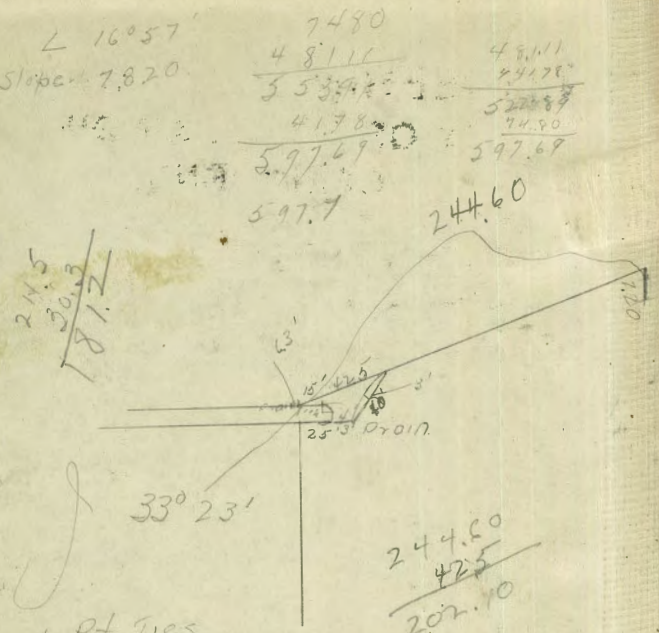
1278

DAVIS

LEVEL BOOK

No. 1880



Our Leather Bound Engineers Note Books are carried in the following rulings:

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

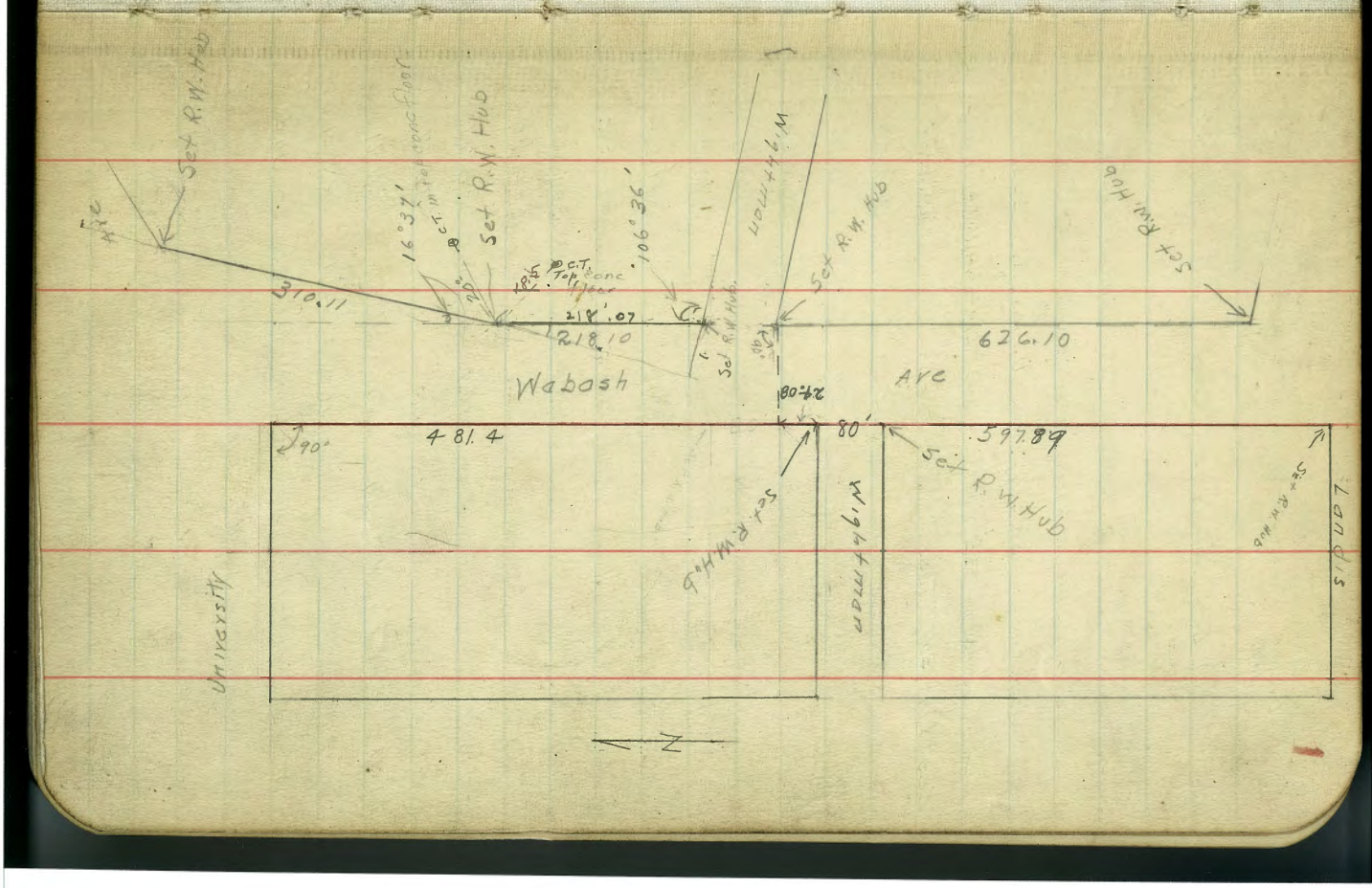
No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter *"F"* to catalog number.

			Pages
X Sec.	Wabash Ave.	Univ. to Landis	2
" "	Wightman	Mile .. Wabash	16
" "	Dwight	Central to 40th	19
" "	40th	Dwight to Myrtle	22
CBT SH.	Tyrian -	Bon Air. LaJolla Blvd	27
	Miro Monte.	intersection LaJolla Blvd	30
X sec	La Canada	& La Jolla Blvd. Intersection	31
" "	Midway	" " "	32
X Sec	Bon Air.	Tyrain Way to Draper	37
" "	Tyrain Way	LaJolla Blvd to Gravilla	41
" "	Electric Ave.	@ " " "	48
X sec	Hensley St.	"L" St to Commercial	58
" "	Alley	Blk 2 Alhambra Hts	55
" "	"	" 3 Mission Hills	53
" "	"	E. of Arch St	65
" "	"	Block 191 S.D. Land + Town	69

Inspected 7/4/30 MA


Set R.W. Hub
Axle
310.11
16°37'
P.C.T. on top of concrete floor
Set R.W. Hub
20°
18½°
P.C.T. on top of concrete floor
106°36'
218.07
218.10
Set R.W. Hub
Set R.W. Hub
626.10
Set R.W. Hub
Wabash
Ave
24.08
80'
90°
481.4
597.89
Set R.W. Hub
Set R.W. Hub
Set R.W. Hub
University
S. Rudd
N

9-15-28 X-section Wabash Ave - University to Landis - Including Intersection of Wabash-University + 34th.
J.C. Bliss
Drebert
Rayner

B.M. N.W.B.P. Lincoln + 34th (South) 349.47
+0.20 ℄ 349.67

Section along pavement from intersection of paving line of University & East Line 34th to Intersection of paving line of University & East Line of Wabash = 83.6' North of South Line University on E. Line Wabash

East Line 34th TpCb		4.89	344.78
	Gutter	5.38	344.29
+10		5.97	343.70
+20		6.56	343.11
+30		7.18	342.49
+40		7.82	341.85
+50		8.39	341.28
+60		8.99	340.68
+70		9.64	340.03
+80		10.27	339.40
+90		10.90	338.77
+100		11.50	338.17
+108 = East Line Wabash		11.96	337.71

Section at 90° from east Line of Wabash at Intersection of East Line of Wabash and Paving Line of University

East Line Wabash-Paving	11.96	337.71
+20	10.3	339.4
+40	8.7	341.0

Note - University, West of Wabash is 80' Wide. With 14'cbs + 13' 1/45 2

℄ 349.67

+60	7.0	342.7
+66	5.8	343.9
+80 = East Line 34th	4.4	~~344.9~~ 345.3

See sketch Page 3

North cb University - Produced

+63 = East Line 34th	8.0	341.7
+50	8.4	341.3
+40	9.1	340.6
+20	10.6	~~339~~ 339.1
East Line Wabash	12.2	~~337~~ 337.5

℄ University Produced

East Line Wabash	13.0	~~336~~ 336.7
+20	11.6	338.1
+40	10.1	339.6
+57 = East Line 34th	9.0	340.7
+60 = Cement Floor Large Garage	8.95	340.72 ✓

South cb University Arc Produced

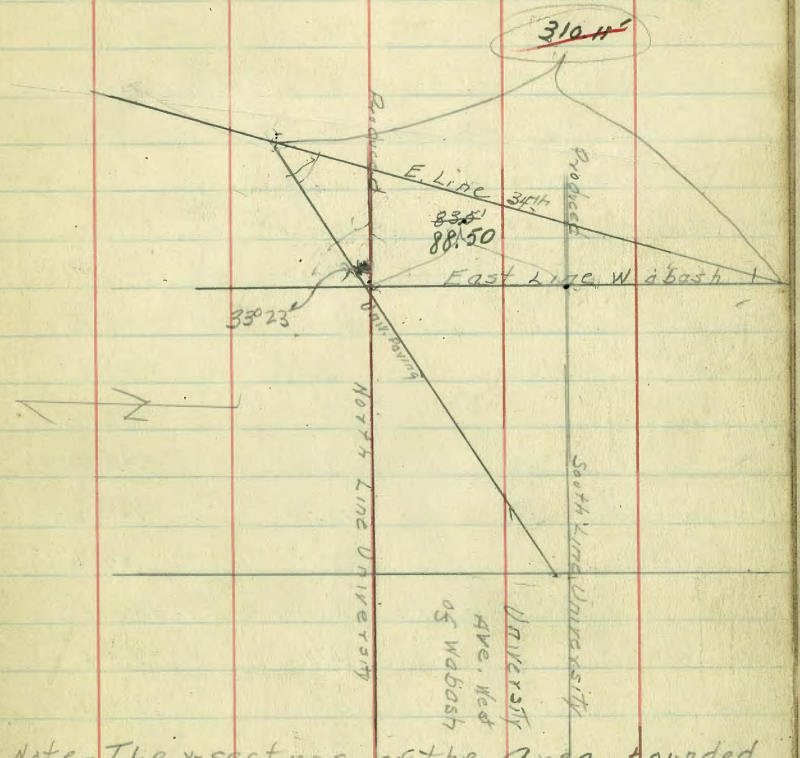
+50 = Cement Floor garage	9.64	340.03 ✓
+48 = East Line 34th	10.0	339.7
+40	10.4	339.3
+20	12.3	337.4
East Line Wabash	14.1	335.6
T.P.		-1.245 337.22
	+0.77	
	℄ 337.99	

T 337.99

South Line University = 0+00

	3.1	334.9
+20	1.6	336.4
+46	0.3	337.7
+46 = East Line 34th	0.0	338.0
0+25		
0+39 = East Line 34th	0.4	337.6
0+20 =	1.7	336.3
East Line Wabash	3.0	335.0
0+50		
E Line Wabash	4.6	333.4
+20	3.4	334.6
+32 = East Line 34th	2.6	335.4
0+75		
+25 = East Line 34th	4.2	333.8
East Line Wabash	5.6	332.4
1+00		
East Line Wabash	6.3	331.7
+18 = East Line 34th	5.5	332.5
1+25		
+10 = East 34th	6.7	331.3
East Line Wabash	4.0 ?	336.0
1+56 = Intersection E Lines 34th + Wabash		
At Intersection	7.3	330.7

Sketch of 34th - University + Wabash - Intersection



Note - The x-sections of the area bounded by the East Line 34th, East Line of Wabash, and the poring line of University are Taken independently of Wabash and occupy the first pages of Notes of this book.

X-section Wabash Ave. University to Landis

120' wide
20' c.b.s.
20' 1/45

T 331.99

Section along paving on University

147' Front Prop to prop along Paving

Intersection W Line Wabash + Paving Line University 7.3

t8 = Intersection Paving Line University & South c.b.

University Paving c.b. Flush	7.26	330.71
c.b.	6.56	331.43
1/4	5.59	332.40
℄	4.34	333.65
1/4	3.03	334.96
c.b.	1.75	336.24
E. Line Wabash	0.26	337.73

South c.b. University Produced

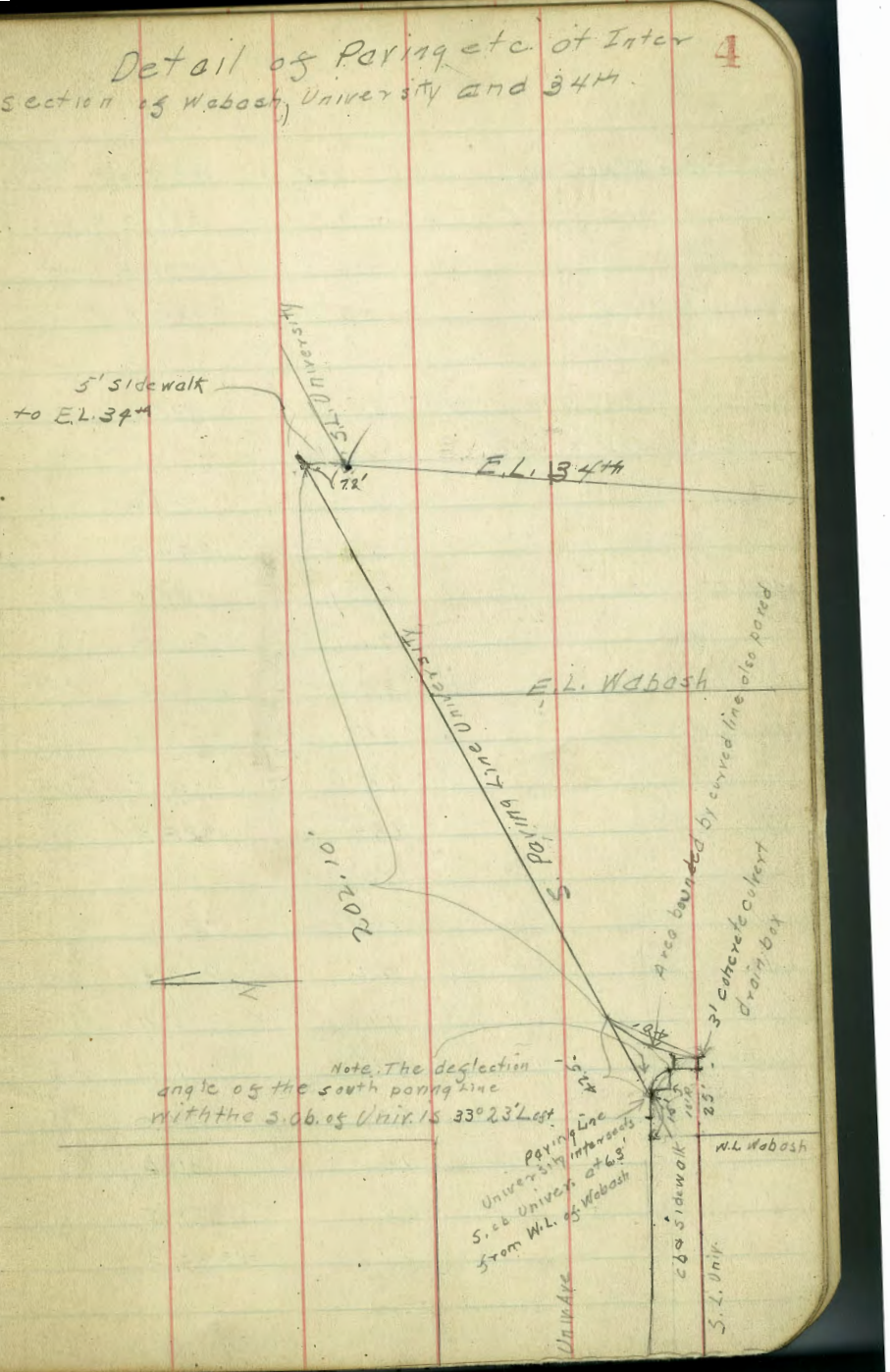
E	2.4	335.6
c.b.	3.6	334.4
1/4	4.7	333.3
℄	5.6	332.4
1/4	6.4	331.6
t10 = paving	6.86	331.13
c.b. "	7.10	330.89
W-c.b.+ gutter flush	7.35	330.64

South Line University = 0+00

W - on Walk. South edge	7.16	330.83
on ground	7.9	330.0
c.b.	7.30	330.69

Contours on Hard Copy C.B.K.
Plotted Jan. 3-29

Detail of Paving etc. of Inter section of Wabash, University and 34th.



T 337.99

Gutter = Flowline of Drain	8.64	329.35
1/4	6.8	331.2
℄	6.2	331.8
1/4	5.3	332.7
cb	4.2	333.8
E	3.0	335.0
	0+25	
E	3.2	334.8
cb	5.2	332.8
1/4	6.3	331.7
℄	7.1	330.9
1/4	8.0	330.0
cb	8.1	329.9
+10	8.5	329.5
W	9.8	328.2
	0+50	
W	10.4	327.6
+10	9.2	328.8
cb	9.1	328.9
1/4	8.7	329.3
℄	8.0	330.0
1/4	7.4	330.6
cb	6.5	331.5
E	4.7	333.3

T 337.99

0+75		
E	5.6	332.4
cb	6.9	331.1
1/4	8.1	329.9
℄	8.6	329.4
1/4	9.1	328.9
cb	9.9	328.1
W	10.9	327.1
1+00		
W	11.2	326.8
cb	10.0	328.0
1/4	9.7	328.3
℄	9.5	328.5
1/4	8.6	329.4
cb	7.5	330.5
E	6.3	331.7
1+25		
E	7.0	331.0
cb	8.0	330.0
1/4	9.2	328.8
℄	9.7	328.3
1/4	10.7	327.3
cb	10.3	327.7
+10	10.4	327.6
W	11.3	326.7

T 331.99

1456 ~angle to P.H.

W	12.5	325.5
cb	11.6	326.4
1/4	11.2	326.8
℄	10.8	327.2
1/4	10.1	327.9
cb	8.8	329.2
E	7.4	330.6
1475		
E	7.9	330.1
cb	9.7	328.3
1/4	10.9	327.1
℄	11.6	326.4
1/4	12.0	326.0
cb	12.8	325.2
W	13.2	324.8
2400		
W	13.7	324.3
cb	13.4	324.6
1/4	12.9	325.1
℄	12.5	325.5
1/4	12.0	326.0
cb	11.1	326.9
E	9.6	328.4
T.P.		-1287 325.12
+2.50	3.327.62	

T 327.62

2425

E	0.4	327.2
cb	2.1	325.5
1/4	2.1	324.9
℄	2.8	324.8
1/4	3.6	324.0
cb	3.8	323.8
W	4.1	323.5
2450		
W	5.0	322.6
cb	4.6	323.0
1/4	4.2	323.4
℄	3.9	323.7
1/4	3.7	323.9
cb	3.1	324.5
E	2.0	325.6
2475		
E	3.5	324.1
cb	4.0	323.6
1/4	4.8	322.8
℄	5.2	322.4
1/4	5.4	322.2
cb	6.0	321.6
W	7.1	320.5

T 327.62

3+00

W	9.8	317.8
C.b	7.6	320.0
1/4	6.4	321.2
℄	5.6	322.0
1/4	5.8	321.8
C.b	4.6	323.0
E	4.1	323.5

3+25

E	5.5	322.1
C.b	6.1	321.5
1/4	6.6	321.0
℄	7.0	320.6
1/4	7.7	319.9
C.b	9.3	318.3
W	11.3	316.3

3+50

W	13.7	313.9
C.b	11.6	316.0
+10	10.3	317.3
1/4	9.1	317.9
℄	7.2	320.4
1/4	7.0	320.6
C.b	7.3	320.3
E	6.5	321.1

T 327.62

83.37' on Angle

80' wide

14 C.b.s

7

3+74 = North Line Wightman - E. side 13' 4.5

E	7.3	320.3
C.b	8.2	319.4
1/4	8.4	319.2
℄	9.9	317.7
1/4	12.3	315.3
C.b	13.5	314.1
W	15.5	312.1

3+88 ~~5.5~~ N C.b Wightman - E. side

W	15.9	311.7
C.b	14.6	313.0
1/4	12.6	315.0
℄	10.8	316.8
1/4	8.8	318.8
C.b	8.8	318.8
E	7.6	320.0

4+02.10 N 1/4 Wightman - East side

E	7.8	319.8
C.b	10.0	317.6
1/4	10.3	317.3
℄	11.9	315.7
1/4	13.9	313.7
C.b	15.6	312.0
W	17.0	310.6

M. H. at intersection of ℄ of Wabash and ℄ Wightman East of Wabash. On flowline 17.78

℄ 327.62

4+15.65 = ℄ Wightman-E. side

W	17.8	310.8
cb	15.9	311.7
1/4	13.8	313.8
℄	12.6	315.0
1/4	11.4	316.2
cb	10.3	317.3
E	7.4	320.2

4+29.20 = 5 1/4 Wightman-E. side

E	8.6	319.0
cb	10.6	317.0
1/4	12.3	315.3
℄	13.3	314.3
1/4	14.7	312.9
cb	16.0	311.6
W	18.1	309.5
T.P.		-13.00 314.62

4+46.1

℄ 319.23

4+42.75 = S.cb. Wightman - East side

W	11.7	307.5
+10	9.0	310.2
cb	8.2	311.0
1/4	6.9	312.3
℄	4.8	314.4
1/4	3.5	315.7

℄ 319.23

cb	2.1	317.1
E	0.5	318.7

4+57.37 = S line Wightman - E side

E	1.2	318.0
cb	2.8	316.4
1/4	3.6	315.6
℄	5.4	313.8
1/4	7.4	311.8
cb	8.7	310.5
W	11.2	308.0
T.P.		

4.82

℄ 316.44

4+81.4 = N Line Wightm - West side

W	9.8	306.6
cb	7.4	309.0
1/4	5.4	311.0
℄	3.3	313.1
1/4	1.8	314.6
cb	0.8	315.6
E	0.3	316.1

Δ cb Wightman

E	0.9	315.5
cb	1.4	315.0
1/4	2.5	313.9

T 316.44

℄	3.8	312.6
1/4	5.5	310.9
cb	7.1	309.3
W	9.5	306.9
	N 1/4 Wightman	
W	12.4	304.0
cb	7.8	308.6
1/4	6.0	310.4
℄	4.7	311.7
1/4	3.5	312.9
cb	2.0	314.4
E	1.6	314.8
	℄ Wightman	
E	2.2	314.2
cb	2.7	313.7
1/4	4.1	312.3
℄	5.4	311.0
1/4	6.3	310.1
cb	8.1	308.3
W	16.8	299.6
	5 1/4 Wightman	
W	12.5	303.9
cb	9.6	306.8
1/4	6.9	309.5
℄	6.0	310.4

T 316.44

9

1/4	4.7	311.7
cb	3.5	312.9
E	3.0	313.4
	5 cb. Wightman	
E	3.6	312.8
cb	4.4	312.0
1/4	5.5	310.9
℄	6.8	309.6
1/4	7.6	308.8
cb	11.3	305.1
W	20.1	295.7
	5 Line Wightman = 0+00	
W	22.4	294.0
cb	11.3	305.1
+10	9.6	306.8
1+4	8.8	307.6
℄	8.0	308.4
1/4	6.6	309.8
cb	5.3	311.1
E	4.3	312.1
	0+25	
E	6.5	309.9
cb	8.0	308.4
1/4	8.7	307.7
℄	10.0	306.4

T 316.44

1/4		10.5	305.9
cb		12.1	303.7
W		23.3	293.1
	0+50		
Out 12		24.8	291.6
W		21.0	295.4
cb		15.5	300.9
1/4		13.7	302.7
℄		12.0	304.4
1/4		11.1	305.3
cb		10.5	305.9
E		9.7	306.7
	0+75		
E		11.3	305.1
cb		12.5	303.9
T.P.			-1.304 303.40
	+0.07		
	T 303.47		
1/4		1.6	301.9
℄		3.0	300.5
1/4		5.5	298.0
cb		7.6	295.9
W		10.0	293.5

T 303.47

Beginning at 0+78 on east line and extending to 0+97 there is a shed 5' in the street.

	1+00		
W		11.9	291.6
cb		11.3	292.2
1/4		10.2	293.3
℄		8.0	295.5
1/4		4.7	298.8
cb		3.4	300.1
E		0.0	303.5
	415 = M.H. on E 1/4 +5 toward West		
Shiston Flowline		12.69	290.78
	1+25		
E		2.7	300.8
cb		5.0	298.5
1/4		8.3	295.2
℄		10.0	293.5
1/4		12.6	290.9
cb		13.5	290.0
W		14.0	289.5
	1+50		
W		17.6	285.9
cb		15.6	287.9
1/4		15.0	288.5
℄		12.2	291.3
1/4		10.4	293.1

T 303.47

cb		8.0	295.5
E		3.5	300.0
	1+75		
E		4.3	299.2
cb		8.6	296.9
1/4		12.3	291.2
℄		15.9	287.6
1/4		17.3	286.2
cb		19.2	284.3
+10		19.8	283.7
+11		22.5	281.0
W		21.8	281.7
	2+00		
W		22.8	280.7
+17		23.2	279.3
+18		21.0	282.5
cb		21.0	282.5
1/4		19.5	284.0
℄		17.5	286.0
1/4		13.9	289.6
cb		10.7	292.8
E		6.3	296.2
	2+25		
E		8.4	295.1
cb		11.6	291.9

T 303.47

11

1/4		15.0	288.5
℄		18.6	284.9
1/4		21.4	282.1
cb		22.6	280.9
W		24.0	279.5
	2+50		
W		24.3	279.2
cb		23.8	279.7
+2		22.5	281.0
1/4		22.2	281.3
℄		20.3	283.2
1/4		16.4	287.1
cb		12.5	291.0
E		10.9	292.6
	2+75		
E		12.1	290.8
T.P.			+1.30.7 290.40
	+0.08		
T 290.48			
cb		09	289.6
1/4		3.0	287.5
+2		4.6	285.9
℄		9.0	281.5
1/4		9.7	280.8
cb		10.2	279.3

	℄ 2+90.48		
W		11.4	279.1
	3+00		
W		12.4	278.1
+10		11.1	279.4
cb		10.8	279.6
1/4		10.4	280.1
℄		10.2	280.3
1/4		5.2	285.3
+10		3.2	287.3
cb		3.1	287.4
E		2.2	288.5
	3+25		
E		4.4	286.1
cb		5.5	285.0
+10		6.0	284.5
1/4		7.8	282.7
℄		10.6	279.9
1/4		11.2	279.3
cb		11.2	279.3
W		12.4	278.1
	3+50		
W		12.9	277.6
cb		11.9	278.5
1/4		12.6	277.9
℄		12.3	278.2

		9.05	
	℄ 2+90.48		
1/4		8.7	281.8
+10 Drop M.H. Bottom Flow Line to	Tp Flow Line from North	15.65	274.83
	South	17.45	273.03
cb		8.1	282.4
E		6.2	284.3
Note - From 0+97 to 3+55 there are various fences on East side from 2 to 5' in the street			
	3+75		
E		9.7	280.8
cb		10.2	280.3
1/4		11.4	279.1
+18		12.7	277.8
℄		14.2	276.3
1/4		13.9	276.6
cb		13.0	277.5
W		13.0	277.5
	4+00		
W		13.3	277.2
cb		14.1	276.4
1/4		13.6	276.9
℄		14.9	275.6
1/4		13.4	277.1
cb		12.8	277.7
E		11.6	278.9

Note - Landis is same width as Wightman and is divided in the same manner as was Wightman East of Wabash.

		π 290.48		
T.P.			-12.24	278.24
	+2.91	π 281.15		
		4+25		
E			3.6	277.5
cb			5.3	275.8
1/4			5.1	276.0
℄			5.3	275.8
1/4			5.3	275.8
cb			5.3	275.8
+3			4.5	276.6
W			3.7	277.4
		4+50		
W			3.6	277.5
cb			3.6	277.5
+5			4.6	276.5
1/4			4.8	276.3
℄			6.1	275.0
1/4			7.1	274.0
cb			6.9	274.2
+3			5.0	276.1
E			5.2	275.9
		4+75		
E			6.7	274.4
+13			7.0	274.1
cb			7.9	273.2

		π 281.15		
1/4			6.8	274.3
℄			6.5	274.6
+10			6.5	274.6
+11			4.7	276.4
1/4			4.7	276.4
cb			4.8	276.3
W			4.1	277.0
		4+95		
W			4.0	277.1
cb			5.2	275.9
1/4			5.5	275.6
℄			5.4	275.7
1/4			5.4	275.7
+2			7.3	273.8
cb			8.5	272.6
+12			7.6	273.5
E			7.4	278.7

83.37 on angle 80 wide 4"cbs 18"ws

5+22 = North Line Landis - East side

E			9.4	271.7
cb			9.6	271.5
+15			6.2	274.9
1/4			6.2	274.9
℄			6.7	274.4
1/4			6.7	274.4
cb			5.7	275.4

Note- Plus rods denote above H.I.

T 281.15

W		+ 3.0	284.1
T.P		-2.91	278.24

T 283.39

+5.15

N cb Landis - E side

W	+8.0	291.4
cb	1.9	281.5
1/4	7.4	276.0
℄	9.2	274.2
1/4	9.2	274.2
+7	9.0	274.4
+15	17.1	271.3
cb	12.2	271.2
+16	10.5	272.9
E	7.4	276.0
Out 15 - Tp. Fill	+1.2	284.6

N 1/4 Landis E-side

Out 12 - Tp Fill	+1.2	284.6
E	5.4	278.0
+10	11.1	272.3
cb	12.2	271.2
+6	12.2	271.2
+7	10.3	273.1
1/4	10.0	273.4
℄	8.2	275.2
1/4	1.3	282.1

T 283.39

cb	+6.4	289.8
W	+18.0	301.4

℄ Landis - East side

W	+21.2	304.6
cb	+13.4	296.8
1/4	+2.5	285.9
℄	6.3	277.1
+10	9.2	274.2
1/4	9.6	273.8
+10	12.0	271.4
cb	12.6	270.8
+10	11.6	271.8
E	6.3	277.1
Out 10 - Tp. Fill	0.0	283.4

5 1/4 Landis

Out 7 - Tp Fill	0.8	282.6
E	4.4	279.0
+15	12.0	271.4
cb	12.7	270.7
+10	12.6	270.8
+12	9.1	273.7
1/4	9.4	274.0
+12	9.2	274.2
℄	7.0	276.4
1/4	+1	284.4

T 283.39

cb	+11.0	294.4
W	+21.1	304.5
S cb Landis - E side		
W	+21.0	304.4
cb	+17.8	296.2
1/4	+1.5	284.9
℄	8.3	275.1
1/4	9.9	273.5
+5	12.9	270.5
cb	12.7	270.7
E - Tp. Fill	2.3	281.1
S Line Landis - E Side		
E - Tp. Fill	2.2	281.2
cb	13.1	270.3
+5	12.6	270.8
1/4	10.7	273.0
℄	9.5	273.9
1/4	+2.2	285.6
cb	+11.0	294.4
W	+20.5	303.9

Note. M.H. at North 1/4 +9 on Landis and E 1/4 +10 toward East on Wabash.

On Flow Line	15.96	267.43

T 283 39

T.P.			-0.15	283.24
	+13.22	296.46		
T.P.			-0.83	295.63
	+13.23	308.86		
T.P.			-0.50	308.36
	+13.13	321.49		
T.P.			-0.72	320.77
	+13.01	333.78		
T.P.			-0.70	333.08
	+8.83	341.91		
B.M. N.W. Cor. Swift & Wightman			-4.34	337.57
				337.42

9-19-28
J.C. Bliss
Diebert
Rayner

X section Wightman Nile to Wabash

65' wide
10' cbs
11.25 1/4S

B.M. S.W. B.P. University & Nile				322.15			T 318.92		
						1/4		3.4	
	+134	323.49				℄		10.5	3.083
				-8.90	314.59	+1		17.2	
	+423					1/4		22.0	
			T 318.82			cb		25.1	
	East Line Nile = 3+00					S		24.3	294.5
N			4.6	314.2			2+25		
cb - concrete			4.88	313.94		S		26.2	292.6
Gutter			5.0	313.8		cb		25.5	
1/4			5.2			1/4		21.0	
℄			5.6	313.2		+4		9.5	
1/4			5.7			℄		5.0	313.8
cb			6.3			+2		3.9	
S			6.7	312.1		1/4		3.1	
		2+75				cb		1.2	
S			20.4	298.4		N		0.2	318.6
cb			21.6				2+00		
1/4			21.2			N		0.1	318.7
℄			16.6	302.2		cb		0.7	
1/4			9.0			1/4		2.2	
cb			2.8			℄		3.4	315.4
N			0.6	318.2		1/4		5.8	
		2+50				+4		19.6	
N			0.2	318.6		cb		23.5	
cb			2.2			S		26.8	292.0

Plotted Jan-3-29 CBH

	T 318.82		
	1+85		
Out 10	27.8		
S	23.8	295.0	
cb	21.2		
+4	6.9		
1/4	4.7		
℄	2.7	316.1	
1/4	1.6		
cb	0.8		
N	0.2	318.6	
	1+75		
N	2.6	316.2	
cb	2.6		
1/4	2.8		
℄	3.5	315.3	
1/4	4.8		
cb	9.6		
+5	15.4	303.4	
Out 15	27.4		
	1+50		
Out 15	14.2		
S	13.8	305.0	
cb	9.4		
1/4	8.0		
℄	7.6	311.2	
1/4	8.2		

	T 318.82		
cb	11.0		
N	13.4	305 4	
Out 10	14.3		
T. P.		-13.08	305.74
+0.26	T 304.05		
	1+25		
N	10.0	296.0	
cb	8.4		
1/4	6.4		
℄	3.3	302 7	
1/4	3.1		
cb	3.9		
S	5.4	300 6	
	1+1		
S	9.5	296.5	
cb	8.0		
1/4	6.5		
℄	7.8	298 2	
1/4	11.0		
cb	11.8		
N	12.3	293 7	
	1+00		
	?	292.0	
N	1/4	304 6	
cb	13.6		
1/4	14.5		
℄	13.8	292 2	

			T 306.05			T 306.05	
1/4			16.8	1/4		13.5	
cb			17.7	cb		12.1	
S			19.4	286.6	+ 2		14.3	
		0+75			X		13.6	292.4
S			17.9	288.1		0+00 = West Line Wabash		
cb			17.5		N		0.9	305.1
1/4			19.1		cb		3.3	
℄			18.5	287.5	1/4		5.5	
1/4			17.8		℄		7.7	298.3
cb			16.7		1/4		9.8	
N			16.1	289.9	cb		11.2	
		0+50			S		12.2	293.8
N			17.0	289.0	T.P.			-0.18 305.87
cb			17.4			+13.06	318.93	
1/4			17.5		T.P.			-0.25 318.68
℄			16.0	290.0		+13.05	331.73	
+ 2			13.5					-0.90 330.83
1/4			14.1			+9.25	340.08	
cb			14.7		B.M. N.W. B.P. SW. St. & Wightman (Clouber)			-2.73 337.35
S			13.1	290.9				337.42
		0+40						
S			15.3	290.7				
cb			13.1					
1/4			14.6					
℄			14.0	292.0				

9-20-28
J.C. Bliss
Dreibert
Rouner

X-section Dwight St. Central to 40th - Roadway x-section only.
5-2' wide
13' 1/4S.

B.M. N.W.S.P. Central + Dwight 330.04
+380

π 333.84

West line Central = 0+00

N. Tpcb		398	329.86
G		4.5	329.3
1/4		4.3	
℄		4.2	329.6
1/4		4.5	
G		5.0	328.8
S Tpcb.		4.48	329.36
	0+25		
S Tpcb.		4.54	329.30
G		5.1	
1/4		4.6	
℄		4.4	329.4
1/4		4.4	
G		4.7	
N. Tpcb		4.11	329.73
	0+50		
N Tpcb		4.28	329.56
G		5.0	
1/4		4.6	
℄		4.5	329.3
1/4		4.7	

Plotted Jan 4-29 CBH

19

π 333.84

G		5.2	
S Tpcb		4.70	329.14
	0+75		
S. Tpcb		4.84	329.00
G		5.4	
1/4		4.9	
℄		4.7	329.1
1/4		4.7	
G		5.2	
N Tpcb		4.42	329.42
	1+00		
N Tpcb		4.60	329.24
G		5.3	
1/4		5.0	
℄		5.0	328.8
1/4		5.1	
G		5.6	
S Tpcb		5.02	328.82
	1+39 - East Line Alley		
S Tpcb at prop line		4.93	328.91
S Tpcb		5.24	328.60
G		5.6	
1/4		5.4	
℄		5.1	328.7
1/4		5.2	

T 333.84

G	5.5	
℄ Tpcb	4.79	329.05
N Tpcb at Prop.	4.63	329.21
1+49 ℄ Alley		
N	4.2	329.6
Cb	5.5	
1/4	5.1	
℄	4.9	328.9
1/4	5.3	
Cb	5.6	
S	3.9	329.9
1+59 = West Line Alley		
S Tpcb at Prop	5.24	328.60
S Tpcb	5.46	328.38
G	6.1	
1/4	5.6	
℄	5.2	328.6
1/4	5.4	
G	5.6	
N Tpcb	5.02	328.82
N Tpcb at Prop	4.92	328.92
2+00		
N Tpcb	5.26	328.58
G	6.1	
1/4	5.6	

℄	5.5	328.3
1/4	5.9	
G	6.5	
S Tpcb	5.73	328.11
2+25		
S Tpcb	5.95	327.89
G	6.7	
1/4	6.1	
℄	5.7	328.1
1/4	5.9	
G	6.3	
N Tpcb.	5.45	328.39
2+50		
N Tpcb	5.64	328.20
G	6.4	
1/4	6.1	
℄	5.8	328.0
1/4	6.2	
G	6.8	
S Tpcb	6.11	327.73
2+75		
S Tpcb	6.28	327.56
G	6.8	
1/4	6.3	
℄	5.9	327.9

1/4	6.2	
G	6.5	
N Tp cb	5.82	328.02
		V 80' Wide
2+98.4 = East Line		40th 14' cbs 13 INS
N Tp cb	5.88	327.95
G = Flowline drain box - 1.15' wide	6.63	
1/4	6.1	
℄	6.0	327.8
1/4	6.3	
G = Flowline drain box - 1.15' wide	7.38	
S Tp cb	6.40	327.44
East cb 40th		
S - Tp. cb	6.42	327.42
G	6.7	
Cb - On 30" concrete culvert inlet with 18" square Grating		
Tp Grating	6.44	
1/4	6.2	
℄	5.9	327.9
1/4	5.8	
cb - Same inlet as on S. cb - Tp Grating	5.98	327.86
N - Tp cb	5.96	327.88
Flowline culvert box - 1.15' wide	6.83	
E 1/4 40th		
N	5.9	327.9
Cb	5.9	

1/4	5.8	
℄	5.8	328.0
1/4	6.3	
cb	6.2	
S	6.4	327.4
℄ 40th		
S	6.4	327.4
cb	6.1	
1/4	6.0	
℄	5.9	327.9
1/4	5.8	
cb	5.8	
N	5.8	328.0
W 1/4 40th		
N	5.9	327.9
cb	5.9	
1/4	5.9	
℄	5.9	327.9
1/4	6.1	
cb	6.2	
S	6.5	327.3
West cb 40th		
S - Tp cb	6.35	327.49
G	6.6	
Cb	6.4	

T 333.84

1/4	6.3	
℄	6.0	327.8
1/4	6.0	
cb	6.1	
N-on wall of drain-box	6.15	327.69
Flowline drain box	7.06	

Note. There are No returns on either the N.W. or S.W. corners of Dwight x 40th but each has a concrete culvert inlet box with 1.15' opening and overall width of 2.2' The culvert across the street is 8" Corrugated Iron

Note- Sidewalk on Dwight is to East Line Alley only - Street is Graded to cb level from cb. to Prop. where sidewalk does not exist.

T.P -6.40 327.44

+0.64

T 328.08

X-section 40th & Dwight to Roadway 52' wide
Mixed 80' wide 14' cbs 13' 11/4s
X-section of roadway only.

T 326.08

South Line Dwight = 0+00

W-Tpcb	0.57	327.51
G=Flowline drain-box	1.73	
1/4	0.7	
℄	0.5	327.6
1/4	0.7	
G=Flowline drainbox	1.70	
E Tpcb	0.65	327.43

Note- There are No sidewalks in this block on 40th but street is Graded to cb level from curb to Prop lines

0+25

E Tpcb	2.05	327.03
G	1.5	
1/4	1.2	
℄	1.0	327.0
1/4	1.4	
G	1.8	
W Tpcb	1.09	326.99

0+50

W Tpcb	1.45	326.63
G	2.3	
1/4	1.6	
℄	1.4	326.7

Plotted Jan 4-1929 GBH

T 328.08

1/4	1.5	
G	1.8	
E Tpcb	1.37	326 71
0+75		
E Tpcb	1.76	326 32
G	2.6	
1/4	2.0	
℄	1.8	326 3
1/4	2.2	
G	2.6	
W Tpcb	1.80	326 28
1+00		
W Tpcb	2.22	325 86
G	3.3	
1/4	2.4	
℄	2.1	326 0
1/4	2.4	
G	3.0	
E Tpcb	2.15	325 93
1+25		
E Tpcb	2.58	325 50
G	3.3	
1/4	2.9	
℄	2.6	325 5
1/4	2.8	

T 328.08

23

G	3.5	
W Tpcb	2.65	325 43
1+50		
W Tpcb	2.98	325 10
G	3.8	
1/4	3.3	
℄	2.9	325 2
1/4	3.3	
G	3.7	
E Tpcb	2.95	325 13
1+75		
E Tpcb	3.33	324 75
G	4.1	
1/4	3.5	
℄	3.2	324 9
1/4	3.7	
G	4.1	
W Tpcb	3.42	324 66
2+00		
W Tpcb	3.75	324 33
G	4.5	
1/4	4.0	
℄	3.6	324 5
1/4	3.8	
G	4.4	

T 328.08

E Tp cb		3.63	324.45
	2+25		
E Tp cb		4.05	324.03
G		4.7	
1/4		4.3	
℄		4.0	324.1
1/4		4.4	
G		4.9	
W Tp cb		4.22	323.86
	2+50		
W Tp cb		4.60	323.48
G		5.3	
1/4		4.7	
℄		4.3	323.8
1/4		4.7	
G		5.2	
E Tp cb		4.45	323.63
	2+75		
E Tp cb		4.82	323.26
G		5.6	
1/4		5.2	
℄		4.8	323.3
1/4		5.1	
G		5.6	
W Tp cb		4.98	323.10

T 328.08

	3+00		
W Tp cb		5.32	322.76
G		6.0	
1/4		5.5	
℄		5.2	322.9
1/4		5.5	
G		6.0	
E Tp cb		5.15	322.93
	3+25		
E Tp cb		5.60	322.48
G		6.3	
1/4		5.8	
℄		5.6	322.5
1/4		6.0	
G		6.5	
W Tp cb		5.82	322.26
	3+50		
W Tp cb		6.13	321.95
G		6.9	
1/4		6.4	
℄		6.0	322.1
1/4		6.2	
G		6.7	
E Tp cb		5.95	322.13

T 328.08

3+75

E Tp c b	6.31	321.77
G	7.0	
1/4	6.6	
℄	6.3	3218
1/4	6.7	
G	7.2	
W Tp c b	6.52	321.56
	4+00	
W Tp c b	6.92	32116
G	7.5	
1/4	7.3	
℄	6.7	321.4
1/4	7.0	
G	7.4	
E Tp c b	6.65	32143
	4+25	
E Tp c b	7.05	32103
G	7.7	
1/4	7.3	
℄	7.0	3211
1/4	7.5	
G	7.7	
W Tp c b	7.35	32073
T.P		−7.39 320.69
	+3.48 324.17	

T 324.17

4+50

W Tp c b	3.72	320.45
G	4.3	
1/4	3.9	
℄	3.4	3208
1/4	3.7	
G	4.2	
E Tp c b	3.52	320.65
	4+75	
E Tp c b	3.88	320.29
G	4.4	
1/4	4.0	
℄	4.0	320.2
1/4	4.2	
G	4.6	
W Tp c b	4.09	320.08
	5+00	
W Tp c b	4.49	319.68
G	5.0	
1/4	4.6	
℄	4.3	319.9
1/4	4.4	
G	4.8	
E Tp c b	4.28	319.89

T 324.17

	5+25		
E Tpcb		4.61	319.56
G		5.2	
1/4		4.8	
℄		4.6	319.6
1/4		5.0	
G		5.5	
W Tpcb		4.89	319.28
	5+50		
W Tpcb		5.30	318.87
G		5.9	
1/4		5.4	
℄		5.0	319.2
1/4		5.1	
G		5.8	
E Tpcb		5.02	319.15
	5+75		
E Tpcb		5.42	318.75
G		6.0	
1/4		5.4	
℄		5.4	318.8
1/4		5.6	
G		6.3	
W Tpcb		5.68	318.49

T 324.17

26

5+98.6 ± N Line Myrtle

W Tpcb	6.01	318.16
G=Flowline concrete culvert box	6.96	
1/4	5.8	
℄	5.6	318.6
1/4	5.6	
G=Flowline concrete culvert box	6.75	
E Tpcb	5.70	318.47
B.M. N.W.B.R. 48th + Myrtle	-5.29	318.18
		318.18

9-21-28 Curb & side walk Levels at intersection of Tyrian - Bon Air & La Jolla Blvd.
J.C. Bliss
Drebert
Rouner

East side - N Line Bon Air to Alley

B.M. S.W. B.P. La Jolla Blvd & Bon Air			72.01			1+50	79.82	
	7.81	± 79.82		In Driveway			4.60	75.22
East Line Tyrian - N cb Bon Air = 5.5' off East cb Tyrian						1+59.8 = N Line Bon Air		
Tp cb		4.98	74.84	Tp cb			3.98	75.84
Gutter		5.41	74.41	G			4.4	75.42
N Line Bon Air - East cb Tyrian = 8' North of N cb of Bon Air 0+00						1+75		
Tp cb		5.04	74.78	Tp cb			3.90	75.92
Gutter		5.60	74.22	G			4.3	75.52
		0+25				2+00		
Tp cb		5.00	74.82	Tp cb			3.60	76.22
G		5.40	74.42	G			4.0	75.82
		0+50				2+08 = South end Alley return - 2' Rad.		
Tp cb		4.92	74.90	Tp cb			3.52	76.30
G		5.41	74.41	G			3.8	76.02
		0+75		S.W. Return - P.C. of return to 50' West				
Tp cb		4.88	74.94			P.C. = 0+00		
G		5.3	74.52	Tp cb			7.82	72.00
		1+00		G			8.36	71.46
Tp cb		4.54	75.28			0+25		
G		5.0	74.81	Tp cb			8.63	71.19
		1+25		G			9.11	70.71
Tp cb		4.30	75.52			0+50		
G		4.8	75.02	Tp cb			9.42	70.40
				G			9.92	69.90

Section at 200' West of West line
La Jolla Blvd on Playa del Sur.

B.M. N.W. B.P. La Jolla Blvd & Gravilla				68.86
	+0.87	69.73		
T.P.			-11.48	58.25
	+3.04	℄	℄ 61.29	

Section at 200 W La Jolla Blvd

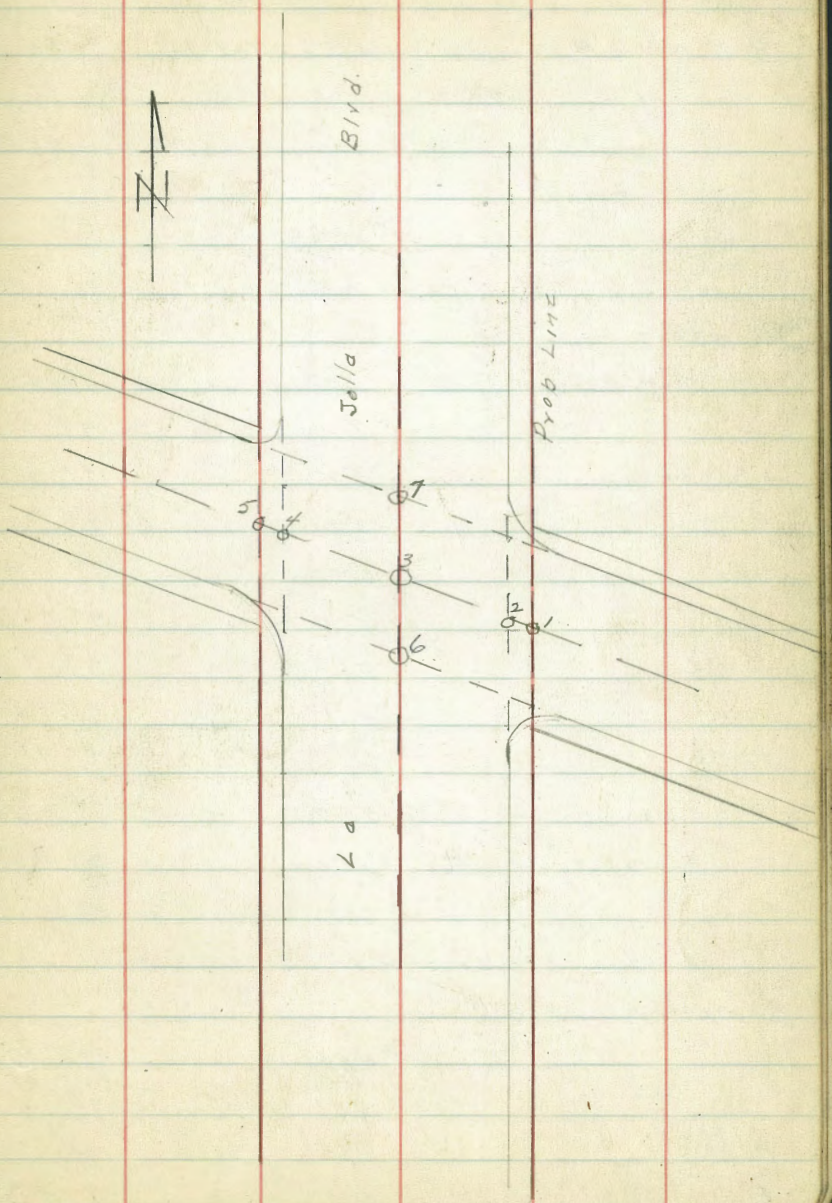
S.C.B.-T.P.C.B	6.23	55.06
Gutter	6.93	54.36
℄	7.50	53.79
N. Gutter	7.45	53.84
T.P.C.B.	6.80	54.49

28

7 Point shots according to sketch Page 29
La Jolla Blvd & Via del Norte

B.M. N.W. B.P. La Jolla Blvd & Via del Norte			79.52
	+5.08	℄ 84.60	
1		4.17	80.43
2		5.66	78.94
3		5.35	79.25
4		5.52	79.08
5		6.13	78.47
6		5.41	79.19
7		5.29	79.31

Typical Intersection



Mira Monte Intersection

B.M. N.W. B.P. Via del Norte x La Jolla Blvd			79.52
	+469	84.21	
		-5.71	78.50
	+493		
	T. 8343 ✓		

Levels in gutter from P.C. of Return to P.C.

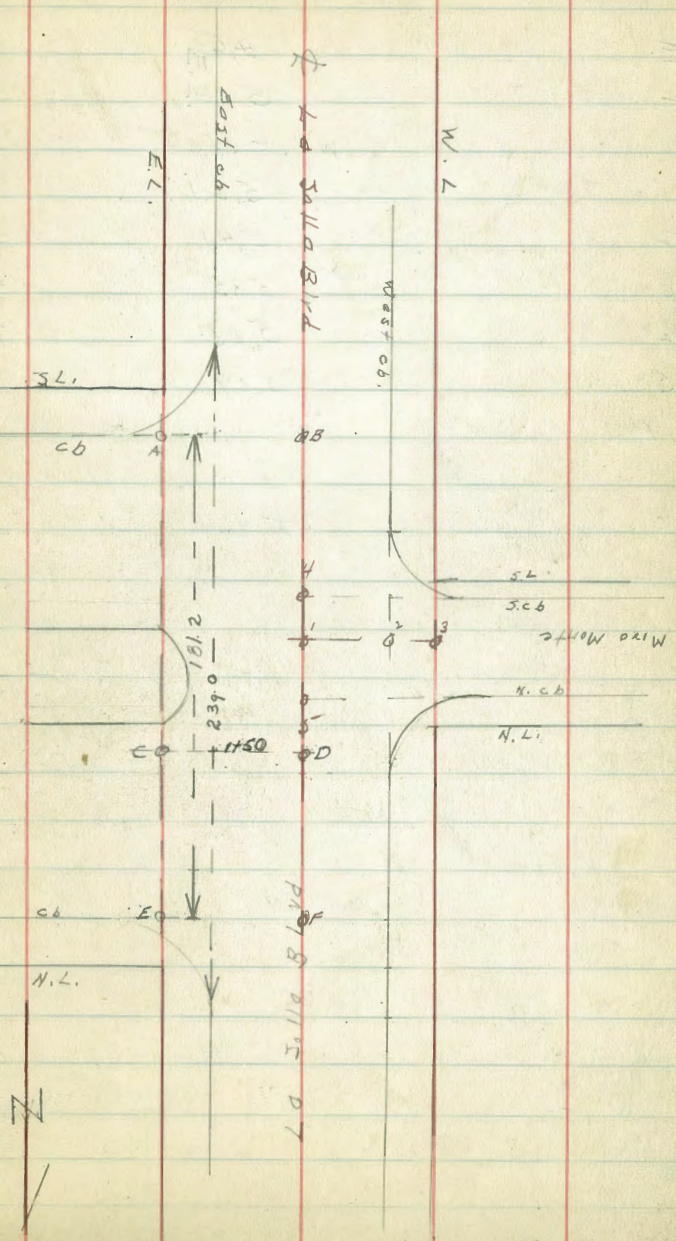
North Return

P.C. South Return - Tpcb	5.37	78.06
G	6.02	77.41
+30.3 - Intersection c b lines	5.92	77.51
+50	5.78	77.65
+75	5.70	77.73
+100	5.71	77.72
+125	5.68	77.75
+150	5.66	77.77
+175	5.63	77.90
+211.5 = Intersection c b lines	5.57	77.86
+239 - P.C. N. Return Gutter	5.53	77.90
Tpcb	4.92	78.51

Other shots as indicated in sketch East side.

A	4.97	78.46
B	5.27	78.16
C	4.25	79.18
D	5.18	78.25

Mira Monte - La Jolla Blvd Intersection



℄ 83.43

E		4.66	78.77
F		5.10	78.33
		West side	
1		5.21	78.22
2		5.41	78.02
3		5.85	77.58
4		5.25	78.18
5		5.19	78.24
T.P			77.21
		-6.22	
	+3.37		
	℄ 80.58		

La Canada & La Jolla Blvd

Intersection 7 Points according to Sketch on Page 29 Using ℄ of La Canada on East side

℄ 80.58

1		3.74	76.84
2		5.04	75.54
3		4.57	76.01
4		5.06	75.52
5		6.11	74.47
6		4.66	75.92
7		4.52	76.06
T.P.			
		-6.56	74.02
	+3.65		
	℄ 77.67		

Camino de La Costa and La Jolla Blvd

Intersection - Using ℄ of Camino de La Costa on East side - According to sketch on Page 29

1		3.63	74.04
2		4.80	72.87
3		4.77	72.90
4		5.22	72.43
5		6.74	70.93
6		4.54	73.13
7		4.96	72.71
B.M. Tp North Lawn Sprinkler N.W. Return La Costa & La Jolla Blvd			
		-5.65	72.02
T.P.			
		-0.85	76.82

7692

+7.59 84.41

B.M. West side La Jolla Blvd between Bird Rock Ave + Camino de La Costa — 8.57 75.84

T.P — 4.50 79.91

+3.11

T 83.02

Intersection La Jolla Blvd & Bird Rock Ave., according to sketch Page 29.

1	3.93	79.09
2	4.24	78.78
3	3.85	79.17
4	4.08	78.94
5	4.44	78.58
6	3.95	79.07
7	3.71	79.31

Intersection La Jolla Blvd & Forward St. sketch Pg

B.M. S.W. B.P Forward & La Jolla Blvd. 74.95

+4.84

T 79.79

1	3.86	75.93
2	5.51	74.28
3	4.89	74.90
4	5.36	74.43
5	6.59	73.20
6	4.83	74.96
7	4.85	74.94

Intersection La Jolla Blvd & Midway St. Using ℄ of Midway East of La Jolla Blvd. 32

B.M. S.W. B.P. Forward & La Jolla Blvd 74.95

+3.16 78.11

— 7.00 71.11

+6.03 77.14

T 77.14

1	5.69	71.45
2	6.82	70.32
3	7.20	69.94
4	7.71	69.43
5	9.74	67.40
6	6.83	70.31
7	6.92	70.22

Note- There is an east and west Valley Gutter on ℄ of Midway St

T.P — 2.54 74.60

+8.44

T 83.04

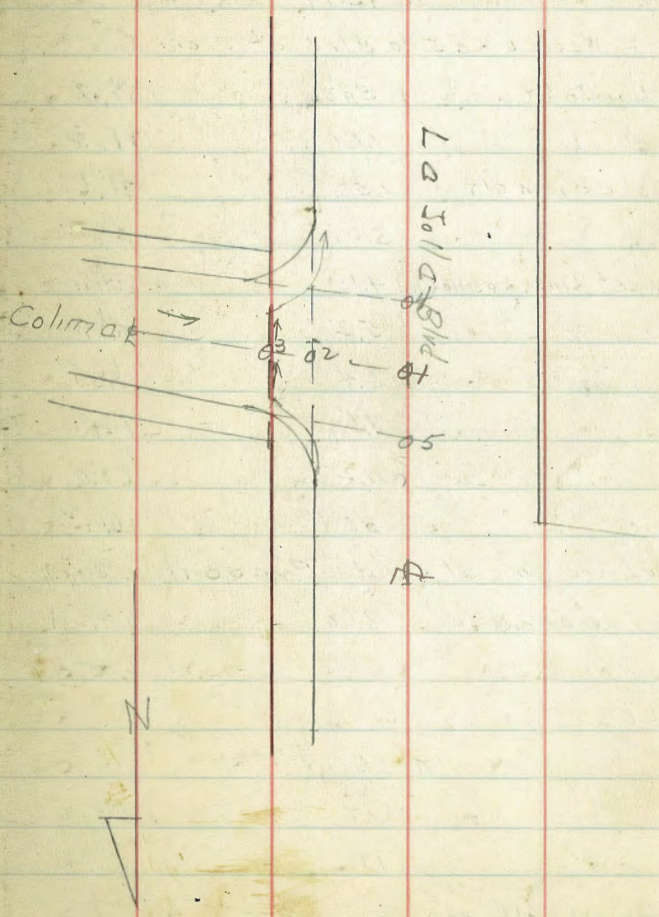
Intersection North Jog Colima & La Jolla Blvd

Shots Taken as on West side Mira Monte Pg. 30

1	6.08	76.96
2	6.02	77.02
3	5.46	77.58
4	5.86	77.18
5	6.40	76.64

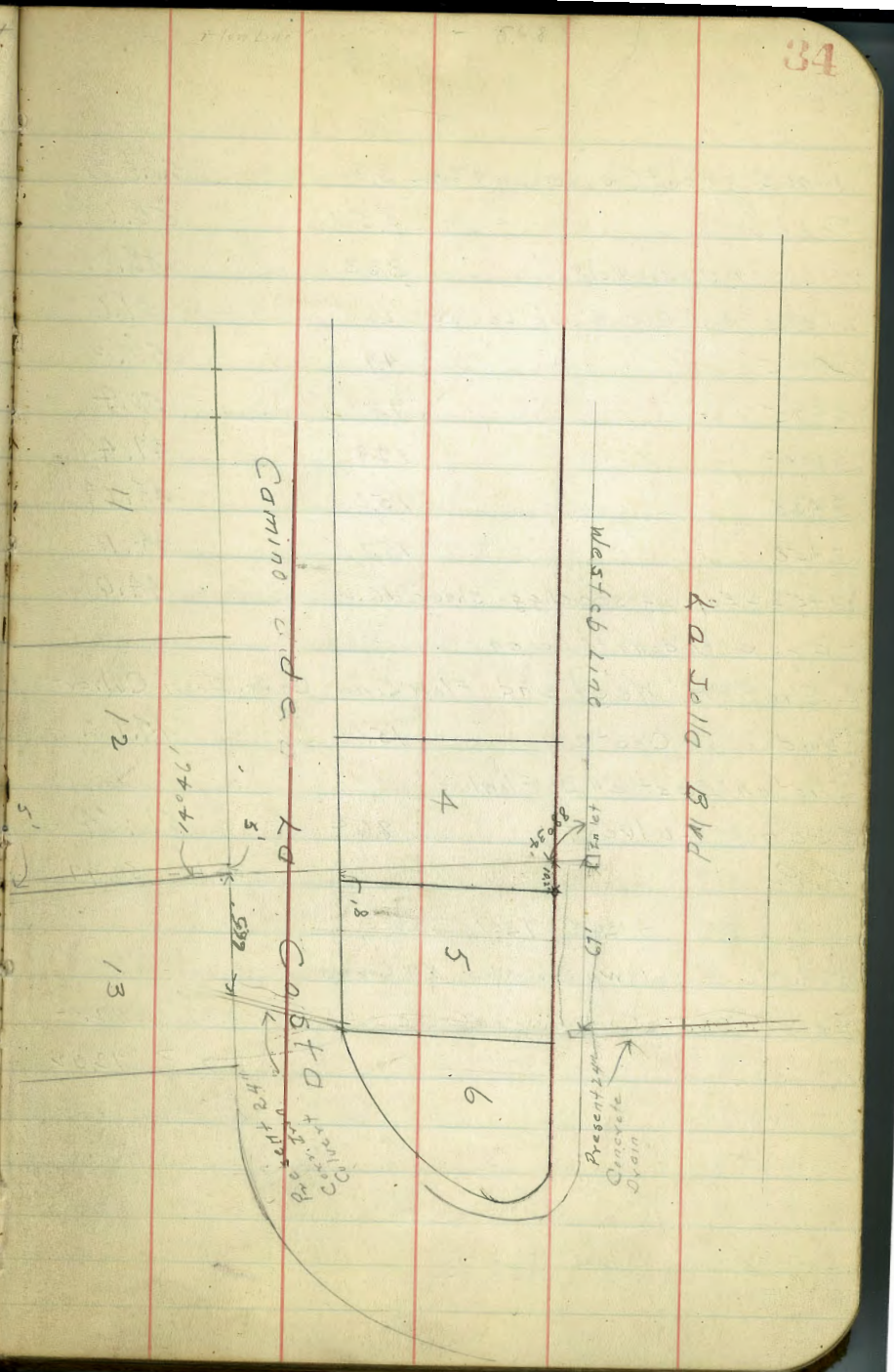
Intersection South Jog Colima & La Jolla Blvd - See sketch Page 33

		T 83.04		
1		5.65		77.39
2		6.02		77.02
3		6.19		76.85
4		5.92		77.12
5		5.42		77.62
B.M. S.E. Top Hyd	Colima & La Jolla		-3.49	79.55
T.P.			-9.57	73.47
	+5.04	78.51		
B.M. - S.W.B.P. Forward & La Jolla			-3.58	74.93
			→	74.95



9-24-28 Location and Levels for Culvert
J.C. Bliss from Catch basin on La Jolla Blvd
Drebert to sea. - Sketch next page
Rayner

B.M. Top North Lawn Sprinkler N.W. Corner Camino de La Costa + La Jolla Blvd		72.02
+1.17		
	T 73.19	
0+00 = West cb La Jolla Blvd at Drain Inlet		
Bottom - Flow Line Inlet	3.93	69.26
Top curb	1.60	71.59
0+05 = West edge walk	1.58	71.61
0+05.1	3.0	70.19
0+30.5 = West Line La Jolla Blvd	4.1	69.1
0+50	5.2	68.0
0+75	6.4	66.8
1+00	8.6	64.6
1+25	11.2	62.0
1+42	13.0	60.
Shot on Flow Line West end Present concrete Culvert under La Jolla Blvd.	8.68	64.51
T.P.	-13.28	59.91
+0.27		
	T 60.18	
1+50	1.7	58.5
1+61	1.1	59.1
1+65 = East edge sidewalk La Costa on	2.81	57.37
1+70 E cb La Costa Top	2.93	57.25
Gutter	3.20	56.98



		℄ 60.18	
17+96.50 = West C.b La Costa Gutter	3.86		56.32
Top c.b.	3.50		56.68
2+01.80 = West edge Walk	3.33		56.85
2+08.5 = Angle Point W. Line La Costa	2.6		57.6
2+46	4.9		55.3
2+75	9.8		50.4
3+00	12.8		47.4
3+25	15.2		45.0
3+50	16.1		44.1
3+52 = Edge of sea cliff. Sheer drop on down to Ocean	16.2		44.0
Shot on West end Flow Line Corr. From Culvert Under La Costa	15.06		45.12
Shot on East end Flowline Same Culvert	8.64		51.54
T.P.		-0.21	59.97
+13.04 9.01			
B.M. Top North Lawn Sprinkler N.W. Corner La Jolla Blvd & Camino de La Costa		-0.97	72.04 → 72.02

Pavement - sidewalk & c.b. levels

From Palomar & La Jolla North to South Line Alley

B.M. S.W. B.P. La Jolla Blvd. & Kilmer		74.90
+9.56 ℄ 84.46		
0+00 = South Paving Line on Palomar		
W-End paving on Palomar	9.09	75.37
West edge Paving on La Jolla	7.07	77.39
East edge Paving on La Jolla	7.07	77.39
T.P.	-6.84	77.62
+5.25		
℄ 82.87		
E-End of Pavement on Palomar	4.58	78.29
0+20 = ℄ c.b. Line Palomar		
E-Top c.b.	4.43	78.44
Gutter	5.07	77.80
E. Edge paving	5.48	77.39
W edge "	5.55	77.32
West Gutter on Palomar	8.16	74.71
Top c.b.	7.47	75.40
0+30 = South end c.b. & sidewalk on La Jolla Blvd.		
W-East edge walk	7.24	75.63
c.b.	7.71	75.16
West edge paving	5.47	75.40
East " "	5.47	75.40
East Top c.b.	4.70	78.17
0+50		
E Top c.b.	4.47	78.40

↑ 82.87

East edge paving		5.33	77.54
West " "		5.33	77.54
W Top cb		7.32	75.56
W-East edge walk		7.19	75.68
	0+75		
W-East edge walk		7.00	75.87
W-Top c.b.		7.10	75.77
West edge Paving		5.12	77.75
East " "		5.10	77.77
E-Top cb		4.17	78.70
	1+00		
E Top cb		3.84	79.03
E-Edge Paving		4.87	78.00
W- " "		4.87	78.00
W-Top cb		6.87	76.06
W-East edgewalk		6.75	76.12
	1+37 = South Line Alley		
W-East edge Walk		6.27	76.60
W-Top cb		6.53	76.34
W-Edge Paving		4.57	78.30
E- " "		4.57	78.30
E-Top cb		3.48	79.39
B.M. N.W. Top Hydrant Palomar and La Jolla Blvd		-5.22	77.65

Note - First 30' of cb & sidewalk North from North Line of Palomar, on East side. is buried - East edge of walk is shattered and cb seems in bad condition where uncovered

9-27-28
J.C. Bliss
Drebert
Rauner

X-section Bon Air (La Jolla) Tyrian Way to Draper - 36' Roadway 9'1/45

Note. Bon Air spoiled with tar rock paving in poor condition

37

B.M. S.W.B.P La Jolla Blvd and Bon Air 7201
+13.00

T 85.01 P.T. 0+59 = E.L. Tyrian. See page 41 this Book

0+00 = East cb Line Tyrian Way

N-Tpcb		10.32	74.69
G		10.64	74.37
℄		10.54	74.47
℄		10.34	74.67
℄		10.34	74.67
S-G		10.34	74.67
S-Tpcb		9.75	75.26
	0+25		
S-Tpcb		8.92	76.09
G		9.54	75.47
℄		9.43	75.58
N-G		10.04	74.97
Tpcb		9.47	75.54
	0+50		
N-Tpcb		8.56	76.45
G		9.24	75.77
℄		8.45	76.56
S-G		8.60	76.41
Tpcb		8.08	76.93

Plotted Jan-4-1929 CBH

T 85.01

	0+75		
S-Tpcb		7.17	77.84
G		7.79	77.22
℄		7.76	77.25
N-G		8.18	76.83
Tpcb		7.65	77.36
	1+00		
N-Tpcb		6.80	78.21
G		7.38	77.63
℄		6.91	78.10
S-G		7.03	77.97
Tpcb		6.32	78.69
	1+25		
S-Driveway		5.98	79.03
℄		6.06	78.95
N-Driveway		6.46	78.55
	1+50		
N-Tpcb		5.01	80.00
G		5.62	79.38
℄		5.06	79.95
S-G		5.10	79.91
Tpcb		4.50	80.51
	1+75		
S-Tpcb		3.60	81.41
G		4.19	80.82
℄		4.02	80.99

T 85.01

G		4.73	80.28
N-Tpcb		4.06	80.95
	2+00		
N-Tpcb		3.16	81.85
G		3.86	81.15
℄		3.09	81.92
G		3.37	81.64
S-Tpcb		2.73	82.28
	2+25		
S-Tpcb		1.81	83.20
G		2.43	82.58
℄		2.10	82.91
G		2.84	82.17
N-Tpcb		2.20	82.81
	2+50		
N-Driveway		1.74	83.27
℄		1.16	83.85
G		1.32	83.69
S-Tpcb		0.68	84.33
T.P.		[illegible]	-0.34 84.67
	+13.26		
	T 97.93		
	2+75		
S-Tpcb		12.49	85.44
G		13.05	84.88

T 97.93

℄		13.04	84.89
G		13.54	84.39
N-Tpcb		12.87	85.06
	3+00		
N-Tpcb		11.77	86.16
G		12.34	85.59
℄		12.04	85.89
G		11.97	85.96
S-Tpcb		11.33	86.60
	3+25		
S-Tpcb		10.18	87.75
G		10.70	87.23
℄		10.75	87.18
G		11.21	86.72
N-Tpcb		10.62	87.31
	3+50		
N Tpcb		9.52	88.41
G		10.16	87.77
℄		9.61	88.32
G		9.61	88.32
S-Tpcb		9.02	88.91
	3+75		
S-Tpcb		7.82	90.11
G		8.38	89.55
℄		8.32	89.61

T 97.93

G	8.98	88.95
N Tpcb	8.36	89.57
4+00		
N. Tpcb	7.17	90.76
G	7.74	90.19
℄	7.19	90.74
G	7.26	90.67
S-Tpcb	6.73	91.20
4+25		
S-Tpcb	5.54	92.39
G	6.11	91.82
℄	6.09	91.84
G	6.66	91.27
N Tpcb	6.08	91.95
4+50		
N. Tpcb	4.92	93.01
G	5.42	92.51
℄	4.99	92.94
G	4.94	92.99
S-Tpcb	4.39	93.54
4+75		
S-Tpcb	3.25	94.68
G	3.87	94.06
℄	3.74	94.19

T 97.93

G	4.27	93.66
N-Tpcb	3.76	94.17
5+00		
N-Tpcb	2.60	95.33
G	3.20	94.73
℄	2.60	95.33
G	2.70	95.23
S Tpcb	2.10	95.83
5+25		
S-Tpcb	0.90	97.03
G	1.49	96.44
℄	1.53	96.40
G	1.91	96.02
N-Tpcb	1.43	96.50
5+50		
N-Tpcb	0.29	97.64
G	0.84	97.09
℄	0.38	97.55
G	0.36	97.57
T.P		-0.69 97.24
	1+90.1	
T 106.25		
S-Tpcb	8.10	98.15

T 106.25

5+75

S Tpcb		6.93	99.32
G		7.57	98.68
℄		7.54	98.71
G		8.04	98.21
N-Tpcb		7.48	98.77
	6+00		
N-Tpcb		6.26	100.00
G		6.87	99.48
℄		6.44	99.81
G		6.38	99.87
S-Tpcb		5.76	100.49
	6+25		
S-Tpcb		4.62	101.63
G		5.37	100.88
℄		5.34	100.91
G		5.81	100.44
N-Tpcb		5.20	101.05
	6+50		
N-Tpcb		4.07	102.18
G		4.76	101.49
℄		4.24	102.01
S-Driveway		4.07	102.18

T 106.25

6+75

S-Tpcb		2.36	103.89
G		3.05	103.20
℄		3.10	103.15
G		3.50	102.75
N-Tpcb		2.88	103.37
	7+155 = N.L. Draper		
N-Tpcb		0.96	105.29
G		1.58	104.67
℄		1.43	104.82
G		1.18	105.07
S-Tpcb		0.48	105.77
			−13.15 93.10
	+0.32	93.42	
			−11.76 81.66
	+0.45	82.11	
B.M. S.W.B.P. Lo Jillo Bldg Bonair			−10.12 71.99
			72.01

9-27-28
J.C. Bliss
Drafter
Rodman

X-section Tyrian Way La Jolla Blvd to Granville

33.7' Wide
6' cbs on West
5.7' cbs " East
22' Roadway

B.M. S.W. B.P. La Jolla Blvd & Bon Air — 72.01

+7.32

T 79.38

0+00 = North Line of Bon Air West of La Jolla Blvd

W	4.3	75.0
cb	4.2	75.1
℄	4.1	75.2
G	3.9	75.4
ETpcb	3.48	75.85
	0+25	
ETpcb	3.78	
G	4.3	
℄	4.3	
cb	4.4	
W	4.6	
	0+50	
W	4.5	
cb	4.5	
℄	4.5	
Gutter	4.4	
ETp. cb	3.90	
	0+75	
ETpcb	4.27	
G	4.8	
℄	4.6	

T.S.

Plotted 10-19-28

Tyrian Way is paved with Tar. rock paving in rough condition

T 79.33

cb	4.6	
W	5.1	
1+00		
W	5.4	
cb	5.1	
℄	4.8	
G	5.0	
ETpcb	4.40	
1+25		
ETpcb	4.53	
G	5.0	
℄	4.9	
cb	5.1	
W	4.9	

20' Wide 12' cbs @ 1/4"

1455.6 = North Line Bon Air East of Tyrian

W	4.6	74.73
cb	5.1	74.23
℄	5.4	73.93
G	4.9	74.43
ETpcb	4.56	74.77
North cb Bon Air		
E. Line Tpcb	4.54	74.79
G	4.9	74.4
cb	5.1	74.2
℄	5.1	74.2

cb		5.1	74.2
W		4.7	74.6
	℄ Bon Air		
W		5.8	73.5
cb		5.3	74.0
℄		5.1	74.2
cb		4.6	74.7
E		4.7	74.6
	South cb Bon Air		
E Line Tpcb		40.2	75.31
G		4.4	74.9
cb		4.9	74.4
℄		5.1	74.2
Cb		5.2	74.1
W		5.7	73.6
	S Line Bon Air = 0+00		
W		0.6	73.1
cb		5.1	74.2
℄		4.8	74.5
G		4.6	74.7
E Tp cb		4.07	75.26
	0+25		
E Tp cb		3.95	75.38
G		4.4	74.9
℄		4.7	74.6

cb		4.9	74.4
W		5.7	73.6
	0+50		
W		5.8	73.5
cb		4.7	74.6
℄		4.5	74.8
G		4.5	74.8
E Tp cb		3.75	75.58
	0+75		
E Tp cb		3.67	75.66
G		4.4	74.9
℄		4.5	74.8
cb		4.7	74.6
W		5.4	73.9
	0+98.5 = Beginning of existing curb on		
West side			
W Tp cb		4.10	75.23
G		4.6	74.7
℄		4.3	75.0
G		4.3	75.0
E Tp cb		3.65	75.68
	1+25		
E Tp cb		3.54	75.79
G		4.2	75.1
℄		4.2	75.1

T 79.33

G		4.3	75.0
W Tpcb		3.93	75.40
	1+50		
W Tpcb		3.73	75.60
G		4.3	75.0
℄		3.8	75.5
G		3.9	75.4
E Tpcb		3.26	76.07
T.P.			− 3.81 75.52
	1+26		
	T 82.78		
	1+75		
E Tpcb		6.60	76.18
G		7.1	75.7
℄		7.1	75.7
G		7.6	75.2
W Tpcb		7.00	75.78
	2+04 ± = North cb Line Bon Air Place ℄ 20' wide		
W Tpcb		6.74	76.04
G		7.2	75.6
℄		6.9	75.9
cb		6.9	75.9
E Line - G		6.8	76.0
Tpcb		6.35	76.43

T 82.78

℄ Bon Air Place

E	6.6	76.2
cb	6.6	76.2
℄	6.6	76.2
G	7.1	75.7
W Tpcb	6.62	76.16
2+24 ± = S cb Bon Air Place		
W Tpcb	6.48	76.30
G	7.0	75.8
℄	6.7	76.1
cb	6.7	76.1
G - E. Line	6.3	76.5
Tpcb - E. Line	5.86	76.92
2+50		
E Tpcb	5.77	76.01
G	6.4	76.4
℄	6.3	76.5
G	6.8	76.0
W Tpcb	6.15	76.63
2+75		
W Tpcb	5.83	76.95
G	6.3	76.5
℄	6.0	76.8
G	5.9	76.9
E Tpcb	5.48	77.30

T 8278

3+00

E T p c b	5.25	77.53
G	5.7	77.1
℄	5.7	77.1
G	6.0	76.8
W T p c b	5.53	77.25

3+25

W T p c b	5.23	77.55
G	5.9	76.9
℄	5.3	77.5
G	5.4	77.4
E T p c b	4.95	77.83

3+50

E T p c b	4.72	78.06
G	5.3	77.5
℄	5.1	77.7
G	5.7	77.1
W T p c b	4.93	77.85

3+75

W T p c b	4.57	78.21
G	5.4	77.4
℄	4.8	78.0
G	4.9	77.9
E T p c b	4.37	78.41

T 8278

4+00

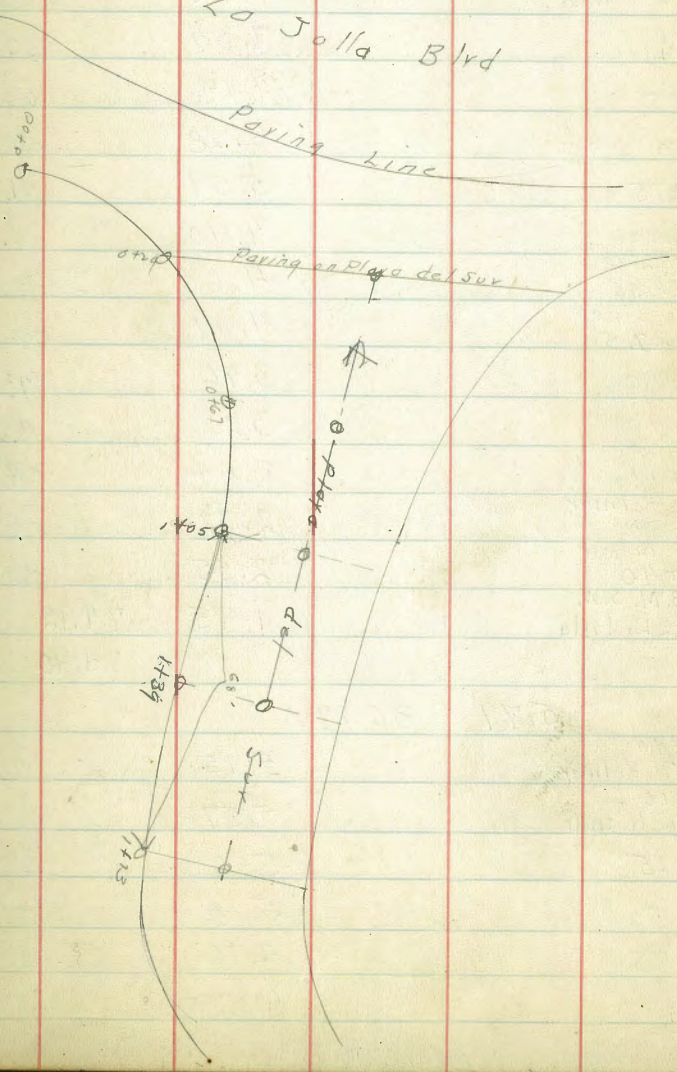
E T p c b	4.13	78.65
G	4.7	78.1
℄	4.6	78.2
G	4.9	77.9
W T p c b	4.30	78.48

4+34 North Line Graville - West of Tyrian

W T p c b	3.93	78.85
G	4.4	78.4
℄	4.0	78.8
G	4.1	78.7
E T p c b	3.70	79.08
B.M. S.E.B.P. Tyrian & Graville	−2.43	80.35
		80.34

B.M. N.W. B.P. La Jolla Blvd & Gravilla		68.86
+0.31		
	69.17	
0+00 = P.C. N.W. Return		
Tp cb	6.38	62.79
0+29 = Tp cb & Paving Line Playa del Sur	6.55	62.62
Gutter	7.08	62.09
℄	5.56	63.61
0+67 Tp cb	7.78	61.39
G	8.32	60.85
℄	7.70	61.47
1+05 = P.C. N.W. Return Tp cb	9.27	59.90
G	9.89	59.28
℄	9.89	59.28
1+39 Tp cb	10.95	58.22
G	11.55	57.62
℄	11.60	57.57
1+73 Tp cb	12.65	56.52
G	13.26	55.91
℄	13.28	55.89

Shots are indicated by circles in sketch
℄ shots are opposite curb shots except
in case of Playa del Sur Paving Line



Sidewalk Elev. on W. side of La Jolla Blvd. Gravilla to Palomar.

B.M. N.W. B.P. La Jolla Blvd. & Gravilla.					68.86
	+	⊼	−		
	8.03	76.87	−?		
0+00 So. cb. line Gravilla			7.92		68.95
0+10 So. Prop Line			7.64		69.23
0+25			7.14		69.73
0+50			6.28		70.59
0+75			5.59		71.28
1+00			4.90		71.97
No. Alley Line 1+12.2			4.60		72.27
So. Alley Line 1+27.5			4.17		72.70
1+50			3.76		73.11
1+75			3.26		73.61
2+00			2.84		74.03
No. Prop. Kolmar 2+30			2.32		74.55
No. Curb Kolmar 2+40			2.55		74.32
T.P. B.M. S.W. Kolmar & La Jolla			1.95	74.92	
				74.90	Correct
	5.77	80.67	−		
0+00 So. Curb Kolmar			5.75		74.92
0+10 So. Prop. Kolmar			5.57		75.10
0+25			5.40		75.27
0+50			5.08		75.59
0+75			4.76		75.91
1+00			4.47		76.20

	+	⊼	−		
		80.67			
No Alley Line 1+12.2			4.30		76.37
So. Alley Line 1+27.5			4.11		76.56
T.P.			4.01	76.66	
	5.76	82.42	−		
1+50			5.55		76.91
1+75			5.19		76.23
2+00			4.91		77.51
No. Prop. Rosemont 2+30			4.50		77.92
No. Curb Rosemont 2+40			4.63		77.79
0+00 So. Curb Rosemont			4.64		77.78
0+10 So. Prop. Rosemont			4.52		77.90
0+25			4.70		77.72
0+50			4.92		77.50
0+75			5.15		77.27
1+00			5.39		77.03
1+12.2 No. Alley Line			5.48		76.94
T.P.			4.24	78.18	
	4.14	82.32	−		
			7.40	74.92	
				74.90	Correct

For Elevations of walk from South alley line to Palomar see page 35 of this book.

Curb Elevations Playa del Norte

B.M. S.W.	B.P. Bonair & La Jolla Blvd.				72.01
		+	ℸ	−	
		0.97	72.98		
End of walk 0+00				4.90	68.08
0+20				5.60	67.38
0+40				6.34	66.64
0+59.5	E.C.			6.98	66.00
1+00				8.20	64.78
1+50				9.75	63.13
End of walk. 1+91.3	P.C.			11.00	61.98

10-10-28
J.C. Bliss
Drobert
Rauner

X section Electric Ave Gravilla 33.4' wide 5' cbs

to La Jolla Blvd.

80.33

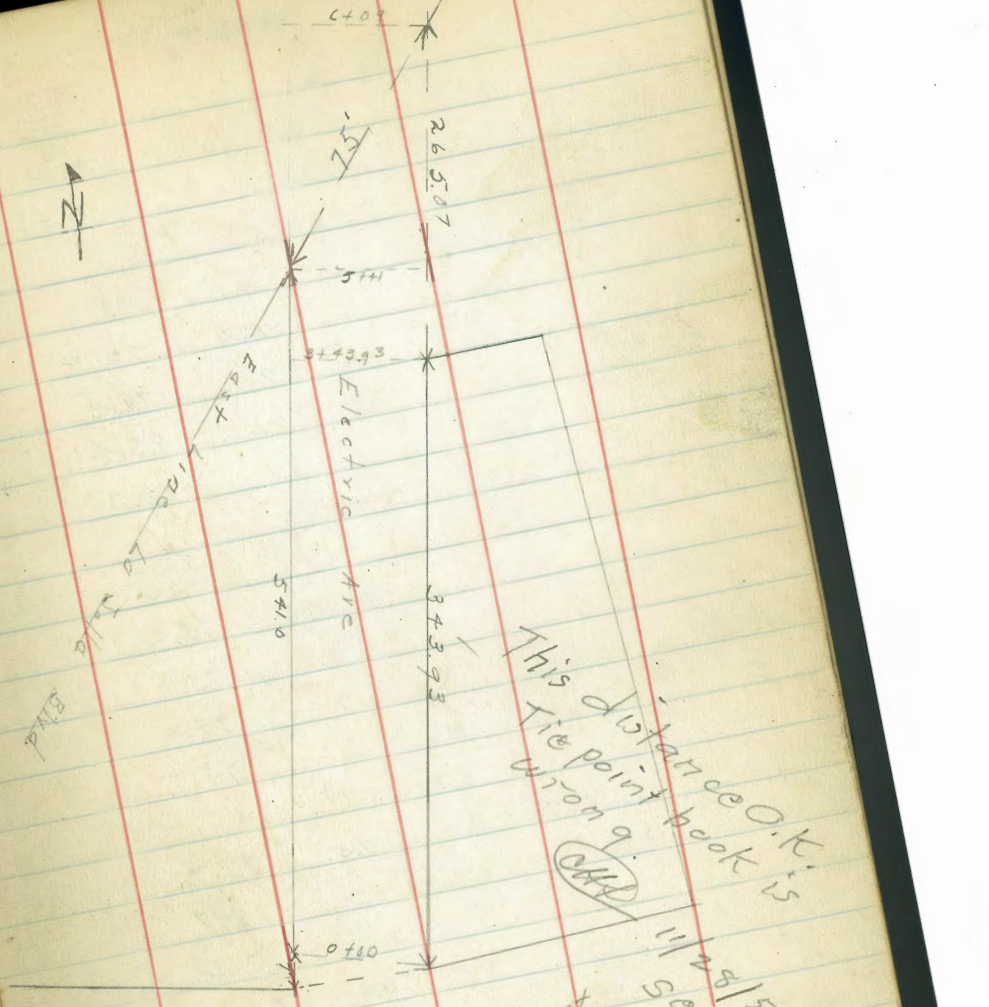
M. S.E. B.P. Gravilla + Tyrian

+1.06

T 81.39

Section along paving on Gravilla

E Top cb	4.96	76.43
Gutter	5.47	75.92
℄	5.68	75.71
G	6.00	75.39
W Top cb	5+45	15.94
	0+00	
W	5.6	75.79
cb	5.9	75.5
℄	5.9	75.5
E Gutter	5.47	75.92
E Top cb	4.96	76.43
	0+25	
E	5.6	75.8
cb	5.6	75.8
℄	6.4	75.0
cb	6.6	74.8
W	6.3	75.1
	0+50	
W	7.4	14.0
cb	7.1	74.3
℄	6.4	75.0



T 81.39

cb		6.2	75.2	
E		6.0	75.4	
	0+75			
E		6.1	75.3	
cb		6.2	75.2	
℄		7.0	74.4	
cb		8.0	73.4	
W		8.1	73.3	
	1+00			
out 10		8.8	72.6	
W		8.6	72.8	
cb		8.1	73.2	
℄		8.0	73.4	
cb		7.4	74.0	
E		6.7	74.7	
	1+25			
E		7.5	73.9	
cb		7.7	73.7	
℄		8.2	73.2	
cb		10.4	72.0	
W		10.2	71.2	
out 10		15.5	65.9	
	1+50			
out 10		10.8	70.6	
W		9.6	71.8	
cb		9.0	72.4	

T 81.39

℄		9.0	72.4	
cb		8.8	72.6	
E		8.7	73.0	
	1+75			
E		8.1	73.3	
cb		8.4	73.0	
℄		8.8	72.6	
cb		9.5	70.9	
W		9.8	71.6	
T.P.			- 10.61	70.78
	+6.22	T 77.00		
	2+00			
W		6.8	70.2	
cb		6.4	70.6	
℄		5.9	71.1	
cb		5.0	72.0	
E		4.6	72.4	
	2+25			
E		3.4	73.6	
cb		5.5	71.5	
+4		6.8	70.2	
℄		7.4	69.6	
cb		8.1	68.9	
W		8.5	68.5	

T 77.00		
2+50		
W	8.5	68.5
cb	8.5	68.5
℄	8.1	68.9
cb	7.0	70.00
E	5.7	71.3
Ov+10	1.8	75.2
2+75		
Ov+10	2.4	74.6
E	6.2	70.8
+4	7.7	69.3
cb	8.0	69.0
+4	8.6	68.4
℄	11.1	65.9
cb	12.2	64.8
W	12.0	65.0
3+00		
W	7.5	69.5
cb	7.6	69.4
℄	8.9	68.1
+6	10.1	66.9
cb	8.7	68.3
E	7.7	69.3
Ov+10	2.1	74.9

T 77.00		
3+25		
Ov+10	1.4	75.6
E	7.1	69.3
cb	8.6	68.4
℄	8.8	68.2
+3	6.1	70.9
cb	6.7	70.3
W	6.7	70.3
3+43.93 = see sketch Pg. 48		
W	6.2	70.8
cb	6.1	70.9
℄	9.2	67.8
cb	8.0	69.0
E	7.8	69.2
Ov+10	2.2	74.8
3+75		
E	5.4	71.6
cb	5.2	71.8
℄	5.2	71.8
+7	4.4	72.6
cb	4.2	72.8
W	4.3	72.7
4+00		
W	4.1	72.9
cb	3.5	73.5
℄	3.3	73.7

	℄ 77.00		
cb	3.6	73.4	
E	3.8	73.2	
	4+25		
E	3.4	73.6	
cb	3.5	73.5	
℄	3.7	73.3	
cb	4.5	72.5	
W	5.0	72.0	
	4+50		
W	5.4	71.6	
cb	5.2	71.8	
℄	3.6	73.4	
cb	3.5	73.5	
E	3.5	73.5	
	4+75		
E	3.3	73.7	
cb	3.6	73.4	
℄	3.8	73.2	
cb	3.8	73.2	
W	4.2	72.8	
	5+00		
W	5.1	71.9	
cb	4.6	72.4	
℄	3.5	73.5	
cb	3.3	73.7	

	℄ 77.00		
E	2.5	74.5	
5+41.2 Intersection East Line La Jolla Blvd & West Line Electric			
E	2.6	74.4	
cb	2.7	74.3	
℄	3.3	73.7	
℄	3.3	73.7	
cb	4.6	72.4	
N	4.8	72.2	
Section along line ℄ from 5+41 on West to 6+09 on East See Sketch			
W	4.8	72.2	
cb	4.1	72.9	
℄	2.8	74.2	
cb	2.2	74.8	
E	2.1	74.9	
B.M. S.W. B.P. Bon Air ~ La Jolla		- 4.95	72.05
			72.01

1-9-29
J.C. Bliss

Check Levels on Returns at Tyrian + Rosemont.

B.M. N.W. B.P. Graville + La Jolla Blvd.			68.86
	+ 11.40	80.26	
B.M. S.E. B.P. Graville + Tyrian		-0.01	80.25
	+ 0.84	81.09	
B.M. S.W. B.P. Bonair + La Jolla Blvd		-9.11	71.98
B.M. S.E. B.P. Graville + Tyrian			80.26
	+ 13.12		
	H.I. 93.38		
South End Return West side Tyrian + Rosemont		-2.79	90.61
" " " East " " "		-2.36	91.02

7-27-29
J.C. Bliss
Drebert
Rauner

X-section - Alley 191 - S.D. Land + Town Between Julian + Kearney - Sampson to Sicard - 20' wide

52

Note - Establishing the ℄ of the alley by dividing in half the distance between 7' Points at Julian + Sampson ~~+ Kearney~~ + Sampson - the north alley Return at Sampson is 10.12' from ℄ and the south return is 10.47 from ℄

Likewise at Sicard the North return is 10.45 from ℄ and the south return is 9.80 from ℄.

B.M. N.W. B.P. Julian + Sampson 80.57

+0.79

T 81.36

East Gutter Line Sampson

N	5.97
℄	6.26
S	6.57

E ℄ Sampson

S. Tp cb	5.65
G	5.76
℄	5.76
G	5.41
N Tp cb	5.13
N	4.4
+2	4.8
℄	5.1

3-5-29
J.C. Bliss
Drebert
Rauner

X-section Alley Block 3
Mission Hills - 15' Wide

B.M. S.W. B.P. Sierra Vista & Altimira 277.49
5.02

H.I. 282.51

E.L. Sierra Vista = 0+00 - Alley Paved to Prop. Line

N Top cb & Paving Flush		5.50	277.01
℄		5.82	276.69
S Top cb & Paving Flush		5.55	276.96
	0+11		
S		4.0	278.5
℄		4.4	278.1
N		4.0	278.5
	0+25		
N		3.5	279.0
℄		3.6	278.9
S		3.6	278.9
	0+50		
S		2.4	280.1
℄		2.8	279.7
N		2.5	280.0
	0+75		
N		1.7	280.8
℄		2.0	280.5
S		1.6	280.9
Edge & 17' Double Garage North side			
Shot on Concrete Apron at N.L.		1.66	280.85

Plotted 3/11/29 - G.M. Tait

H.I. 282.51

53

	1+00		
S		2.3	280.2
℄		2.1	280.4
N		1.8	280.7
T.P.			-3.5 v 278.99
	+3.06		
	H.I. 282.05		
	1+25		
N		2.3	279.7
℄		3.0	279.0
S		2.8	279.2
	1+34		
℄ 15' Concrete Garage Apron at S.L.		3.03	279.02
	1+35		
West end Concrete Garage Apron 4' North of North Line		2.46	279.59
	1+50		
S		3.5	278.5
℄		3.7	278.3
N		3.3	278.7
+4 - Concrete Garage Apron		2.64	279.41
	1+60		
West End Concrete Apron at N.L.		3.49	278.57
	1+75		
N - On Concrete Apron East end		3.75	278.30
℄		4.2	277.8

H.I. 282.05

S	4.2	277.8
2+00		
S	5.2	276.8
℄	5.1	276.9
+5.5	5.0	277.0
N	4.3	277.7
2+12		
℄ 8' Garage Apron 3' North of ℄	4.99	277.06
2+25		
N	4.7	277.3
℄	5.3	276.7
S	5.4	276.6
2+50		
S	5.8	276.2
℄	5.7	276.3
+4	5.4	276.6
N	4.5	277.5
2+65		
N	5.4	276.6
+2.5	6.0	276.0
℄	6.3	275.7
+38	6.7	275.3
S	6.5	275.5

H.I. 282.05

Section on Alley Paving at W.L. Hermosa Way from S to 2+76.5 on South to 2+84.1 on N.L.

S - Top c & g Paving Flush	9.54		272.51
℄	9.67		272.38
N Top c & g Paving Flush	9.18		272.87
T.P.		-7+5	272.60
	+8.37	280.97	
B.M. N.W.B.D. Altimira & Hermosa		-4.50	276.47
		Correct	276.48
		Error	.01

3-5-29
J.C. Bliss
Robert
Rayner

X-section T Alley Block 2
Alhambra Hts - 20' Wide

B.M. - S.W. B.P. 52nd & El Cajon — 375.81
+4.31

H.I. 380.12

E. & W. Alley
E.L. 52nd = 0+00

S		3.7	76.4
℄		3.2	76.9
N		3.0	77.1
	0+25		
N		3.6	76.5
℄		3.6	76.5
S		3.6	76.5
	0+50		
S		5.1	75.0
℄		4.6	75.5
N		4.4	75.7
	0+75		
Out 10		7.1	73.0
N		7.3	72.8
℄		7.4	72.7
S		7.6	72.5
Out 10		7.0	73.1
	1+00 = Low Pt - Location for Drain		
Out 25		10.1	70.0
Out 15		9.0	71.1 ✓

H.I. 380.12

55

S		7.9	72.2
℄		8.2	71.9
N		7.7	72.4
Out 15		6.8	73.3
Out 25		5.9	74.2
	1+25 = W.L. N & S Alley		
N		5.6	74.5
℄		5.8	74.3
S		6.2	73.9
	1+35 ℄ N & S Alley		
S		5.5	74.6
℄		5.1	75.0
N		4.8	75.3
	1+45 = E.L. N & S Alley		
N		4.0	76.1
℄		4.1	76.0
S		4.2	75.9
	1+75		
S		1.6	78.5
℄		1.6	78.5
N		1.5	78.6

T.P.
B.M. Nails in S.W. Pole at Alley Intersection — 3.50 — 376.62
+ 11.64

H.I. 388.26 ✓

H.I. 388.26

Elc.

2+00

N	7.7	80.6
℄	7.7	80.6
S	7.7	80.6

2+25

S	5.7	82.6
℄	5.7	82.6
N	5.9	82.4

2+45

N	3.5	84.8
℄	3.5	84.8
S	3.3	85.0

2+70 = W.L. Dawson

S	1.6	86.7
℄	1.7	86.6
N	1.8	86.5

N & S Alley

N.L. E & W Alley = 0+00

E	12.1	76.7
℄	12.9	75.9
W	13.7	74.6

0+25

W	12.7	75.6
℄	12.1	76.2
E	11.4	76.9

✓

H.I. 388.26

56

0+50

E	10.9	77.4
℄	11.3	77.0
W	11.6	76.7

0+75

W	11.4	76.9
℄	10.9	77.4
E	10.7	77.6

1+00

E	10.5	77.8
℄	10.7	77.6
W	11.2	77.1

1+25

W	10.3	78.0
℄	10.2	78.1
E	10.0	78.3

1+50

E	9.3	79.0
℄	9.1	79.2
W	9.9	78.4

1+75

W	7.2	81.1
℄	7.4	80.9
E	7.7	80.6

✓

H.I. 388.26

	2+00		
E		7.1	81.2
℄		6.6	81.7
W		6.3	82.0
	2+25		
W		6.1	82.2
℄		6.3	82.0
E		7.0	81.3
	2+50		
E		5.9	82.4
℄		5.9	82.4
W		5.3	83.0
	2+75		
W		5.5	82.8
℄		5.5	82.8
E		5.3	83.0
	3+00		
E		4.8	83.5
℄		4.8	83.5
W		5.1	83.2
	3+25		
W		4.6	83.7
℄		4.4	83.9
E		4.5	83.8

✓

	3+50		
E		3.5	84.8
℄		3.8	84.5
W		4.2	84.1
	3+75 S. L. Monroe		
W		2.9	85.4
℄		3.0	85.3
E		2.6	85.7
S.M.S.W.B.P. - E. L Cajon + 52nd		-12.44	375.82
		Correct	375.81
		Error	.01

✓

3-6-29
J.C. Bliss
Bebert
Paumer

X-section Hensley St. - Alley South of K to Imperial. 1 - 80' wide
14' cbs
13' 1/4s

B.M. S.E. B.P. Hensley + L 76.01
+5.4 H.I. 81.42

S.L. Alley South of K = 0+00
Cb & sidewalk are in on East side
from S.L. Alley to L St

E.L. Top cb	81.42	2.30	79.12
E Top cb		2.52	78.90
G		2.8	78.6
1/4		2.6	78.8
℄		2.4	79.0
+8		2.6	78.8
1/4		3.2	78.2
cb		3.2	78.2
W		2.1	78.7
	0+25		
W		2.8	78.6
cb		2.9	78.5
1/4		3.3	78.1
℄		2.7	78.7
1/4		2.9	78.5
+7		2.6	78.8
G		3.1	78.3
E Top cb		2.64	78.75

Plotted 3/25/29 GBH

H.I. 81.42

0+50

58

E Top cb	2.84	78.58
G	3.1	78.3
+11	2.2	79.2
1/4	2.3	79.1
℄	2.6	78.8
1/4	3.4	78.0
cb	3.2	78.2
W	2.9	78.5
0+75		
W	2.7	78.7
cb	3.3	78.1
1/4	3.0	78.4
+8	2.5	78.9
℄	2.6	78.8
1/4	3.8	77.6
G	3.6	77.8
E Top cb	2.98	78.44
1+00		
E Top cb	3.13	78.29
G	3.7	77.7
1/4	3.3	78.1
℄	2.9	78.5
1/4	2.7	78.7
+5	2.6	78.8
cb	3.2	78.2

H.I. 81.42

W	2.9	78.5
1+75		
W	3.0	78.4
c.b	3.0	78.4
1/4	3.1	78.3
℄	3.1	78.3
1/4	3.4	78.0
G	3.9	77.5
E Tp cb	3.29	78.13
1+50.4 = N.L. L St- Paved		
E Top cb	3.42	78.00
G	4.07	77.35
1/4	3.76	77.66
℄	3.67	77.75
1/4	3.89	77.53
G	4.42	77.00
W Tp cb	3.84	77.58
S.L. L St= 0+00		
W Tp cb	5.18	75.44
G	6.42	75.00
1/4	5.85	75.57
℄	5.62	75.80
1/4	5.64	75.78
G	6.11	75.31
E Tp cb	5.54	75.88

H.I. 81.42

59

0+25

E	5.7	75.7
+4	6.1	75.3
cb	5.8	75.6
1/4	5.6	75.8
℄	5.7	75.5
1/4	6.1	75.3
W	5.5	75.9
0+50		
W	5.8	75.6
cb	6.5	74.9
+6	5.7	75.7
1/4	6.1	75.3
℄	6.1	75.3
1/4	6.2	75.2
cb	7.0	74.4
E	6.8	74.6
0+75		
E	7.7	73.7
cb.	7.5	73.9
1/4	7.5	73.9
+3	7.2	74.2
℄	7.4	74.0
+8	6.9	74.5
1/4	7.1	74.3
+7	7.3	74.1

cb		7.0	74.4
W		6.7	74.7
	1+00		
W		7.6	73.8
cb		8.4	73.0
+7		8.8	72.6
1/4		8.4	73.0
℄		8.6	72.8
1/4		8.2	73.2
cb		8.1	73.3
E		7.7	73.7
	1+25		
E		8.1	73.3
cb		8.1	73.3
1/4		8.6	72.8
℄		9.0	72.2
1/4		9.4	72.0
+7		9.3	73.1
cb		8.7	72.7
W		8.9	72.5
	1+50		
W		9.0	72.4
+8		9.1	72.3
cb		9.9	71.5
+7		8.8	72.6

1/4		8.9	72.5
℄		9.3	72.1
1/4		8.9	72.5
cb		8.6	72.8
E		8.6	72.8
	1+75		
E		8.5	72.9
cb		9.0	72.4
1/4		8.9	72.5
℄		9.2	72.2
1/4		8.9	72.5
cb		9.2	72.2
+7		9.2	72.2
+4		10.5	70.9
W		9.6	71.8
	2+00		
W		9.1	73.3
cb		9.3	72.1
1/4		9.1	72.3
℄		9.1	72.3
1/4		8.8	72.6
cb		8.8	72.6
E		8.4	73.0

H.I. 81.42

2+25

E	8.2	73.2
cb	8.5	72.9
1/4	8.7	72.7
℄	8.7	72.7
1/4	8.8	72.6
+7	9.6	71.8
+9	10.4	71.0
cb	9.6	71.8
W	9.0	72.4

2+50

W	9.8	71.6
cb	9.6	71.8
+1	10.3	71.1
+7	10.1	71.3
1/4	9.0	72.4
℄	8.7	72.7
1/4	8.7	72.7
cb	8.3	73.1
E	7.9	73.5

2+75

E	7.9	73.5
cb	7.9	73.5
+1	8.6	72.8
1/4	8.9	72.5
℄	9.0	72.4

H.I. 81.42

61

+8	8.5	72.9
1/4	9.2	73.2
+7	10.7	70.7
+11	10.1	71.3
cb	10.0	71.4
W	9.9	71.5

2+90

W	10.1	71.3
+11	10.6	70.8
cb	10.6	70.8
+5	9.9	71.5
+6	10.8	70.6
1/4	9.9	71.5
℄	9.8	71.6
1/4	9.4	72.0
+11	9.2	72.2
cb	7.7	73.7
E	7.9	73.5

3+00 $\frac{50}{00}$ = H.I. Imperial - Paved

E Top cb	9.75	71.67
G	10.52	70.90
1/4	10.40	71.02
℄	10.45	70.97
1/4	10.68	70.74
G	11.04	70.38

H.I. 81.42

Hensley St.

W Tp cb		10.62	70.80
T.P. N.W. B.P. Imperial & Hensley		-10.66	70.76
	+5.10		
	H.I.	75.86	

X-section Hensley - Imperial to Commercial

60' wide 10' abs 10'/4

Hensley at S.L. of Imperial is paved 52' wide

So section at S.L. Imperial is taken with 13'/45

W. Tp cb		585	70.01
G		6.42	69.44
1/4		6.00	69.86
℄		5.80	70.06
1/4		5.84	70.02
G		5.70	70.16
E Tp cb		503	70.83
	0+15		
E 10'		3.5	72.4
cb		4.4	71.5
+v		5.1	70.8
+5.10		4.4	71.5
1/4 10'		4.3	71.6
℄ 10'		4.3	71.6
1/4 10'		4.5	71.4
cb 10'		4.3	71.6
W		4.1	71.9

75.86

	0+25		
W		4.4	71.5
cb		4.4	71.5
1/4		4.6	71.3
℄		4.1	71.8
1/4		4.2	71.7
+3		4.4	71.5
+6		4.9	71.0
cb		4.2	71.7
E		3.8	72.1
	0+50		
E		4.7	71.2
cb		4.8	71.1
+v		5.3	70.6
+7		4.8	71.1
1/4		4.6	71.3
+5		4.5	71.3
℄		5.0	70.9
1/4		4.8	71.1
cb		4.8	71.1
W		4.8	71.1
	0+75		
W		5.4	70.6
cb		5.2	70.7
1/4		5.2	70.7
℄		4.9	71.0

+6	4.5	71.4
1/4	4.9	71.0
+5	5.5	70.4
cb	5.2	70.7
E	5.2	70.7
	1+00	
E	5.6	70.3
cb	5.8	70.1
1/4	5.3	70.6
℄	5.4	70.5
1/4	5.4	70.5
cb	5.6	70.3
W - Garage Dirt Floor	5.5	70.4
	1+25	
W	6.2	69.7
cb	6.2	69.7
1/4	6.0	69.9
℄	5.8	70.1
+5	5.6	70.3
1/4	5.8	70.1
cb	6.2	69.7
E	6.2	69.7
	1+50	
E	6.5	69.4
cb	6.4	69.5

75.86

+5	6.7	69.2
1/4	6.5	69.4
℄	6.3	69.6
1/4	6.3	69.6
+5	5.9	70.0
cb	5.9	70.0
+5	6.5	69.4
W	6.7	69.2
	1+75	
W	6.8	69.1
cb	6.8	69.1
1/4	6.8	69.1
℄	6.5	69.4
1/4	6.5	69.4
cb	6.2	69.7
E	6.4	69.5
	2+00	
E	6.4	69.5
cb	6.3	69.6
+3	6.8	69.1
1/4	6.6	69.3
℄	6.6	69.3
1/4	6.5	69.4
cb	6.7	69.2
W	6.9	69.0

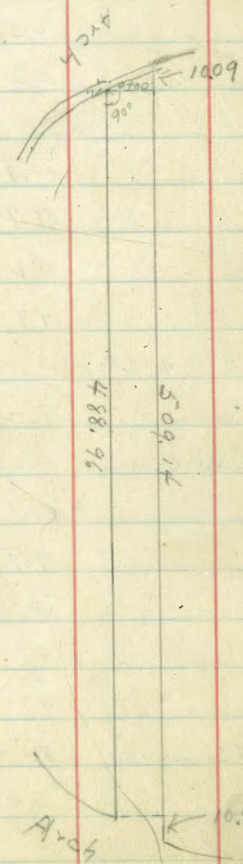
75.86

	2+25	
W	6.9	69.0
cb	6.9	69.0
1/4	6.8	69.1
℄	6.6	69.3
1/4	6.8	69.1
cb	7.0	68.9
E5' Sidewalk at E.L.	6.27	69.59
	2+50	
E	7.5	68.4
cb	7.4	68.5
+5	7.8	68.1
1/4	7.7	68.2
℄	7.6	68.3
1/4	8.1	67.8
cb	7.7	68.2
W	7.5	68.4
	2+75	
W	8.7	67.2
cb	8.7	67.2
+3	9.2	66.7
1/4	8.9	67.0
℄	8.3	67.5
1/4	8.6	67.3
+7	8.8	67.1
cb	8.4	67.5

75.86

+1	7.8	68.1
E	7.8	68.1
	3+00 c N-L Commercial	
E	8.6	67.3
cb	8.8	67.1
+1	9.5	66.4
1/4	9.5	66.4
℄	9.4	66.5
1/4	9.6	66.3
+7	10.0	65.9
cb	9.7	66.2
+2	9.2	66.7
W	9.3	66.6
	3+04.40	
W	9.27	66.7
+8.70 Top cb Inlet N.W. Corner	9.26	66.60
G	10.1	65.8
1/4	9.7	66.2
℄	9.6	66.3
1/4	9.7	66.4
cb +1.3=G	9.7	66.2
	9.7	66.2
Top Cb Inlet N.E. Corner	8.84	67.02
E	8.9	67.0

B.M N.W.B.P Hensley & Imperial				70.76
	+2.87	73.63		
			-7.60	66.03
	+12.79	78.82		
B.M. N.E.B.P L +27th			-1.39	77.43
			Correct	77.46



3-6-29
J.C. Bliss
Drebert
Rouner

X-section Alley East of Arch St - Between Meade & Monroe
15' Wide

B.M. S.W.B.P Maryland & Monroe				342.05
	+0.31	342.36		
T.P			-10.12	352.24
	+0.93			
		H.I 333.17		
Section Alley Paving S.L. Arch or Monroe				
E Top cb		333.2	3.79	329.38
G			3.87	329.30
℄			4.70	328.47
G			5.03	~~327.14~~ 328.14
W Top cb			5.00	~~327.8~~ 328.2
Section 2' South & Parallel to S.L. Arch				
W			1.7	331.5
℄			1.7	331.5
E			0.5	332.7
Section at 90° to ctg on W.L. Alley - Intersection of W.L Alley & S.L. Arch Paving 0.00 - 12' on E.L.				see sketch opposite page
E			0.7	332.5
+1			1.3	331.9
℄			1.7	331.5
W			1.7	331.5
		0+25		
W			2.3	330.9
℄			1.9	331.3
E			1.3	331.9

Plotted 3/8/29 - G.M.Tann

H.I. 333.17

	0+50		
E	2.2	331.0	
℄	2.5	330.7	
W	3.4	329.8	
	0+75		
W	4.1	329.1	
℄	3.3	329.9	
E	3.2	330.0	
	1+00		
W E	3.6	329.6	
℄	4.1	329.1	
E. IN	4.7	328.5	
	1+25		
W	5.6	327.6	
℄	4.6	328.6	
E	4.5	328.7	
	1+50		
E	5.4	327.8	
℄	5.3	327.9	
W	6.4	326.8	
	1+75		
W	7.4	325.8	
℄	6.7	326.5	
E	6.5	326.7	

H.I. 333.17

	2+00		
E	7.6	325.6	
℄	8.0	325.2	
W	8.8	324.4	
	2+12		
Flowline Sewer	Manhole	15.19	317.98
	2+25		
W	10.4	322.8	
℄	10.0	3232	
E	8.9	324.3	
	2+30		
℄ 12' Garage 9.5' W of W.L.	Concrete Floor	11.34	321.83
	2+50		
E	10.7	322.5	
℄	11.9	321.3	
W	12.5	320.7	
T.P.		-13.24	319.93
+1.33			
	H.I. 321.26		
	2+75		
W	2.9	318.4	
℄	2.0	319.3	
E	1.2	320.1	
	3+00		
1' E of E.L. 12 Garage	Dirt Floor	3.3	318.0
E	3.3	318.0	

H.I. 321.26

			4.0	317.3	
℄					
W			5.1	316.2	
Out 6-10 Garage Concrete Floor			5.21	316.05	
			3+10		
10' Garage 5' West of W.L. Concrete Floor			5.26		316.00
			3+25		
W			6.2	315.1	
℄			5.5	315.8	
E			4.8	316.5	
			3+33		
10' Garage at W.L. - Concrete Floor			6.52		314.74
			3+50		
E			6.0		315.3
℄			6.6		314.7
W			6.3		315.0
		3R1.3	3+75		
W			7.9		313.4
℄			7.6		313.7
E			7.0		314.3
			3+70		
℄ 14' Garage 3.5' E of E.L. Concrete Floor			6.64		314.62
			3+80		
℄ 8' Garage 3.5' E of E.L. Dirt Floor			6.7		314.6

			4+00		
E			8.6		312.7
℄			8.8		312.5
W			9.2		312.1
			4+17		
℄ 12' Garage 5.5' E of E.L. Dirt Floor			9.3		312.0
			4+25		
W			11.5		309.8
Tr			10.6		310.7
℄			10.3		311.0
E			10.3		311.0
			4+50		
E			12.2		309.1
℄			12.0		309.3
W			12.6		308.7
			4+62		
℄ 10' Garage 10' E of E.L. Concrete Floor				11.88	309.38
T.P				-13.24	308.02
	+ 1.98				
			H.I. 310.00		
			4+69		
10' Garage with one Corner 2' in Alley					
Dirt Floor			2.7		307.3
			4+75		
W			2.8		307.2
℄			2.4		307.6

H.I. 310.00

E		2.3		307.7
Section on Alley Paving N.L. Arch - 4+88.96 W.L. & 4+99.05 E.L.				
E Top cb		4.13		305.87
Gutter		4.52		305.48
℄		4.88		305.12
W edge Paving		4.86		305.14
West alley return is 2.5' short of Prop line.				
Top cb end Alley return		4.62		
T.P			-0.92	309.08
	+13.19	322.27		
T.P			-0.04	322.23
	+12.13	334.36		
B.M. N.W. B.P Meader Maryland			-0.24	334.12
			Correct	334.06
			Error	0.06

7-27-29 X-section alley Block 191 - S.D. Land & Town - Between Julian & Kearney - Sampson to Sicard - 20' wide
J.C. Bliss
Drebert
Rauner

Note - Established ℄ of alley at Sampson by dividing in half the distance between 7' Pts at Kearney & Sampson - and Julian & Sampson and found North alley return 10.12' from ℄ and South return 10.47' from ℄.

By establishing the ℄ the same way at Sicard' the North return is 10.45' from ℄ and the South return 9.80 from ℄.

B.M. N.W.B.P. Julian & Sampson 80.57
+0.79

T 81.36

East gutter line Sampson

N	5.97	75.39	
℄	6.26	75.10	
S	6.57	74.79	

E.L. Sampson = 0+00 - Existing paving

S Tpcb	5.65	75.71	
G	5.76	75.60	
℄	5.76	75.60	
G	5.41	75.95	
N Tpcb	5.13	76.23	
	0+05		
N	4.4	77.0	
+2	4.8	76.6	

Plotted Britain

T 81.36

℄	5.1	76.3	
+8	5.1	76.3	
S	4.6	76.8	
	0+25		
S	4.4	77.0	
℄	4.8	76.6	
N	4.2	77.2	
	0+45		
℄ 8' Garage at S.L. - Concrete Floor	4.40	76.96	
	0+50		
N	4.0	77.4	
+3	4.9	76.5	
℄	4.6	76.8	
S	4.9	76.5	
	0+75		
S	4.9	76.5	
℄	4.5	76.9	
N	5.2	76.2	
	0+93		
℄ 8' Garage 1' Back S.L. - Concrete Floor	5.00	76.4	
	1+05		
N	4.8	76.6	
℄	5.0	76.4	
S	5.0	76.4	

	T 81.36		
	1+15		
℄ 8' Garage 0.8' Back N.L. Dirt Floor	4.8	76	.6
	1+25		
S	5.0	76	.4
℄	4.8	76	.6
N	5.0	76	.4
	1+50		
N	5.0	76	.4
℄	5.0	76	.4
S	5.0	76	.4
	1+75		
S	5.5	75	.9
℄	5.6	75	.8
N	5.5	75	.9
	1+92		
℄ 8' Garage 2.5' Back S.L. Dirt Floor	5.6	75	.8
	2+00		
N	6.2	75	.2
℄	5.9	75	.5
S	6.1	75	.3
T.P.		5.96	75.40
	+3.10		
	T 78.50		
	2+96		
℄ 8' Garage 0.5' in alley from S.L. Dirt Floor	3.4	75	.1
" " 0.4 N.L. - Dirt Floor	3.3	75	.2

	T 78.50		
	2+25		
S	3.5	75	.0
℄	3.3	75	.2
N	3.4	75	.1
	2+50		
N	3.6	74	.9
℄	3.5	75	.0
S	4.0	74	5
	2+59		
℄ 16' Double Garage 0.5 Back S.L. Dirt Floor	3.7	74	.8
	2+75		
S	3.8	74	.7
℄	3.6	74	.9
N	3.8	74	.7
	3+00		
N	3.9	74	.6
℄	3.9	74	.6
S	4.1	74	.4
	3+23		
℄ 8' Garage at N.L. - Concrete Floor	3.93	74	.57
	3+25		
S	4.1	74	.4
℄	4.0	74	.5
N	4.0	74	.5

π 78.50			
3+50			
N		4.4	74.1
℄		4.5	74.0
S		4.5	74.0
3+56			
℄ 8' Garage 1' Back N.L. Dirt Floor		4.7	73.8
3+70			
℄ 8' Garage 4' Back S.L. Concrete Floor		4.90	74.60
3+75			
S		4.7	73.8
℄		4.9	73.6
N		5.0	73.5
3+95			
℄ 8' Garage 1.3' Back S.L. Dirt Floor		5.1	73.4
4+00			
N		5.0	73.5
℄		5.2	73.3
S		5.0	73.5
4+17			
℄ 8' Garage at N.L. Wood Floor		4.00	74.50
4+25			
S		5.0	73.5
+v		5.4	73.1
℄		5.4	73.1
N		5.1	73.4

π 78.50		
4+43		
℄ 8' Garage at N.L. - Wood Floor	4.90	73.60
4+50		
N	5.2	73.3
℄	5.6	72.9
S	5.6	72.9
4+65		
℄ 8' Garage at N.L. - Wood Floor	5.00	73.50
4+75		
S	6.1	72.4
℄	6.0	72.5
#7	6.0	72.5
N	5.5	73.0
5+00		
N	6.2	72.3
℄	6.2	72.3
S	6.6	71.9
5+08		
℄ 8' Garage 0.3' in alley from N.L. Dirt Floor	6.3	72.2
5+25		
S	7.1	71.4
℄	6.9	71.6
N	6.9	71.6
5+34		
℄ 15' Garage at S.L. Dirt Floor	7.2	71.3

℄ 78.50

5+43

℄ 8' Garage 1.3' Back N.L. - Dirt Floor	6.7	71.8	
5+50			
N	7.2	71.3	
℄	7.4	71.1	
S	7.4	71.1	
5+55			
℄ 8' Garage 0.3 Back N.L. - Dirt Floor	7.3	71.2	
5+75			
S	8.1	70.4	
℄	8.2	70.3	
N	7.7	70.8	
T.P.		-.843	70.07

+5.41

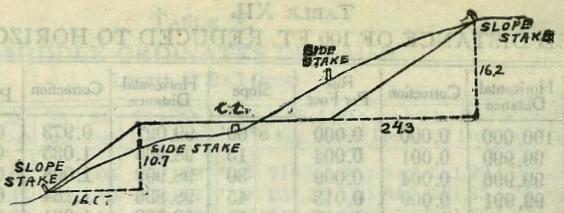
℄ 75.48

6+00 = W.L.

N Top return	5.00	70.48	
G	5.1	70.4	
℄	5.5	70.0	
G	5.6	69.9	
S Top Return	5.40	70.08	

Drainage Julian Howard Kearney

B.M. S.W. B.P. Julian & Sicard	2.42	73.06
	Correct	73.01



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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

Computed by L. Leland Locke.

597.89
80.
517.29

374
83.37
626.10
83.37
1166.84

481.40
457.32
24.03

1166.79
1159.29
7.50

100
93.

7483

481.4
24.08
457.32

45732
626.10
83.37
1166.79
457.32
9.47

7820
100

1755
1675
080

94.80

457.37
24.08
481.4

96479
96363
116

96363
96246
15.117
.0078

6.26.10
104.03
122.07

105
120
27-30
32-30

.0078
72
0156
0546
0.5616

96.25
0.56
95.69

7820 x 95.69
700

9269
7200
000
19138
76552
66983
74829580

7483