1052

F.B.1052

TRAVEL BOOK

1873

KEUFFEL & ESSER CO.

DRAWING MATERIALS
AND
SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

Tables for Excavations and Embankments.

MICROFILMED
DEC 2 1954

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 18 FEET WIDE, SIDE SLOPES 1 TO 1.

FOR SINGLE TRACK EXCAVATION.

"Copyright, 1895, by Keuffel & Esser Co."

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

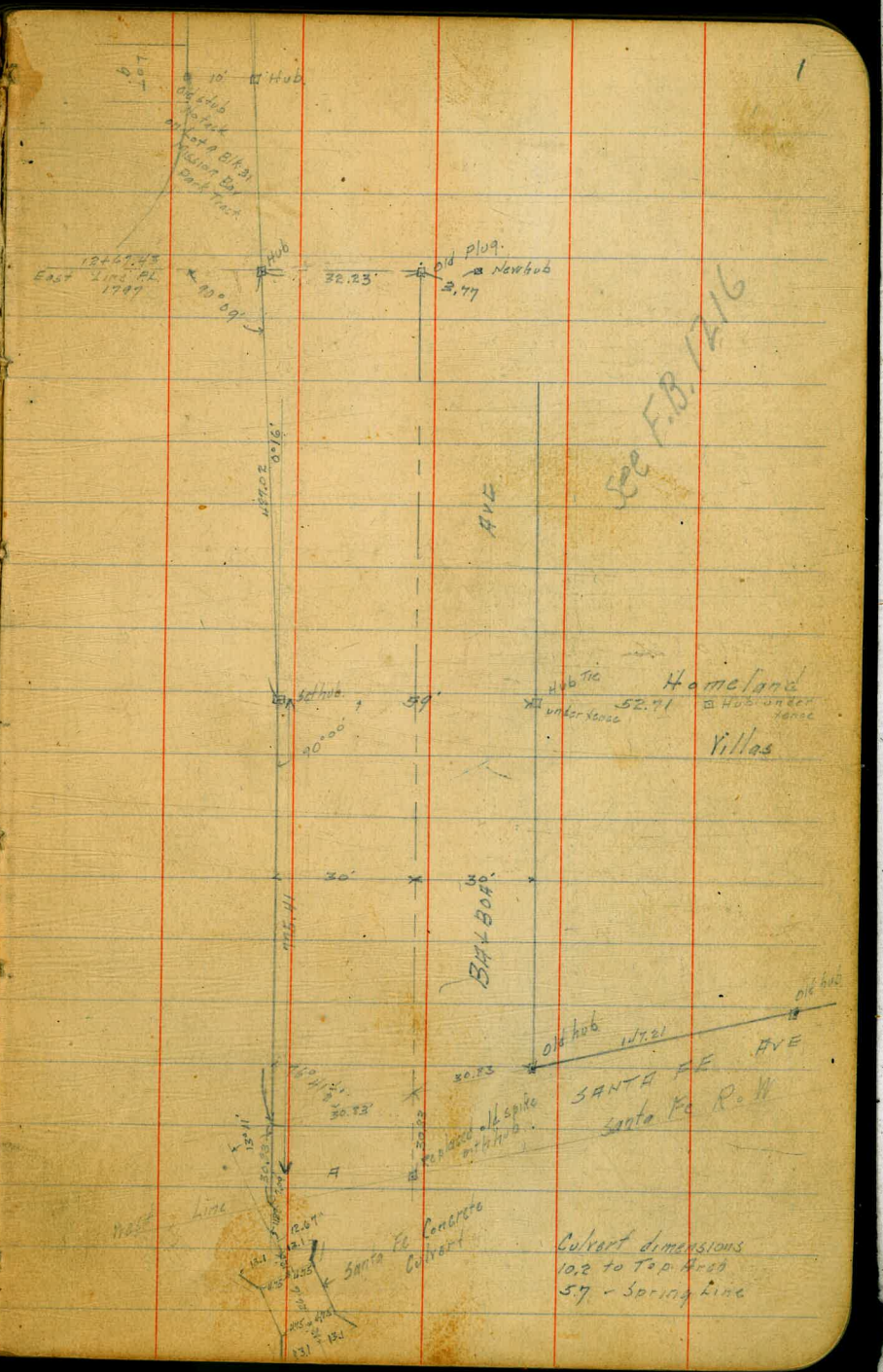
1052

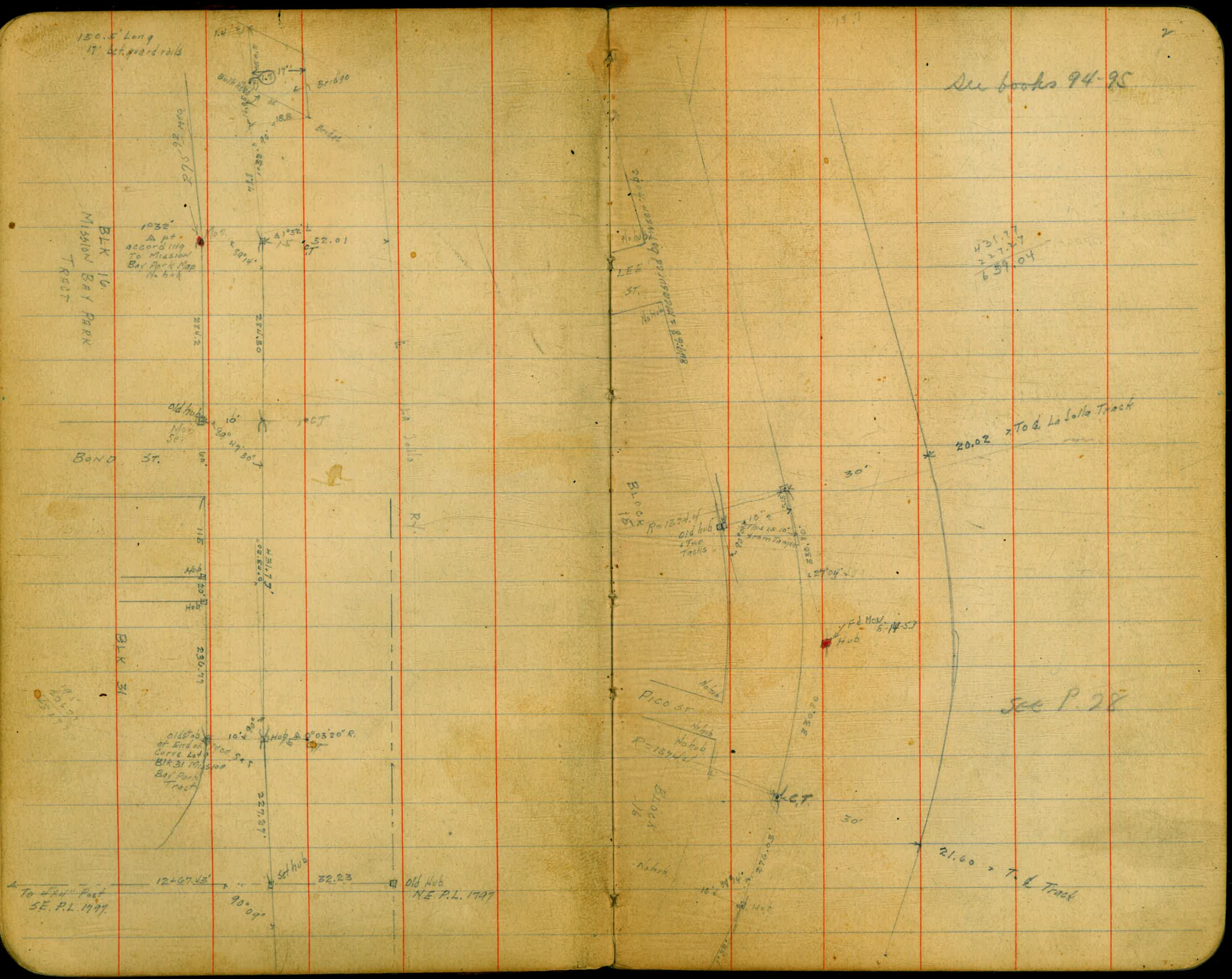
1/27/19 Gregory Miller Shaw.

CROSS SECTION OF 30 Road
Shown on Following pages

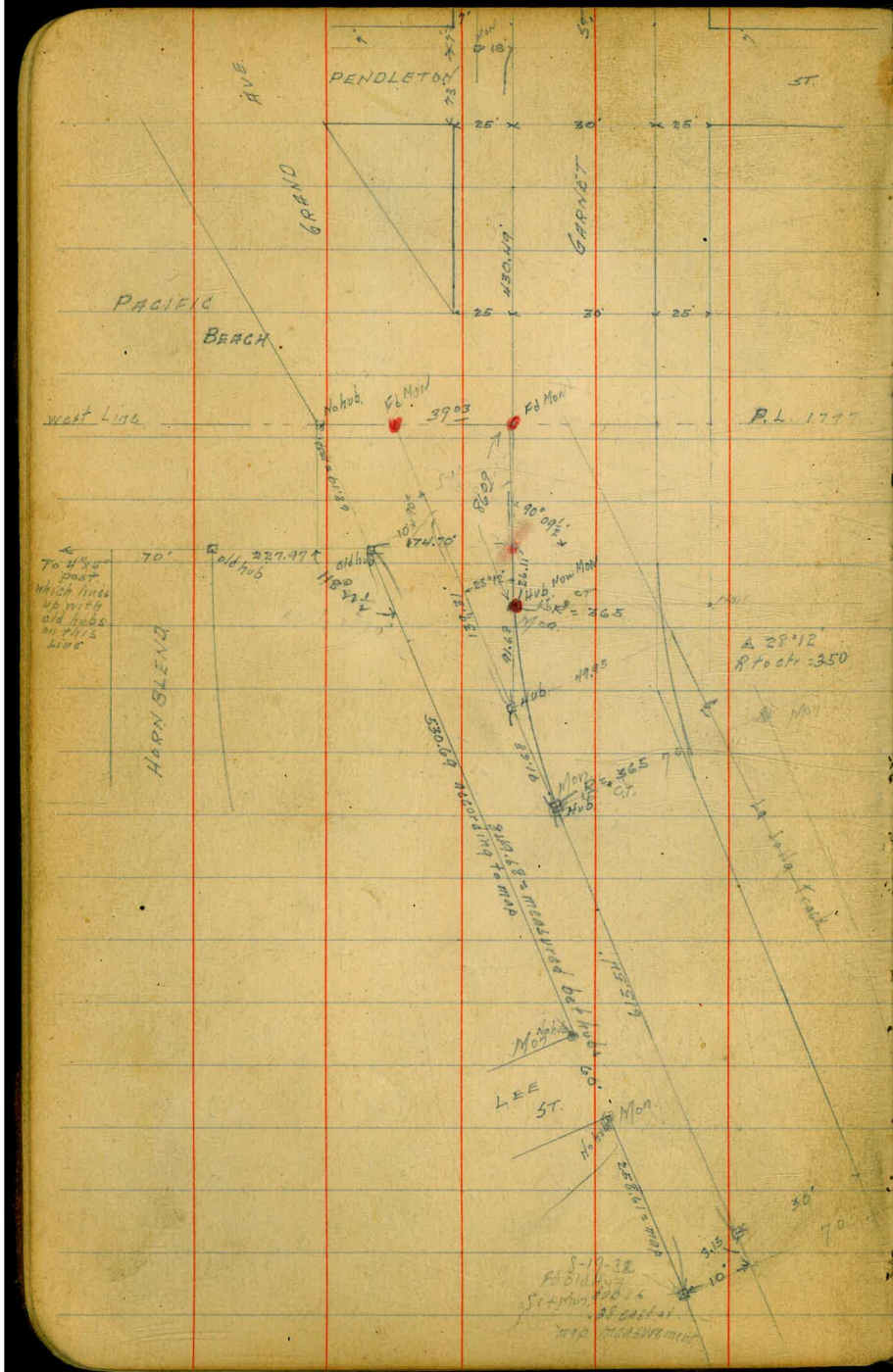
on BM	1.25	49.83		48.58
	West Face of Culvert			
No	on floor culv.		3.39	46.5
C	" " "		3.37	46.4
So	" " "		3.2	46.6
	West Line Santa Fe R.o.W.			
So.			3.9	45.9
+5			3.0	46.8
+15 = C			3.0	46.8
N			3.2	46.6
	7.09 W. on So 00 " " No } = SECT A = 0+00			
N			3.2	46.6
+5			3.2	46.6
+15 = C			3.0	46.8
S			3.8	46.0
		0+1		
S			3.8	46.0
+15 C			3.5	46.3
C+5			3.3	46.5
N			2.6	47.2

Spike on pole W side San Fe Row 100' No. Balboa Ave. See book 1013 page 13





150.5' Long
17' Set guard rails
Bridge
BLK 16
Mission Bay Park
Tract
1032'
Δ pt. according to Mission Bay Park Map No hub
52.01
Old hub
Bond St.
La Jolla Ry.
Hub
BLK 31
Old Stab at End of Curve Lot 9 Blk 31 Mission Bay Park Tract
Set hub
32.23
Old Hub
N.E. P.L. 1797
To 4x4" Post
S.E. P.L. 1797
90°09'
Lee St.
Block 16
R=1374.4
Old hub
Two Tacks
This is 10' from Tangent
Pico St.
No hub
C.T.
20.02
To ℄ La Jolla Track
30'
21.60
To ℄ Track
See books 94-95
See P. 28



	40.83		
	0+50		
N		4.0	45.8
+2		4.4	45.4
+15		4.9	44.9
+25		5.6	44.2
S		4.9	44.9
	1+00		
S		6.1	43.7
+6		6.7	43.1
+15		5.5	44.3
+25		5.6	44.2
N		4.9	44.9
	1+50		
N		5.9	43.9
+5		7.1	42.7
+15		7.5	42.3
+20		8.0	41.8
		7.5	42.3
	1+95		
S		9.3	40.5

		49.83		
+15			8.6	41.2
+25			7.9	41.9
N			6.9	42.9
		2+15		
N			7.4	42.4
+5			8.6	41.2
+15			9.0	40.8
+25			9.6	40.2
S			9.0	40.8
		2+30		
S			10.2	39.6
+15			9.2	40.6
+26			8.8	41.0
N			8.0	41.8
		2+50		
N			8.2	41.6
+4			9.1	40.7
+15			9.4	40.4
S			9.7	40.1

		49.83		
		3+00		
S			11.2	38.6
+15			10.3	39.5
+26			10.4	39.4
N			9.3	40.5
		3+48		
N			9.8	40.0
+5			10.9	38.9
+15			11.1	38.7
S			12.7	37.7
		3+57		
S			10.7	39.1
+5			12.5	37.3
+8			11.3	38.5
+15			11.0	38.8
+25			11.2	38.6
N			9.9	39.9
		3+70		
N			10.4	39.6
+5			11.4	38.6

		49.83									
+15			11.2	38.6		T.P.	0.60	38.06	12.37	37.46	
+19			11.6	38.2				5+00			
+22			12.6	37.2		So			2.6	35.5	
+25			11.1	38.7		+10			3.1	35.0	
S			12.0	37.8		+15			2.3	35.8	
		4+00				+23			2.1	36.0	
S			12.2	37.6		+24			3.5	34.6	
+15			11.7	38.1		+26			2.3	35.8	
+18			12.8	37.0		No			1.5	36.6	
+25			11.7	38.1				5+50			
N			11.1	38.7		N			2.9	35.2	
		4+50				+4			3.7	34.4	
N			12.3	37.5		+5			4.7	33.4	
+2.9			12.5	37.3		+6			4.7	33.4	
+3.0			13.6	36.2		+8			3.2	34.9	
+6			13.5	36.3		+10			3.8	34.3	
+6.1			12.6	37.2		+15			3.5	34.6	
+15			12.8	37.0		+21			4.1	34.0	
+19			13.1	36.7		S			4.1	34.0	
S			12.9	36.9							

		38.06		
		6+00		
S			5.1	33.0
+15			4.9	33.2
+20			4.9	33.2
+24			4.4	33.7
+25			5.6	32.5
+26			5.6	32.5
+27			4.4	33.7
N			4.3	33.8
		6+50		
N			5.8	32.3
+3			5.3	32.8
+4			6.5	31.6
+5			6.5	31.6
+7			5.3	32.8
+10			5.9	32.2
+15			5.8	32.3
So.			5.9	32.2
		7+00		
So			6.3	31.8
+15			6.3	31.8

So. 30' ox Balboa

+18			6.7	31.4
+23			6.3	31.8
+24			7.1	31.0
+25			7.1	31.0
+27			6.1	32.0
N			6.6	31.5
		7+50		
N			7.4	30.7
+4			7.2	30.9
+5			8.1	30.0
+10			7.2	30.9
+15			7.7	30.4
S.			7.9	30.2
		7+75.41 on So 7+75.48 " No. } = △ pt.		
So			8.0	30.1
+15			8.3	29.8
+23			7.5	30.6
+23.1			8.8	29.3
+26			7.5	30.6
N			7.8	30.3

	38.06		
	8+25		
N		81	30.0
+5		86	29.5
+6		9.8	28.3
+7		8.8	29.3
+15		9.3	28.8
+24		8.9	29.2
So.		8.9	29.2
	8+50		
So.		9.4	28.7
+15		9.8	28.3
+19		9.9	28.2
+22		9.0	29.1
+24		10.0	28.1
+26		9.2	28.9
No.		8.7	29.4
	9+00		
N		9.7	28.4
+3		10.0	28.1
+5		11.7	26.4

So 30' of Balboa

+7		10.4	27.7
+15		11.4	26.7
+18		10.6	27.5
S		10.6	27.5
	9+50		
So.		11.7	26.4
+15		11.6	26.5
+17		12.4	25.7
+22.9		11.4	26.7
+23		12.4	25.7
+24		12.4	25.7
+26		11.2	26.9
N		11.0	27.1
	10+00		
N		12.4	25.7
+3		12.6	25.5
+5		14.3	23.8
+6		12.7	25.4
+10		13.7	24.4
+15		12.7	25.4

S			12.8	25.3	
T.P.	0.51	25.97	12.60	25.46	
		10+50			
S			2.1	23.9	
+14			2.3	23.7	
+15			2.9	23.1	
+20			3.0	23.0	
+24			2.0	24.0	
+25			3.3	22.7	
+27			2.0	24.0	
N			1.8	24.2	
		11+00			
N			3.6	22.4	
+3			3.6	22.4	
+5			5.6	20.4	
+6			3.9	22.1	
+10			5.0	21.0	
+15			3.7	22.3	
S			3.6	22.4	

50 30' ox Balboa Ave

8

		11+50			
S			5.2	20.8	
+15			5.3	20.7	
+18			6.1	19.9	
+24			5.1	20.9	
+25			6.2	19.8	
+28			5.0	21.0	
N			5.1	20.9	
		11+87			
N			7.1	18.9	
+11			5.7	20.3	
+15			5.9	20.1	
S			6.0	20.0	
		11+91			
S			6.7	19.3	
+15			6.2	19.8	
N			6.1	19.9	
		12+00			
N			7.5	18.5	
+15			7.7	18.3	

		25.97			
S			7.7	18.3	
		12+13 = Approx ctr Rose Canon Rd			
S			7.5	18.5	
+15			7.4	18.6	
N			7.3	18.7	
		12+35			
N			8.0	180	
+15			7.5	18.5	
S			7.6	18.4	
		12+62.43 on So. 12+62.48 - No. = Pueblo Line			
S			9.4	16.6	
+15			8.8	17.2	
N			8.7	17.3	
		13+00			
No.			9.7	16.3	
+15			10.0	16.0	
So.			10.3	15.7	
		13+50			
So.			11.5	14.5	
+15			11.2	14.8	

N			10.8	15.2	
		13+64 = ctr of Track on So. X			
N			11.2	14.8	
+15			11.2	14.8	
S			11.6	14.4	
		13+82			
S			13.1	12.9	
+15			11.5	14.5	
N			11.2	14.8	
		14+21 = ctr of Track on No. X			
No.			14.8	14.2	
+15			12.4	13.6	
So.			13.6	13.4	
T.P.	1.30	15.18	12.09	13.88	
		14+50			
So.			4.3	11.9	
+15			2.3	12.9	
No			2.7	12.5	
		14+89.70 = Δ pt.			
No			3.4	11.8	

	15.18			
+15		2.8	12.4	
+23		3.1	12.1	
So.		4.0	11.2	
+1		4.2	11.0	
+10		3.2	12.0	
	15+50			
-10		4.1	11.1	
-7		3.5	11.7	
So		4.8	10.4	
+7		3.8	11.4	
+15		3.5	11.7	
+28		4.0	11.2	
No.		3.7	11.5	
	16+00			
No.		4.0	11.2	
+15		3.7	11.5	
+23		4.1	11.1	
+26		4.8	10.4	
S		4.9	10.3	
+7		3.9	11.3	

+10		4.3	10.9	
	16+50			
-10		4.4	10.8	
-6		4.1	11.1	
So.		5.2	10.0	
+8		4.3	10.9	
+15		4.0	11.2	
No.		4.3	10.9	
	17+00			
N		4.7	10.5	
+15		4.2	11.0	
+22		4.4	10.8	
+27		5.1	10.1	
S		5.2	10.0	
+7		4.8	10.4	
+10		4.1	11.1	
	17+50			
-10		4.2	11.0	
-4		5.2	10.0	
So		5.4	9.8	

		15.18			
+7			4.6	10.6	
+15			4.4	10.8	
No.			4.8	10.4	
		18+00			
No.			4.1	11.1	
+4			4.9	10.3	
+15			4.5	10.7	
+23			4.8	10.4	
So.			5.5	9.7	
+10			4.6	10.6	
		18+61.44 = E.L. Bond St.	4.65		= cement curb SE Grand & Bond
-10			4.6	10.6	
-4			4.4	10.8	
-3			5.4	9.8	
So.			5.8	9.4	
+12			4.6	10.6	
+15			4.7	10.5	
+23			5.0	10.2	
No.			4.4	10.8	

		18+91.44 = ct.	Bond St.		
No.			4.4	10.8	
+15			4.7	10.5	
+18			4.6	10.6	
S			5.2	10.0	
+2			4.8	10.4	
+10			4.8	10.4	
		19+21.44 = W.L.	Bond St.		
			4.60	10.58	= cement curb on SW Grand + Bond
-10			4.6	10.6	
S			4.6	10.6	
+0.3			5.5	9.7	
+11.0			4.7	10.5	
+15			4.7	10.5	
+22			5.0	10.2	
N			4.4	10.8	
		19+50			
N			4.4	10.8	
+7			4.8	10.4	
+15			4.8	10.4	
+20			4.8	10.4	

15.18

50.	5.5	9.7
+3	4.9	10.3
+10	4.6	10.6
20+00		
-10	4.7	10.5
-6	5.3	9.9
5	5.5	9.7
+10	4.9	10.3
+15	4.9	10.3
+20	5.3	9.9
+27	4.8	10.4
N	5.4	9.8
20+50		
N	5.8	9.4
+5	5.0	10.2
+6	5.5	9.7
+15	4.9	10.3
+20	4.9	10.3
5	5.6	9.6
+10	4.5	10.7

No. 30' of Grand 17

21+15		
-10	4.6	10.6
-7	4.6	10.6
-6	5.7	9.5
-3	6.0	9.2
5	5.8	9.4
+8	5.1	10.1
+15	5.2	10.0
+23	5.5	9.7
+24	5.1	10.1
N	6.1	9.1
21+70		
No.	6.3	8.9
+8	5.3	9.9
+15	4.7	10.5
+25	4.6	10.6
5	5.1	10.1
+7	6.1	9.1
+10	5.1	10.1

15.18

22+05.77' W on So
22+06.17 " No. } = Δ pt.

-10		5.6	9.6
5		4.4	10.8
+4		4.1	11.1
+15		4.2	11.0
+27		5.2	10.0
+29		5.6	9.6
+30 = N		7.7	7.5

0+00 = rt angles to So Line at Δ pt.
0+35'

-5		8.0	7.2
-1		8.0	7.2
N		5.5	9.7
+8		3.8	11.4
+11		4.1	11.1
+15		3.7	11.5
+26		3.7	11.5
5		4.2	11.0
+7		5.8	9.4
+10		4.6	10.6

No 30' ox Grand

13

0+68

-10			6.3	8.9	
-5			5.6	9.6	
5			3.2	12.0	
+4			2.9	12.3	
+15			3.0	12.2	
N			5.7	9.5	Use this for ↑ only
No			13.7	1.5	Use this for ↓ only
T.P.	3.84	15.53	3.49	11.69	

0+79

No.	13.9	1.6	
+11	13.7	1.8	below bridge
+11.2	2.9	12.6	= floor bridge
So th	3.1	12.4	
+2	3.1	12.4	
+2.1	5.1	10.4	
+10	7.7	7.8	

0+95.8

-10	9.4	6.1
-3	8.9	6.6

		15.53			
So.			2.8	12.4	use this ↑ only
So.			9.0	6.5	" " ↓ "
+15			13.5	2.0	under br.
+18			14.0	1.5	
No.			14.3	1.2	
		1+24			
No.			14.9	0.6	
+15			14.7	0.8	
So.			16.0	-0.5	
+10			13.0	2.5	
		1+62			
-10			15.5	-0.0	
So.			15.5	-0.0	
+15			15.2	0.3	
No.			14.4	1.1	
		2+02			
No.			14.1	1.4	
+15			14.3	1.2	
So			14.4	1.1	
+10			14.6	0.9	

		2+27			
-10			13.8	1.7	
S			14.7	0.8	
+15			13.4	2.1	
No.			11.4	4.1	
		2+35			
No			9.0	6.5	
+5			10.9	4.6	use for ↑ only
+5			7.8	7.7	" " ↓ "
+15			3.3	12.2	
+23			2.7	12.8	on bridge
S			15.1	0.4	
+10			15.0	0.5	
		2+45			
-10			12.7	2.8	
So.			11.6	3.9	
+1			2.7	12.8	
+15			2.8	12.7	
+25			3.4	12.1	
No.			5.3	10.2	

15.53

2+56

N.	3.6	11.9
+5	2.3	13.2
+15	2.4	13.1
So.	2.8	12.7
+0.1	7.4	8.1
+10.	11.3	4.2

2+76.03 = P.C. radius on S.L. = 1374.4
Stations are on ℄

-10	8.0	7.5
-5	6.0	9.5
S	3.1	12.4
+7	2.5	13.1
+15	2.5	13.1
+26	3.0	12.5
N	4.6	10.9

3+00

N	4.3	11.2
+5	2.6	12.9
+15	2.6	12.9
+23	2.8	12.7

S	3.4	12.1
+3	4.2	11.3
+10	5.3	10.2

3+50

-10	4.9	10.6
S	2.9	12.6
+0.5	3.4	12.1
+7	2.9	12.6
+15	2.8	12.7
+26	3.0	12.5
+27	2.6	12.9
N	3.5	12.0

4+00

N	3.9	11.6
+8	3.0	12.5
+15	3.1	12.4
+21	3.2	12.3
+28	3.7	11.8
S	3.3	12.2
+6	4.4	11.1
+10	4.5	11.0

		15.53			
		4+50			
-10			4.6	10.9	
5			3.2	12.3	
+2			3.6	11.9	
+9			3.1	12.4	
+15			3.0	12.5	
+23			2.9	12.6	
+26			3.1	12.4	
+27			2.8	12.7	
N			3.1	12.4	
		5+00			
N			3.3	12.2	
+2			3.0	12.5	
+3			3.4	12.1	
+10			2.8	12.7	
+15			3.0	12.5	
+19			2.9	12.6	
+27			3.4	12.1	
5			3.0	12.5	
+4			4.1	11.4	

+10			4.6	10.9	
		5+50			
-10			4.5	11.0	
5			4.4	11.1	
+3			3.2	10.3	
+4			3.8	11.7	
+12			3.2	12.3	
+15			3.2	12.3	
+20			3.0	12.5	
+27			3.3	12.2	
+28			3.0	12.5	
N.			3.6	11.9	
T.P.	3.90	16.30	3.13	12.40	
		6+00			
N			4.8	11.5	
+3			4.1	12.2	
+4			4.5	11.8	
+11			4.1	12.2	
+15			4.2	12.1	
+20			4.2	12.1	

		16.30		
+27			4.6	11.7
+28			4.2	12.1
S			4.7	11.6
+7			5.8	10.5
+10			5.9	10.4
		6+50		
-10			6.3	10.0
S			5.3	11.0
+2			4.6	11.7
+3			5.0	11.3
+10			4.4	11.9
+15			4.4	11.9
+20			4.4	11.9
+25			4.7	11.6
+26			4.3	12.0
N			4.8	11.5
		7+00		
N			5.1	11.2
+5			4.2	12.1
+5.5			4.4	11.7

+15			4.7	11.6
+26			5.1	11.2
+27			4.7	11.6
S			5.6	10.7
+10			6.4	9.9
		7+50		
-10			6.9	9.4
S			5.1	11.2
+1			5.4	10.9
+7			5.0	11.3
+15			4.8	11.5
+25			4.8	11.5
+28			4.6	11.7
N			5.1	11.2
		8+00		
N			5.3	11.0
+5			4.9	11.4
+9			4.6	11.7
+15			4.7	11.6
+20			4.9	11.4

		16.30			
S			5.3	11.0	
+10			6.4	9.9	
		8+50			
-10			5.8	9.5	
S			5.3	10.0	
+6			5.0	10.3	
+15			4.9	11.4	
+22			5.2	11.1	
N			3.7	12.6	
		9+00			
N			4.4	11.9	
+6			4.8	11.5	
+7			5.4	10.9	
+15			5.0	11.3	
S			5.3	11.0	
+10			6.1	10.2	
		9+32.39 = EC.			
-10			6.3	10.0	
-6			5.2	11.1	
-4			5.8	10.5	

S			5.4	10.9	
+4			5.2	11.1	
+15			5.2	11.1	
+20			5.4	10.9	
N			5.1	11.2	
T.P.	5.45	16.04	5.71	10.59	Hub E.C.
		10+00			
N			4.2	11.8	
+4			5.1	10.9	
+9			5.4	10.6	
+15			5.4	10.6	
S			5.3	10.7	
+4			5.6	10.4	
+5			5.2	10.8	
+10			6.8	9.2	
		10+50			
-10			6.6	9.4	
-5			5.2	10.8	
-4			5.5	10.5	
S			5.2	10.8	

		16.04			
+15			5.2	10.8	
+22			5.7	10.3	
+24			5.1	10.9	
N			4.4	11.6	
		11+00			
N			4.1	11.9	
+7			5.4	10.6	
+15			4.9	11.1	
+21			4.7	11.3	
5			5.0	11.0	
+4			5.4	10.6	
+5			4.8	11.2	
+10			6.0	10.0	
		11+40			
-10			6.1	9.9	
-5			4.5	11.5	
-4			5.1	10.9	
5			4.9	11.1	
+9			4.6	11.4	
+15			4.7	11.3	

			No 30 of Grand		
+22			5.3	10.7	
N			3.0	13.0	
		11+65			
N			4.4	11.6	
+8			5.5	10.5	
+15			4.8	11.2	
+20			4.6	11.4	ctr travel
5			4.9	11.1	
+3			5.1	10.9	
+6			4.5	11.5	
+10			5.6	10.4	
		11+87.47 =	E.L. Lee St		
-10			5.5	10.5	
-5			4.5	11.5	
-4			5.2	10.8	
5			5.1	10.9	
+9			4.7	11.3	ctr travel
+15			4.9	11.1	
+20.5			5.2	10.8	
+23			4.7	11.3	

		16.04			
N			4.4	11.6	
		12+17.47 = ctr Lee St			
N			4.1	11.9	
+10			5.0	11.0	
+15			4.8	11.2	
+21			4.7	11.3	ctr travel
S			5.0	11.0	
+4			5.2	10.8	
+6			4.8	11.2	
+10			5.5	10.5	
		12+47.47 = W.L. Lee St			
-10			5.1	10.9	
S			4.7	11.3	
+15			4.6	11.4	
+20			4.8	11.2	
+22			4.2	11.8	
N			4.1	11.9	
		13+00			
N			4.0	12.0	
+5			3.5	12.5	

+9			4.1	11.9	
+15			4.0	12.0	
S			4.1	11.9	
+6			4.2	11.8	
+10			5.6	10.4	
		13+16 = 14" sheet iron culvert			
-11			6.6	9.4	= top ox So. End ox culv.
-10			5.2	10.8	
-6			3.9	12.1	
-5			4.3	11.7	
S			4.1	11.9	
+15			4.0	12.0	
+20			3.9	12.1	
+21			3.7	12.3	
+28			4.4	11.6	
+28.8			5.4	10.6	= top ox No End ox culv
N			6.5	9.5	
		13+25			
N			4.5	11.5	
+2			3.7	12.3	

concrete wing walls on No. End
Fair shape.
Culvert is necessary.

		16.04			
+10			3.9	12.1	
+15			3.8	12.2	
S			3.8	12.2	
+5			4.0	12.0	
+6			3.7	12.3	
+10			4.5	11.5	
		13+50			
-10			4.7	11.3	
-6			3.3	12.7	
-5			3.8	12.2	
S			3.4	12.6	
+15			3.3	12.7	
+20			3.5	12.5	
+25			2.8	13.2	
N			2.9	13.1	
		14+00			
N			2.5	13.5	
+7			1.7	14.3	
+9			2.4	13.6	
+15			2.0	14.0	

No. 30' ox Grand Ave

S			2.2	13.8	
+6			2.0	14.0	
+10			4.0	12.0	
		14+50			
-10			2.4	13.6	
-6			0.5	15.5	
S			0.5	15.5	
+15			0.5	15.5	
+21			1.2	14.8	
+24			0.5	15.5	
N			1.2	14.8	
T.P.	12.01	27.36	0.69	15.35	
		15+00			
N			11.1	16.3	
+8			10.6	16.8	
+9			11.2	16.2	
+15			10.5	16.9	
S			9.9	17.5	
+5			10.1	17.3	
+6			9.8	17.6	

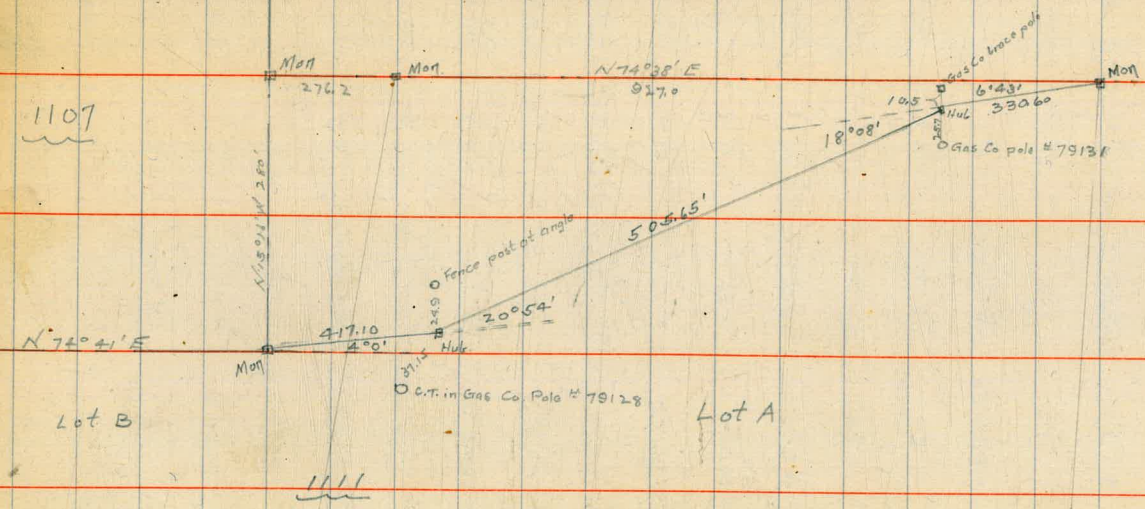
		27.36			
+10			12.9	14.5	
		15+47.93 = P.C. of 350' radius curve			
-10			12.3	15.1	
-4			8.2	19.2	
S			8.5	18.9	
+15			9.0	18.4	
+24			9.9	17.5	
N			8.9	18.5	
		16+00			
N			7.3	20.1	
+15			7.0	20.4	
S			6.8	20.6	
		16+50			
S			5.6	21.8	
+15			5.7	21.7	
N			5.9	21.5	
		17+00			
N			4.7	22.7	
+11 app			4.8	22.6	= ctr Track
+15			4.6	22.8	

+27			4.6	22.8	
S			4.2	23.2	
		17+20.19 = E.C.			
S			4.1	23.3	
+15			4.3	23.1	
+24			4.3	23.1	
N			3.7	23.7	
		17+46.30 = E.L. of Quincy			
N			2.7	24.7	
+2			3.4	24.0	
+15			3.2	24.2	
S			3.7	23.7	
		17+76.30 = ctr Quincy			
S			2.7	24.7	
+15			1.7	25.7	
+27			1.7	25.7	
N			0.9	26.5	
		18+06.30? = E.L. Pacific Bch.			
N			0.0	27.4	
+15			0.1	27.3	

		27.36			
+20			0.1	27.3	
5			1.2	26.2	
T.P.	10.17	36.67	0.86	26.50	
T.P.	13.00	49.38	0.29	36.38	
T.P.	2.24	50.86	0.76	48.62	
chk B.M.			0.56	50.30 =	B.P. Grand
				50.37	& Lamont

7/26/19 { Davis, C. Moore, B. Moore

Location of Road bet. S.E. Cor P.L. 1107 & N.E. Cor Lot A P.L. 1111 Missoula Valley



8/8/19	Gregory Miller Shaw	Levels on Dirt Curb on Sunset Blvd. bet End of Cement Curb E. of Ingleside to Witherby St		282.90	For levels on Cement Curb see Book B11
on B.M.	4.10	287.00		282.90	Mon. NE Ingleside
		147.65 E. of Ingleside = West end of cement			
No. Side			9.47	277.53	on cement
125' E of Ingleside		No. Cb line	9.3	277.70	
100'			7.7	279.3	
75'			6.2	280.8	
60'			5.5	281.5	
30'			5.0	282.0	
E. L. Ingleside			4.7	282.3	
W. L.		No. Cb line	5.7	281.3	
50' W of			7.7	279.3	
100'			10.4	276.6	
120.4		= cement walk to house on N.L. Sunset	11.2	275.8	level with lawn
143.5		= drive to garage	12.9	274.1	
385.5' E of Coats So. Cb line			8.14	278.86	= cement
360'			7.0	280.0	= dirt
330'			6.3	280.7	

		287.0		
300' E of Coats So. Cb line			5.2	281.8
265			3.8	283.2
230			5.2	281.8
200'			6.3	280.7
150'			8.5	278.5
100			10.8	276.2
50			13.2	273.8
T.P.	0.95	275.27	12.68	274.32
25'			2.4	272.87 = P.C.
E. L. Coats + St. Sunset			3.3	271.97
25' So. of St. Sunset + E Cb line Coats			2.9	272.37 = E.C.
W. L. Coats + St. Sunset			6.1	269.17
25' W of St. So Cb line			7.9	267.37 = EC SW Coats
75'			11.5	263.77
115'			13.6	261.67
135			14.4	260.87
E.L. Witherby			14.5	260.77
150' W of Ingleside		No. Cb line	1.7	273.57

	275.27			
200' W of Ingleside No. Cbline		4.1	271.17	x
250' " " " " " "		5.8	269.47	x
300' " " " " " "		8.4	266.87	✓
350 " " " " " "		12.4	262.87	✓
391.4 " " " " " "		15.1	260.17	= E.L. Witherby

10/9/19 Gregory Miller Shaw

Measurements on Biological GRADE for Estimates.

		width
P.C. of Curve So. End. of paving		16.5
Center of 1st Curve	419.59'	16.5
E.C. of 1st Curve		16.6
So. Line of P.L. 1298 = 0+00		16.6
145.54 = E.C.		16.6
1+80.64		16.6
2+15.75 = P.C.		17.3
3+81.67 = E.C.		17.3
6+20.79 = P.C.		17.3
7+40.05 = E.C.		17.3
9+55.50 = P.C.		17.3
9+95.50		19.5
10+21.00		21.2
10+53.00		19.6
10+86.40 = E.C.		17.5
11+59.49 = P.C.		17.5
12+68.86 = E.C.		17.5
13+13.64 = P.C.		17.2
13+40		18.9

	width
13+67	20.0
13+91	21.2
14+26	21.1
14+60	19.4
14+86.69 = E.C.	17.7
15+43.32 = P.C.	17.6
15+95	20.3
16+45	21.0
16+95	19.7
17+43.54 = E.C.	17.5
20+86.77 = P.C.	17.4
21+36.77	20.8
21+86.77	21.0
22+41.23 = E.C.	17.6
24+21.67 = P.C.	17.4
(?) 24+66.15 = C.C.	21.3
25+10.63 = E.C. (This tangent dis is mapped)	17.3
? 25+76.63 = P.C.	17.3
26+44.70 = C.C.	21.3
27+10.77 = E.C.	17.4

29+04.47 = P.C.	17.3	
29+82.67 = C.C.	21.3	
30+60.87 = E.C.	17.4	
31+37.57 = P.C.	17.3	
31+77.03 = C.C.	21.3	
32+16.49 = E.C.	17.3	
32+64.30 = P.C.	17.3	
33+14.30	17.4	
33+89.96 = P.C.C.	17.3	
34+99.75 = P.C.C.	17.3	
35+38.93 = Center Curve. Add 1650 to finish outcurve	31.3	
35+78.12 = P.C.C.	17.3	
36+20.01 = E.C.	17.3	
36+39.13 = P.C.	17.3	
38+62.89 = P.R.C.	17.2	
39+93.79 = E.C.	17.3	
40+35.04 = P.C.	17.3	
41+94.68 = E.C.	17.3	
42+85.16 = P.C.	17.3	
44+31.32 = E.C.	17.3	
44+58.66 = P.C.	17.3	
46+27.54 = E.C.	17.3	
46+60.50 = P.C.	17.3	
48+54.23 = P.C.C.	17.3	
49+57.05 = C.C.C.	21.4	
50+59.88 = E.C.	17.3	
56+46.39 = P.C.	17.3	
59+03.70 = P.C.C.	17.2	
62+07.84 = P.R.C.	17.3	
65+95.83 = E.C. + End of Grade	17.4	

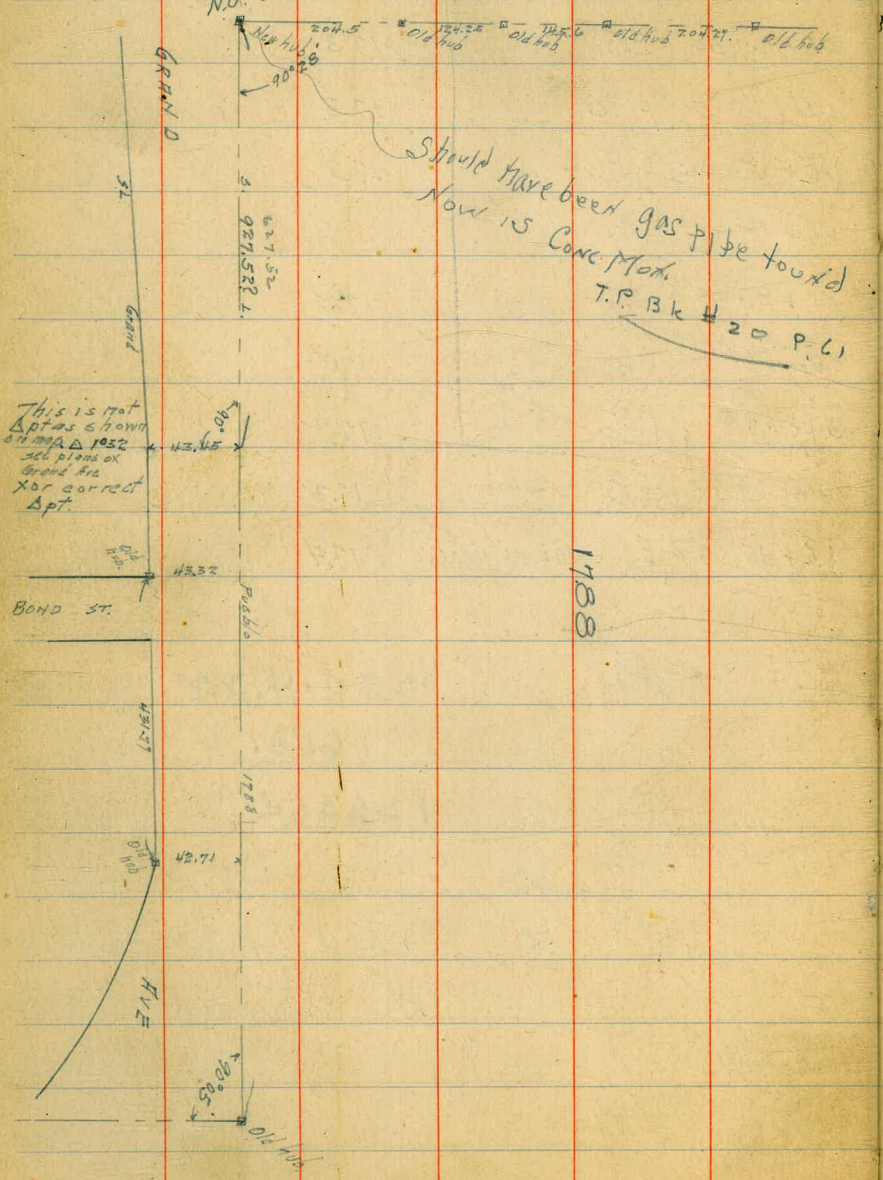
Total 125014.22

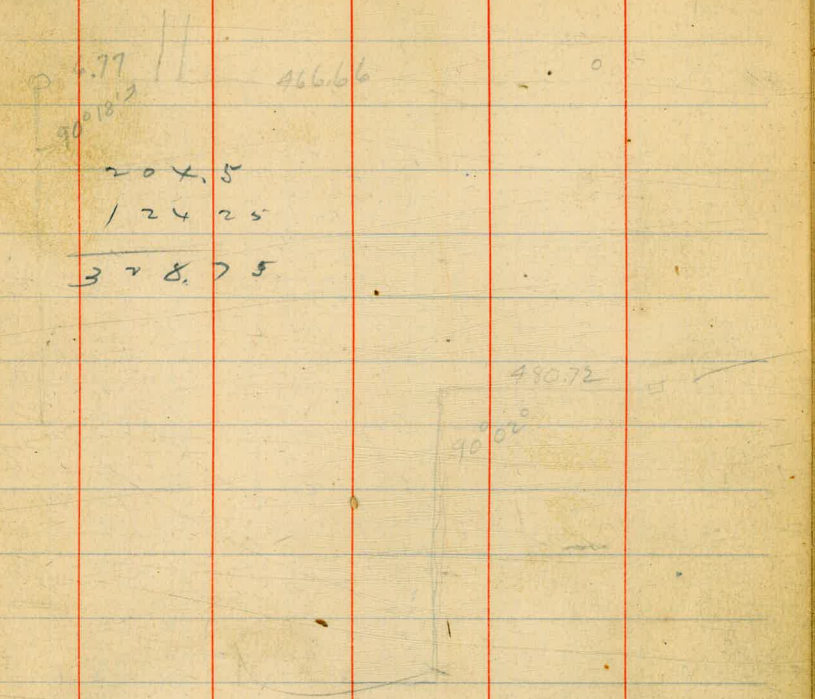
1650.

126664.

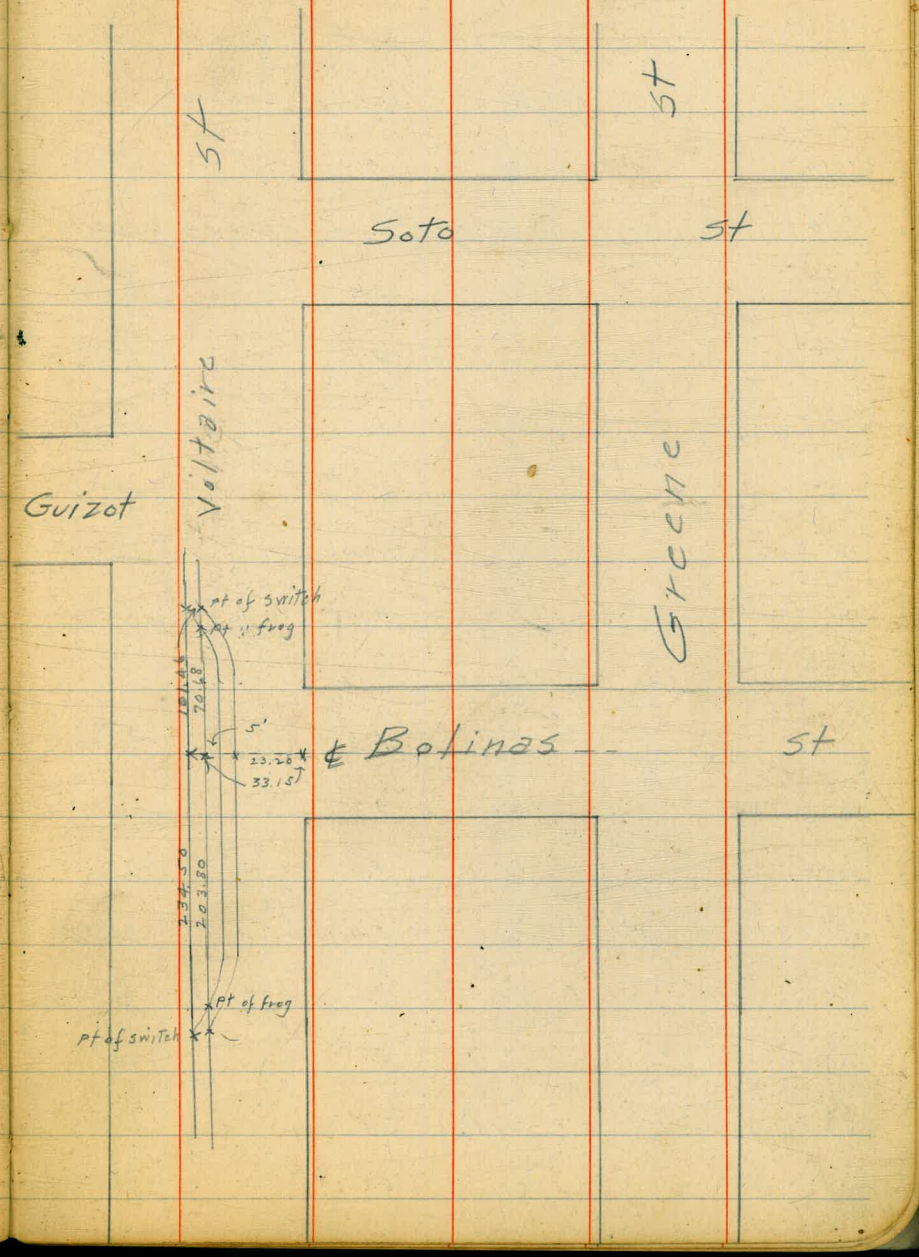
11/14/19 Gregory Miller

Ties on SL. P.L. 1788.





1/13/19 Dunkle
C. Moore
B. Moore



3/16/40	Gregory Miller Shaw	CROSS SECTION OF SUNSET BLVD X from a point 147.65' E of Ingleside to E.L. of Witherby		80' wide	14' cbs
					Mon NE INGLESIDE
	N.27	285.17		282.90	
		147.65' E of Ingleside		= 0+00	
N			9.4	-7	277.77
(cb)	do not use for fardage		(7.65)	277.52	= cement cb
cb			8.5		276.6
1/4			9.1		276.0
C			8.6		276.5
1/4			9.0		276.1
cb			10.0		275.1
cb			9.07		on cement
		0+10			
So cb.			8.33		276.8
cb			9.2		275.9
1/4			8.4		276.7
C			8.2		276.9
1/4			8.5		276.6
cb			8.0		277.1
+6			7.5		277.6
+10			6.1		279.0

			285.17		
N			5.7		279.4
		0+40			
N			3.7		281.4
+4			3.8		281.3
+9			6.3		278.8
cb			6.6		278.5
1/4			6.7		278.4
C			6.3		278.8
1/4			6.5		278.6
cb			6.9		278.2
+3			6.15		279.0 on cement
S			5.9		279.2
		0+50			
S			5.3		279.8 = NE cor. of runway.
cb.			5.8		279.3
1/4			5.9		279.2
C			5.8		279.3
1/4			6.1		279.0
cb			6.0		279.1
+4			5.7		279.4

		285.17			
+9			36		281.5
N			3.4		281.7
		0+80			
N			2.7		282.4
cb			4.2		280.9
1/4			4.3		280.8
c			4.5		280.6
1/4			4.9		280.2
cb			4.9		280.2
S			4.3		280.8
		(0+74)	4.41	280.7	NW cor. of runway
		1+00			
S			3.3		281.8
+4			4.3		280.8
cb			4.2		280.9
1/4			4.3		280.8
c			4.1		281.0
1/4			3.8		281.3
cb			3.4		281.7
N			2.2		282.9

1+47.65 = E.L. INGLESIDE = 50 wide

N			2.3		282.8
+4			3.0		282.1
cb			2.9		282.2
1/4			2.8		282.3
c			2.6		282.5
1/4			2.4		282.7
cb			2.5		282.6
S			2.2		282.9
		E cb			
S			2.3		282.8
cb			2.0		283.1
1/4			2.2		282.9
c			2.6		282.5
1/4			2.7		282.4
cb			3.0		282.1
+9			2.9		282.2
N			2.5		282.6
		E 1/4			
N			2.7		282.4

285.17.

cb		2.9	282.2
1/4		2.8	282.3
C		2.7	282.4
1/4		2.5	282.7
cb		2.2	282.9
S		2.3	282.8
	Center Ingleside		
S		2.4	282.7
cb		2.7	282.4
1/4		2.6	282.5
C		2.8	282.3
1/4		2.8	282.3
cb		3.1	282.0
N		3.2	281.9
	W 1/4		
N		3.9	281.2
cb		3.5	281.6
1/4		3.0	282.1
C		2.8	282.3
1/4		3.0	282.1

cb		3.2	281.9
S		2.8	282.3
	W. cb.		
S		3.1	282.0
cb		3.4	281.7
+3		3.7	281.4
1/4		3.3	281.8
C		3.0	282.1
1/4		3.3	281.8
cb		4.0	281.1
N		4.2	280.9
	1' W of cb		
N		3.5	281.6
cb		4.1	281.0
	W.L. INGLESIDE		
N		3.6	281.5
cb		3.9	281.2
+2		4.6	280.5
1/4		3.8	281.3
C		3.5	281.6

		285.17			
1/4			3.8		281.3
cb			3.9		281.2
+10			3.6		281.5
S			3.2		281.9
		50' W			
S			5.2		279.9
cb			5.5		279.6
+1			6.1		279.0
1/4			6.0		279.1
C			5.8		279.3
1/4			6.1		279.0
+12			6.8		278.3
cb			5.9		279.2
N			5.7		279.4
		100' W			
N			8.5		276.6
cb			8.7		276.4
1/4			9.3		275.8
C			8.9		276.2
1/4			8.4		276.7

		285.17		SUNSET	
1/4			8.3		276.8
+12			8.8		276.3
Cb			8.0		277.1
S			7.6		277.5
		150' W			
S			10.1		275.0
cb			10.2		274.9
+1			10.9		274.2
1/4			10.8		274.3
C			10.9		274.2
1/4			11.7		273.4
+12			12.2		272.9
cb			11.8		273.3
N			11.6		273.5
T.P.	0.60	273.07	12.70	272.47	
		200.27' W = P.C. on So. = 25' Ex Cuts			
N			1.9		271.1
cb			2.2		270.8
+8			2.6		270.4
1/4			2.1		270.9

		273.07			
c			1.1		271.9
1/4			1.3		271.7
+12			1.0		272.0
cb			0.2		272.8
S			0.1		272.9
(3' W. of EL. of Couts)		228.27' W = Pt. of Int. of So cb + So Line of Sunset			
S			1.3	271.8	Grade here could be as low as this
cb			1.9		271.1
+6			2.3		270.7
1/4			2.1		270.9
c			2.3		270.7
1/4			3.2		269.8
+12			3.7		269.3
cb			3.0		270.0
N			2.8		270.2
		d of Couts = 27' W of Last Sect			
N			3.9		269.1
+13			4.0		269.0
cb			5.0		268.0
1/4			4.2		268.8

		(272.4) 273.07			
c			3.5		269.5
1/4			3.4		269.6
+11			3.2		269.8
cb			2.6		270.4
So.			2.3		270.7
(3' E of W L of Couts)		27' W. of Last = Pt. of Int. of So. Cb + So. L. of Sunset on W			Side of Couts
S			3.7	269.3	
cb			4.0		269.0
+2			5.0		268.0
1/4			4.9		268.1
c			5.0		268.0
1/4			5.9		267.1
cb			7.1		265.9
+1			5.3		267.7
N			5.1		267.9
		28' W. of Last = E.C. W. of Couts = 0+00			
N			6.9		266.1
+12			7.2		265.8
cb			9.1	263.9	in ditch
+6			7.9		265.1

		273.07			
1/4			7.5		265.5
c			6.6		266.4
1/4			6.8		266.2
+9			7.4		265.6
cb			5.9		267.1
S			5.5		267.5
		40' W			
S			8.4		264.6
cb			8.8	264.2	rather low
+3			10.4		262.6
+8			9.4		263.6
1/4			9.2		263.8
c			9.4		263.6
1/4			10.2		262.8
cb			11.5		261.5
+1			10.3		262.7
N			10.5		262.5
		81.13' W of 0.0 = E.L. Witherby on N.			
N			13.0		260.0
cb			12.9		260.1

		273.07			
1/4			12.3		260.7
c			11.7	261.4	
1/4			11.7		261.4
cb			11.1		261.9
S			10.5	262.6	
		32.96' W of Last Sect			
S			10.6		262.4
+2			11.7		261.3
cb			12.2	260.8	
		E.L. of WITHERBY			
S			11.6		261.4
cb			12.3		260.7
1/4			12.4		260.6
c			12.5		260.5
1/4			12.6		260.4
cb			12.8		260.2
N			13.0	260.1	
	50' N. of E.L. With		13.4	259.7	
	100 " " " "		13.9	259.2	

9/30/20 Gregory Miller Shaw

Daughter born into the Gregory family on this day.

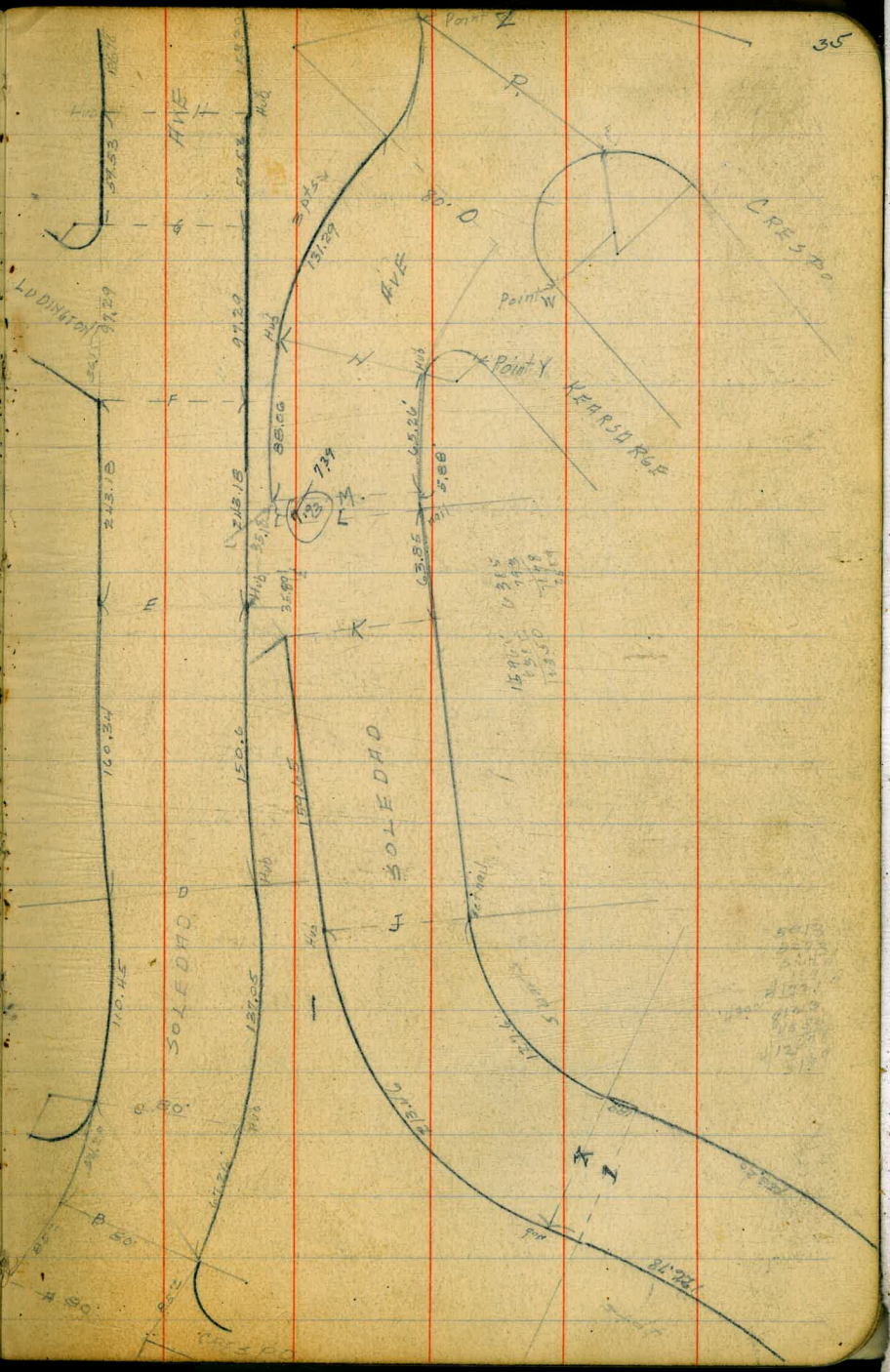
CROSS SECTION on SOLEDAD AVE

80' wide
36' cbs on N.
14' " " S
7.5' 1/4's

on B.M.	13.04	216.44		203.40	Spk Exchr. No
T.P.	13.10	229.45	0.09	216.35	

SECTION A. = 0+00 = graded

-1.4 = cement cb on Cowrie		1.30	228.15
N		2.2	227.3
+20		1.0	228.5
+36 = cb		0.7	228.8
1/4		0.8	228.7
c		0.9	228.6
1/4		1.3	228.2
+1 = dirt cb		0.6	228.9
cb		0.5	229.0
S		0.5	229.0
	+30		
S		1.3	228.2
cb		2.2	227.3
1/4		2.4	227.1
c		2.3	227.2
1/4		2.4	227.1
cb		2.1	227.4



		229.45			
+16			1.7	227.8	
N			1.5	228.0	
		+51			
N			2.1	227.4	
new B.M.	on End Cb	on Course	2.91	226.54	
+20			4.1	225.4	
cb			5.1	224.4	
1/4			5.2	224.3	
C			5.3	224.2	
1/4			4.9	224.6	
cb			3.5	226.0	
S			2.3	227.2	
		+85± = SECT. B			Take.
S			3.2	226.3	
cb			4.6	224.9	
1/4			8.0	221.5	
+2			8.8	220.7	
C			8.7	220.8	
1/4			8.2	221.3	
cb			8.1	221.4	
+10			8.0	221.5	

+30			21.6	SOLEDAD 207.9	
N			22.6	206.9	
+5				206.9	
+10	B	+30 on S +26.19 ~ N		208.1	
-					
-10				203.5	
-5				203.9	
N			24.4	205.1	
+10			20.8	208.7	
+27			9.2	220.3	
cb			8.9	220.6	
1/4			8.9	220.6	
C			9.3	220.2	
+2			10.1	219.4	
1/4			6.4	223.1	
cb			5.2	224.3	
S			3.2	226.3	
		+62' on S +49.99 ~ N			
S			1.5	228.0	
cb			3.3	226.2	
		67.26 on S 54.20 ~ N	= Sect C.		Take.
S			0.0	229.5	
cb			3.2	226.3	

		229.45			
1/4			4.3	225.2	
C			6.3	223.2	
+3			8.6	220.9	
1/4			8.3	221.2	
cb.	= roadway. ✓		8.2	221.3	
+9			8.5	221.0	
N			25.0	204.5	
+10				202.9	
+15		+15 on S ✓		202.3	Take
	C	+12.09 - N			
-20				201.3	
-15				202.4	
N			23.4	206.1	
+23			8.7	220.8	
cb ✓	C for roadway. ✓		7.5	222.0	
1/4			7.9	221.6	
+2			7.9	221.6	
C			4.1	224.8	
1/4			1.8	227.7	
cb.			+0.7	230.2	
S			+6.8	236.3	
		+42 on S. ✓			
	C	+33.85 - N		Take	
S			+17.1	246.6	
cb.			+11.9	241.4	

1/4			+8.6	238.1	
C			+3.7	233.2	
1/4			+1.1	230.6	
+3	= edge road ✓		6.3	223.2	
cb			5.7	223.8	
+16	= edge road ✓		6.1	223.4	
N			20.3	209.2	
+14				205.7	
+26		+70' on S ✓		199.3	
+40	C	+56.42 - N		199.3	Take
-25				204.3	
-18				207.1	
-13				209.6 ✓	
N			16.4	213.1	
+10			11.0	218.5	
+19	= edge road ✓		3.9	225.6	
cb			3.5	226.0	
+42	edge road. ✓		3.9	225.6	
T.P.	H.69	230.24 ✓	3.90	225.55 ✓	
1/4			+2.3	232.5	
+2			+6.3	236.5	
C			+9.9	240.1	
1/4			+13.4	243.6	
cb			+17.0	247.2	
S			+21.8	252.0	

		230.24			
		C+ 105' on S / 84.63 ✓ N		Take	
S			+23.0	253.2	
cb.			+17.6	247.8	
1/4			+14.0	244.2	
C			+11.0	241.2	
1/4			+8.0	238.2	
+5 = edge road. ✓			2.6	227.6	
cb.			2.6	227.6	
+19 = edge		✓	2.6	227.6	
N			14.1	216.1	
+15				208.7	
+25		+ 137.05 on S		207.9 ✓	
		C + 110.45 ✓ N = Sect D.			Take
-14				211.4	
-9				211.9	
N			13.3	216.9	
+10			8.5	221.7	
+18	edge ✓		2.1	228.1	
cb			1.5	228.7	
+5 = edge ✓			1.7	228.5	
1/4			+2.8	233.0	
+22			+5.8	236.0	
C			+8.2	238.4	
1/4			+11.1	241.3	

cb			+14.1	244.3	
S			+19.7	249.9	
		+50 on S / D +53.5 ✓ N			Take.
S			+12.2	242.4	
cb			+8.1	238.3	
1/4			+5.9	236.1	
+5.5			+4.3	234.5	
C			+1.8	232.0	
+3 = edge ✓			1.8	228.4	
1/4			1.8	228.4	
cb			1.3	228.9	
+11 = edge ✓			1.5	228.7	
+21			7.0	223.2	
N			14.5	215.7	
+9				211.8	
+15		+100' on S / D +107' ✓ N		211.6	
N			10.8	219.4	
+22			6.3	223.9	
+29 = edge ✓			3.1	227.1	
cb			3.0	227.2	
1/4			3.3	226.9	
				226.9	

	230.24		
c		4.0	226.2
+ 2 = edge ✓		4.1	226.1
+ 5		0.9	229.3
1/4		0.2	230.0
cb		+ 0.7	230.9
S		+ 3.0	233.2
	+ 150.6 on S D + 160.34 on H = SEC. E		
S		0.9	229.3
+ 8		5.0	228.2
cb.		5.0	225.2
+ 2 = edge ✓		7.0	223.2
1/4		6.6	223.6
c		6.3	223.9
1/4		6.0	224.2
+ 4.5 = edge main road ✓		6.0	224.2
cb = S ✓ circular drive ✓		6.6	223.6
+ 21 = H ✓ ✓ ✓ ✓		8.0	222.2
+ 31 = Top Bank front of House ✓		11.7	218.5
+ 34.5 = Bottom ✓ ✓ ✓ ✓		15.2	215.0
H = lawn ✓		15.2	215.0

set B.M. = Top of West coping steps to yard. ✓	10.66	219.58 ✓
E + 50 ✓		
H = wall front of House. ✓	13.4	216.8 ✓
cb. = edge circular Drive ✓	11.7	218.5
1/4	10.8	219.4
+ 4 = edge main road ✓	10.3	219.9
c	9.8	220.4
1/4	10.0	220.2
cb	10.3	219.9
+ 10 = edge main road ✓	11.0	219.2
S	7.0	223.2
E + 70		
S = edge road ✓	12.5	217.7
cb	11.6	218.6
1/4	11.3	218.9
c = edge main road ✓	11.0	219.2
1/4	11.6	218.6
cb = edge circular road ✓	12.4	217.8
H = elev. of garage ✓	14.9	215.3

		230.24		
		E+74		
N			16.4	213.8
cb.			15.3	214.9
1/4			13.4	216.8
c edge road. ✓			11.5	218.7
1/4			11.6	218.6
cb			11.9	218.3
S = edge road. ✓			12.7	217.5
		E+100		
S			12.5	217.7
T.P.	0.62	217.94 ✓	12.92	217.32 ✓
+1 = edge road. ✓			2.3	215.6
cb			1.4	216.5
1/4			1.1	216.8
+2 = edge ✓			1.1	216.8
c			3.6	214.3
1/4			4.4	213.5
cb.			4.6	213.3
+20			4.9	213.2
N			6.4	211.5

			✓	
		E+150		
N			11.0	206.9
cb			9.1	208.8
1/4			8.3	209.6
c			6.6	211.3
1/4 = edge ✓			5.1	212.8
cb			5.5	212.4
S = edge ✓			6.1	211.8
		E+200		
S = edge ✓			10.2	207.7
cb.			9.4	208.5
1/4 = edge ✓			9.5	208.4
c			11.5	206.4
1/4			11.0	206.9
cb			11.9	206.0
+11			14.6	203.3
N			16.1	201.8
T.P.	1.03	207.52 ✓	11.45	206.49 ✓ on rock
		E+243.18 = SECT. F		
N			8.3	199.2

207.52

cb	5.2	202.3
1/4	4.3	203.2
c	3.2	204.3
1/4 = edge road	2.5	205.0
cb	2.2	205.3
+8	2.3	205.2
S = Edge road	3.0	204.5

F + 36.15 = @ Ludington Pl.

S	6.4	201.1
+4 = edge road ✓	5.1	202.4

F + 41.15 = culvert Intake Headwall 5' wide + ✓

1' N. of property line. Flowline of 8" = rod 7.2. = 200.3

cb	4.8	202.7
1/4 = edge ✓	5.1	202.4
c	6.0	201.5
1/4	6.3	201.2
cb	7.3	200.2
+10	8.9	198.6
N	10.6	196.9

F + 46.15

N	11.3	196.2
cb	8.1	199.4
1/4	7.4	200.1
c	8.5	199.0
1/4 = edge ✓	5.6	201.9

Outlet of culvert is F + 49.65 Headwall 4' wide ✓ ✓

Flow line is rod 8.1 Pipe is 23.4 long ✓ ✓

cb	5.5	202.0
S	6.1	201.4

F + 72.29

S	9.0	198.5
+4 = edge ✓	7.8	199.7
cb	7.6	199.9
1/4 = edge ✓	7.6	199.9
+4	9.6	197.9
c	9.8	197.7
1/4	10.4	197.1
cb	11.2	196.3
+10	12.3	195.2

		207.57		
+3			13.0	194.5
N			12.5	195.0
		F + 97.20 = SEC. G.		
N			15.9	191.6
+25			14.3	193.2
cb			14.0	193.5
1/4			12.7	194.8
C			11.9	195.6
+4			11.6	195.9
1/4 = edge			9.5	198.0
cb			9.6	197.9
+11 = edge			9.8	197.7
S			10.8	196.7
T.P.	0.20	195.07	12.65	194.87
		G + 59.53 = H.		
S			2.0	193.1
+4			3.4	191.7
+5 = edge			1.7	193.4
cb			1.5	193.6
1/4 = edge			1.5	193.6

C			2.8	192.3
1/4			4.0	191.1
cb			4.8	190.3
+16			6.9	188.2
N			7.8	187.3
		38.50 E of H on S		
		31.69 " " " N		
N			10.7	184.4
cb			7.7	187.4
1/4			4.4	190.7
C			4.1	191.0
1/4 = edge			4.2	190.9
cb			4.3	190.8
+8			4.2	190.9
+8.2			5.5	189.6
S			2.9	192.2
		96.60 E. of Sect H on S		
		63.39 " " " on N.		
S			4.2	190.9
+6			8.1	187.0
+8 = edge			6.9	188.2
cb			6.8	188.3

	195.07			
1/4 = edge ✓			6.7	188.4
C			7.1	188.0
1/4			10.0	185.1
cb			11.1	184.0
+20			14.0	181.1
N			13.7	181.4
	114.90' E of H on S 95.08 " " " " N.			
N			17.9	177.2
cb.			15.3	179.8
1/4			15.0	180.1
C			14.1	181.0
1/4 = edge ✓			9.7	185.4
cb.			9.5	185.6
+7			9.7	185.4
+8			10.6	184.5
S			7.2	187.9
	153.2' E of H on S 126.78 " " " " N } = SECT I			
S			10.6	184.5
+12 = edge ✓			12.7	182.4
cb			14.0	183.1

+6 = edge ✓			11.9	183.2
1/4			13.1	182.0
TP	1.15	183.81 ✓	12.41	182.66 ✓
C			6.7	177.1
1/4			9.2	174.6
cb			10.0	173.8
+20			8.0	175.8
N			5.3	178.5
	I + 18.9 = SEC. X			
N			1.9	178.9
+20			8.9	174.9
+36 = cb.			11.7	172.1
1/4			10.0	173.8
C			8.3	175.5
1/4			4.0	179.8
+3 = edge ✓			2.0	181.8
cb			1.9	181.9
S = edge ✓			2.4	181.4
	42.69 E of X on N 25.52 " " " " S			
S = edge road ✓			3.7	180.1

	183.81		
cb		3.7	180.1
+3 = edge road ✓		3.8	180.0
1/4		6.8	177.0
C		11.3	172.5
1/4		14.0	169.8
cb		16.0	167.8
+10		15.8	168.0
N	✓	10.4	173.4
	85.38' E of X on N		
	51.04' " " " S		
N		22.0	161.8
+15 = bottom center ✓		22.9	160.9
cb		16.7	167.1
1/4		15.0	168.8
C		11.8	172.0
1/4		6.6	177.3
+3 = edge road ✓		4.8	179.0
cb		4.7	179.1
S = edge road ✓		4.7	179.1
105. E of X on N. is 5.3 lower than 85.38 = 156.5 Elc	128.07' E of X on N.		
	76.56' " " " S		
S =		6.2	177.6

8' E of this section is center of 12" pipe with a 6' wide headwall. End of pipe is on S. Line of St. Elev. flow line is (rod) 6.9 (E 176.9) Pipe is 22' long. Top of Headwall 1.8 above flow line ✓

+10 = edge road ✓	5.1	178.7
cb	4.6	179.2
+5.5 = edge road ✓	4.8	179.0
1/4	5.9	177.9
C	10.1	173.7
1/4	14.1	171.7
cb	15.1	168.7
+20	19.9	163.9
N	25.9	157.9
	170.76' E of X on N	
	102.08 " " " S	
N	24.0	159.6
+15	20.0	163.8
cb	13.1	170.7
1/4	11.1	172.7
C	9.2	174.6
1/4	6.0	177.8

	183.81			
+2 = edge ✓		4.5	179.3	
cb		4.5	179.3	
S = edge ✓		5.0	178.8	
	213.46' E of X on N 127.6' " " " " S } = SEC. J			
S = edge ✓		4.4	179.4	
cb		3.7	180.1	
+4 = edge ✓		3.8	180.0	
1/4		5.2	178.6	
C		8.5	175.3	
1/4		10.1	173.7	
cb		11.8	172.0	
N		17.4	166.4	
	J + 59.65			
N		7.6	176.2	
+20		9.8	174.0	
cb		6.6	177.2	
1/4		5.4	178.4	
C		4.0	179.8	
1/4		2.1	181.7	
+1.5 = edge ✓		1.1	182.7	?

cb			0.9	182.9
S = edge ✓			1.0	182.8
T.P	12.55	196.24 ✓	0.12	183.69 ✓
	J + 109.65			
S = edge ✓			11.2	185.0
	129' E of J. = 12" pipe with headwall 3' high from			
	Flow line elev = rod. 13.2 (183.0) End Pipe is 4 N. of S. line			
	Pipe 24' long outlet 13.7 (182.5)			
	Outlet is 117' E of J. ✓			✓
cb			10.9	185.3
+5 = edge ✓			11.1	185.1
1/4			12.3	183.9
C			13.8	182.4
1/4			14.6	181.6
cb			14.5	181.7
+16			14.3	181.9
N			12.9	183.3
	J + 157			
N			7.6	188.6
cb			9.3	186.9

		196.44			
		J + 159.65 = K.			
N			6.0	190.2	
+5			7.5	188.7	
cb			9.0	187.2	
1/4			10.1	186.1	
C			9.3	186.9	
+4			9.4	186.8	
1/4 = edge ✓			7.9	188.3	
cb			7.7	188.5	
S = edge ✓			8.2	188.0	
		K + 35.89 = L. Whitevic		192.0	Take-
1-3				189.3	
S			6.4	189.8	
+3 = edge ✓			4.6	191.6	
cb			4.2	192.0	
1/4 = edge ✓			3.8	192.4	
C			3.6	192.6	
1/4			3.2	193.0	
cb			4.1	192.1	
N			4.6	191.6	

			SECT. M.		
N			3.3	192.9	
+19			2.5	193.7	
+23			3.1	193.1	
cb			2.3	193.9	
1/4			1.4	194.8	
C			0.9	195.3	
1/4			0.3	195.9	
cb			0.2	196.0	
+9 edge 2098 ✓			0.4	195.8	
S			1.2	195.0	
		1' E of M.			
N			0.7	195.5	
+2			3.0	193.2	
+22			2.5	193.7	
T.P.	12.76	208.84 ✓	0.16	196.08 ✓	
BM		(196.44)	2.22	194.02 ✓	Top Hyd. White
		+0.06 E of M on N			
		+9.69 " " " S			
S = edge ✓			9.9	198.9	
cb			9.4	199.4	

		208.84			
1/4			9.5	199.3	
+ 4.5			10.4	198.4	
+ 5.5			8.5	200.3	
c			8.0	200.8	
1/4			8.5	200.3	
cb			8.9	199.9	
N			9.8	199.0	
		88.06' E. of N. on N 65.26 E " " " S			= SEC. N
N			3.8	205.0	
cb			2.8	206.0	
1/4			2.7	206.1	
c			3.0	205.8	
+3			3.0	205.8	
+4 = edge ✓			4.3	204.5	
1/4			4.3	204.5	
cb			4.3	204.5	
S = edge ✓			4.4	204.4	
		43.8' E of N. on N 27.84 " " " " S			
S = edge ✓			0.3	208.5	
T.P.	12.75	221.55	0.04	208.80	

		221.55		SOLEDAD	
cb			12.6	209.0	
1/4 = edge ✓			12.6	209.0	
+3			11.7	209.9	
c			11.6	210.0	
1/4			11.3	210.3	
cb			11.4	210.2	
N			12.9	208.7	
		87.6' E of N. on N 55.68 " " " S			
N			8.4	213.2	
cb			7.7	214.5	
1/4			6.8	214.8	
c			6.3	215.3	
+4 = edge ✓			8.8	213.8	
1/4			7.7	213.9	
cb			8.0	213.6	
S			7.9	213.7	
Point Y ✓			6.8	214.8	
4 of Rearsage opp. Pt Y ✓			5.8	215.8	
100' W of line above ✓			5.3	216.3	
Point W			5.2	216.4	

221.55

131.29' E of N on N
83.52 E " " " S } = SEC. O

S on graded road ✓			4.0	217.6
cb " " " ✓			3.3	218.3
1/4 " " " ✓			2.9	218.7
c " " " ✓			2.4	219.2
+5 = edge " " ✓			2.0	219.6
1/4			1.1	220.5
cb.			1.2	220.4
T.P.	10.64	231.90 ✓	0.29	221.26 ✓
+16			11.9	220.0
N.			14.0	217.9
Point on N. Line 40.57 E of O ✓			15.5	216.4
Point Z ✓			27.6	204.3
		Sect P.		
65' N. of S. Line			3.7	228.2
53' " " " = edge of road ✓			1.7	230.2
35' " " " "			0.9	231.0
15' " " " " = edge of road ✓			0.5	231.4
S Line			3.3	228.6

10/1/20 Gregory Miller Shaw

CROSS SECTION OF LUDINGTON PL.
60' wide
10' walks

This St is already graded

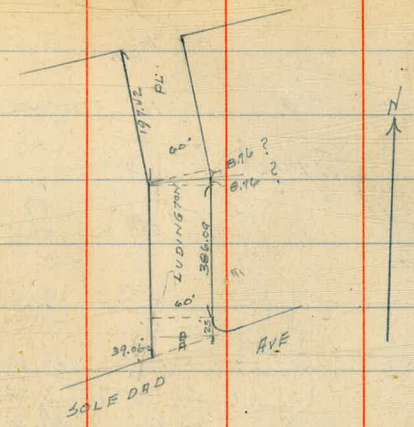
1.03 207.52 ✓ 206.49 on rock

Sect. A = N.L. Soledad Ave

W		8.3	199.2
+10		8.8	198.7
+12± = cb		9.7	197.8
+24± = 1/4		10.1	197.4
+36± = C		10.6	196.9
+48± = 1/4		11.4	196.1
+56		12.2	195.3
+58 =		11.6	195.9
+60± = cb		11.7	195.8
+72.3 E		12.5	195.0

39.06 N. on W
00 " " E } = Sec B

E		12.5	195.0
cb		12.2	195.3
+3		12.8	194.7
1/4		12.4	195.1
C		12.1	195.4
1/4		12.2	195.3



+9			12.6	194.9
cb.			11.5	196.0
W			11.3	196.2
B.M.			11.26	196.26 ✓ Top Hydrant
T.P.	0+00	195.29	12.23	195.29 ✓

25' N. = End of curve on E = 0+00

W		0.7	194.6
cb		0.9	194.4
+1		1.9	193.4
1/4		1.4	193.9
C		1.5	193.8
1/4		1.7	193.6
+9		2.3	193.0

		195.29			
cb			1.6	193.7	
E			1.8	193.5	
		1+00			
E			5.7	189.6	
cb			5.8	189.5	
+1			6.7	188.6	
1/4			6.1	189.2	
C			5.9	189.4	
1/4			5.8	189.5	
+9			6.2	189.1	
cb			5.5	189.8	
W			5.4	189.9	
		2+00			
W			9.4	185.9	
cb			9.4	185.9	
+1			10.2	185.1	
1/4			9.4	185.9	
C			9.1	186.2	
1/4			9.3	186.0	
+9			9.6	185.7	

cb			9.0	186.3	
E			8.9	186.4	
		3+00			
E			12.1	183.2	
cb			12.3	183.0	
+1			12.9	182.4	
1/4			12.5	182.8	
C			12.4	182.9	
1/4			12.5	182.8	
+9			14.2	181.1	
cb			12.9	182.4	
W			12.7	182.6	
T.P.	0.53	182.84	12.98	182.31	
		3+97.85 on E 3+87.09 on W			
W			3.2	179.6	
cb			3.5	179.3	
+1			4.1	178.7	
1/4			3.0	179.8	
C			2.8	180.0	
1/4			2.8	180.0	

	182.84		
+9		3.2	179.6
cb		2.2	180.6
E		1.9	180.9
	50' H. on W 58.76 v - E		
E		4.3	178.5
cb		4.4	178.4
+1		5.5	177.3
1/4		5.1	177.7
C		5.1	177.7
1/C		5.4	177.4
+9		6.0	176.8
cb		5.1	177.7
W		5.3	177.5
	100' H. on W 108.76 v - E		
W		7.8	175.0
cb		8.4	174.4
+1		9.3	173.5
1/4		8.6	174.2
C		8.2	174.6
1/4		8.4	174.4

	182.84		
+9		9.0	173.8
cb		8.1	174.7
E		8.4	174.4
	150' on W 158.76 v E		
E		12.1	170.7
cb		12.0	170.8
+1		12.9	169.9
1/4		12.2	170.6
C		12.1	170.7
1/4		12.2	170.6
+9		12.9	169.9
cb		12.1	170.7
W		12.2	170.6
	182' on W 190.76 - E } = End of Grading ✓		
W		14.9	167.9
cb		14.9	167.9
+1	= Top of inlet 1.5' deep.	14.7	168.1
1/4		14.5	168.3
C		14.3	168.5
1/4		14.7	168.1

182.84

+9 = Top inlet. 1.6 deep. 12" pipe	15.3	167.5	
cb.	14.6	168.2	
B.M.	11.95	170.89	Top. H/L.
E	14.5	168.3	

East pipe is 23' Long. runs thru block cor.

West pipe is 26' x End is 23' E of W Line of St.

197.42 on W
206.18 on E } = End of St.

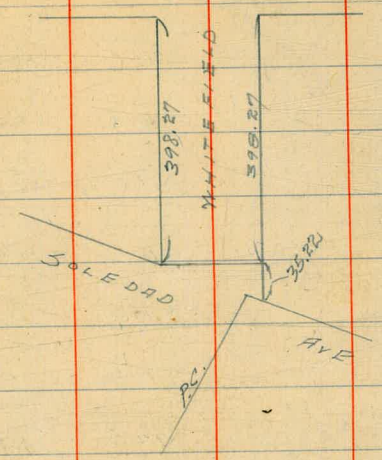
E.	18.4	164.4
cb.	16.8	166.0
1/4	15.7	167.1
C	15.5	167.3
1/4	15.3	167.5
cb	15.4	167.4
W	15.4	167.4

10/1/20 Gregory / Miller / Shaw

CROSS SECTION OF WHITEFIELD PL
60' wide
10' abs

This st. is already graded.

0.35	194.37		194.02 Top Hyd.
	N.L. SOLEDAD		
E		1.4	193.0
cb		1.8	192.6
+1		3.2	191.2
1/4		2.7	191.7
C		2.7	191.7
1/4		3.5	190.9
cb-1		4.3	1901
cb.		3.5	190.9
W		4.0	190.4
	35.22 N. on E 00 " " W. = 0+00		
W		4.0	190.4
cb.		3.9	190.5
+1		4.7	189.7
1/4		4.1	190.3
C		3.6	190.8
1/4		3.9	190.5
+9		4.7	189.7
cb		3.5	190.9



E		3.3	191.1
	1+00		
E		7.3	187.1
cb		7.5	186.9
+1		8.4	186.0
1/4		7.7	186.7
C		7.4	187.0
1/4		7.6	186.8
+9		8.2	186.2
cb		7.5	186.9
W		7.6	186.8

		194.37		
		2+00		
W			10.6	183.8
cb			10.7	183.7
+1			11.8	182.6
1/4			11.1	183.3
c			10.9	183.5
1/4			11.3	183.1
+9			12.3	182.1
cb			10.7	183.7
E			10.5	183.9
		2+50		
E			12.6	181.8
ob.			12.7	181.7
+1			14.1	180.3
1/4			13.1	181.3
c			12.9	181.5
1/4			13.4	181.0
+9			14.3	180.1
cb.			12.7	181.7
W			12.5	181.9

To :- Gilson

See pg 75

Informed Prop Dept cor. set

Geo

		194.37			
		2+00			
W			10.6	183.8	
cb			10.7	183.7	
+1			11.8	182.6	
1/4			11.1	183.3	
c			10.9	183.5	
1/4			11.3	183.1	
+9			12.3	182.1	
cb			10.7	183.7	
E			10.5	183.9	
		2+50			
E			12.6	181.8	
cb.			12.7	181.7	
+1			14.1	180.3	
1/4			13.1	181.3	
c			12.9	181.5	
1/4			13.4	181.0	
+9			14.3	180.1	
cb.			12.7	181.7	
W			12.5	181.9	

T.P.	0.83	182.67	12.53	181.84	
		3+00			
W			3.0	179.7	
cb			3.2	179.5	
+1			4.3	178.4	
1/4			3.7	179.0	
c			3.5	179.2	
1/4			3.6	179.1	
+9			4.5	178.2	
cb.			3.3	179.4	
E			3.4	179.3	
End of grading = 3+40 = Inlets to pipes in E & W gutters. 8" pipe. E one 12' long W one 12' long E one is 45° from ℄ line W. one 90°.					
Top of Inlet E pipe			5.8	176.9	
c			5.7	177.0	
Top of Inlet W pipe			6.3	176.4	
		3+65			
c			8.4	174.5	
		3+98.27			
E			22.8	159.9	
W			24.9	157.8	

To :- Gilson

See pg 75

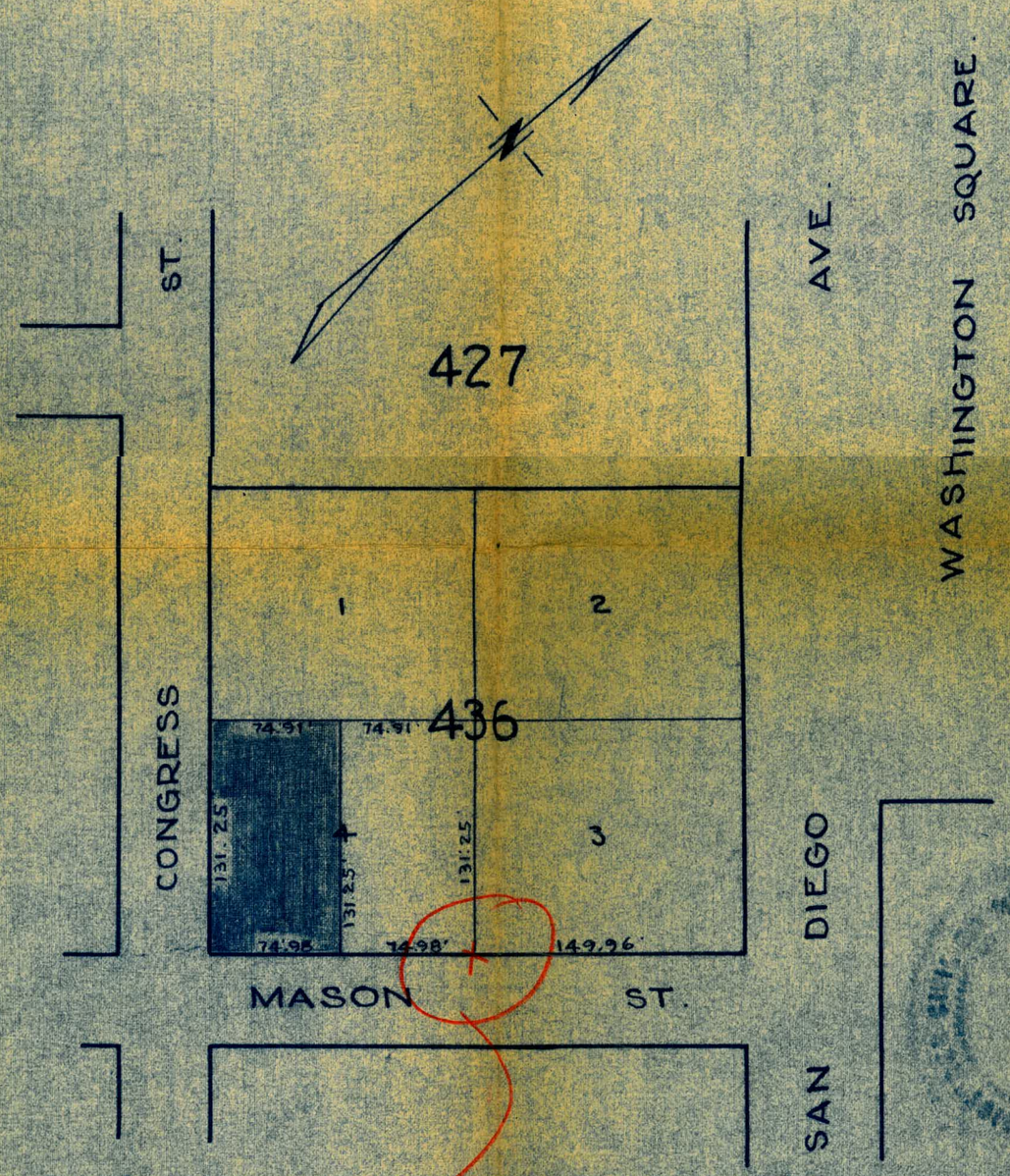
Informed Prop
Dept cor.
set

Geo

331.91

18
299.92
317.92
14
331.92
18
313.92
156.96

9788
3267-10 alying
2074-35



FROM PLAT OF OLD SAN DIEGO MARCH 1870 BY J. PASCOE CITY E.

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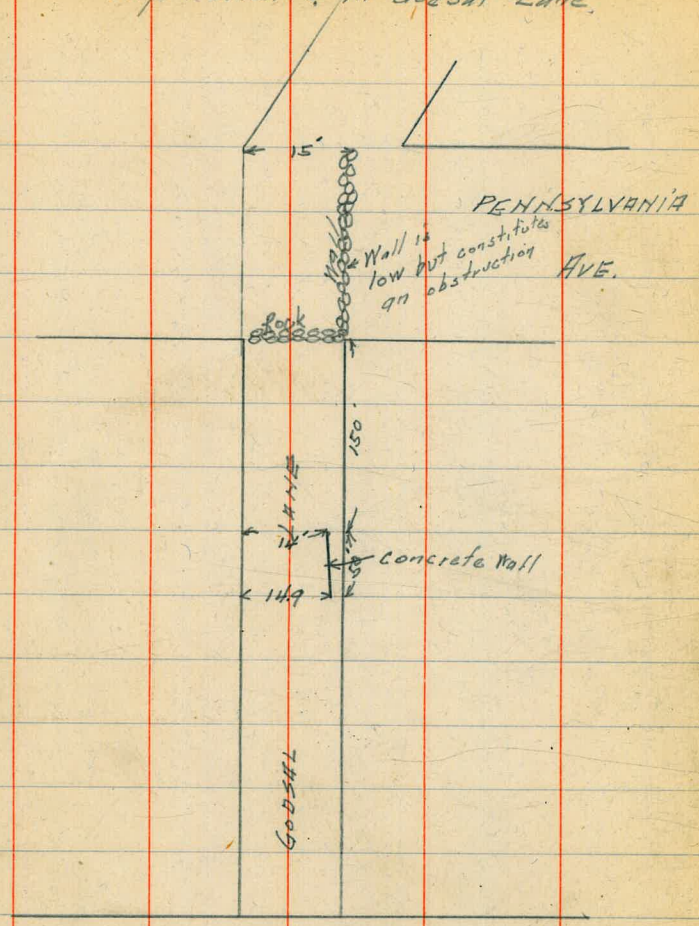
DRAWN BY E.L.B. CHECKED BY FIELD BOOK 1052/75 H. H. Jorgensen CITY ENGINEER CITY MANAGER	CITY OF SAN DIEGO ENGINEERING DEPARTMENT PLAT OF LAND SOLD BY THE CITY TO EDWARD F ANHOLZER 9-6-40	DATE 9-10-40 SCALE 1" = 100' DRAWING NUMBER 2419 - B

Bath House La Jolla

3/16/01

Improvements in Godsal Lane.



GRADES ON SOLEDAD AVE.

				N. cb	220.74 / 225.77	215.74 / 222.96	217.81 / 222.77 / 218.55 / 225.77 / 10.77 / 10.67	231.70 stake	231.73 / 11.52 / 220.21 T.P. / 3.47 / 223.68	HD
0+00 = Edge of paving					~~220.07~~ 5.47	S Cb.			231.70 / 12.47 / 244.17 / 0.59 / 243.58	
+50					217.81 / 7.96 / 0.59 / +0.37	224.91 / 2.44			2.55 / 246.13 / 12.73 / 233.40	
1					218.54 / 7.23 / 0.59	219.27 / 6.50 / 0.65 / 226.13 / 5.60		+1.03	35 / 233.75 / -12.81 / 220.94 / 14 / 221.08	6.95 / 214.13
+43 = P.C. into Crespo					220.0 / 5.77	227.35 / 4.38 / 3.13		+1.25		
+98 = break	5.73 / 3.98	-1.75	227.75	227.6	222.33 / 3.44	228.40 / 3.33 / 1.68		+0.65 / 5.17 / 3.98		
2+ 47.2 = break	.71	-10.3	224.65	224.5		227.6	227.75	-1.19		
~~2+ 70.7 = PC break~~		-11.2	224.15	224.0		224.5	224.65	7.08 / -1.0		224.91 / 5.52 / 330.43 / 12.15 / 318.28 / 0.05 / 318.33 / 12.65 / 305.68
2+ 81.7 = P.C. R on ℄ = 169° Δ = 21.26				224.11		224.0	224.15	7.6 / +0.9		
		-8.7								
~~3+ 17.47 EC. break~~		-9.7	224.45	224.30		224.30	224.45	7.3 / +6.5		
3+ 44.94 = E.C	+2.6			226.35		226.35		17.9		
~~3+ 61.52~~			~~226.30~~	~~226.15~~			~~226.30~~	+13.3		
~~4+05.57 = PC break~~	13.3 / 3.6	-9.7	~~228.15~~	~~228.0~~		~~228.0~~	~~228.15~~	18.0 / +10.8		
~~4+28.97 = EC~~	4.0	-8.0	~~227.71~~	~~227.56~~		~~227.56~~	~~227.71~~	18.4 / +9.6		
~~4+70.32~~	10.3 / 4.8	-5.5	~~226.93~~	~~226.78~~			~~226.93~~	19.2 / +9.3		
5+02.74 ~~5+11.67 = P.C. break~~	8.7 / 5.6	-3.1	~~226.15~~	226.60 ~~226.0~~		226.60 ~~226.0~~	~~226.15~~	7.6 / +5.9		
~~5+36.67 = EC~~	8.5 / 6.9	-1.6	~~224.85~~	~~224.67~~		~~224.67~~	~~224.85~~	8.9 / +5.0		
5+66.39 = EC	11.2			222.94		222.94		11.2		
5+80.32 = 5+79.8		-1.1	222.48	222.33			222.50	+6.0		
6+23.97 = PC break	9	-2.2	220.15	220.0		220.0	220.15	13.6 / +4.0		
6+59.17 = E.C. BM on nearest tie hub 214.13	31	-3.0	217.96	217.81		217.81	217.96	20.18 / +2.1		
7+04.17 = Break.	9.3 / 5.9	-3.4	215.15	215.0		215.0	215.15	5.9 / +1.8		

Station	Remarks	Diff.		N. cb	S. cb		Diff.
7+39.17		-3.6	211.37	211.32	211.22	211.37	+1.4
7+69.87 = break	P.C. into Ludington	-0.4	207.60	207.45	207.45	207.60	+3.1
			204	204.64	204.64	204.48	+3.6
			201.	201.82	201.82	201.82	+2.5
9+01.63 = break	E.C. out of Ludington ✓	+2.3	199.15	199.0	199.–	199.15	+1.9
9+38.48		-3.3	195.90	195.75	195.75	195.90	+2.1
9+75.33 = P.C. break		-2.0	192.65	192.5	192.5	192.65	+4.2
10+24.43		-2.4	189.48	189.33	189.33	189.48	+6.3
10+73.53		-5.0	186.32	186.17	186.17	186.32	+5.9
11+22.63 = E.C. break	✓	-9.0	183.15	183.0	183.0	183.15	+2.7
11+41.53 = P.C.	✓	-10.2	182.74	182.59	182.59	182.74	+0.2
11+78.13	✓	-14.3	181.95	181.80	181.80	181.95	-1.3
12+14.73 = C.C. break		-12.8	181.15	181.0	181.0	181.15	-0.8
12+51.33		-8.5	180.65	180.5	180.5	180.65	-0.4
12+87.93 = E.C. break	✓	-7.3	180.15	180.0	180.0	180.15	+0.9
13+47.93 = break	✓	-3.7	181.65	181.5	181.5	181.65	+3.7
14+07.93 = break	✓	-2.3	185.15	185.0	185.0	185.15	+1.4
14+40.93		-3.4	~~189.65~~	188.37 ~~189.5~~	188.37 ~~189.5~~	189.65	-0.1
14+73.93	break ✓	-1.8	194.15	191.74 ~~194.0~~	191.75 ~~194.0~~	194.15	0.0

221.08
13.04
208.04
8.65
216.69
8.56
208.13 T.P. 8+16.77 E. Side
0.67
208.80
12.96
195.84 T.P.
0.53
196.37
12.50
183.87 T.P.
0.73
184.60
0.52
184.08 T.P.
13.01
197.09

15+41.43 = break
46.6
15+88.03 = P.C.C.
46.85
16+34.88
46.85
16+81.73 = P.R.C.
33.1
17+14.83
33.1
17+47.93 = End of Work

12.5
10.7
+1.8 O.K

12.9
11.5
+1.4

5.4
5.1
+0.3

10.6
9.8
+0.8

5.3
6.8
−1.5

00
2.6
−2.6

197.15	197.0
204.59	204.44
212.08	211.93
219.57	219.42
224.86	224.71
230.15	230.0

197.0	197.15
204.44	204.59
211.93	212.08
219.42	219.57
224.71	224.86
230.0	230.15

12.5
18.6
+3.9 O.K

12.9
11.2
+1.7

6.2
5.4
−0.8

12.7
10.6
9.1 −2.2

5.3
−2.8

00
0.1
−0.1

X 197.09
00
197.09 T.P.
17.48
X 209.57
.01
209.56 T.P.
12.82
X 222.38
5.23
217.15 T.P.
13.04
X 230.19
13.04
217.15 T.P.
0.33
X 217.50
13.03
204.47
0.34
204.85
10.85
194.00 on Hydrant Wilson

217.28
1.42
1.40
−.005
+.025
217.42
11.63
11.19
+.044

194.02
12.55
206.57
.042
206.15
12.51
218.70
.04
218.28
12.77
231.05

S	204.44	206.58	208.72	210.86	213	215.14	217.42
	2.13	12.12	9.98	7.84	5.70	3.56	11.63
	2.09	12.02	10.09	7.75	5.76	3.68	11.19
	+0.04	+0.10	−0.11	+0.06	−0.06	−0.12	+0.44
N	2.13	12.12	9.98	7.84	5.70	3.56	11.63
	2.28	12.24	9.28	7.29	5.19	3.11	10.83
	−0.15	+0.88	+0.70	+0.57	+0.51	+0.45	+0.80

S	221.54	223.66	225.78	227.89	230.00
	9.51	7.39	5.27	3.16	10.5
	9.1	6.85	4.42	2.49	10.2
	+0.40	+0.54	+0.85	+0.67	+0.03
	9.51	7.39	5.27	3.16	11.2
	8.93	6.84	4.85	2.60	−0.07
	+0.58	+0.55	+0.43	+0.56	

1950 669 629 40
1950.8 7.1 7.2 2
1966 7.9 6.29
2021.9 19.7 5.19 4.98 +0.28
197 5.14 4.53 +0.69
1986 633 586 47
194.73 7.46 6.92 0.54
1971 10.44 10.58 0.14
163 1.40 1.26
2096 0.23
2.71 2.71
7 0.23 0.52
194.02 5.62 194.64
0.42 198.72
67. 3.58 2.68 3.20 .07
.04 .00 1.30
195.90 2.9

10/2/23	Gregory	CROSS SECTION OF 28th St from S.L Nutmeg			80' St. EL. = 29.6' E of Old Park Line
		S.L NUTMEG			
	+96	299.91		294.95	BP NE 28th & Nutm
	0.45	290.28	100 S	289.83	= Park Mon
E			+1.0	291.3	
+10			+0.6	290.9	
+20			0.0	290.28	
+30			0.9	289.4	
+40			1.8	288.5	
+50			2.8	287.5	
+60			4.0	286.3	
+70			5.2	285.1	
W			6.6	283.7	
		25' S			
W			7.2	283.1	
+10			5.7	284.6	
+20			4.6	285.7	
+30			3.7	286.6	
+40			2.7	287.6	
+50			1.8	288.5	
+60			1.2	289.1	

Plotted 10-12-23 by Tolman

		Grade N.L Nutmeg 291.0			
+70			0.6	289.7	
E			0.0	290.3	
		50' S			
E			0.9	289.4	
+10			1.6	288.7	
+20			2.1	288.2	
+30			2.9	287.4	
+40			3.7	286.6	
+50			4.5	285.8	
+60			5.6	284.7	
+70			6.9	283.4	
W			8.1	282.2	
		75' S			
W			9.1	281.2	
+10			7.6	282.7	
+20			6.5	283.8	
+30			5.5	284.8	
+40			4.4	285.9	
+50			3.7	286.6	
+60			3.0	287.3	

		290.28			
+70			2.3	288.0	
E			0.8	289.5	(Top Stake = 290.0 + 3.00)
		100'S			
E			2.6	287.7	(Top of Stake = 289.0 + 3.25)
+10			3.3	287.0	
+20			4.2	286.1	
+30			5.0	285.3	
+40			5.8	284.5	
+50			6.7	283.6	
+60			7.6	282.7	
+70			8.8	281.5	
+80 = W			10.2	280.1	
		125'S			
W			11.4	278.9	
+10			10.3	280.0	
+20			8.9	281.4	
+30			7.9	282.4	
+40			6.9	283.4	
+50			6.0	284.3	
+60			5.2	285.1	

				287.4	
+70			4.5	285.8	
E			3.9	286.4	
		150'S			
E.			5.3	285.0	
+10			5.8	284.5	
+20			6.6	283.7	
+30			7.5	282.8	
+40			8.2	282.1	
+50			9.4	280.9	
+60			10.5	279.8	
+70			11.6	279.7	
W			12.5	277.8	
		175'S			
W			14.6	275.7	
+10			13.1	277.2	
+20			12.1	278.2	
+30			11.1	279.2	
+40			10.4	279.9	
+50			9.4	280.9	
+60			8.6	281.7	

		290.28.			
+70			7.7	282.6	
E			6.9	283.4	
		200' S			
E			9.5	280.8	
+10			10.4	279.9	
+20			11.0	279.3	
+30			11.7	278.6	
+40			12.6	277.7	
TP.	4.59	280.82	12.05	278.23	
+50			4.1	276.7	
+60			4.7	276.1	
+70			5.6	275.2	
W			7.0	273.8	
		225' S			
W			9.0	271.8	
+10			7.7	273.1	
+20			6.8	274.0	
+30			5.9	274.9	
+40			5.1	275.7	
+50			4.5	276.3	

				284.51.	
+60			3.8	277.0	
+70			3.4	277.4	
E			2.4	278.4	
		250' S			
E			5.7	275.1	
+10			6.3	274.5	
+20			6.8	274.0	
+30			7.3	273.5	
+40			8.1	272.7	
+50			8.7	272.1	
+60			9.5	271.3	
+70			10.0	270.8	
W			11.0	269.8	
		275' S			
W			14.1	266.7	
+10			13.3	267.5	
+20			12.9	267.9	
+30			12.2	268.6	
+40			11.7	269.1	
+50			11.0	269.8	

	280.82		
+60		10.4	272.4
+70		10.0	270.8
E		9.2	271.6
	300.5 = N.L. Maple.		
E		14.2	266.6
+10		15.0	265.8
+20		15.5	265.8
+30		16.2	265.1
+40		16.8	264.0
+50		17.1	263.7
+60		17.4	263.4
+70		18.1	262.7
W		18.6	262.2

℄ Levels on SeaLane from W Line Olivitas to a Point 590' E of E. Line La Jolla Blvd

B.M.	0.48	72.34		71.86	N.E. Cor. SeaLane & La Jolla		97.32			
W. Line of Olivitas on N.			12.6	59.7		4+00		8.4	88.9	
E Line Olivitas on N.			11.4	60.9		+28		7.7	89.6	
+50			9.4	62.9		+32		9.9	87.4	
1+00			7.5	64.8		+43		9.3	88.0	
+50			5.3	67.0		+51		9.5	87.8	
+95			3.4	68.9		+58		5.7	91.6	
2+00 = W. Line La Jolla Blvd			2.90	69.4	on paving	5+00		3.5	93.8	
00 = E. Line La Jolla Blvd			1.91	70.43	" "	+50		1.6	95.7	
T.P.	12.66	85.00	0.48	72.34		+90		0.0	97.3	
+25			12.3	72.7						
+50			11.0	74.0						
1+00			9.0	76.0						
+50			6.9	78.1						
+76			6.6	78.4						
2+00			5.1	79.9						
+50			2.8	82.2						
3+00			0.9	84.1						
T.P.	13.06	97.32	0.74	84.26						
+50			11.0	86.3						

2/7/24	Gregory	CROSS SECTION OF THE Center 60' ox 29th ST from Market To 1 Sts			10' cbs 10' 1/4s BP SW 30th & I sts
	11.52	125.35		113.83	
T.P.	6.51	130.21	1.65	123.70	
		NL I St.			
E			11.6	118.6	
cb			12.5	117.7	
1/4			12.7	117.5	
C			12.6	117.6	
1/4			13.0	117.2	
cb			13.5	116.7	
W			13.0	117.2	
T.P.	0.32	117.98	12.55	117.66	
		8' N			
-15			7.8	110.2	
W			6.5	111.5	
cb			6.7	111.3	
1/4			5.9	112.1	
C			5.3	112.7	
1/4			5.3	112.7	
cb			5.5	112.5	
E			4.2	113.8	

				29th St.	65
E			2.9	115.1	
		25' N			
-13			4.7	113.3	
E			6.7	111.3	
cb			7.5	110.5	
1/4			8.3	109.7	
C			10.0	108.0	
T.P.	4.37	112.10	10.25	107.73	
1/4			6.0	106.1	
cb			8.3	103.8	
W			9.9	102.2	
+25			10.6	101.5	
		55' N			
-25			11.3	100.8	
-15			10.5	101.6	
W			10.5	101.6	
cb			10.1	102.0	
1/4			9.4	102.7	
+5			8.7	103.4	
C			7.0	105.1	

		112.10			
1/4			4.7	107.4	✓
cb			3.3	108.8	✓
E			2.4	109.7	✓
+10			1.1	111.0	✓
		91' N			
-10			2.7	109.4	✓
E			4.1	108.0	✓
cb			6.6	105.5	✓
+2			7.4	104.7	✓
1/4			8.3	103.8	✓
C			8.8	103.3	✓
1/4			10.0	102.1	✓
cb			10.9	101.2	✓
W			11.0	101.1	✓
+5			10.0	102.1	✓
+20			10.4	101.7	✓
		95' N			
-20			10.6	101.5	✓
W			9.8	102.3	✓
+4			10.9	101.2	✓

cb			10.9	101.2	✓
1/4			10.9	101.2	✓
C			8.8	103.3	✓
1/4			8.1	104.0	✓
cb			6.9	105.2	✓
E			4.2	107.9	✓
+10			2.9	109.2	✓
		103' N			
-10			3.0	109.1	✓
E			5.6	106.5	✓
cb			6.8	105.3	✓
1/4			9.3	102.8	✓
C			10.6	101.5	✓
1/4			10.7	101.4	✓
+7			11.0	101.1	✓
cb			9.9	102.2	✓
W			10.0	102.1	✓
+20			10.5	101.6	✓
		120' N			
-20			9.8	102.3	✓

	112.10		
W		10.0	102.1 ✓
cb		9.8	102.3 ✓
1/4		9.5	102.6 ✓
C		9.9	102.2 ✓
+3		10.4	101.7 ✓
1/4		10.3	101.8 ✓
cb		10.2	101.9 ✓
E		6.8	105.3 ✓
+10		5.4	106.7 ✓
	131' N		
-20		5.0	107.1 ✓
-10		5.9	106.2 ✓
E		10.4	101.7 ✓
cb		10.2	101.9 ✓
1/4		9.2	102.9 ✓
C		9.2	102.9 ✓
1/4		9.4	102.7 ✓
cb		9.6	102.5 ✓
W		9.2	102.9 ✓
+20		8.9	103.2 ✓

	149' N		
-20		7.6	104.5 ✓
W		8.4	103.7 ✓
cb		8.4	103.7 ✓
1/4		8.5	103.6 ✓
C		8.5	103.6 ✓
1/4		7.5	104.6 ✓
cb		8.1	104.0 ✓
E		9.4	102.7 ✓
+10		10.4	101.7 ✓
+20		6.5	105.6 ✓
	166' N		
-20		4.1	108.0 ✓
-10		6.1	106.0 ✓
E		5.6	106.5 ✓
cb		6.6	105.5 ✓
1/4		7.3	104.8 ✓
C		7.4	104.7 ✓
1/4		7.5	104.6 ✓
cb		7.4	104.7 ✓

		112.10			
W			6.9	105.2	✓
+20			4.9	107.2	✓
		178' N			
-20			3.1	109.0	✓
W			6.1	106.0	✓
cb			6.3	105.8	✓
1/4			6.8	105.3	✓
C			6.4	105.7	✓
1/4			6.0	106.1	✓
cb			4.4	107.7	✓
E			2.4	109.7	✓
+10			+2.6	114.7	✓
T.P.	13.15	124.12	1.13	110.97	✓
		194' N			
-8			7.5	116.6	✓
-4			9.3	114.8	✓
E			7.8	116.3	✓
+5			7.0	117.1	✓
cb			9.5	114.6	✓
1/4			11.8	112.3	✓

C			15.7	108.4	✓
1/4			16.3	107.8	✓
cb			16.5	107.6	✓
W			15.9	108.2	✓
+20			12.9	111.2	✓
		205' N			
-10			11.6	112.5	✓
W			10.8	113.3	✓
cb			10.7	113.4	✓
1/4			9.1	115.0	✓
+5			8.8	115.3	✓
C			10.5	113.6	✓
+5			12.1	112.0	✓
1/4			10.6	113.5	✓
+6			6.4	117.7	✓
cb			5.1	119.0	✓
E			4.0	120.1	✓
+10			3.0	121.1	✓
		211' N			
-10			2.9	121.2	✓

	12412			
E		3.9	120.2	✓
cb		4.9	119.2	✓
+6		8.6	115.5	✓
1/4		9.1	115.0	✓
+4		9.3	114.8	✓
c		5.7	118.4	✓
1/4		5.7	118.4	✓
cb		8.0	116.1	✓
+4		6.8	117.3	✓
W		8.2	115.9	✓
+10		10.4	113.7	✓
+20		10.5	113.6	✓
	222' N			
-20		8.9	115.2	✓
-10		8.7	115.4	✓
W		6.2	117.9	✓
cb		5.4	118.7	✓
1/4		4.9	119.2	✓
c		4.6	119.5	✓
1/4		4.5	119.6	✓

cb		3.7	120.4	✓
E		3.5	120.6	✓
+10		3.0	121.1	✓
	255' N			
-10		0.9	123.2	✓
E		1.5	122.6	✓
cb		1.2	122.9	✓
1/4		2.0	122.1	✓
c		2.6	121.5	✓
1/4		3.0	121.1	✓
cb		3.4	120.7	✓
W		4.4	119.7	✓
+15		4.4	119.7	✓
	275' N			
-15		2.0	122.1	✓
-10		1.9	122.2	✓
W		1.4	122.7	✓
cb		2.2	121.9	✓
1/4		2.2	121.9	✓
c		1.5	122.6	✓

		124.12			
1/4			1.7	122.4	✓
cb			1.3	122.8	✓
E			1.0	123.1	✓
+10			0.7	123.4	✓
		300 N/=	SL Market		
-10			0.8	123.3	✓
E			1.1	123.0	✓
cb			1.4	122.7	✓
1/4			1.0	123.1	✓
C			0.5	123.6	✓
1/4			0.8	123.3	✓
cb			0.8	123.3	✓
W			0.2	123.9	✓ cb grabe = Market
+10			+0.3	124.4	✓

10/1/24 Cross Section of Alley Blk 62
E.W. Morse Add. 20' wide

Moore Shaw Earle Stock

		207.4			
	10.42	207.38		196.96	S.E. 28th & B St
		N.L. B = 00			
W	Cemented		9.40	198.0 ✓	
C			10.2	197.4 ✓	
E	✓ ✓		9.46	197.9 ✓ ✓	
		1' N			
E			9.0	198.4 ✓	
+6			8.9	198.5 ✓	
+8			9.5	197.9 ✓	
C			9.5	197.9 ✓	
+4			9.4	198.0 ✓	
+7			8.8	198.6 ✓	
W	Cement walk		9.31	198.07 ✓	
		17' N			
W	Cement walk		8.51	198.7 ✓	
+1			7.7	199.7 ✓	
C			7.8	199.6 ✓	
+5			7.5	199.9 ✓	
+6			5.0	202.4 ✓	

		207.38		
		207.4		
+8		3.8	203.6 ✓	
E		3.8	203.6 ✓	
		40' N		
E		3.3	204.1 ✓	
+3		3.6	203.8 ✓	
+4		4.7	202.7 ✓	
+7		6.0	201.4 ✓	
C		5.9	201.5 ✓	
+9		5.7	201.7 ✓	
W	End Cement walk	8.2	199.2 ✓	
		42' N		
−5		8.1	199.3 ✓	
−3		7.8	199.6 ✓	
W		5.3	202.1 ✓	
C		5.6	201.8 ✓	
+3		5.9	201.5 ✓	
E		3.2	204.2 ✓	
		55' N		
E		3.3	204.1 ✓	
+6		5.5	201.9 ✓	

207.38

	207.1		
C	5.3	204.1	✓
+4	5.3	204.1	✓
W	4.5	204.9	✓
+3	8.1	199.3	✓
+5	8.6	198.8	✓
SL of Garage	77' N		
-5	7.0	200.1	✓
W	5.1	202.3	✓
C	5.0	202.4	✓
+6	4.8	202.6	✓
E	2.7	204.7	✓
	77.5' N		
E	2.7	204.7	✓
+4	2.7	204.7	✓
C	5.0	202.4	✓
W	5.0	202.1	✓
	83' N		
W-3' Cr. Garage Cement floor	4.15	203.13	✓
	93' N		
W-3' " " " "	4.15	203.13	✓

207.38

207.1

	100' N		
W-3' SL Triple Garage Cem floor	3.85	203.53	✓
W ✓ Garage Apron	4.08	203.30	✓
C	4.8	202.6	✓
+4	4.6	202.8	✓
E	3.0	204.4	✓
	107' N		
E 0.8 in Alley Cr. of 4' wide porch			Entrance to Resid
	127' N		
E	2.5	204.9	✓
+1	2.5	204.9	✓
+5	3.6	203.8	✓
C	3.8	203.6	✓
W	3.2	204.2	✓ for yardage
W NL Cem. Apron	3.91	203.47	✓
+3 ✓ Triple Garage	3.73	203.65	✓
	140' N = SL Alley To E		
W	2.1	205.3	✓
C	3.1	204.3	✓
E	2.6	204.8	✓

		20738			
			107.1		
+12			2.8	104.6	✓
			160' N = NL Alley to E		
-20			2.8	104.6	✓
E			2.1	105.0	✓
C			2.5	104.9	✓
W			2.2	105.2	✓
T.P.	625	211.34	2.29	105.09	
			173' N		
-3	SL. of 3 door Garage		5.56	105.78	✓ Cem. Floor
W	" " Garage Apron		5.78	105.51	✓
C			6.3	105.0	✓
E	Fence 0.3 in Alley		5.9	105.1	✓
			200' N		
E			5.5	105.8	✓
C			6.1	105.2	✓
W	NL Cem. Apron		5.75	105.59	✓
+3	NL of 3 door Garage		5.21	105.80	✓ cem. floor
+6	SL. of 4 door "		5.23	106.11	✓ " "
			237' N		
-6	NL " " "		5.11	106.13	✓ " "

		21134			
W	NL Garage Apron		5.15	106.19	✓
C			5.1	105.9	✓
E			4.8	106.5	✓ for yardage
E	Edge of cem walk		4.61	106.73	✓
			255' N		
E	on Cem. walk		4.40	106.9	✓
E			4.7	106.6	✓ for yardage
+1	flowline of drain pipe		5.10	106.2	✓ from Residence
C			5.0	106.3	✓
W			4.9	106.4	✓
+3	on Cem. walk		4.79	106.52	✓
			283' N		
-3	on cem walk		4.42	106.92	✓
W			4.6	106.7	✓
C			4.8	106.5	✓
+9	flowline of tile drain		4.76	106.58	✓ from Resid.
E	on cem walk		4.29	107.05	✓
			293		
E	on cem. walk		4.21	107.10	✓
E			4.4	106.9	✓ for yardage

	211.3			
+6		5.0	106.3	
+7		5.8	105.5	
C		5.7	105.6	
+4		5.5	105.8	
+5		5.0	106.3	
W		4.7	106.6	
	299' N			
W		4.7	106.6	
+2		4.8	106.5	
+5		5.9	105.2	
+6		7.5	103.8	
C		7.4	103.9	
+4		7.4	103.9	
+5		6.1	105.4	
E		5.6	105.7	
	300' N =			
E	paving	7.56	103.78	
C		7.73	103.61	
W		7.35	103.99	
check BM Nw/ H + Granada		5.89	105.45	205.50

Survey N/y 1/2 Lot 4 Blk 436 Old Town

City Property

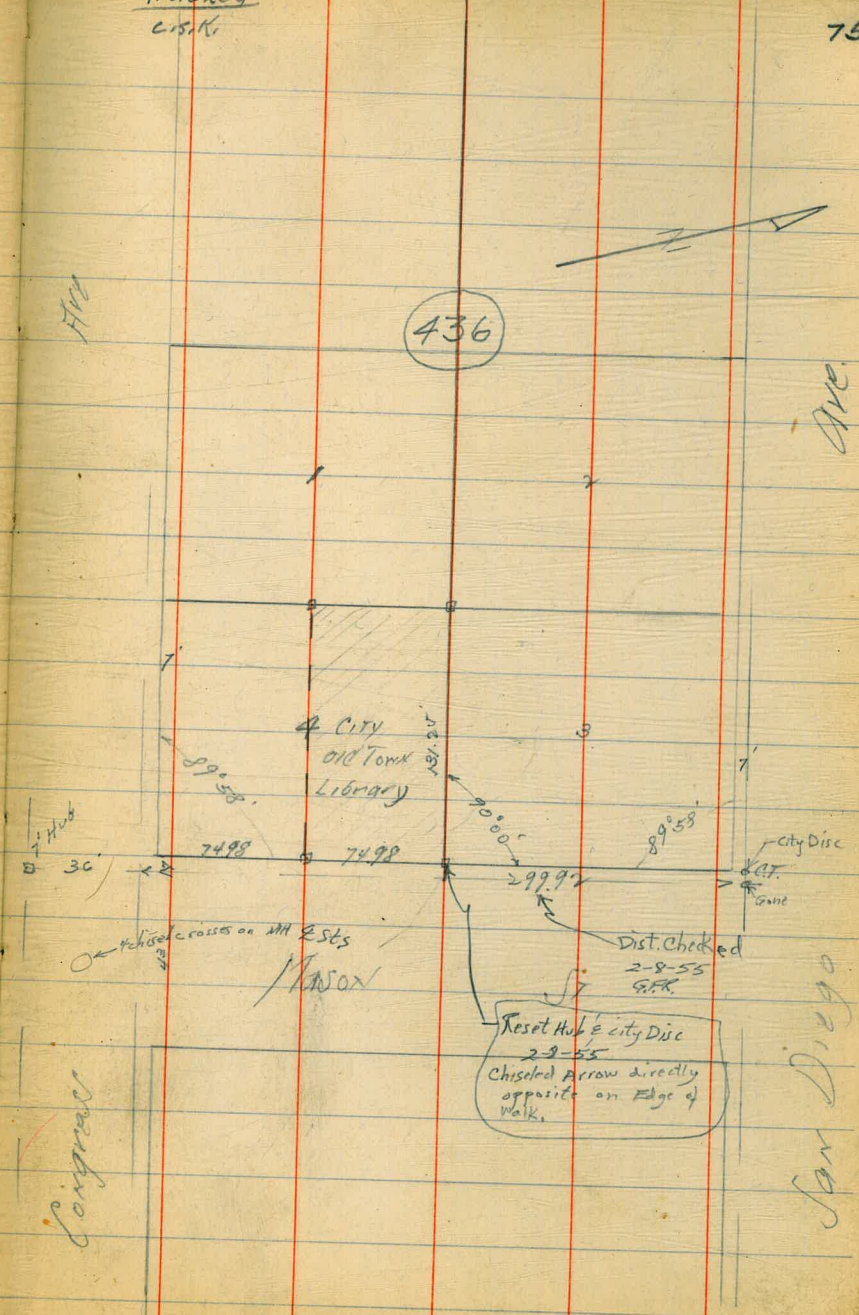
for Library purposes

Set 2"x2" RW Hubs

Moore
Sissor
Northern

6-26-55

Indexed
C.S.K.



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137
18705

W

1905
405
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+0.42

18888
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+0.19

18725
7.30
731
0.0

18562
1.43
1.15
+0.28

184.0
3.05
324
-0.19

E

1924
2.15
130
+0.85

19114
3.41
3.32
+0.09

18935
5.20
5.49
-0.29

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713
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18578
8.77
887
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184
305
383
-0.78

E

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530
5.05
+0.25

1795
7.55
720
+0.35

176
1105
1053
+0.52

W

181.75
530
4.93
+0.37

179.5
7.55
736
+0.20

176
1105
1077
+0.28

A
+30
+51
+85 = B

178 B+30
+62
+67.26 = C
+15
+42
+70
1+05
1+37.05 = D
D+50
1+00

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1340

4) 6.5
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1857
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81.13

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1+59.65 = K

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806
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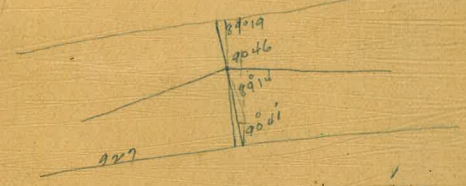

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1904

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.806
40356
53808
4211

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 14 feet wide. Side Slopes 1½ to 1.

For Single Track Embankment.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.