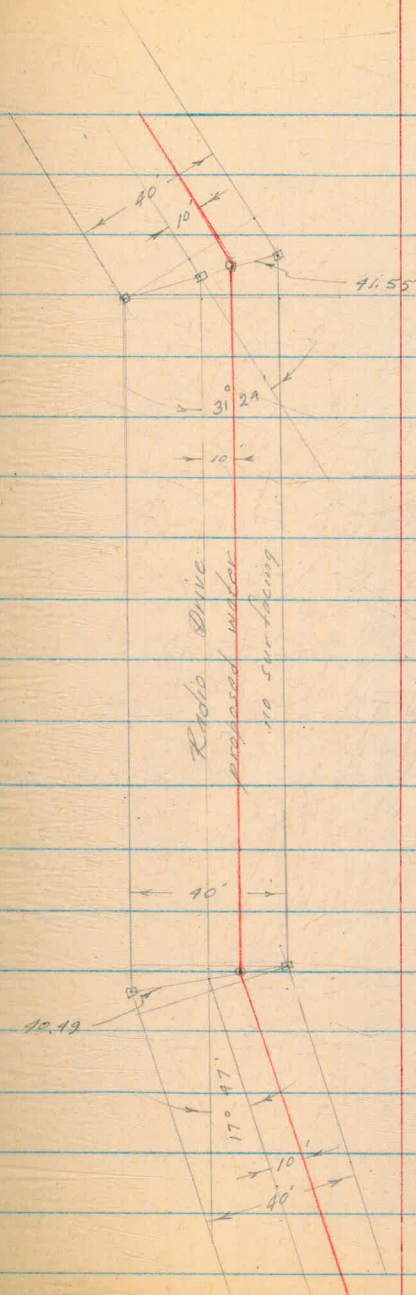
Radio Dr. Cont.

5+98.44

31° 24' RB

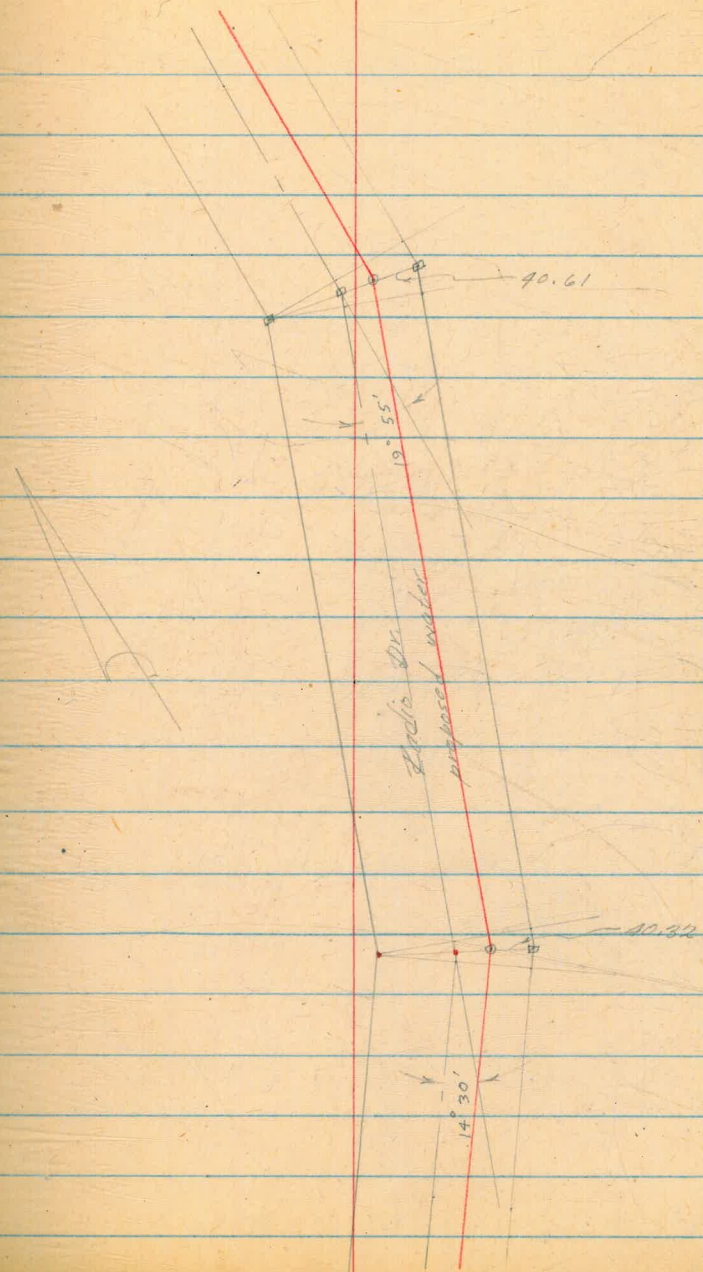
10+99.24

17° 47' LB





Radio Dr. Cont

13+49.46     $\times$   $19^{\circ} 55'$  PL15+52.44     $\times$   $14^{\circ} 30'$  PL





Werb  
Ho la hary  
Alexander

46

5-23-55

Profile of Proposed Water Line

63rd St. Madrone to Imperial

		212.62	
	9.57	222.19	
T.P.		0.36	221.83
	12.84	234.67	
T.P.		1.53	233.14
	5.40	238.54	
0+00		0.4	238.1
0+25.29		1.6	236.9
0+50		3.3	235.2
0+66		4.5	234.0
1+00		8.1	230.4
1+50		12.6	225.9
T.P.		12.87	225.67
	0.20	225.87	
1+95		3.3	222.6
1+95		3.26	222.61

SE. FH. 63rd & Imperial

Sub. T.B.M. end of curd <sup>b</sup> 10' to Sta 1400

From A.C. paving

Sewer x ing

Sewer M.H. 3' 14' cut 10.1 to flow

63rd Cont

225.87

2100 3.7 222.2

2150 7.7 218.2

3100 11.5 214.4

T.P. 12.61 213.26

0.70 213.96

3150 3.3 210.7

3161 Top curb return on line

3169 F.H. 12' R/L

3170 4.6 209.4 South curb line & gutter Imperial Ave & Regis  
AC paving

3172 Water G.V. 12' R/L

4100 4.9 209.1

4101 4.9 209.1 Sewer x ing

4101 12.4 209.02 Sewer M.H. 3' H. int. 9.4 to Plan

4115 5.3 208.7 Edge AC paving

4117.73 5.1 208.9 North  
South prop line Imperial

T.P. 1.34 212.62 Top F.H. C3 rd &amp; Imperial



63rd Cont

0100

So line Madison produced

2170

End 2" AC paving

3157

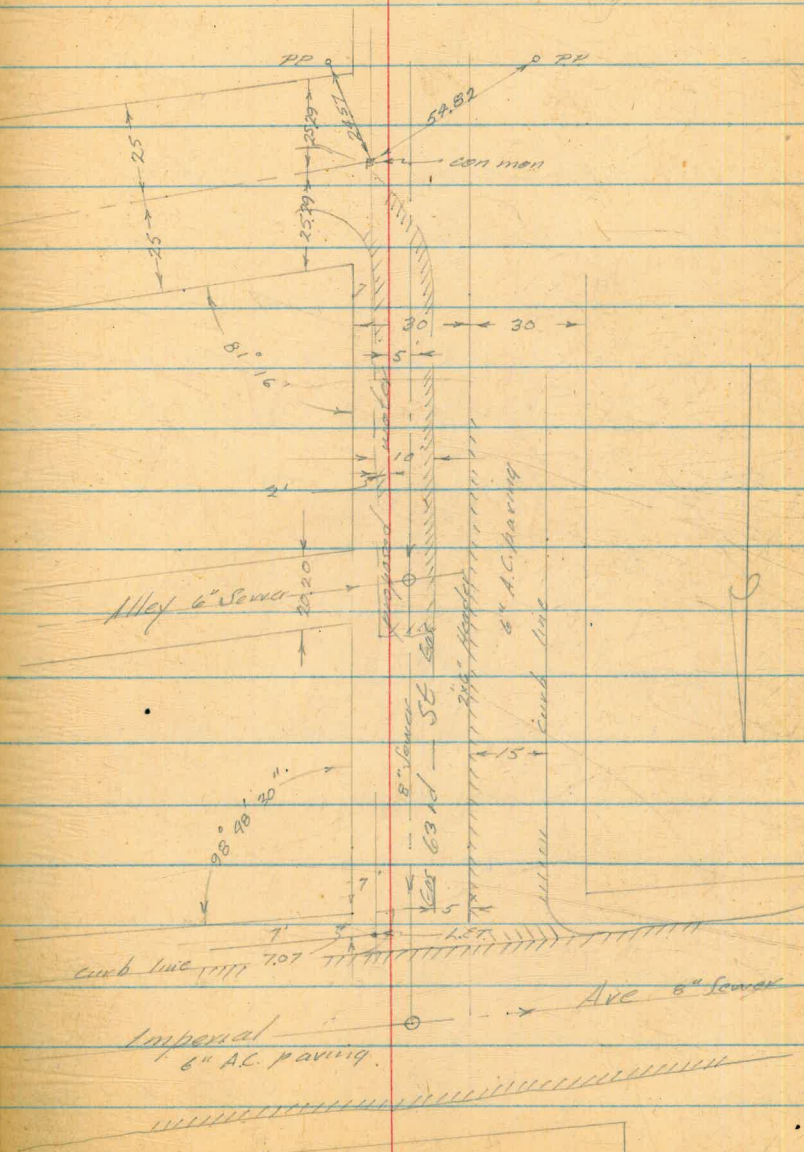
Gas Valve

3157.01

So line Imperial produced

4117.73

So line Imperial produced



Profile of Proposed Water Line  
Radio Dr. Springfield to Paradise

Went  
Kemp  
Halahan  
Alexander

49

5-16-55

465.17

B.M. can man. NE cor 69th & Mallard

1.89 467.06

10.66 456.90

8.08 464.48

R6

L6

0+00

6.1

458.4

NH of Springfield

5.9

6.1

6.3

70

70

70

0+30

5.4

459.1

0

0+50

6.6

457.9

6.3

6.6

6.7

10

0

70

Edge Rd

Edge Rd

1+00

8.8

455.7

9.7

9.6

8.8

8.5

28

8

0

70

1+50

11.3

453.2

13.2

12.1

11.3

11.0

28

8

0

70

2+00

12.55

452.13

0.44 452.57

Edge Rd

Edge Rd

2+00

3.5

449.1

4.4

3.9

3.5

3.4

26

6

0

70

2+50

7.4

445.2

7.9

7.2

7.4

7.3

23

4

0

70

3+00

11.7

440.9

11.8

11.0

11.7

12.7

11.5

22

7

0

3

70



## Radio Dr Cont

452.57

26

16

T.P.

18.24 439.33

0.54 439.87

3+50

3.0

436.9

 $\frac{2.0}{23}$   $\frac{1.2}{5}$   $\frac{3.0}{0}$   $\frac{4.8}{10}$ 

4+00

2.8

432.1

 $\frac{4.2}{30}$   $\frac{3.5}{10}$   $\frac{7.8}{0}$   $\frac{10.4}{7}$   $\frac{10.4}{10}$ 

4+33.86

10.8

429.1

 $\frac{6.1}{35}$   $\frac{5.5}{15}$   $\frac{8.1}{10}$   $\frac{10.8}{0}$   $\frac{13.3}{5}$   $\frac{14.0}{10}$ 

4+50

10.7

429.2

 $\frac{6.9}{33}$   $\frac{6.5}{12}$   $\frac{8.5}{8}$   $\frac{10.7}{0}$   $\frac{14.7}{10}$ 

5+00

13.1

426.8

 $\frac{10.3}{30}$   $\frac{9.7}{8}$   $\frac{13.1}{0}$   $\frac{17.1}{9}$   $\frac{17.1}{10}$ 

T.P.

12.92 426.95

1.50 428.45

5+50

4.4

424.1

 $\frac{1.7}{30}$   $\frac{0.9}{8}$   $\frac{4.4}{0}$   $\frac{7.6}{10}$ 

5+98.44

7.7

420.8

 $\frac{3.8}{38}$   $\frac{3.0}{16}$   $\frac{7.7}{0}$   $\frac{9.4}{10}$ 

6+50

8.2

420.3

 $\frac{6.1}{30}$   $\frac{6.5}{8}$   $\frac{8.2}{0}$   $\frac{10.6}{10}$ 

7+00

10.6

417.9

 $\frac{8.8}{28}$   $\frac{8.2}{5}$   $\frac{10.6}{0}$   $\frac{13.2}{10}$

## Radio Dr. Cont

28.45

T.P. 1026 418.19

0.19 418.38

7+50 3.3 415.1

R6 4 16

$$\frac{1.4}{28} \quad \frac{0.5}{5} \quad \frac{3.3}{0} \quad \frac{5.5}{70}$$

8+00 6.7 411.7

$$\frac{3.5}{29} \quad \frac{3.0}{7} \quad \frac{6.7}{0} \quad \frac{9.0}{70}$$

8+50 2.9 410.5

$$\frac{5.3}{31} \quad \frac{4.8}{6} \quad \frac{2.9}{0} \quad \frac{10.5}{70}$$

9+00 10.5 407.9

$$\frac{7.8}{33} \quad \frac{7.0}{70} \quad \frac{10.5}{0} \quad \frac{12.7}{70}$$

T.P. 11.34 407.04

107 408.11

9+50 3.6 404.5

$$\frac{1.1}{33} \quad \frac{0.0}{70} \quad \frac{3.6}{0} \quad \frac{5.7}{70}$$

10+00 6.2 401.9

$$\frac{3.4}{30} \quad \frac{3.0}{9} \quad \frac{6.2}{0} \quad \frac{7.8}{70}$$

10+ 49.24 5.7 402.4

$$\frac{4.8}{26} \quad \frac{4.5}{5} \quad \frac{5.7}{0} \quad \frac{9.1}{70}$$

11+00 9.4 398.7

$$\frac{6.3}{31} \quad \frac{5.3}{10} \quad \frac{9.4}{0} \quad \frac{12.1}{70}$$



## Radio Dr. Cont

408.11  
11+50 12.1 396.0

T.P. 897 399.14

1.12 400.16

12+00 6.5 393.7

12+50 4.9 395.3

13+00 6.9 393.3

13+ 49.46 10.9 389.8

14+00 11.5 388.7

T.P. 738 392.88

0.96 393.84

14+50 8.4 385.4

15+00 7.8 386.0

PL

LE

$\frac{8.0}{32}$   $\frac{7.1}{12}$   $\frac{12.1}{0}$   $\frac{13.7}{10}$

edge Rd  $\frac{1.5}{30}$  edge Rd  $\frac{0.9}{11}$   $\frac{6.5}{0}$   $\frac{7.8}{10}$

$\frac{2.9}{29}$   $\frac{2.0}{8}$   $\frac{4.9}{0}$   $\frac{7.7}{10}$

$\frac{4.3}{29}$   $\frac{3.3}{10}$   $\frac{6.9}{0}$   $\frac{10.3}{10}$

$\frac{5.6}{37}$   $\frac{4.8}{17}$   $\frac{10.4}{0}$   $\frac{12.7}{10}$

$\frac{6.7}{32}$   $\frac{6.1}{12}$   $\frac{11.5}{0}$   $\frac{13.2}{10}$

$\frac{1.7}{32}$   $\frac{0.9}{12}$   $\frac{8.4}{0}$   $\frac{9.1}{10}$

Toe Driveway  $\frac{3.6}{33}$   $\frac{2.6}{13}$   $\frac{7.8}{0}$   $\frac{10.8}{10}$

## Radio Dr. Cont

	393.84			RL	LL
15+15		4.1	389.4	Top driveway	
15+36		8.2	388.6	" " "	
15+44		10.5	383.3	Top driveway	Begin fence 15' LL Rt ?
15+52.44		11.3	382.5		$\begin{array}{r} 5.6 \\ 39 \\ \hline 78 \end{array} \quad \begin{array}{r} 4.8 \\ 9 \\ \hline 18 \end{array} \quad \begin{array}{r} 9.6 \\ 0 \\ \hline 96 \end{array} \quad \begin{array}{r} 11.3 \\ 0 \\ \hline 113 \end{array} \quad \begin{array}{r} 12.6 \\ 70 \\ \hline 70 \end{array}$
15+82					
16+00		7.1	386.7		$\begin{array}{r} 8.2 \\ 32 \\ \hline 32 \end{array} \quad \begin{array}{r} 7.2 \\ 11 \\ \hline 72 \end{array} \quad \begin{array}{r} 7.1 \\ 0 \\ \hline 71 \end{array} \quad \begin{array}{r} 13.8 \\ 70 \\ \hline 70 \end{array}$
T.P.		9.83	384.01		
	0.72		384.73		
16+50		3.8	380.9		$\begin{array}{r} 1.8 \\ 26 \\ \hline 26 \end{array} \quad \begin{array}{r} 0.9 \\ 6 \\ \hline 6 \end{array} \quad \begin{array}{r} 3.8 \\ 0 \\ \hline 38 \end{array} \quad \begin{array}{r} 6.4 \\ 70 \\ \hline 70 \end{array}$
16+67				Fence cross water line	
16+80				Water 6' 4' RL	
17+00		4.5	380.2		$\begin{array}{r} 4.6 \\ 22 \\ \hline 22 \end{array} \quad \begin{array}{r} 3.4 \\ 2 \\ \hline 34 \end{array} \quad \begin{array}{r} 4.5 \\ 0 \\ \hline 45 \end{array} \quad \begin{array}{r} 7.8 \\ 70 \\ \hline 70 \end{array}$
17+18				P.P. 1' LL	
17+22				End fence 5' LL	



Radio Dr. Cont

384.73

RE

LE

17+50	6.0	378.7	$\frac{6.3}{17}$	$\frac{6.0}{0}$	$\frac{6.1}{7}$	$\frac{8.9}{6}$	$\frac{9.4}{10}$
-------	-----	-------	------------------	-----------------	-----------------	-----------------	------------------

18+00	7.4	377.3	$\frac{7.6}{11}$	$\frac{7.4}{0}$	$\frac{7.7}{9}$	$\frac{8.3}{10}$	
-------	-----	-------	------------------	-----------------	-----------------	------------------	--

18+52.07	8.5	380.9	$\frac{8.5}{7}$	$\frac{8.5}{0}$	$\frac{8.6}{12}$		
----------	-----	-------	-----------------	-----------------	------------------	--	--

19+00	9.9	375.3	$\frac{9.6}{18}$	$\frac{9.4}{0}$	$\frac{9.4}{2}$	$\frac{11.0}{5}$	$\frac{11.1}{10}$
-------	-----	-------	------------------	-----------------	-----------------	------------------	-------------------

T.P.	7.67	377.06					
------	------	--------	--	--	--	--	--

2.08 379.14

19+50	7.6	371.5	$\frac{4.5}{25}$	$\frac{4.5}{5}$	$\frac{7.6}{1}$	$\frac{7.5}{10}$	
-------	-----	-------	------------------	-----------------	-----------------	------------------	--

19+58	7.7	371.4					
-------	-----	-------	--	--	--	--	--

19+62	5.0	374.1					
-------	-----	-------	--	--	--	--	--

19+73	5.6	373.5					
-------	-----	-------	--	--	--	--	--

19+77	8.3	370.8					
-------	-----	-------	--	--	--	--	--

20+00	9.5	369.6	$\frac{5.0}{20}$	$\frac{4.9}{8}$	$\frac{9.5}{0}$	$\frac{9.8}{10}$	
-------	-----	-------	------------------	-----------------	-----------------	------------------	--

20+50	10.7	368.4	$\frac{5.4}{29}$	$\frac{6.0}{10}$	$\frac{10.7}{0}$	$\frac{11.1}{10}$	
-------	------	-------	------------------	------------------	------------------	-------------------	--

## Radio Dr. Cont

379.14

21+00

111

368.0

$$\frac{6.6}{28} \quad \frac{6.7}{10} \quad \frac{11.9}{10}$$

21+50

117

367.4

$$\frac{6.9}{29} \quad \frac{6.9}{10} \quad \frac{12.7}{10}$$

22+00

121

367.0

$$\frac{7.5}{29} \quad \frac{7.1}{10} \quad \frac{13.1}{10}$$

T.P.

7.55 371.59

007 374.66

22+50

116

367.1

$$\frac{0.9}{29} \quad \frac{0.6}{10} \quad \frac{4.6}{10} \quad \frac{6.1}{10}$$

23+00

5.3

366.4

$$\frac{2.5}{30} \quad \frac{1.9}{10} \quad \frac{5.3}{10} \quad \frac{6.3}{10}$$

23+50

9.4

362.3

$$\frac{4.6}{30} \quad \frac{4.1}{10} \quad \frac{9.4}{10} \quad \frac{10.4}{10}$$

24+00

9.5

362.2

$$\frac{7.0}{29} \quad \frac{6.0}{10} \quad \frac{9.5}{10} \quad \frac{10.5}{10}$$

24+06

8.1

363.6

24+20

8.0

363.7

24+27

10.9

360.8



## Radio Dr. Cont.

371.66

24+50

12.5

359.2

 $\frac{9.1}{28}$  $\frac{8.3}{8}$  $\frac{12.5}{0}$  $\frac{15.2}{10}$ 

T.P

9.35 362.31

0.69 363.00

25+00

41

358.9

 $\frac{2.3}{31}$  $\frac{1.5}{7}$  $\frac{4.1}{0}$  $\frac{7.0}{10}$ 

25+50

7.0

356.0

 $\frac{4.5}{29}$  $\frac{3.4}{7}$  $\frac{7.0}{0}$  $\frac{9.2}{10}$ 

26+00

9.0

354.0

 $\frac{6.2}{29}$  $\frac{5.3}{7}$  $\frac{9.0}{0}$  $\frac{11.3}{10}$ 

26+50

10.1

352.9

 $\frac{8.5}{28}$  $\frac{7.7}{5}$  $\frac{10.1}{0}$  $\frac{12.6}{10}$ 

27+00

10.6

352.4

 $\frac{9.5}{20}$  $\frac{10.1}{2}$  $\frac{10.6}{0}$  $\frac{14.1}{10}$ 

27+33.75

11.8

351.2

 $\frac{11.9}{14}$  $\frac{11.8}{0}$  $\frac{15.4}{10}$ 

T.P

10.08 352.92

3.27 356.19

9.87 346.32

SETH: Atlix &amp; Radio

(this circuit closed to 602)  
(original con man)

NOTE: - Notes reduced by Pocky, 5/26 &amp; 27/55.

Wert  
Alexander  
Holahan

57

5-24-55

Profile of Proposed Water Line  
Lisbon St, Jamacha Rd to East  
Line of Portion of Lot 14

0+00

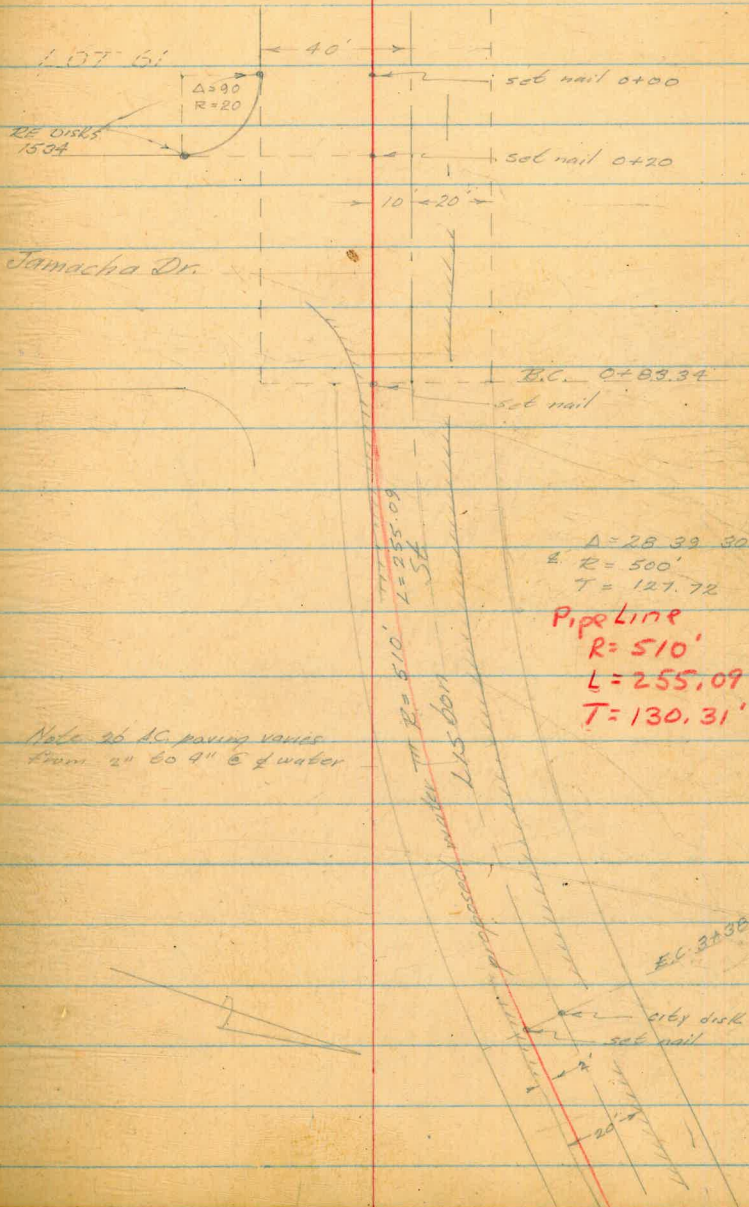
Wly curb return Jamacha & Lisbon

0+83.34

B.C.

0+138.43

E.C.





Lisbon St Cont

6+90.39

B.C.

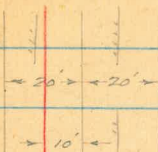
8+79.56

Pl. of  $\frac{1}{2}$  water & East Line Lot 12

8+84.00

E.C. End of work

Note: 8+79.56 = 0+00  
for survey from East Line Lot 12  
to Beacon St.



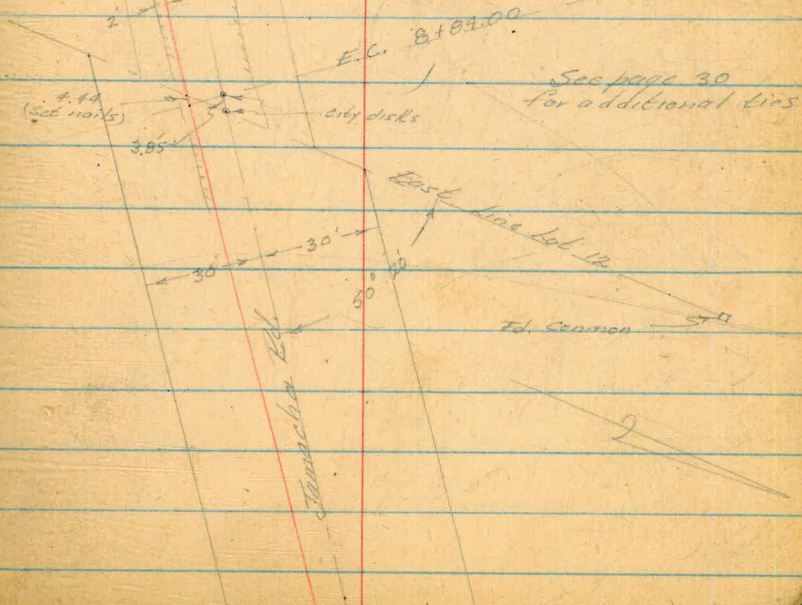
Note AC, paving varies  
from 2" to 4" @ water

B.C. 6+90.39

Partion of Lot 12  
Partition of Rancho Mission  
of San Diego

$\Delta = 10^{\circ} 39' 00''$   
 $R = 1000$

Pipe  $R = 1010'$   
 $L = 193.61'$   
 $T = 171.50' 97.25'$



## Lisbon St. Cont.

	311.47	
484	316.31	
TR	5.29	311.02
10.58	321.60	
0+00	0.1	321.5
0+50	2.0	319.6
0+53		
0+79		
0+83.34	3.4	318.2
1+00	4.2	317.4
1+50	6.2	315.4
2+00	7.8	313.8
2+50	9.1	312.5
3+00	9.6	312.0
3+38.43	10.2	311.4
3+50	10.4	311.2
4+00	10.6	311.0

1" iron pin. 10' E fence con. on left lot 12

Water EV 0.5' at

" " on line

E.C.

E.C.



Lisbon St. Cont

321.60

77 10.66 310.94

5.42 316.36

4+50 5.5 310.9

5+00 5.4 311.0

5+50 5.5 310.9

6+00 5.1 311.3

6+50 4.5 311.9

6+90.34 4.1 312.3

7+00 4.1 312.3

7+50 3.7 312.7

8+00 3.0 313.4

8+50 2.8 313.6

8+79.56 2.5 313.9

8+89.00 2.5 313.9

1.88 311.98

B.C.

Pl. & water & Eff of Feb 12

E.C.

1" iron pin on Eff of Feb 12



PROFILE of PROPOSED WATER LINE  
 LINWOOD ST., N/L WITHERBY TO 450' SOUTH

KEMP  
 HOLDMAN &  
 ALEXANDER &

6-17-55

61

0199.64

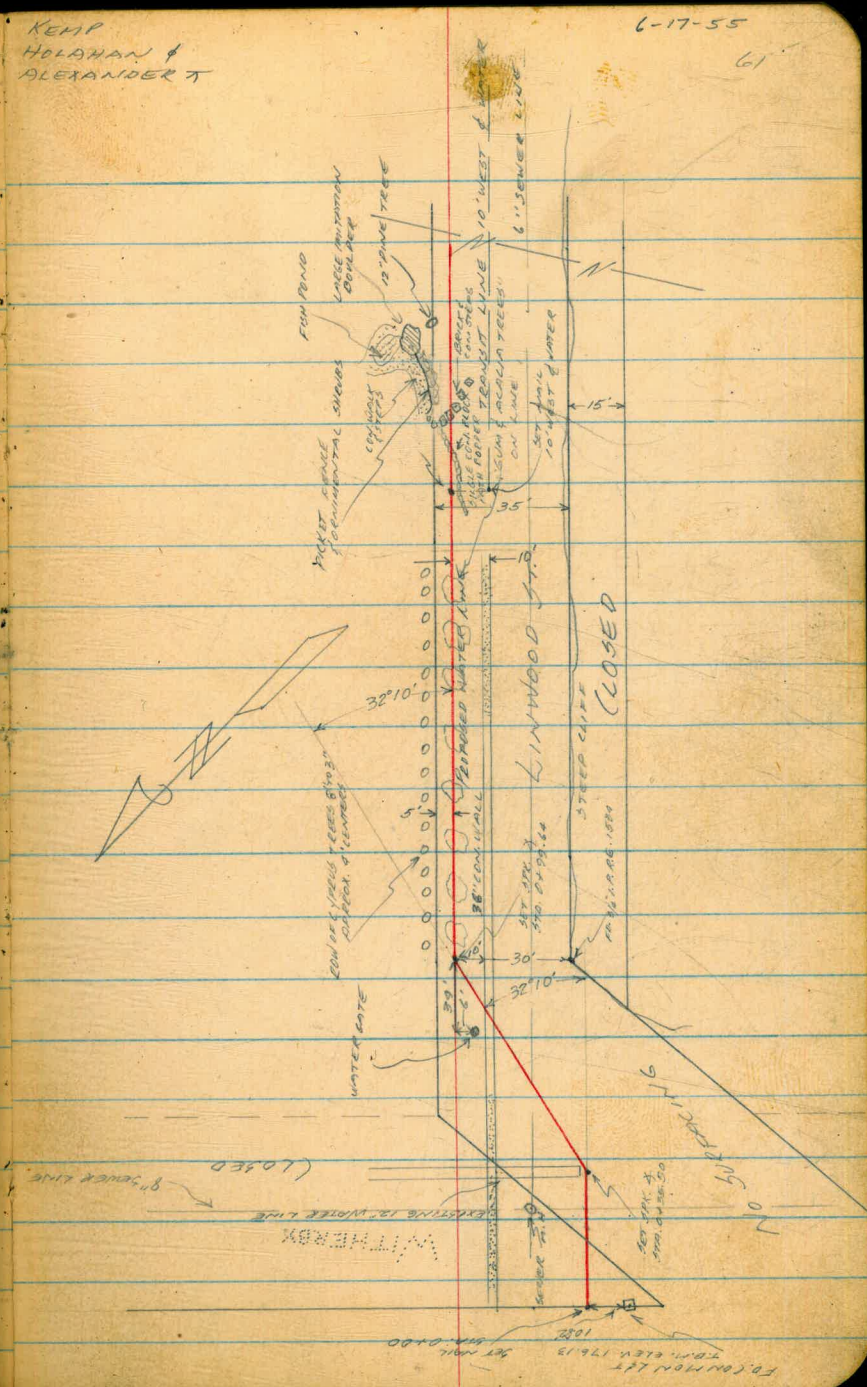
+

0135.58

+

0100

N/L WITHERBY







LINWOOD ST CONT.

11.77 187.90

176.13

B.M.

CITY MON 10.82' W. STA. 0+00 (SEE DRAWING)

RT.

LT.

0+00

22 178.7

N/L WITHERBY

11.7 9.2 6.6  
10' 0' 10'

0+25

SEWER CROSSING

0+25

SEWER M.H. 14.5' LT CUT 6.9 FLOW

0+35.50

22 178.7

7

12.4 11.2 9.0 9.2 9.5  
10' 3' 1' 0' 10'

0+50

8.6 179.3

8.7 9.3 8.6 4.6 3.1  
10' 1' 0' 4' 10'

0+65

5.7 182.2

6.6 6.6 5.7 2.7 2.1 4.0  
10' 2' 0' 3' 8' BOT. WALL 8' TOP WALL

4.0  
10'

T.P.

2.11 185.79

245 195.24

0+71

EXPOSED GAS LINE CROSSING

0+73

99 185.3

TOP SLOPE

0+80

93 185.9

12.2 9.7 9.3 5.7  
BOTTOM CON WALL 10' 4' 0' 10'

0+80

6.9 188.3

TOP " "



## LINWOOD ST. CONT.

	195.24		RT.	LT.
0 + 99.64		5.1 190.1	$\frac{116}{78}$ $\frac{24}{14}$ $\frac{80}{18}$ $\frac{63}{10}$ $\frac{51}{0}$ $\frac{31}{5}$ $\frac{16}{10}$ $\frac{117}{28}$	
T.P.		0.39 194.85		
	3.09 197.94			
1 + 08				BEGIN ROW CYPRUS TREES 8' LT
1 + 13				CLUMP 4 3" ACALIA 3' LT.
1 + 25				10" GUM TREE 2.5' RT.
1 + 33				4" ACALIA TREE 3' LT
1 + 39				" " " "
1 + 46				5' " " & WATER
1 + 50		6.0 191.9	$\frac{86}{14}$ $\frac{79}{18}$ $\frac{71}{10}$ $\frac{60}{0}$ $\frac{37}{5}$ $\frac{108}{14}$ $\frac{109}{18}$ $\frac{112}{20}$	
1 + 68				CLUMP 4 6" GUM TREES 1.5' RT
1 + 91				16" GUM TREE 2' RT
1 + 96				END CON WALL
1 + 96				2" WATER LINE 15' RT
2 + 00		3.5 194.4	$\frac{102}{20}$ $\frac{67}{10}$ $\frac{35}{0}$ $\frac{22}{5}$	
2 + 03				END ROW CYPRUS TREES 8' LT

LINWOOD ST. CONT.

197.94

RT.

LT.

2+20

BEGIN LOOSE RUBBLE WALL 3' LT.

2+25

3.1 194.8

10.5 7.3 3.1 2.9 0.6  
20' 10' 0' 3' 5'

2+25.03

BEGIN TRANSIT LINE 10' RT.

2+35

END LOOSE RUBBLE WALL 5' LT

T.P.

10.90 187.09

11.20 198.29

2+50

2.1 196.1

11.3 7.1 3.0 2.1 0.9  
20' 10' 4' 6' 5'

2+55

BEGIN BRICK & CON STAIRS

2+55

" PICKET FENCE 1' LT

2+60

2.2 196.0

2+75

END " " 2' LT

2+75

BEGIN ARTIFICIAL BOULDER & WATER

2+75

6.4 ~~192.8~~ 191.8

11.7 9.4 6.4 5.1 4.3  
20' 10' 0' 1' 5'

2+83

8.4 189.8

BOTTOM DRAIN OUTLET FOR FISHPOND

2+85

END ARTIFICIAL BOULDER &

2+85

16" PINE TREE 9' RT

2+85

BEGIN CACTUS & ORNAMENTAL SHRUBS



## LINWOOD ST. CONT.

198.29

RT.

LT.

T.P.

1224 186.00

12.40 198.40

2+95

4.7 193.7

3+00

2.2 196.2

3+10

BEGIN BRICK RETAINING WALL 10' LT

3+16

END " " " 6' LT

3+18

2" WATER LINE 24' RT

3+18

WATER MET. 9' RT

3+18

BEGIN BOARD RETAINING WALL 3' LT

3+18

12" PALM TREE 7' LT

T.P.

0.58 197.82

11.60 209.42

3+20

8.0 201.4

3+24

7" PEPPER TREE 5' RT

3+34

10" PALM " 7' LT

3+34

6.6 202.8

15.0	10.0	6.6	4.9
20'	10'	0	5'

3+50

4.2 205.2

12.7	8.6	4.2	3.2
20'	10'	0	5'

3+58

9" PALM TREE 7' LT

3+58

8" PEPPER " 1' RT.

## LINWOOD ST. CONT.

202.42

3+58

3+58

3+63

3+69

3+80

3+84

3+93

3+97

T.P.

203 200.39

4.99 205.38

4+00

+1.7 207.1

4+09

4+11

T.P.

1.60 203.78

10.21 213.99

4+50

2.1 211.9

4+53

RT.

LT.

END BOARD RETAINING WALL 3' LT

END CACTUS &amp; ORNIMENTAL SHRUBS

BEGIN SPLIT RAIL FENCE 10' LT

3" PEPPER TREE &amp; WATER

2" ACALIA " 6' LT.

CLUMP 3 4" PEPPER TREES 1' RT.

8" ACALIA TREE 6' LT.

CLUMP 3 3" PEPPER TREES 1' RT.

4.1	1.7	+1.7	+3.9
20'	10'	0	5

6" ACALIA TREE 1' RT

END SPLIT RAIL FENCE 12' LT.

7.8	5.5	2.1	0.0
20'	10'	0	5

BEGIN SURBANTINE BRICK WALL 5' LT



LINWOOD ST. CONT.

213.99

4+61

4+64

4+64

4+78.05

0.3 213.7

4+78.05

T.P.

8.94 205.05

9.19 214.24

5+00

1.1 213.1

T.P.

9.19 205.05

3.67 208.72

T.P.

13.15 195.57

1.37 196.94

T.P.

10.08 186.86

0.99 187.85

11.69 176.16 = 176.13

RT

LT.

14" PINE TREE 6.5' LT.

WATER STAND PIPE 4' RT

" MET. 10' RT

7.4 6.7 2.9 9.0 0.3 +0.5  
20' 14' 13' 10' 0 3.5 BOTTOM BRICK WALL

18" PINE TREE 5.5' LT.

8.2 7.7 5.0 9.0 1.1 +1.7  
20' 18' 11' 10' 0 6' BOTTOM BRICK WALL

T.B.M.

3/4" PROP PIPE 30' RT. (WATER (SEE DRAWING))

CITY MEN 10.82' W. STA 0+00

Alley 41 City HTS  
Central to 41st

STHS for Meters

6.40	358.33	357.93
0+78 M5	4.0	354.3 353.9
1+87 M5	3.2	355.1 354.2
2+30 M5	2.2	355.1 354.3
2+65 M5	3.5	354.8 354.3

West  
Williams  
Varonakis  
Kellhofer

69

9-17-55

NW of Central University

CO<sup>5</sup>

CO<sup>2</sup>

CO<sup>8</sup>

CO<sup>3</sup>



CAINES ST

Colusa to Benicia

Stks for Meters

Meters set 20<sup>ft</sup> from Q St 0+00 wly prop

11.37 45.24 33.87

0+46 M Stly	3.0	42.2	41.9
0+44 M Nly	1.8	43.4	42.3
1+06 M Nly	2.9	42.3	41.4
1+04 M Stly	4.0	41.2	40.9
1+59 M Stly	4.8	40.4	40.0
1+62 M Nly	3.4	41.8	40.3
1+90 M Stly	5.2	40.0	39.5
1+95 M Nly	3.7	41.5	39.7
2+50 M Nly	5.3	39.9	38.9
2+54 M Stly	6.5	38.7	38.4
3+09 M Stly	7.4	37.8	37.4
3+09 M Nly	6.7	38.5	37.7
3+62 M Stly	8.3	36.9	36.6
3+79 M Nly	8.1	37.1	36.6
	11.37	33.87	= 33.87

West  
Williams  
Varanakis  
Kellhofer

70

Line Colusa 120692 9-12-55  
to East  
019 Mon of Benicia + South Line Gaines

00 <sup>3</sup>	56.75
01 <sup>1</sup>	56.74
00 <sup>2</sup>	56.64
00 <sup>3</sup>	56.63
00 <sup>4</sup>	56.51
01 <sup>5</sup>	56.50
00 <sup>5</sup>	56.49
01 <sup>8</sup>	56.38
01 <sup>9</sup>	56.24
00 <sup>3</sup>	56.25
00 <sup>4</sup>	56.15
00 <sup>8</sup>	56.12
00 <sup>3</sup>	56.05
00 <sup>5</sup>	56.04







Jamasba Road Cont

899 326.95 317.96

TBM 3/4 IP see page 33

6+50 7.28 319.67

7+00 6.86 320.1

South edge AC pave

+50 6.54 320.4

8+00 6.08 320.9

1.2' to edge AC

+50 5.48 321.5

on edge AC pave

9+00 4.91 322.0

edge AC pave

+50 4.57 322.4

10+00 4.29 322.66

on edge AC pave

+50 3.88 323.1

11+00 3.51 323.4

4.5' RT to edge AC

165<sup>52</sup> X 9.91 334.81 205 324.90

X = 22° 18' RT

12+00 9.60 325.2

+ 8.1 To Flow

+00 9.75 325.06

TOP Nly Rim sewer MH 6° RT

+50 9.10 325.7

13+00 8.40 326.4

10' RT to edge AC pave

+50 7.46 327.4

14+00 6.39 328.4

+ 7.2 To Flow

10' RT To edge AC pave

+10 6.30 328.5

TOP Nly Rim sewer MH 6° RT

334.81

14+50	5.38	329.4
15+00	4.25	330.56
+50	3.30	331.50
	+7.6=10.90	=328.9 To Flow
+80	2.52	332.3
+95 <sup>12</sup>	2.36	332.45
+96	7.46	Top of BV Sta. at end of PL
190.	334.45	2.26 332.55
	9.64	324.81

9<sup>3</sup> RT To edge AC Pave9<sup>E</sup> R To Edge AC PAVT

Top xly pipe 5' RT 6' RT ✓  
 Begin curb 15+83<sup>E</sup> 10' RT (16" Conc Gutter)  
 10' RT edge lb ✓

at end of PL

Turn on end of Ch 10' RT 15+85

16+00 10' LT G.V.



ALLEY BLK. "4"  
 NOR. OF BROADWAY E. OF 31<sup>ST</sup>  
 (4<sup>25</sup>) STK'S 6" A.C. MAIN

B.M. 106 200.65 199.59

2/26/57

SHOREY  
 KEMP  
 PAULSON  
 O'BRIEN

N.E.B.P. "C" ST. & EDGE MONT

74

END WORK

4+10 6"X6" TEE 8.5 192.2 189.2 C3<sup>0</sup> + CUT TO EXIST. MAIN

4+00 OMIT 189.3

3+75 8.1 192.6 189.4 C3<sup>2</sup>

3+50 5.6 195.1 190.3 C4<sup>8</sup>

3+00 5.0 195.7 191.8 C3<sup>2</sup>

2+50 7.0 193.7 189.0 C4<sup>7</sup>

2+00 8.2 191.8 186.2 C3<sup>6</sup>

1+75 9.7 191.0 184.8 C6<sup>2</sup>

1+50 12.0 188.7 181.2 C7<sup>5</sup>

HP 2.05 189.36 13.34 187.31

1+00 9.3 180.1 168.2 C11<sup>2</sup>

BEGIN WORK

0+80 2" B.O. ASSY. 11.0 178.4 163.0 C15<sup>4</sup>

HP 13.25 191.64 10.97 178.39

HP 9.09 200.73 0.00 191.64

E. RIM SEW. M.H. 0+80 4<sup>25</sup> LT.

CK BM 1.15 199.58 = 199.59

WATER METERS

200.65

(SET METERS 6<sup>32</sup> LT. & RT. & ALLEY)

3+56 E 5.8 194.9 193.1 C1<sup>8</sup>

3+40 W. ✓ 4.9 195.8 193.9 C1<sup>9</sup>

3+02 W. ✓ 3+17 E. ✓ 4.5 196.2 194.7 C1<sup>5</sup>

2+78 E. ✓ 3+1 5.9 195.6 194.1 C0<sup>2</sup>

2+61 W. ✓ 6.7 194.8 193.5 C0<sup>5</sup>

2+21 W. ✓ 8.2 192.5 190.7 C1<sup>8</sup>

2+12 E. ✓ 8.5 192.2 190.1 C2<sup>1</sup>

1+87 W. ✓ 9.1 191.6 188.5 C3<sup>1</sup>

1+54 W. ✓ 10.9 189.8 184.7 C5<sup>1</sup>

1+15 W. ✓ 6.2 183.2 175.0 C8<sup>2</sup>

0+80 E (2 METERS)

11.4 178.0 165.7 C12<sup>3</sup>

11.8 177.6 165.7 C11<sup>2</sup>

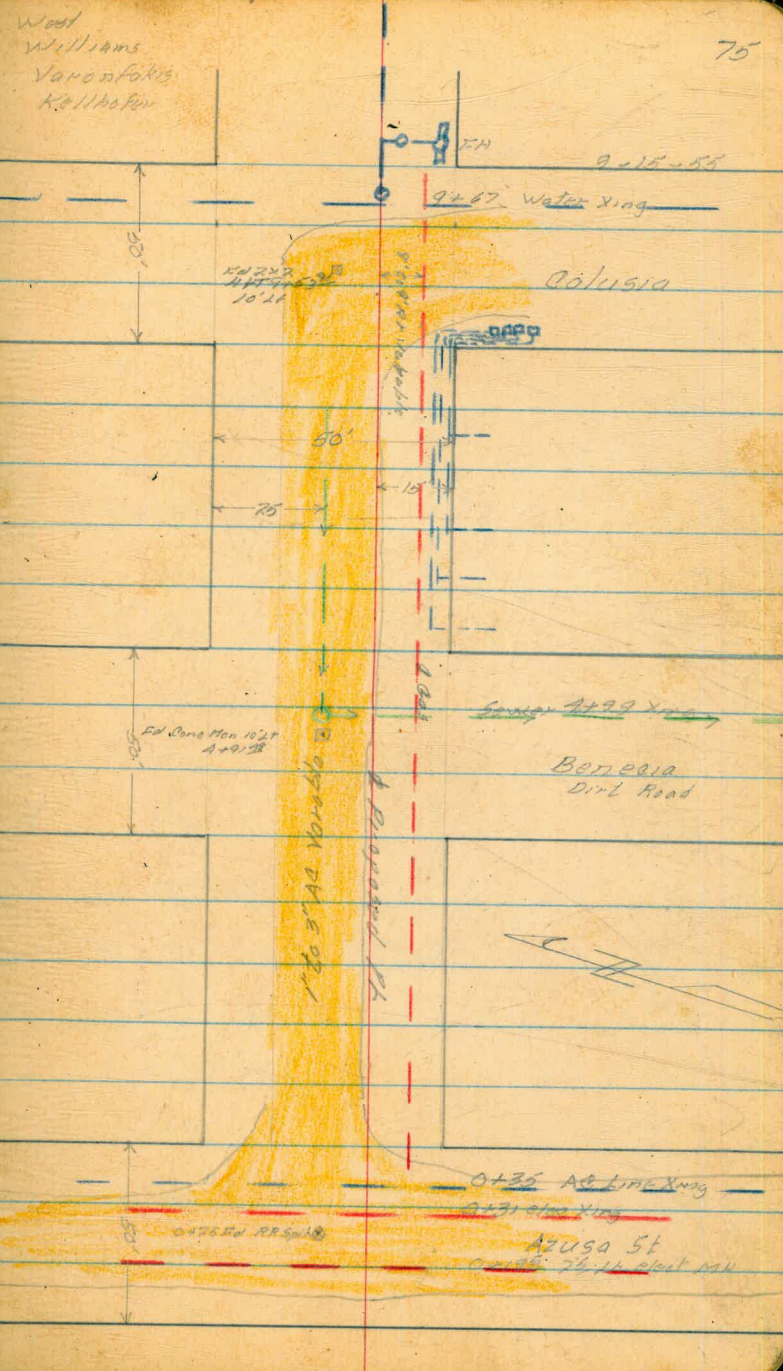


RILEY ST  
Azusa to Colusa  
Pelim Group 25

9+78 90 ± Ely prop line Colusa

4+91 48 2 0° 43' 30" Rt of Benecia

0+25 POT. 10' Lt Fd RR spke with cross  
0+00 Wly prop line Azusa





Riley St

	11.69	39.74		28.05
0+00			10.6	29.1
0+15			12.18	27.5
+50			11.98	28.2
+54			11.56	28.1
1+00			10.9	29.3
+50			9.8	29.9
2+00			8.3	31.4
+50			6.5	33.2
3+00			4.69	35.0
+50			2.94	36.8
4+00			1.19	38.5
	11.23	50.82	0.15	39.59
+50			10.83	40.0 7.3 to slow
+99			9.05	41.7
5+00			9.16	41.6
+50			7.79	43.0
6+00			6.27	44.5
+50			5.03	45.8

Reduced by A.E. Mathison 10-5-55  
CEM

76

55.36 Riley + Azusa

See See PB 2149 page 41

TBM RR Spike @ Riley + Azusa

Why prop Line Azusa

Begin AC pave

end of AC return on Azusa

2'11" edge AC pave

18'11" edge AC 26'11" to Why edge AC

0 on edge AC

1'11" edge AC pave

21'11" Why edge AC

0 on edge AC pave

Top fly rim sewer MH 10'11"

1'11" edge AC pave

19'11" Why edge AC pave

50.82

7+00		3.54	47.3
+50		1.64	49.2
	10.13	40.16	0.79
			50.03
			+7.0 To Flow
7+97		9.54	50.62
8+00		9.68	50.5
+50		8.29	51.9
9+00		6.86	53.3
+50		5.15	55.0
+78.90 ±		3.58	56.6
		4.82	55.34 = 55.36

10-5-51

Top 5ly rim lower 15' at  
edge AC 18' at  
19' at to Nly edge AC

ELY prop line Colusa  
2xP Hub of Colusa + Riley



63<sup>RD</sup> ST.  
MADRONE TO IMPERIAL AVE  
③ STR'S & GRD. 6" A.C. MAIN

4/23/56

SHREY  
KEMP  
SMITH

78

TBM	5.72	238.86		233.14		END OF Cb. LT. STA. 1+00
0+15 <sup>18</sup>	G.V. 5' RT.		1.1	237.8		C4 <sup>1</sup>
0+15 <sup>18</sup>	STUB 20' RT.		1.1			
0+15 <sup>18</sup>	6" X 6" TEE		1.4	237.5	233.4	C4 <sup>1</sup>
0+25			2.1	236.8	232.8	C4 <sup>2</sup>
0+50			4.0	234.9	230.8	C4 <sup>1</sup>
1+00			8.3	230.6	226.5 224.9	<del>C3<sup>2</sup></del> C4 <sup>1</sup>
1+50			12.6	226.3	222.5 223.0	<del>C3<sup>3</sup></del> C38
TP	0.79	226.40	13.25	225.61		
2+00			4.1	222.3	218.5 219.0	<del>C3<sup>3</sup></del> C38
2+50			8.0	218.4	214.3 215.0	<del>C4<sup>1</sup></del> C4 <sup>1</sup>
3+00			12.3	214.1	210.1 211.0	<del>C4<sup>1</sup></del> C4 <sup>0</sup>
TP	1.97	215.39	12.78	213.42		
3+50			5.0	210.4	206.2 207.0	<del>C4<sup>1</sup></del> C4 <sup>2</sup>
3+74	$\Delta = 8^{\circ}48'30''$	LT. G.V. By City	6.1	209.3	205.7 206.5	<del>C38</del> ± NOT MK'D
3+77	6" TEE	By City	6.1	209.3	206.4	C2 <sup>2</sup> ± NOT MK'D
CK. BM			2.75	212.64 =	212.62	TOP F.H. 63 <sup>RD</sup> & IMPERIAL AVE

WATER METERS.  
226.40

1+46 E.	+0.4	226.8	227.2	F04	"415"	SET & VERT. RISER 11' RT.
2+61 E.	8.8	217.6	218.0	F04	"433"	

29<sup>th</sup> ST.  
 BROADWAY TO "C"  
 ⑤ STK'S 6" A.C. MAIN

BM.	7.35	190.25	183.60
	BEGIN WORK		
0+30	8" X 6" TAPP. SLEEVE	8.5	182.5 178.9
0+75		8.3	182.7 179.3
1+00		6.0	185.0 181.4
1+50		2.4	188.6 185.5
2+00		3.1	187.9 184.3
2+50		4.8	186.2 182.8
3+00		7.6	183.4 178.9
3+25		9.8	181.2 177.0
3+75		15.3	175.7 171.8
3+09	6" TEE BY CITY	15.8	175.2 171.6
CK.		7.35	183.60 = 183.60

2/14/57  
 SHOREY  
 KEMP  
 PAHLSON  
 O'BRIEN  
 S.E. F.H. 29<sup>th</sup> & BROADWAY

± CUT TO EXIST. MAIN

C34

C36

C35

C36

C34

C45

C43

C39

C36 ± CUT TO EXIST. MAIN

0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50



12.92  
6177.50

33.67  
11.22  
22.45

38.75  
12.92  
51.67  
25.84  
77.51



1109044  
60

10.28  
661.70

6542640

30.85  
10.28  
41.13

50

478  
50  
128

110284  
60  
617040

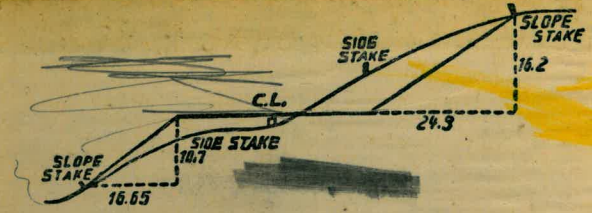
71.47  
49.38  
22.17  
30.57

415  
372  
43

110284  
45  
51420  
41136  
462780

6  
886.34  
3.85  
433.41  
1423.60

446.28



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