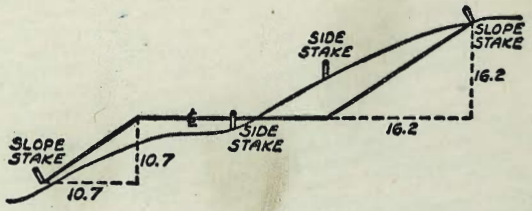
2252

GRADE ORDINANCE

X-SECT.



Distances from Side Stakes for Cross-Sectioning

Slope 1 to 1. Roadway of Any Width

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

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

1:30

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	Degree of Curve													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	03	.06	09	13	16	19	.22	.25	.28	.31	34	38	42	.46
15°	04	10	14	19	24	.29	.34	.39	45	.51	.53	58	.63	.68
20°	06	.13	19	26	.32	.39	.45	.51	.58	.65	.72	79	.84	.90
25°	.08	16	24	.33	40	49	.58	67	.75	.83	90	.99	1.06	1.14
30°	10	19	.29	39	49	.59	.69	79	.89	.99	1.09	1.20	1.29	1.39
35°	11	22	.34	47	.58	.69	.70	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	15	.30	44	60	76	91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	19	38	.57	76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	21	42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	23	46	.69	.93	1.16	1 40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	25	.51	76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	30	.61	.91	1.22	1.53	1.84	2.15	2.46	2 78	3.10	3.44	3.78	4.12	4.46
85°	33	66	1.00	1.33	1.68	2.02	2.36	2 70	3.05	3.40	3.77	4.14	4.55	4 89
90°	36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	39	79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4 76	5.31	5 86	6.43	7 01	7 60
120°	62	1.25	1 93	2.52	3.16	3.81	4 45	5.11	5.77	6 44	7 12	7.80	8.50	9 22

FOR EXTERNALS ADD

Central Angle	Degree of Curve													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	036	.046	.056	.065	.074	.083	.093	.106	120	127	135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.985	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

INDEX

Clark
Shephard
Rohrer
O'Neil
6-10-53
W.O 20005

X-SECT. SKYLINE DRIVE (CARDIFF)
WADE to SWEETWATER Rd; to
SPRECKLES.

No sketch - CB's USED For Alignment:

Station		(E'LY) LT		℄	RT. (W'LY)	
5+00		109.02 / 31.5	108.89 / 10	109.00	108.86 / 10	108.04 / 31.5
4+00		108.56 / 31.5	108.29 / 10	108.42	108.36 / 10	107.62 / 31.5
3+00		107.69 / 31.5	107.35 / 10	107.57	107.51 / 10	106.71 / 31.5
2+00		105.98 / 31.5	105.62 / 10	105.74	105.65 / 10	105.01 / 31.5
1+00		103.45 / 31.5	103.19 / 10	103.20	103.03 / 10	102.57 / 31.5
0+23	33' LT. Beg CB.	101.03 / 31.5 Lip	100.74 / 10	100.80	100.68 / 10	100.20 / 31.5
0+00	33' RT. Beg CB. (see below)	No CB's on LT. here / 31.5 Lip Con.Gutt.	100.23 / 10 Edge Ex.Con Pav.	100.19	99.98 / 10 Edge Ex. Con.Pav	99.50 / 31.5 Lip Con.Gutt

Width Skyline Dr. (Cardiff) = 66' between CBs

EXIST 20' Con. strip 0.67' Thick.
(All outs From ℄ Skyline)

(0+00 = Beg CA&Gutt. on RT (W'ly) AT NE Corner Lot 264 #2)

Note: Type G - Gutters 1.5' wide (From tp.CBFc to Lip) All CB. Fc's 0.67' - All Gutter Shots taken on Lip.

No Bench B.M. Available: Assumed Elev 100.00 tp CB (see above)
Dr. Elev Rod used: 100.00 = tp. CB. opp. N.E. Corn. Lot 264 #2 (Assumed)

X-SECT. SKYLINE Dr. (Cont.)

11+20 = B.C. S'Ly Vicente See page 3 For sections

C.B. Ret's at SAN Vicente:
Δ=90° C.B. R = 40'
C.B. L = 63'
Shots taken every 21' around Ret's - Beg. at B.C. on Skyline and progressing around ret's to E.C.'s on Vicente Numbered 1-2-3 etc #1 = B.C. shot.
All shots on Lip Gutt.

10+00 = C.B. B.C. San Vicente

9+00

8+00

7+00

6+00

(E'ly) LT.			℄		RT. (W'ly)
# 4	110.55 = E.C. San Vicente	S.E. Ret		S.W. Ret # 4	110.35 = E.C. San Vicente
# 3	111.49	S.E. Ret		S.W. Ret # 3	110.71
# 2	111.92	S.E. Ret		S.W. Ret # 2	110.94
# 1	112.14 = B.C. Skyline	S.E. Ret		S.W. Ret # 1	111.14 = B.C. Skyline
# 4 = E.C.	110.54	N.E. Ret		N.W. Ret # 4 = E.C. San	109.85
# 3	111.19	N.E. Ret		N.W. Ret # 3	110.38
# 2	111.33	N.E. Ret		N.W. Ret # 2	110.57
111.53 / 31.5 (#1 on Ret.)	111.36 / 10		111.43	111.29 / 10	110.57 / 31.5 = #1 (See Note opp. pg.)
111.02 / 31.5	110.85 / 10		110.94	110.85 / 10	110.06 / 31.5
110.50 / 31.5	110.17 / 10		110.30	110.25 / 10	109.59 / 31.5
109.97 / 31.5	109.69 / 10		109.85	109.78 / 10	109.10 / 31.5
109.56 / 31.5	109.33 / 10		109.40	109.26 / 10	108.59 / 31.5

X-SECT. SKYLINE DR (CONT)

	(ELY) LT		℄	RT. (WLY)
20+00	115.53	115.07	115.12	115.03	114.96
	31.5	10		10	31.5
19+00	115.13	114.83	114.93	114.89	114.11
	31.5	10		10	31.5
18+00	114.75	114.48	114.50	114.35	113.82
	31.5	10		10	31.5
17+00	114.40	114.16	114.13	113.96	113.36
	31.5	10		10	31.5
16+00	114.02	113.58	113.70	113.61	112.99
	31.5	10		10	31.5
15+00	113.64	113.39	113.44	113.32	112.61
	31.5	10		10	31.5
14+00	113.31	113.09	113.15	113.06	112.20
	31.5	10		10	31.5
13+00	112.94	112.76	112.80	112.71	111.90
	31.5	10		10	31.5
12+00	112.59	112.35	112.47	112.42	111.50
	31.5	10		10	31.5
11+20	112.14	111.95	112.10	112.01	111.19
	31.5	10		10	31.5
10+60		111.66	111.73	111.68	
		10		10	

SLy CB.BC - SkyLine Dr + Vincente

E. Vicente (60' St - 40' Pvt. CAS)

X-SECT SKYLINE DR. (CONT.)

		(E'LY) LT.	℄	RT. (W'LY)
22+00		116.27 (31.5')	115.77 (10) 115.94	115.90 (10) 115.27 (31.5')
21+38 =	S'LY C.B. B.C SKYLINE - SAN FELIPE	116.07 (31.5' (B.C.))	115.55' (10) 115.64	115.56 (10) 115.04 (31.5' BC)
	#4 113.83	= E.C SAN FELIPE =		114.02 #4
	#3 115.34	S.E Ret	S.W Ret.	114.42 #3
	#2 115.82			114.82 #2
	#1 116.07	= B.C SKYLINE (S'LY) =		115.04 #1
20+88	= ℄ SAN FELIPE (60' St - 36' bet. CB's)		115.31 (10) 115.43	115.35 (10)
	#4 113.86	= E.C SAN Felipe =		113.83 #4
	#3 115.00	N.E. Ret	N.W Ret.	114.38 #3
	#2 115.61			114.64 #2
	#1 115.66	= B.C SKYLINE (N'LY) =		114.68 #1
C.B. Ret. SKYLINE + SAN FELIPE				
A= CB.R = 30'				
CB L = 30'				
(See NOTE Pg 2 FOR shots AROUND Ret's)				
20+38 = CB.BC. AT N'LY SAN FELIPE		115.66 (31.5')	115.21 (10) 115.26	115.16 (10) 114.68 (31.50)

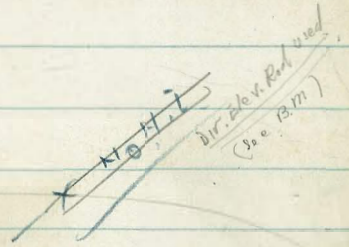
A-SECT. SKYLINE Dr (CONT.)

(E'LY) LT. ℄ RT. (W'LY)

29+00 (ONE'LY CB only)

115.83
31.5

NOTE: E'LY CB. SKYLINE CONTINUES ON TANG. TO OLD SWEETWATER RD. SHOTS ALONG E'LY CB SHOWN EVERY 25' TO CB. BC AT N'ELY RET. SWEETWATER & CARNIEF ~~& AROUND RET TO E.C~~ ON SWEETWATER.



{ FOR SECTIONS AROUND CURVE TO RT (CARNIEF - SWEETWATER RD. SEE P. 7

28+77.05 { NOTE: W'LY CB CARNIEF ONLY CB ON SWEETWATER USED FOR BASE LINE FROM 28+77 ON (All shots ON Lip Gutt)

6.27 31.5 | 6.32 10 | 6.07 | 5.57 10 | 5.31 31.5

28+00

117.08 31.5 | 116.92 10 | 117.03 | 116.96 10 | 116.11 31.5

27+00

117.65 31.5 | 117.41 10 | 117.45 | 117.29 10 | 116.68 31.5

26+00

117.77 31.5 | 117.26 10 | 117.37 | 117.31 10 | 116.75 31.5

25+00

117.43 31.5 | 117.07 10 | 117.13 | 117.10 10 | 116.45 31.5

24+00

117.05 31.5 | 116.60 10 | 116.68 | 116.58 10 | 116.07 31.5

23+00

116.63 31.5 | 116.14 10 | 116.24 | 116.20 10 | 115.63 31.5

X-SECT. SKYLINE DR. (CONT.)

	LT.	RT.
	#4 = 109.93	= EC on Sweetwater
	#3 111.43	
CP. Arc = 58 12' shots #1, #2 etc to E.C	#2 112.63	
29+82 = CP. BC LT. At Sweetwater 80 (N.E. Ext.)	#1 113.43	
29+75	113.64	
29+50	114.50	
29+25 (E'ly CB only)	115.18 3'-3	

SKYLINE Dr (Cont.)

Station		LT.			℄		
30+75	112.32 / 44.4	111.79	111.09 / 24.4	111.31 / 1.5			
30+50	112.78 / 44.8	112.35	111.66 / 24.8	111.84 / 1.5			
30+25	113.32 / 45	112.87	112.25 / 25	112.32 / 1.5			
30+00	113.81 / 45	113.40	112.74 / 25	112.87 / 1.5			
29+75	114.35 / 44.6	113.96	113.39 / 24.6	113.41 / 1.5			
29+50	114.92 / 44	114.50	113.92 / 24	113.93 / 1.5			
29+25	115.45 / 43.6	115.07	114.48 / 23.6	114.47 / 1.5			
29+00	116.06 / 43.3 Edge Con-Pav	115.55 ℄ Exist Con-Pav	114.83 / 23.3 Edge Pave	114.97 / 1.5 Lip Gutter			
28+77 = B.C. SKYLINE (CARDIFF) (this section with ℄ SKYLINE)	116.27 / 31.5	116.32 / 10			116.07 ℄ SKYLINE	115.57 / 10	115.31 / 31.5

℄ BASE LINE
= W'LY CB CARDIFF
(N'LY along. Sweetwater ahead.)
All OUTS From CB. Fc.
" shots RADIAL to CB
NOTE: {CB. LINE Curve & PAV. Curve not concentric

SKY LINE RD. (cont.)

33+00

32+71 = N.M CB.B.C Sweetwater - ENCINITAS

32+26 = ℄ ENCINITAS

31+81 ± = N.E CB.B.C SWEETWATER & ENCINITAS
CB R=27' CB. L = 45'
Shots @ 1.5 etc to E.C on ENCINITAS

31+27 = CB. EC. of SWEET WATER

31+00

℄ BASE LINE = N'LY CB. LINE
SWEETWATER RD.

107.54 107.57 107.39 107.11
43.3 23.3 1.5

4 108.38 = E.C ENCINITAS

3 108.01
2 107.79
} N.E. Rod.

107.89 108.01 107.90 107.69 = # 1 = B.C.
43.3 23.3 1.5

108.58 108.72 108.65
43.4 23.4

4 = 109.00 = E.C ENCINITAS

3 108.81
2 108.92
} N.E. Rod

109.73 109.87 109.45 109.16
43.4 23.4 1.5 = #1 = B.C Sweetwater

111.06 110.78 110.26 110.22
43.4 23.4 1.5

111.72 111.29 110.66 110.81
43.8 ℄ 23.8 1.5
Edge EXIST edge
PAV. PAV Con. PAV

Skyline Rd (Contd)

LT. ℄ BASE LINE

36+00

102.32 / 43.2 — 102.43 — 102.37 / 23.2 — 101.84 / 1.5

#4 104.40 = E.C Sunnyside

#3 103.87 } N.W Ret.

#2 102.56

35+22± = N.W. CB.BC Sweetwater - Sunnyside
CBL = 40'

103.70 / 43.3 — 103.72 — 103.58 / 23.3 — 103.21 / 1.5 = #1 = B.C Sweetwater

34+77 = ℄ Sunnyside

104.46 / 43.3 — 104.50 — 104.39 / 23.3

#4 105.11 = E.C Sunny side

#3 104.72 } N.E. Ret.

#2 104.60

34+32± = N.W CB.B.C Sweetwater - Sunnyside
CB L = 45'

105.22 / 43.3 — 105.30 — 105.20 / 23.3 — 104.80 / 1.5 = #1 = B.C Sweetwater

34+00

105.74 / 43.3 — 105.81 ℄ FN. PAVI. — 105.51 / 23.3 — 105.36 / 1.5

37+90 = N.E. CB. BC. Sweetwater - Sprinklers = END E.S. CB. N'ly Sweetwar.
CB 2 - 48±

37+40 ± = ℄ Sprinklers

36+90 ± = N.W. CB. B.C. Sweetwater - Sprinklers
CB. 1 - 53'±

98.82 98.90 98.82 98.45 = #1 B.C Sweetwar
43.2 23.2 1.5

97.68 97.77 99.70
43.2 23.2

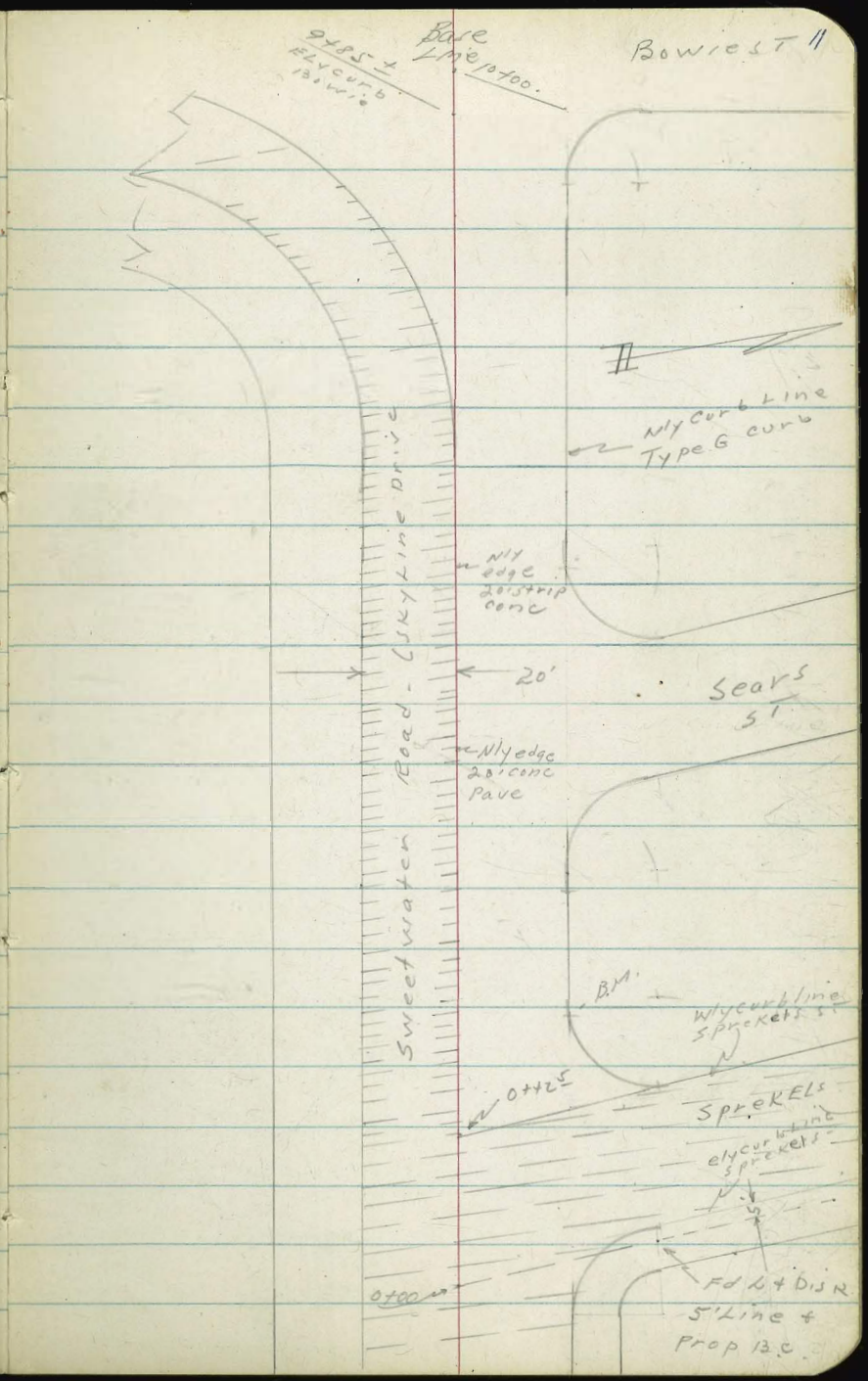
#4 100.83 - E.C Sprinklers
#3 99.71 } N.W. Ret.
#2 98.93 }

#4 101.91 = E.C Sprinklers
#3 100.67 } N.E. Ret
#2 100.15 }

100.68 100.82 100.84 100.55 = #1 = B.C Sweetwar
43.2 23.2 1.5
℄
EX. PAV.

Additional Sections on 20' strip Pavement on Sweetwater Road (also Skyline Drive) See pages 1-10

Stations are approx due to a Lack of information



Base Line: Nly edge 20' wide strip Pave on Sweetwater Road (Sky Line Drive)

	LT Sly: 20' LT = Slyedge 20' strip	10' LT = ℄ 20' strip	Nly edge 20' Pave	Rt = Nly: Lip type G on Nly New Subdiv
1+50	35^{41} 20' Slyedge PVT	35^{53} 10 ℄ PVT	35^{50}	35^{08} 21^{5} Lip
1+25 -	35^{95} 20 Slyedge PVT	36^{02} 10' ℄ PVT	35^{98}	35^{55} 21^{5} Lip
1+00	36^{40} 20' Slyedge PVT	36^{46} 10 ℄ PVT	36^{38}	35^{93} 21^{5} Lip type G
0+70 - 21^{5} Rt = Lip Type G Gutter E.C. NW Return Spreckels + Swt. Road	36^{89} 20 Sly edge PVT	36^{98} 10 ℄ PVT	36^{89}	36^{54} 21^{5} Lip Type G
0+42^{5} = Wly edge 30' wide AC between Nly edge 20' strip Pave + New curb - also Wly curb line, Spreckles Ave	37^{41} 20 Slyedge PVT	37^{45} 10 ℄ PVT	37^{41}	37^{34} 23 AC
0+00 = Ely ℄ Line Spreckels Ave and Nly edge 20' strip pavement on Sweetwater Road -	38.20 20 Sly edge PVT	38.31 10 ℄ PVT	38.33	38^{00} 23' AC

add 400' to each elevation.

BM = Wly E.C. N.W. Topcurb Curb Return Spreckles + Sweetwater Road - Per plan elev = 437.07 - Direct elev Rod used -

X-Sec Sweetwater Road
(Sky Line Drive)

		2T = Sly		Nlyedge 20' Pave	Rt = Nly
3+27 - 21.5 Rt = Lip type G Gutter - Curb Ec NW cor Sears + Sweetwater Road		32.32 20 Slyedge Pvt	32.38 10 ℄ Pvt	32.30	31.73 21.5 Gut BC
3+00		32.84 20' Slyedge	32.90 10' ℄ Pvt	32.80	31.9 2.7 Dirt
2+75		33.28 20 Slyedge Pvt	33.28 10' ℄ Pvt	33.15	32.3 2.7 Dirt
Sears ST Not yet Paved - Curb is in					
2+50		33.64 20' Slyedge	33.68 10 ℄ Pvt	33.59	32.7 2.80 Dirt
2+31.21 Rt = 41.0 gutter type G Curb BC NE Return Sweetwater Road + Sears ST		33.28 20' Sly	34.06 10 ℄ Pvt	33.98	33.54 21.4 Lip
2+00		34.46 20' Slyedge Pvt	34.54 10' ℄ Pvt	34.52	34.13 21.3 Lip
1+75		34.91 20' Slyedge Pvt	35.06 10' ℄ Pvt	35.02	34.64 21.5 Lip

Add 400' to elev.

X-Sec Sweetwater Road
wlyedge AC at Spreckles Ave
To wly

		LT		N'ly edge 20' Pave	Rt
5+00	23° = ℄ Type A-2 inlet 20' throat	29^{4} 20 slyedge PVT OUT	29^{5} 10 ℄ PVT OUT	29^{5}	28^{91} 21.5 Lip gutter + slyedge Grate
4+73	Begin Completely broken section of Pave	29^{85} 20 slyedge pave	29^{93} 10 ℄ PVT	29^{76}	29^{42} 21.5 Lip
4+50		30^{07} 20 slyedge PVT	30^{22} 10 ℄ PVT	30^{16}	29^{75} 21.5 Lip
4+25		30^{52} 20' slyedge PVT	30^{48} 10 ℄ PVT	30^{28}	30^{07} 21.5 Lip
4+00		30^{77} 20 slyedge PVT	30^{71} 10 ℄ PVT	30^{56}	30^{49} 21.5 Lip
3+75		31^{29} 20 slyedge Pave	31^{34} 10 ℄ PVT	31.26	30^{92} 21.5 Lip
3+50		31^{85} 20' slyedge PVT	31^{95} 10 ℄ PVT	31^{76}	31^{34} 21.5 Lip

add 100' to elev

X-Sec Sweetwater Road

	Lt = Sly	N sly edge 20' strip conc	Rt = N sly
6+75	31^{27} 20 sly edge	31^{46} 10 ℄ Pave	31^{37} 31^{35} 21 ⅄ lip
6+50	30^{80} 20 sly edge Pave	30^{93} 10 ℄ Pave	30^{83} 30^{91} 21 ⅄ lip
6+25	30^{37} 20 sly edge Pave	30^{51} 10 ℄ PVT	30^{32} 30^{51} 21 ⅄ lip
6+00	30^{01} 20 sly edge	30^{11} 10 ℄ PVT	29^{86} 30^{16} 21 ⅄ lip
5+75	29^{81} 20 sly edge PVT	29^{88} 10 ℄ PVT	29^{70} 29^{90} 21 ⅄ lip
5+50	29^{47} 20 sly edge PVT	29^{76} 10 ℄ PVT	29^{60} 29^{57} 21 ⅄ lip
5+20 = end Completely broken pavement	29^{63} 20 sly edge PVT	29^{74} 10 ℄ PVT	29^{56} add 400' to elev - 29^{44} 21 ⅄ lip

X-Sec Sweetwater Road

Station	LT = Sly		Nly edge 20' strip Conc PVT		Rt = Nly
8+50	38^{00} 20^{6} Slyedge PVT	38^{33} 10^{2} ℄ PVT	38^{56} 0^{8} Nlyedge PVT	38^{5}	38^{22} 21^{5} Lip
8+31° ±	37^{06} 20 Slyedge PVT		37^{48} 10 ℄ PVT	37^{66}	37^{24} 21^{5} Lip
8+00	35^{64} 20 slyedge Pave		35^{92} 10 ℄ PVT	35^{94}	35^{81} 21^{3} Lip
7+75	34^{50} 20° slyedge PVT	34^{78} 10° ℄ PVT		34^{76}	34^{62} 21^{3} Lip
7+50	33^{53} 20° Slyedge		33^{80} 10° ℄ PVT	33^{83}	33^{58} 21^{3} Lip
7+25	32^{54} 20 slyedge Pave		32^{84} 10 ℄ PVT	32^{82}	32^{72} 21^{5} Lip
7+00	31^{82} 20° slyedge PVT		32^{09} 10 ℄ PVT	32^{03}	32^{00} 21^{4} Lip

Sections taken 90° to base line

8+31° ± = BC to Left of 20' strip Conc Pave - Base Line extended from Nly edge 20' Conc strip pave

add 400' to elevs.

X-Sec Sweetwater Road

Station	LT = S'ly			Nly edge 20' conc strip extended	Rt = Nly.
10+00	46^{82} 50.5 Slyedge Pave	46^{97} 39.2 ℄ Pave	46^{92} 29.0 Nlyedge Pave	46^{1}	45^{6} 23.0 Dirt
Bowie St not yet paved - Curbs + walk in					
9+85 ± = Ely Curb Line Bowie St	45^{66} 44.8 Slyedge	45^{97} 34.4 ℄ PVT	46^{00} 24.0 Nlyedge Pave	45^{48}	45^{0} 23.0 Dirt
9+55 ± = Curb BC NE Return Sweetwater Ave + Bowie St	43^{80} 35.9 Slyedge PVT	43^{96} 25.6 ℄ PVT	43^{98} 15.3 Nlyedge Conc	44.33	43^{65} 21.5 Lip
9+25	41^{86} 28.5 Slyedge conc	42^{11} 18.5 ℄ PVT	42^{20} 8.5 Nlyedge conc	42^{35}	42^{00} 21.5 Lip
9+00	40^{64} 24.8 Slyedge	40^{91} 14.7 ℄ PVT	40^{96} 4.6 Nlyedge PVT	40^{84}	40^{74} 21.5 Lip
8+75	39^{30} 22.0 Slyedge	39^{60} 12 ℄ PVT	39^{69} 2.0 Nlyedge	39^{7}	39^{40} 21.5 Lip

Add 400' to elev

Thickness A.C. Pavement
Cardiff Road, (Sweetwater Rd)
VVO # 21134
9-25-52 C. Allen

	LT	℄ 20' Strip pave	RT
See Page 1, stations same			
4+00	.20 / 10	.19	.09 / 10
3+50	.24 / 10	.22	.08 / 10
3+00	.27 / 10	.20	.10 / 10
2+50	.21 / 10	.19	.10 / 10
2+00	.22 / 10	.18	.09 / 10
1+50	.25 / 10	.22	.10 / 10
1+00	.22 / 10	.21	.10 / 10
0+50	.20 / 10	.19	.09 / 10
0+00 same as page 1,	.07 / 10	.17	.10 / 10

Thickness A.C. on Cardiff

	LT	℄ 20' strip	RT
9+00	.20/10	.17	.07/10
8+50	.25/10	.24	.10/10
8+00	.24/10	.22	.09
7+50	.24/10	.19	.10/10
7+00	.18/10	.19	.11/10
6+50	.15/10	.16	.09/10
6+00	.15/10	.16	.10/10
5+50	.11/10	.13	.09/10
5+00	.16/10	.15	.09/10
4+50	.20/10	.20	.11/10

	LT	Ø 20' strip conc	RT
			20
14+00 -	.21/10	.19	.07/10
13+50	.21/10	.17	.06/10
13+00	.19/10	.18	.04/10
12+50	.19/10	.21	.06/10
12+00	.24/10	.17	.03/10
11+50	.27/10	.19	.05/10
11+00	.28/10	.19	.10/10
			.06/10
10+50 - in street intersection	.24/10	.18	.06/10
10+00	.23/10	.22	.14/10
9+50	.20/10	.17	.10/10

	LT	& RT 20' strip conc	
19+00	.30/10	.22	.05/10
18+50	.26/10	.17	.05/10
18+00	.24/10	.21	.05/10
17+50	.27/10	.19	.07/10
17+00	.15/10	.15	.08/10
16+50	.24/10	.19	.06/10
16+00	.23/10	.16	.04/10
15+50	.30/10	.19	.05/10
15+00	.20/10	.17	.06/10
14+50	.22/10	.17	.04/10

Thickness	LT	℄ 20' strip	RT	22
24+00	.31/10	.24	.10/10	
23+50	.33/10	.21	.07/10	
23+00	.31/10	.22	.06/10	
22+50	.31/10	.21	.05/10	
22+00	.35/10	.22	.05/10	
21+50	.31/10	.22	.04/10	
21+00 - IN intersection	.30/10	.22	.11/10	
20+50	.30/10	.24	.09/10	
20+00	.30/10	.23	.08/10	
19+50	.30/10	.21	.05/10	

Cont' Page 24.

Note! Curve is Paved O.K.

	LT	℄ 20' Strip	RT
28+50	.15/10	.12	.05
28+00	.20/10	.17	.04
28+00			
27+50	.16/10	.13	.03
27+50			
27+00	.15/10	.17	.08/10
26+50	.19/10	.16	.06/10
26+00	.21/10	.22	.07/10
25+50	.30/10	.22	.07/10
25+00	.31/10	.23	.08/10
24+50	.30/10	.23	.08/10

	LT	℄ 20' strip	RT	24'
34+32 ± = NE Curb Ret Sweetwater & Sunnyside	.10 /10	.12	.07 /10	
34+00	.10 /10	.16	.10 /10	
33+75	.22 /10	.18	.10 /10	
33+50	.20 /10	.21	.16	
33+25	.14 /10	.14	.09	
33+00	.08 /10	.12	.09 /10	
32+71 = NW Curb BC Encinitas	.18 /10	.12	.09 /10	
32+21 ± = ℄ Encinitas	.28 /10	.19	.07 /10	
31+81 ± = Curb BC Encinitas - See page 6	.24 /10	.12	.15 /10	
31+65 = End good pave around curve	.24 /10	.12	.20 /10	
Curve is paved 0.1C				

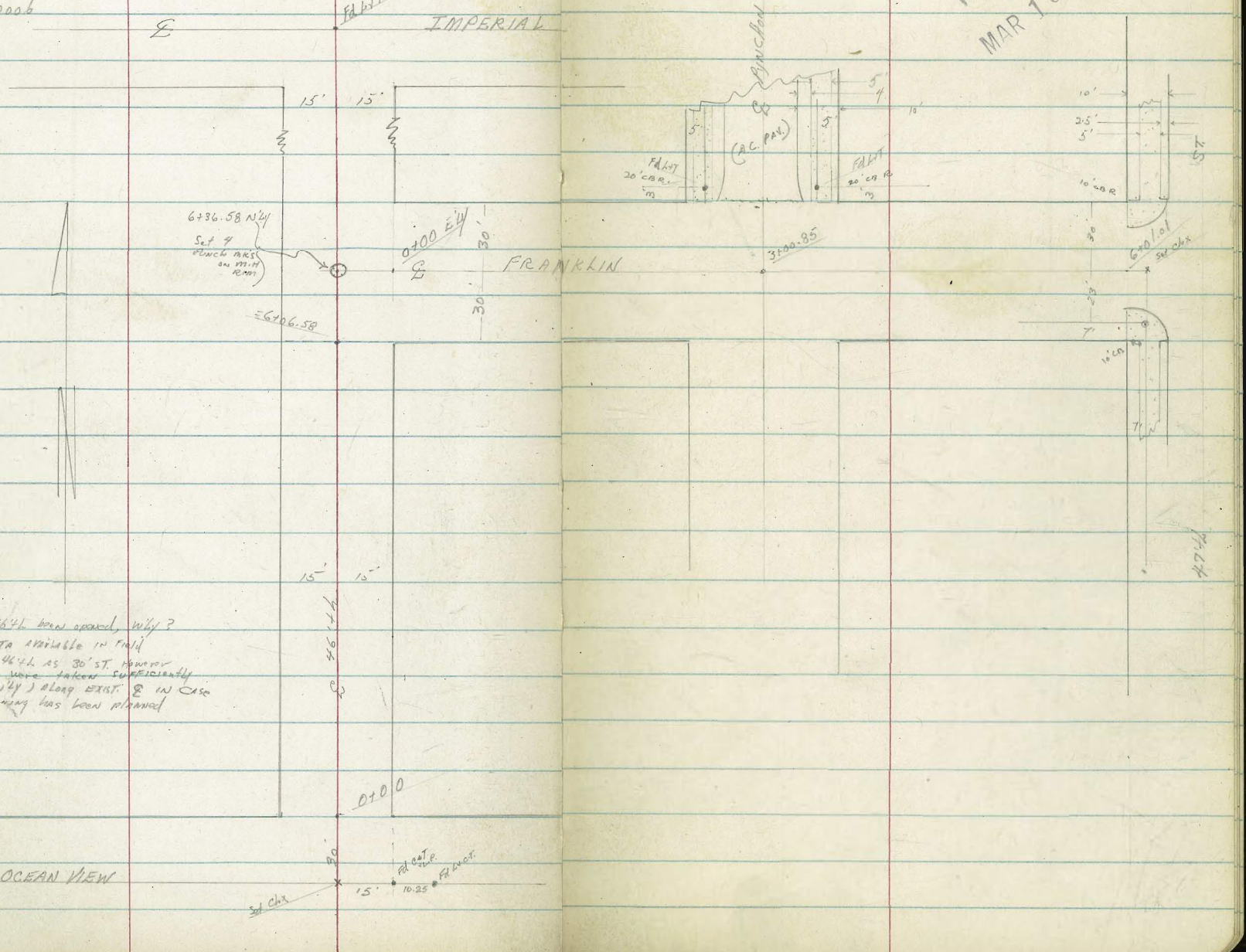
	LT	℄ 20' strip	RT	25
N/4 Curb Line Spreckles				
37+61 = end AC Pavement on N/y	.14	.15		.07
	10			10
37+40 ± rt angles to ℄ Spreckles N.e	.24	.19		.08
	10			10
36+90 ± = NE BC curb Return	.26	.21		.05
	10			10
36+75				
36+50	.26	.23		.07
	10			10
36+25	.22	.15		.04
	10			10
36+00	.14	.14		.05
	10			10
35+75	.08	.14		.06
	10			10
35+50	.08	.15		.10
	10			10
35+22 ± = NW BC Curb Ret	.08	.12		.08
	10			10
34+77 ± = ℄ Sunnyside	.08	.12		.04
	10			10

Clark
Shephard
Bruner
Oneil

3-15-54
W.O. 20006

X-SECT. 464h ST.
OCEAN VIEW to FRANKLIN (Notes Pg 27)
" SECT. FRANKLIN: 464h to 477h (Notes Pg 30)

Ref: T.B #19 - 31
T.P.s #3434



Note: Has 464h been opened, why?
All data available in field
Shows, 464h as 30' ST. However
Sect's were taken sufficiently
wide (W'ly) along EXIST. ℄ IN Case
AN opening has been planned

X-SECT 46'th

1+50				
1+25	22' RT	BRK IN BANK		
1+00				
T.P.	4.46	93.15	10.71	88.69
0+50				
0+00	= N'ly Line	OCEAN VIEW		
0-20	= N'ly Edge	CAL PAV.		
0-30 =	℄ OCEAN VIEW	(CAL CONC.)		
	(28' CONC STRIP PAV.)			
T.P	5.14	99.40	11.95	94.26
T.P	1.45	106.21	12.81	104.76
B.M.	1.08	117.37		116.49

S.W.B.P. 47'th & OCEAN VIEW

(WLY) LT. ℄ RT. (ELY)

76.6	78.7	87.2	85.9	86.2	82.5	82.3	82.8	85.3
16.6	14.5	6.8	7.3	7.0	10.7	10.9	10.4	7.9
#0 Dat. SVRW	30 Toe	15		4	12	15	25	35
						91.2		
						+2.0		
						22		

82.1	82.9	83.6	87.0	87.0	86.9	87.0	92.6	91.2	90.7
11.1	10.3	9.6	6.2	6.2	6.3	6.2	0.6	+2.0	+2.5
40	30	23	16.5	15		5	15	22 TP BANK	30

93.15

91.3	89.3	89.3	87.8	89.3	92.4	95.5	95.7
8.1	10.1	10.1	9.6	10.1	7.0	3.9	3.7
40	30	15		5	15	23 TO BANK	30

94.1	94.1	93.9	92.4	92.5	92.5	94.9	95.3
5.3	5.3	5.5	7.0	6.9	6.9	4.5	4.1
40	30	20	15 EX. P.L		5	15 EX. P.L	30

93.55	93.83	94.45	95.31	96.27
5.85	5.57	4.95	4.09	3.13
100	50		50	

93.63	93.91	94.50	95.34	96.32
5.77	5.49	4.90	4.04	3.08
100	50		50	100

99.40
H.I

X-SECT. 46th (Cont.)

Each right-page reading is written as elevation / rod reading / offset (ft), plus any note.

Station	Notes	LT.	℄	RT.
5+00		98.3 / 2.6 / 40; 98.2 / 2.7 / 30; 98.0 / 2.9 / 20; 96.8 / 4.1 / 15; 96.4 / 4.5 / 13	96.1 / 4.8	96.4 / 4.5 / 15; 96.6 / 4.3 / 30
4+50		98.1 / 2.8 / 40; 97.7 / 3.2 / 30; 97.0 / 3.9 / 25; 95.8 / 5.1 / 15; 95.3 / 5.6 / 13	95.2 / 5.7	95.8 / 5.1 / 15; 95.9 / 5.0 / 30
4+30	13.0' RT ℄ 3.5' Con walk			95.57 / 5.34 / 13.0 Lip; 95.65 / 5.26 / 15; 95.96 / 4.95 / 20
4+01	13.6' RT. ℄ 11.5' Con. drive. 90' RT ℄ gar			95.02 / 5.89 / 13.6 Lip; 95.05 / 5.86 / 15; 95.88 / 5.03 / 90 Fl. gar
4+00		97.9 / 3.0 / 40; 97.7 / 3.2 / 30; 97.7 / 3.2 / 23; 94.8 / 6.1 / 15; 94.0 / 6.9 / 13	94.1 / 6.8	95.0 / 5.90 / 13.6 Lip Drive; 95.04 / 5.87 / 15 (Drive); 95.35 / 5.56 / 30
3+96	13.6 RT(FC) END WALL			Flush with grd; 94.76 / 6.15 / 13.6 FTG; 95.51 / 5.40 / 13.6 TP Wall
3+50		97.6 / 3.3 / 40; 97.0 / 3.9 / 30; 97.1 / 3.8 / 27; 94.6 / 6.3 / 15; 92.4 / 8.5 / 12	92.6 / 8.3	92.6 / 8.3 / 5; 93.4 / 7.5 / 15; 93.3 / 7.6 / 30
3+00		93.6 / 7.3 / 40; 93.3 / 7.6 / 30; 93.9 / 7.0 / 20; 91.2 / 9.7 / 15	91.0 / 9.9	91.0 / 9.9 / 5; 93.3 / 7.6 / 15; 93.5 / 7.4 / 30
2+97	13.6' RT FC. 4" wide, 1' high Conc. wall			93.51 / 7.40 / 13.6 TP Wall; 92.53 / 8.38 / 13.6 FTG Wall
T.P.	9.63 100.91 1.87 91.28		100.91	
2+50		90.8 / 2.4 / 40; 90.7 / 2.5 / 30; 89.7 / 3.5 / 15	89.6 / 3.6	89.6 / 3.6 / 5; 92.0 / 1.2 / 10; 91.6 / 1.6 / 15; 90.5 / 2.7 / 30
2+00		84.9 / 8.3 / 40; 85.2 / 8.0 / 30; 87.3 / 5.9 / 15 Exist. PL	86.9 / 6.3	87.1 / 6.1 / 4; 83.1 / 10.1 / 15 Exist. PL; 80.2 / 13.0 / 30

93.15

X-SECT 46+40 (CONT.)

LT. ℄ RT.

Note (CONT. H.I. Pg 30)

7+16.58 Shot ahead to show grade. EXIST. ST. ℄ — 103.0 / 3.2

6+66.58 = N. LINE FRANKLIN — 103.2 103.1 103.2 102.7 102.4 102.2 — 102.7 / 3.0 3.1 3.0 3.5 3.8 4.0 — 3.5 / 40 30 20 15 13 — 15

℄ FRANKLIN

6+36.58 ℄ M.H — 102.7 102.5 102.2 101.6 101.2 101.21 — 101.0 / 3.5 3.7 4.0 4.6 5.0 4.98 — 5.2 / 40 30 20 15 13 Rim — 15

6+06.58 = S. LINE FRANKLIN — 101.2 101.0 100.8 100.3 100.0 99.7 — 99.9 100.2 / 5.0 5.2 5.4 5.9 6.2 6.5 — 6.3 6.0 / 40 30 20 15 13 — 15 30

T.P. 6.20 106.19 0.92 99.99 — 106.19

5+87 13.0 RT ℄ 3.5 CON. WALK — 99.25 99.31 99.43 / 1.66 1.60 1.48 / 13.0 Up 15 20 WALK

5+50 — 99.4 99.2 99.1 98.1 97.7 97.3 — 97.8 97.9 / 1.5 1.7 1.8 2.8 3.2 3.6 — 3.1 3.0 / 40 30 20 15 13 — 15 30

5+16 12.1 RT ℄ 10 CON. DRIVE: No gar. — 97.10 97.34 97.78 / 3.81 3.57 3.13 / 12.1 Up 15 43

100.91

X-SECT. FRANKLIN - 46th to 47th

Station	Notes	(N'Ly) LT			℄	RT. (S'Ly)		
T.P.	3.90 106.02 4.07 102.12							
1+50		103.7 / 2.5 / 40	[illegible] / 2.6 / 30	101.9 / 4.3 / 20	101.5 / 4.7	102.1 / 4.1 / 30	102.2 / 4.0 / 40	
1+39	0.35 LT M.H.				101.57 / 4.62 RIM M.H.			
1+35±	Alleys LT & RT.	103.2 / 3.0 / 50	102.4 / 3.8 / 30		101.4 / 4.8	101.5 / 4.7 / 30	101.2 / 5.0 / 50	
1+18	29.0' RT Double Gav. Dirt Fl.					101.1 / 5.1 / 29 Dirt Fl.		
1+08	21.3 RT 3.0' Con. Walk					100.57 / 5.62 / 21.3 Lip	100.51 / 5.68 / 30	
1+00		102.7 / 3.5 / 40	102.4 / 3.8 / 30	101.9 / 4.3 / 28	100.9 / 5.3	99.9 / 6.3 / 30	99.8 / 6.4 / 40	
0+51.5	19.6 RT 3.5 Walk Conc.					100.24 / 5.95 / 19.6 Lip	100.21 / 5.98 / 30 Walk	100.14 / 6.05 / 38
0+50		102.3 / 3.9 / 40	102.2 / 4.0 / 30	101.4 / 4.8 / 28	100.8 / 5.4	99.9 / 6.3 / 30	99.6 / 6.6 / 40	
0+00	= E. Line 46th	102.8 / 3.4 / 40	102.7 / 3.5 / 30 P.L.		101.0 / 5.2	99.9 / 6.3 / 30 P.L.	99.5 / 6.7 / 40	

106.19

X-SECT FRANKLIN (CONT.)

2+80.85 = Wly CB. Line Pynchon

2+77.65 29.90' LT = CB. END

2+70.85 = W. Line Pynchon

2+50

2+21 20.9' RT ℄ 10' Conc Drive: 59 RT ℄ gar.

2+16.5 21.3 RT End 5" Conc. Walk

2+06 21.0' RT. ℄ 2.5' Con. Walk

2+00

1+96 29.6' LT. ℄ 10' Con. Drive: 49.2 LT ℄ gar.

1+82 21.1' RT (Fc.) Beg 5" wide Coping (Wall) Conc.

1+61.5 29.0' LT ℄ 4.0' Con. Walk

LT. ℄ RT.

99.53 99.40 99.0 98.5 96.1

7+70 5.35 5.87 6.49 6.62 7.0 8.5 9.9
90 90 40 40 30 30 30
CB C P.C.B. B.C. C Edge N.C. (Pynchon) Pynchon

6.12 6.62
TP CB Dirt Curb CB. End

100.8 100.7 100.4 99.7 99.3 97.7 96.5 96.0

5.2 5.3 5.6 6.3 6.7 8.3 9.5 10.0
50 40 30 16 30 40 50

102.0 101.8 100.2 99.8 99.2 99.3 100.90 100.90 101.68

4.0 4.2 5.8 6.2 6.8 6.7 5.12 5.12 5.34
40 30 16 30 40 20.9 30 39
Lip drive Flgar Conc.

101.0 102.12
5.0 3.9
21.3 21.3
FTG TP Wall

102.04 102.13
3.98 3.89
21.0 30
Lip Walk

102.9 103.0 101.5 101.0 102.1 102.3

3.1 3.0 4.5 5.10 3.9 3.7
40 30 20 30 40

103.44 103.20 101.87 102.47

2.58 2.82 4.15 3.55
49.2 29.6 21.1 21.1
Fl. gar Lip Fte TP Wall

103.72 103.74

2.30 2.38
40 29.0
Walk Lip

106.02

X-SECT FRANKLIN (CONT.)

Station	Remarks	LT.	℄	RT.
T.P.	10.22 114.72 1.52 104.50			
4+68.5	℄ M.H		2.10 103.12 Rim M.H	
4+65±	= Ealbys LT & RT.	2.3/50 103.7; 2.2/30 103.8	2.3 103.7	2.0/30 104.0; 2.0/50 104.0
4+50		2.4/40 103.6; 2.4/30 103.6; 2.7/21 103.3	2.7 103.3	2.3/12 103.7; 2.7/17 103.3; 3.0/30 103.0; 3.6/40 102.4
4+00		3.0/40 103.0; 3.1/30 102.9; 4.3/21 101.7	4.3 101.7	4.4/12 101.6; 5.4/15 100.6; 6.3/30 99.7; 5.6/40 100.4
3+50		3.2/40 102.8; 3.4/30 102.6; 3.5/28 102.5; 5.8/22 100.2	5.8 100.2	5.7/12 100.3; 6.6/20 99.4; 7.0/30 99.0; 6.7/40 99.3
3+30.85	= E. Line	(Shots 1' ahead (=3+31.8) on LT.) 3.6/50; 3.8/40; 4.3/30 — (Shots along Prop. Line i'nly walk (Level with walk)) 5.2/50 100.8; 5.3/40 100.7; 5.4/30 100.6; 6.2/24 99.8	6.6 99.4	6.6/12 99.4; 7.2/16 98.8; 8.5/30 97.5; 8.1/40 97.9; 7.6/50 98.4
3+24.05	29.94 = CB END	5.67/29.9 TP, CB End 100.35; 6.21/29.9 Gut Dirt 99.81		
3+20.85	= E'ly CB Line Pynchon	4.23/90 TP CB 101.79; 4.89/90 G 101.13; 5.42/40 CB B.C 100.60; 6.00/40 G 100.02; 6.26/30 Edge A.C 99.76	7.0 99.0	8.5/30 97.5; 8.0/50 98.0
3+00.85	= ℄ Pynchon	4.81/90 A.C pav't 101.21; 5.96/40 100.06; 6.15/30 Edge A.C 99.87	7.4 98.6	9.2/30 96.8; 9.9/50 96.1; 10.5/90 96.5

106.02

LT. ℄ RT.

Chk 2.55 | 112.17 = 112.17 = SE B.P. IMPERIAL & 47th

6+11.51 = W. CB. Line 47th

95.84 4.88 80 CB | 108.36 5.36 80 G | 109.42 5.30 30 CB E.C | 108.97 5.79 30 G | 108.82 5.90 20 | 105.63 6.09 | 108.28 6.44 20 | 108.30 6.42 30 G | 108.98 5.74 30 CB E.C | 108.50 6.22 80 G | 108.99 5.73 80 CB

N.W. Ret. | 109.42 5.30 CB E.C | 108.93 5.79 GUT E.C | 108.30 6.42 GUT. | 108.98 5.74 CB E.C | S.W. Ret.

mid pt. Rets. | 5.37 CB | 8.94 5.78 GUT | 108.32 6.40 GUT. | 108.95 5.77 CB

6+01.51 = W. Edge Pav. | 109.70 5.02 30 BC WALK PAV | 108.82 5.90 19.80 PAV | 108.67 6.05 | 108.26 6.46 19.95 PAV. | 109.32 5.40 30 BC WALK at Prop. | 109.4 5.3 40

19.95 RT CB END (BC)
19.80 LT CB END (BC)

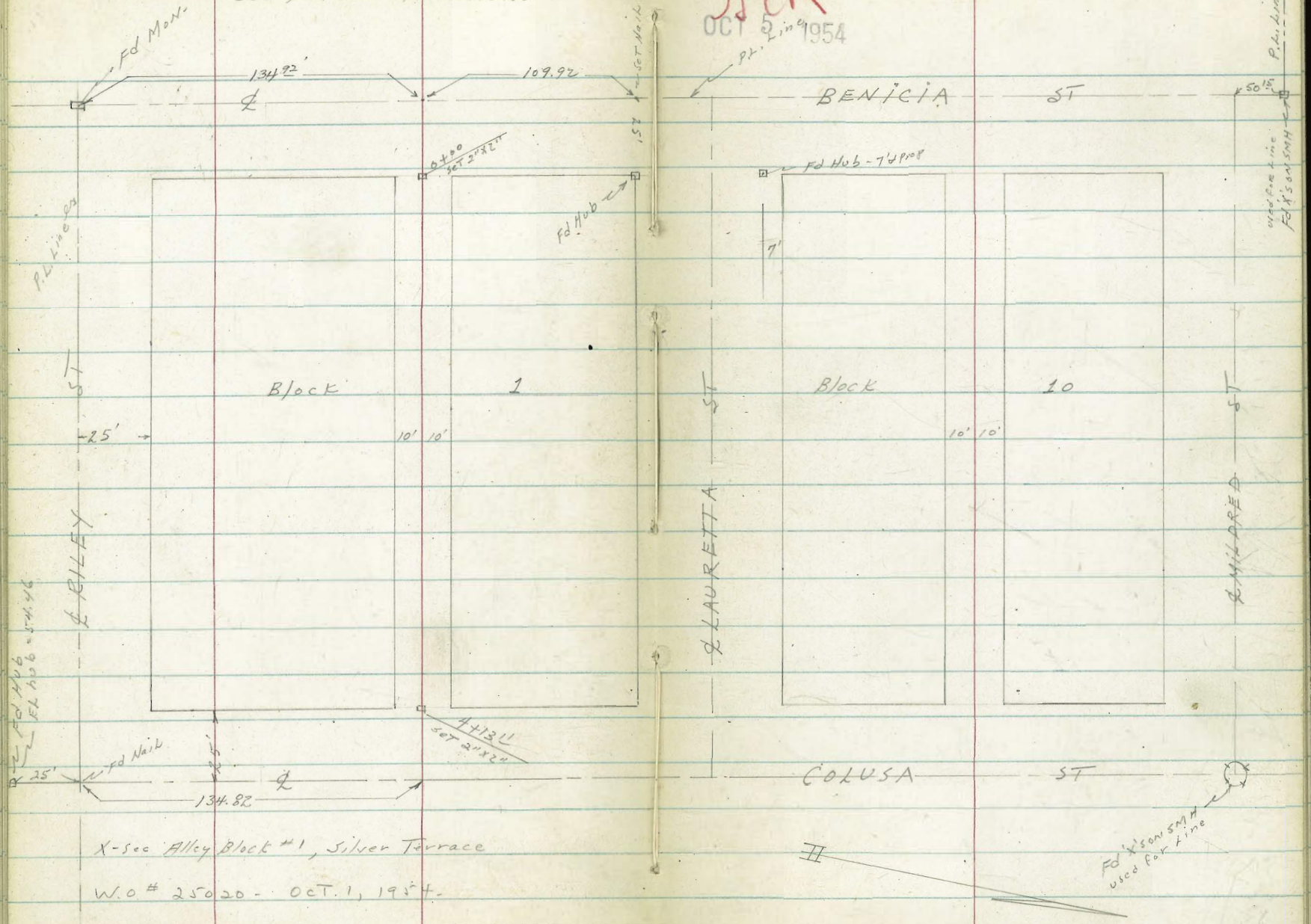
6+01.51 = {W. Line 47th | 109.9 4.8 40 | 109.8 4.9 30 DIRT | 109.36 5.36 19.80 CB END B.C | 108.9 5.8 19.80 | 108.6 6.1 | 108.3 6.4 19.95 DIRT | 108.94 5.78 19.95 CB END B.C | 109.1 5.6 50 DIRT

5+50 | 111.4 3.3 40 | 111.9 3.8 30 | 110.4 4.3 27 | 107.1 7.6 21 | 107.2 7.5 | 106.8 7.9 8 | 108.1 6.6 16 | 108.8 5.9 30 | 108.9 5.8 40

5+00 | 106.1 8.6 40 | 106.4 8.3 30 | 106.5 8.2 27 | 105.0 9.7 22 | 105.1 9.6 | 104.5 10.2 9 | 106.2 8.5 16 | 107.0 7.7 30 | 106.9 7.8 40

114.72

X-sec Alley Blk 1, Silver Terrace.
See page 35 for Levels.



X-sec Alley Block #1, Silver Terrace

W.O # 25020 - Oct. 1, 1954.

C. Allen, D. Sisson, C. Powell, Basil Pullen.

Ref. FB 1630-1, T.P. Sheet #1136, File Map # 434.

Levels on Alley Block 1, Silver Terrace
See Sketch page 34

0+50-

0+43- 7 Lt RT = ℄ 2' wide conc walk

0+37. 13.5 RT = ℄ 24" palm.

0+25

0+08 - 11 Lt LT - begin 3.5 high Chicken wire fence

0+03- 14 RT = ℄ 36" Pepper tree - over hangs Alley.

0+00 = Ely Line Benicia.

0-25 - ℄ Benicia ST + ℄ Alley extended

TP, 4.70 54.63 1.57 49.93

10.69 51.50 40.81 →

℄ 20' Alley.

57.4 2.2 25

57.2 2.4 10

51.7 2.9

51.6 2.0 10

51.1 3.5 25

51.3 3.10 7.2 Walk

50.48 3.15 10.0 Walk

50.83 3.80 20 Walk

51.5 3.1 10

51.1 3.5

50.6 4.0 10

52.5 2.1 50

50.5 4.1 10

50.0 4.6

49.5 5.1 10

48.1 6.5 50

51.4 3.2 50

49.6 5.0 10

49.7 5.4

48.7 5.9 10

46.9 7.7 50

54.63 ℄

ON hub ℄ Alley 0+00 -

℄ Mon - Benicia ST + Riley ST - FB 1630 - 3 -

2+00				
TP2	9.29	60.85	3.07	51.56
1+50 - 10° LT = end picket fence				
1+07 - 10° LT = begin 3' picket fence				
1+00				
0+75				
0+54 - 10° LT = end chicken wire fence				
0+53 - 11° RT = ℄	garage has been Removed: 12' wide conc slab			

℄ 20' Alley.

56.9	55.8	55.3	55.0	53.1
4.0	5.1	5.6	5.9	7.8
25	10		10	25

60.85 π

ON NELy COR 2' conc walk at 0+43 ✓

54.3	54.6	54.3	53.9	53.0
0.3	0.0	0.3	0.7	1.6
25	10		10	25

54.1	54.1	53.4	52.9	51.3
0.5	0.5	1.2	1.7	3.3
50	10		10	75

53.0	52.6	52.7
1.6	2.0	2.4
10		10

51.71

2.92

11° on slab. ✓

54.63 π

	LT=N'ly	℄ 20' Alley	RT=S'ly		37
2+86 - 6.5 RT= begin 2 car garage - Conc (Apron is Rough; Apron + Floor)			56.48 / 4.37 / 6.5 Apron	56.81 / 4.04 / 9.4 Floor	✓
2+75	56.3 / 4.6 / 10	55.9 / 5.0	55.7 / 5.2 / 10		
2+59 - 10.2 RT= ℄ 2' wide conc walk			55.12 / 5.73 / 10.2 Walk	64.82 / 6.03 / 20.2 Walk	✓
2+54 7.7 RT= end 5' high board fence					
2+50	56.9 / 4.0 / 25 · 55.9 / 5.0 / 10	55.4 / 5.5	55.2 / 5.7 / 10	64.7 / 6.2 / 25	
2+29 - 8.1 RT= begin 5' high board fence					
2+28 - 7.8 RT= end 2 car garage - Conc floor + Apron			54.71 / 6.14 / 7.8 Conc Apron	54.70 / 6.15 / 9.4 Conc Floor	✓
2+08 - 7.8 RT= begin 2 car garage Conc floor + Apron			54.58 / 6.27 / 7.8 Conc Apron	54.66 / 6.19 / 9.4 Conc Floor	✓

60.85 ⊼

Alley Blk. 1 Cont

3+29 - 10² RT = begin frame Shed - Wooden Floor
Conc pier foundation

TP₃ 7.41 66.06 2.20 58.65

3+25

3+13 - 13⁰ RT = ℄ 8" acacia tree - Limbs overhang Alley.

6³ LT = begin 5' high chicken wire fence
encroaches -
3+07 = Wly 4⁵ high N+S board fence
Perpendicular to ℄ alley -

3+05 - 9⁴ RT = end 2 car garage - Conc Floor.
Apron entirely gone.

3+00 - 9⁰ RT = N'ly of Conc Apron
Apron is Rough -

LT = N'ly. ℄ 20' Alley RT = S'ly

58.1 / 8⁰ / 10² gr — 58.8 / 7³ / 10² wood Floor ✓

66.06 ⊼

58.4 / 2⁵ / 10 — 58.2 / 2⁷ — 58.0 / 2⁹ / 10

56.75 / 4¹⁰ / 9⁴ Conc Floor ✓

58.6 / 2³ / 25 — 57.5 / 3⁴ / 10 — 57.0 / 3⁹ — 56.80 / 4⁰⁵ / 9⁰ Conc Apron — 56.80 / 4⁰⁵ / 9⁴ Conc Floor ✓

60.85 ⊼

Alley BIK 1 -

LT = N 1/4 - ℄ 20' Alley RT = S 1/4

3+92 - 2° LT = ℄ 3" Pepper tree

3+85 - { 9½ RT = ℄ & 5" yellow acacia tree
ON Line = 3" pepper tree.

3+

Set on wood piers

3+82 - 11° RT = NW'ly COR Shed - Wood floor

3+78 - { 26.5 LT = ℄ Conc Floor - opens to ELY
Single garage - 10' wide

TP { 8° LT = end 5' high Chicken Wire fence

3+76 - ℄ crosses 5' high N+S fence - Chicken wire

3-

3+72 - 2.5 RT ℄ 5" orange tree

3+57 - ℄ crosses 5' high Chicken Wire fence

3-

on conc piers

3+52 - 10.4 RT = end Shed - Wood floor

3+51 - 5.5 RT = ℄ 3" Peach tree -

3+

3+50

3+

3-

3+39 - ℄ crosses of No Value - 5' high N+S Chicken Wire fence

61.86
4.20
26.5
conc Floor

60.1
5.3
11.0
9r.

61.8
4.3
11.0
Floor

59.3
6.8
10.4
9r

59.6
6.5
10.4
Floor

59.8
6.3
25

59.5
6.6
10

59.1
7.0

58.7
7.4
10
Shed

66.06 X

Alley Blk 1-

				(40.81)
TP7			7.66	40.83
TP6	2.62	48.49	10.49	45.87
TP5	1.90	56.36	13.28	54.46 on Hub Sly Riley & ℄ Colusa →

4+38 11 = ℄ Colosa ST

4+15 - 3° LT = ℄ 12" Pepper tree

4+14 ± ℄ crosses 3' high picket fence (NHS)

4+13 11 = Wly Colusa ST

18° RT = ℄ Single gar opening to ely.

4+12 - 11 6 RT = end Single garage - Wood floor

TP4	5.85	67.74	4.17	61.89

gar. has wood floor & opens to ely.

4+00 - 11' RT = end shed & begin garage -

3+96 - 9° LT = ℄ 2" fig tree.

3+95 - 4° LT = ℄ 2" pepper tree.

3+95 - 3 5 RT = ℄ 3" Pepper tree

LT = Nly. ℄ 20' Alley RT = Sly. 40

Starting B.M.

64.4	63.1		63.8	62.5		60.9
3 3/5	4 6/10		4 9/10	5 2/10		6 8/50
50						

63.7	63.0	62.4	61.9	62.1	61.6	61.1
4 0/50	4 1/25	5 3/10	5 8/10	5 6/10	6 1/25	6 6/50

61.6	61.6
6 1/11 6 gr.	6 1/18° Floor gar

67.74 ℄

ON 2" x 2" Rwhub Stat 4+13 11 = Wly Line Colusa -

62.7	61.8	61.5		61.3	61.9
3 4/25	4 3/10	4 6/10		4 8/11° gr at gar	4 2/gar Floor

66.06 ℄

Windy + cold

WO # 25020

12-27-54

X-See Alley Blk 38 Catalina Villas

C. Allen

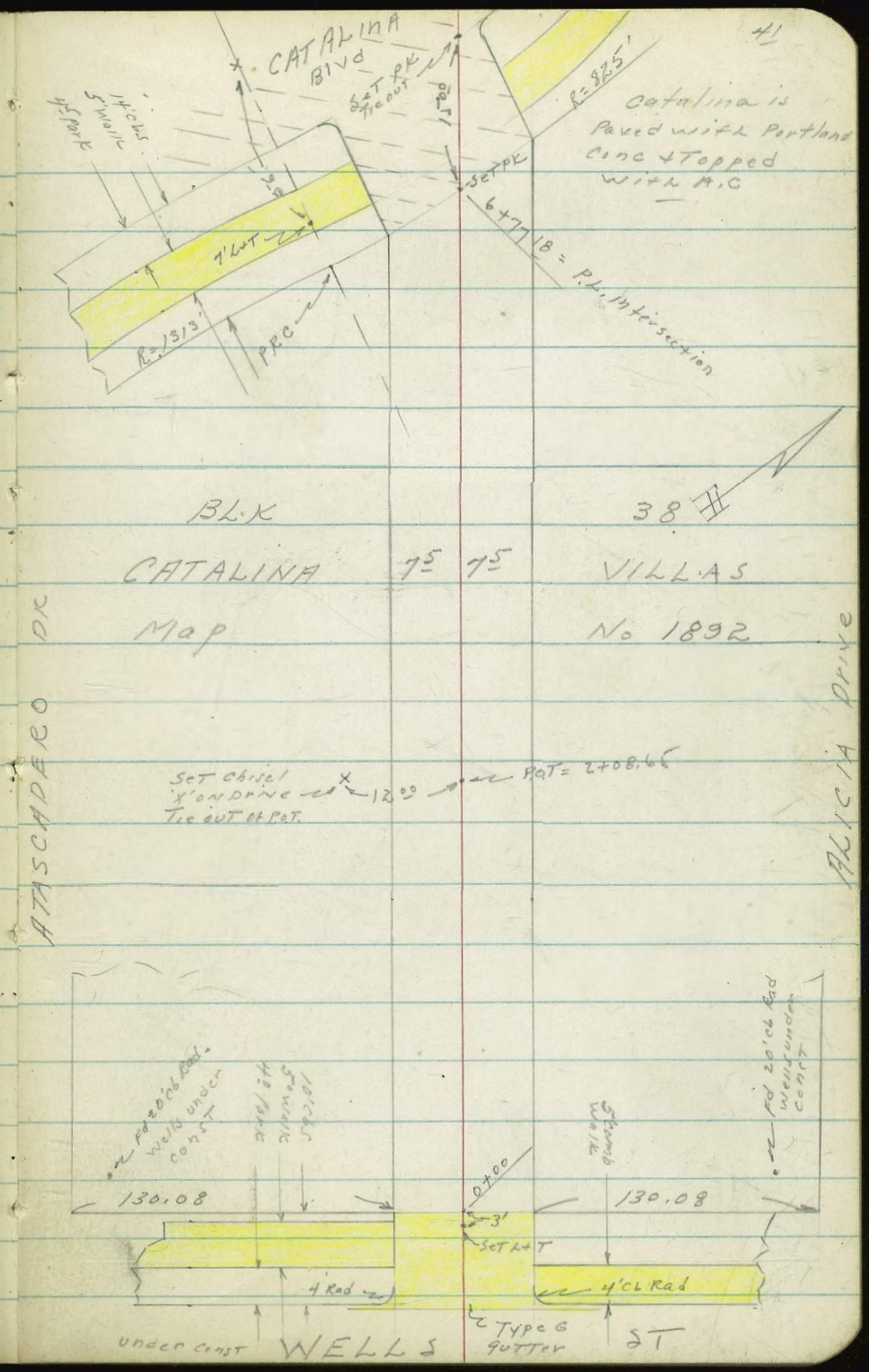
D. Sisson

C. Powell

Ref data - File Map # 1892

FB 2076, 2195, 1743.

TP Sheet 741



X-Sec Alley Blk 38 Catalina Villas
See Sketch Page 41
T.C. = Top Cb

0+00 = NWly Line Wells ST + NWly edge Port. Conc.

Side Shot for BM 6.88 139.17

0-06 - 7^6 LT = BC 4' Return; 7^4 RT = BC 4' Return

4' alley Curb Return Radius
Type G gutter in place

0-10 = Nly Curb Line Wells ST - under Const.

TP2	2.72	146.05	13.27	143.33
TP1	0.01	156.60	13.15	156.59
BM.	1.55	169.74		168.19

LT = SWly | ℄ Alley | RT = NELy

0+00:

Elev.	Rod	Dist.	Point
140.10	5.95	7^6 LT	T.C.
139.63	6.42	7^6 LT	GUT
139.19	6.86	℄	
139.40	6.65	7^4 RT	GUT
139.43	6.62	7^4 RT	T.C.

0-03 LT ℄ Alley

0-06:

Elev.	Rod	Dist.	Point
140.22	5.83	7^6 LT	T.C. B.C.
139.70	6.35	7^6 LT	GUT B.C.
138.86	7.19	7^4 RT	GUT B.C.
139.08	6.97	7^4 RT	T.C. B.C.

0-10:

Elev.	Rod	Dist.	Point
144.21	1.84	50 LT	T.C.
143.74	2.31	50 LT	GUT
140.66	5.39	11^5 LT	T.C. GUT
140.19	5.86	11^5 LT	B.C. GUT
139.80	6.25	7^5 LT	
139.10	6.95	℄	
138.46	7.59	7^5 RT	
138.07	7.98	11^5 RT	B.C. GUT
138.55	7.50	11^5 RT	T.C. BC
134.61	11.44	50 RT	GUT
135.11	10.94	50 RT	T.C.

146.05 ⊼

NELy 7' L+T Bernice Dr + Wells ST
BM#1, FB 2195-43

Alley Blk 38 Cont
7^3 LT= begin 7' high Redwood fence
6^5 RT= ℄ 10" Tel pole # D 34422T

0+50 - 8^0 RT= Step in footing of conc block wall

0+40 - 8^0 RT= face conc block wall

TP3 10.78 156.09 0.74 145.31

0+20

0+17 - 11^2 LT= ℄ 24" euc tree

0+12 - 8^0 RT= step in conc block wall

0+08 - 11^5 LT= ℄ deadman

0+02 - 8^1 RT = begin Conc Block wall

LT= SWly ℄ RT= NELY 43

Station	LT			℄	RT			
0+50					142.4 13^7 / 8^0 Foot Wall To SWly	145.0 11 / 8^0 Footing of Wall to NLy		
0+40	148.0 8^1 / 7^5	146.5 9^6 / 7^5	145.8 10^3 / 6	145.7 10^4	145.5 10^6 / 7^5	142.4 13 / 8^0 Foot of wall		

156.09 HI

Station	LT		℄	RT	
0+20	145.9 0^2 / 7^5	143.1 3^0 / 6	142.9 3^2	142.9 3^2 / 5	143.7 2^4 / 7^5
0+12				147.6 +1^5 / 8^0 Top Wall	

Station	LT		℄	RT				
0+02	142.6 3^5 / 10	140.4 5^7 / 7^5	139.5 6^6	139.1 7^0 / 7	141.0 5^1 / 7^5	141.0 5^1 / 8^1 Grnd at Wall	140.6 5^5 / 8^1 Foot	141.17 4^{88} / 8^1 Top wall

146.05 HI

Alley Blk 38 Cont

LT = SWly

RT = NEly

15' Alley

1+25

1+00 7.8 LT = begin Conc block wall
7.8 LT = end 7' high board fence

0+87-19.7 RT = ℄ 2 car garage - Conc Apron

* Floor

0+80

0+73. 7.7 RT = end Conc block wall

0+60

15 6.09

X-Sec Alley Blk 38 Cont

LT = SWly & RT = NELy - 45

7° LT = begin 5' high Redwood Fence

7.8 RT = begin 2 car garage - conc Apron + Floor

2+20 - 9° LT = end 2 car garage - conc Apron + Floor

155.12 | 153.49 | 153.4 | 152.6 | 152.3 | 152.5.8 | 152.7.8

1.9 7 | 2.6 0 | 2.7 | 3.5 | 3.8 | 3.5.1 | 3.3.1

15° Conc Floor | 9° Conc Apron | 7.5 | | 7.5 | 7.8 C. Apron | 17° Conc Floor

Apron + Floor

2+02 - 9° LT = begin 2 car garage - conc

154.02 | 153.49

1.9 7 | 2.6°

15° Conc Floor | 9° Conc Apron

2+00

155.1 | 152.8 | 152.2 | 151.7 | 150.5

1° | 3.3 | 3.9 | 4.4 | 5.6

25 | 7.5 | | 7.5 | 25

1+98 - 12° LT = ℄ 36" euc Tree

152.3 | 151.7 | 151.6

3.8 | 4.4 | 4.5

7.5 | | 7.5

1+75

1+67 - 11.5° LT = ℄ 24" euc Tree

1+51 - 6° RT = ℄ 10" Tel Pole # D34421T

154.6 | 152.33 | 150.8 | 151.0 | 151.0 | 150.6 | 150.2 | 149.8

1.5 | 3.7.6 | 5.9 | 5.1 | 5.1 | 5.5 | 5.9 | 7.8

25 | 7.9 Top Wall | 7.9 Foot gr | 7.9 | 7.5 | | 7.5 | 25

1+50 - 7.9 LT = end Conc block Wall -

156.09 ℄

Alley BLK 38 cont

2+80 - 7.8 LT = begin conc Block wall

Board fence is atop wall.

2+70 - 7.5 RT = begin conc Retaining wall

2+60

2+50 - 6.2 RT = ℄ 10" Tel Pole # D34420T

2+45 - 7.5 RT = begin 4' high board fence

2+40

2+36 - 8.0 RT = end 2 car garage - Conc Apron & Floor

LT = SWly - ℄ RT = NEly 45

151.0 5.1 25
151.03 5.06 7.8 Top wall
149.5 6.6 7.8 Foot
150.8 5.3 7.8 grat wall
150.8 5.3 7.5
150.1 6.0
150.2 5.9 7.5
150.2 5.9 25

150.6 5.5 7.5 grat wall
150.2 5.9 7.5 Foot
150.8 5.3 7.5 Top wall

150.7 5.4 25
151.7 4.4 7.5
151.5 4.6
151.2 4.9 7.5
150.6 5.5 25

152.8 3.3 7.5
152.4 3.7
152.4 3.7 7.5

152.65 3.44 8.0 Apron
152.79 3.30 17.0 Floor

156.09 HI

Alley Blk 38 Cont

3+18 - 7.8 RT = begin Conc. block wall

TP4	2.80	145.93	12.96	143.13

Footing is stepped down with ground
To show step down in footing
3+00.5 - 7.9 LT = begin Conc block wall-

3+00 - 7.9 LT = end Conc block wall

2+95 - 7.7 RT = end Conc Retaining Wall

LT = Swly. ℄ RT = NELy

146.3 / +0.4 / 7.8 gr at wall; 145.5 / 0.4 / 7.8 Foot; 146.7 / +0.8 / 7.8 Top wall-

145.93 ⊼

Lead Headed
Nail in Tel Pole # D 34419 T - 7.0 RT Station 3+49

145.2 / 10.9 / 7.9 Footing; 148.65 / 7.44 / 7.9 Top Wall; 148.5 / 7.6 / 7.9 ground at wall

151.07 / 5.02 / 7.9 Top Wall; 148.0 / 8.1 / 7.9 Foot; 148.0 / 7.3 / 7.9 ground at wall; 148.8 / 7.3 / 7.5; 148.2 / 7.9 / 5; 148.0 / 8.1

147.5 / 7.6 / 7.5; 147.5 / 8.6 / 2.5

149.2 / 6.9 / 7.7 gr at wall; 147.2 / 8.9 / 7.7 Foot; 150.65 / 5.44 / 7.7 Top wall

156.09 ⊼

Alley Blk 38 Cont

3+60

7 LT = begin conc block wall

3+50 8 LT = end conc block wall

3+49 7 RT = ℄ 10" Tel pole # 034419T

3+45 7 RT = end conc block wall

3+40

3+20

LT = SWly

RT = NELy,

145.93

Alley Blk 38 cont

4+00 - 7.6 LT = end conc block wall.

3+95.5 7.5 RT = begin conc block wall

3+95 - 7.6 RT = end conc Block wall.

3+80

under construction
3+66 - 7.6 RT = begin conc block wall

LT = SWly | ℄ 15' Alley | RT = NEly | 49

141.2	134.9	135.2	135.2	135.0	134.6			
4.7	11.0	10.7	10.7	10.9	11.3			
7.6 Top Wall	7.6 Foot	7.6 gr at Wall	7.5		7.5			
					135.3	133.7	138.9	
					10.6	12.2	7.0	
					7.5 gr at Wall	7.5 Foot	7.5 Top wall	
					135.5	133.7	139.0	
					10.4	12.2	6.9	
					7.6 gr at Wall	7.6 Foot	7.6 Top wall	
139.4	136.1	137.0	137.0	137.3	137.3	137.3	136.8	139.7
6.5	9.8	8.9	8.9	8.6	8.6	8.6	9.1	6.2
25	7.7 Foot	7.7 gr at wall	7.5		7.5	7.7 gr at Wall	7.7 Foot	25
					139.5	139.0	141.1	
					6.4	6.9	4.8	
					7.6 gr	7.6 Foot	7.6 Top Wall	

145.93 A

Alley BLK 38 cont

	7^9 LT=	begin conc block wall	
4+50-7^6 RT=	face wall		
4+47- 6^7 RT= ℄	10" Tel pole #	493509 H	
TP5- 1.59	134.38	13.14	132.79
4+25			
4+22 - 7^7 RT=	begin conc block wall		
4+01-7^6 RT=	end conc block wall		

LT=SW'LY ℄ RT=NE'LY

136.6	130.6	131.2	131.1	130.8	130.9	130.9	128.8	133.6	129.2
+ 2^2	3^8	3^2	3^3	3^6	3^5	3^5	5^6	0^{00}	5^2
7^9	7^9	7^9	7^5		7^5	7^6	7^6	7^6	25
Top wall	Foot	gr at wall				gr.	Foot	Top wall	

134.38 HI

Nail in Tel Pole # 493 509 H - 6^5 RT Sta 4+47

132.9	132.9	132.7	133.6
13^0	13^0	13^2	12^3
7^5		4	7^5

133.6	132.5	136.7
12^3	13^4	9^2
7^7	7^7	7^7
gr	Foot	Top wall

134.5	133.6	138.9
11^5	12^3	7^0
7^6	7^6	7^6
gr	Foot	Top

145.93 HI

Alley Blk 38 cont

LT = SWLY ℄ RT = NELY

Station	Note	Readings (elev. — rod / dist.)
5+50		124.1 — 10^{1} / 25; 124.1 — 10^{3} / 7^{5}; 124.0 — 10^{4} (℄); 124.3 — 10^{1} / 7^{5}; 124.1 — 10^{3} / 25
5+48	6^{7} RT = ℄ 10" Tel pole # (None)	
5+45	7^{5} RT = begin Conc Block wall	124.7 — 9^{7} / 7^{5} gr; 123.1 — 11^{3} / 7^{5} Foot; 127.61 — 6^{7} / 7^{5} Top wall
5+25		125.6 — 8^{8} / 7^{5}; 125.5 — 8^{9} (℄); 125.8 — 8^{6} / 7^{5}
5+00	8^{0} LT = end Conc block wall	127.4 — 7^{0} / 25; 134.1 — 0^{3} / 8^{0} Top wall; 126.0 — 0^{4} / 8^{0} Foot; 127.1 — 7^{3} / 8^{0} gr; 127.1 — 7^{3} / 7^{5}; 127.0 — 7^{4} (℄); 127.6 — 6^{8} / 7^{5}; 125.8 — 8^{6} / 25
4+95	7^{5} RT = end Conc block Wall	128.0 — 6^{4} / 7^{5} gr; 126.9 — 7^{5} / 7^{5} Foot; 133.6 — 0^{8} / 7^{5} Top wall
4+75	7^{5} RT = face conc. block wall; 8^{0} LT = face conc block wall	128.3 — 6^{1} / 8^{0} Foot; 129.2 — 5^{2} / 8^{0} gr at wall; 129.2 — 5^{2} / 7^{5}; 129.0 — 5^{4} (℄); 129.3 — 5^{1} / 7^{5} gr at wall; 128.2 — 6^{2} / 7^{5} Foot

134.38 ⊼

Alley Blk 38 cont

6+21 - 7.6 LT = end Conc drive - 2 car gar

6+20 - 7.4 RT = face wall

6+05 - 7.6 LT = begin Conc drive for 2 car garage

TP6	2.16	123.34	13.20	121.18

6+00

7.5 RT = begin Conc block wall
5+95 - 7.5 RT = end Conc block wall

5+75 - 7.5 RT = face Conc block wall

LT = SW'ly — ℄ 1.0 Alley — RT = NE'ly — 52

122.06 / 12.8 / 22.0 Conc Floor — 120.31 / 30.3 / 7.6 Drive

120.2 / 3.1 / 7.5 — 119.6 / 3.7 — 119.5 / 3.8 / 7.4 gr — 119.1 / 4.2 / 7.4 Foot

122.12 / 12.2 / 22.0 Conc Floor — 121.39 / 19.5 / 7.6 Dr

123.34 ⊼

121.6 / 12.0 / 25 — 121.4 / 13.0 / 7.5 — 121.2 / 13.2 — 121.2 / 13.2 / 7.5 — 120.8 / 13.6 / 25

121.8 / 12.6 / 7.5 gr — 120.8 / 13.6 / 7.5 Foot — 126.83 / 7.55 / 7.5 Top Wall — 121.8 / 12.6 / 7.5 gr — 120.3 / 14.1 / 7.5 Foot — 125.81 / 8.57 / 7.5 T.W. — Wall to N'ly

122.9 / 11.5 / 7.5 — 122.5 / 11.9 — 122.9 / 11.5 / 7.5 gr — 122.4 / 12.0 / 7.5 Foot

134.38 ⊼

Alley Blk 38 cont

LT = SWly

℄ I.S. Alley

RT = NELy - 5±

117.20

TP 7 6.02 117.20 12.16 111.18

ON P.K. Nail - 6+77.18

Sly edge A.C. Pave
Set taken on diagonal along A.C.

6+77.18 ℄ Alley intersects Sly Line Catalina

No definite pattern to alley curbs

6+76 - 6⁹ LT = Sly end of Swly curb of Alley

6+60 - 7° RT = ℄ dead man.

6+45 - 7⁵ RT = end Conc. Block wall

6+40 - 7⁵ RT = face Conc block wall

123.34

Alley Blk 38 Cont — LT = S'ly — ℄ — RT = NE'ly

TP8	8.22	(108.99) 108.98	SE Top F.H. Catalina + Alicia Dr - FB 1743-14

Section taken along arc of curb

$6+91^{2}$ ± = S'ly Curb Line Catalina Blvd

114.28	113.70	112.83	112.26	111.63	111.01	110.53	110.14	110.72	108.96	109.53	107.12	107.75
2^{92}	3^{50}	4^{37}	4^{94}	5^{57}	6^{19}	6^{67}	7^{06}	6^{40}	8^{24}	7^{67}	10^{08}	9^{45}
100 T.C.	100 gut	50 T.C.	50 gut	13^{5} T.C. E.C.	13^{5} gut E.C.	A.C.	13^{1} gut E.C.	13^{1} T.C. E.C.	50 gut	50 T.C.	100 gut	100 T.C.

(2' cb Rad on RT)

$6+86 - 9^{5}$ LT = B.C. 3' Rad Alley Ret

111.60	111.04
5^{60}	6^{16}
9^{5} T.C.	9^{5} gut

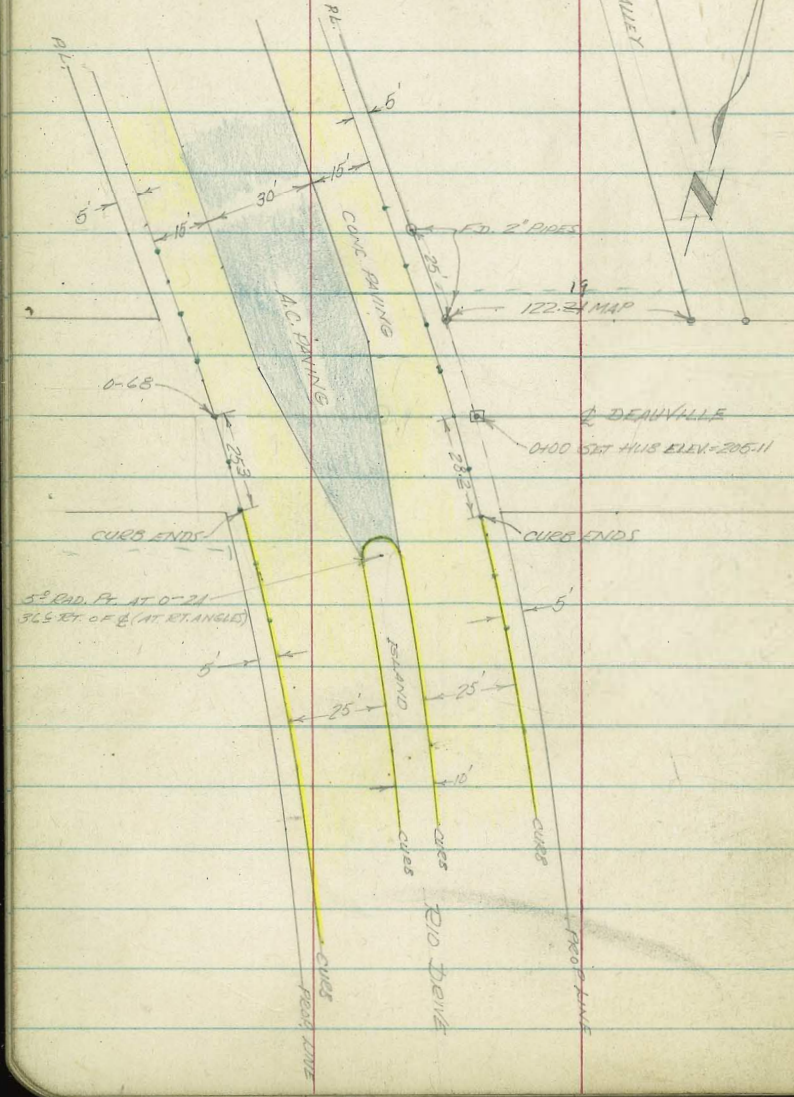
$6+78^{6}$ 8^{3} RT = S'ly end NE'ly curb

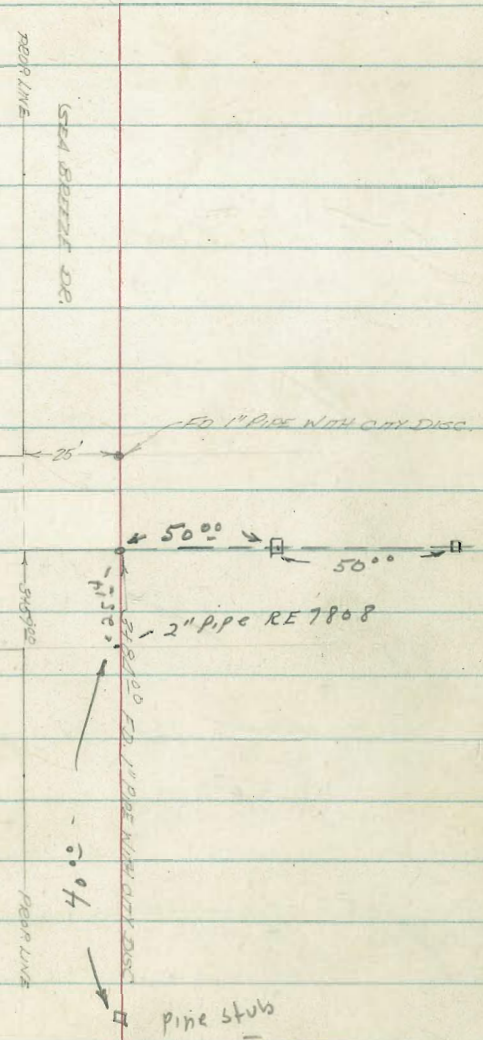
6^{23}	6^{05}
8^{3} gut	8^{3} T.C.

117.20

X-SEC. DEAUVILLE FROM REO DRIVE TO SEA BREEZE

COSTA
GARBER
KELLY
W.O. # 32538
3-22-55





X-SEC DEAUVILLE - CONT'D.

LT. (No.) ℄ RT. (So.)

0+00 { SECTION TAKEN RT. ANGLES TO ℄ E'LY PROP LINE REO DRIVE

205.6	205.6	205.11	204.8	203.95	203.78	203.29
4.7	4.7	5.14	5.5	6.30	6.47	6.96
40	25	HUB	14	15 EDGE CONC. STRIP	25	40

0-02 0³ LT. GUY WIRE ENTERS GRD.

0-04 { 28² RT. TO END OF CURB OUR ℄ CROSSES E'LY EDGE OF CONC. STRIP

204.78	204.65	204.22	203.78	203.58	204.08	202.59	203.08
5.47	5.60	6.03	6.47	6.67	6.17	7.66	7.17
50	25		18	28.2 GUT.	28.2 CB.	50 GUT.	50 CB.

0-09⁵ 22' LT. TO ℄ P.P. # 181370

0-24 OUR ℄ CROSSES W'LY EDGE CONC. STRIP. SECTION TAKEN AT RT. ANGLES TO LINE

205.08	205.12	204.95	204.84	204.56	204.14
5.17	5.13	5.20	5.41	5.69	6.11
40	18.5 angle Pt.	15		15	35

℄ REO DRIVE (SECTION TAKEN ALONG ℄ REO DRIVE)

205.1	204.9	204.8	204.1	204.59	205.0
5.2	5.3	5.4	6.1	5.66	5.3
50	25		34	34 CB. TOP OF ISLAND	50

See page 62 for additional Sect.

T.P. 3.44 210.25 H.I. 11.56 206.81

210.25 H.I.

B.M. 0.41 218.37 217.96 N.W.B.P. REO DRIVE & WINCHESTER

LT. (NO.) ℄ RT. (SO.)

0+68

	LT.	LT.	℄	RT.	RT.
Elev.	203.7	201.6	197.5	193.2	190.8
Rod	6.6	8.7	12.8	17.1	19.5
Dist.	40	25		25	40

0+59

	LT.	LT.	℄	RT.	RT.
Elev.	203.2	201.5	197.3	193.3	190.6
Rod	7.1	8.8	13.0	17.0	19.7
Dist.	40	25		25	40

0+52

	LT.	LT.	LT.	℄	RT.	RT.	RT.
Elev.	204.2	204.5	203.8	198.7	195.1	192.9	191.0
Rod	6.1	5.8	6.5	11.6	15.2	17.4	19.3
Dist.	40	25	10		15	25	40

0+43

	LT.	LT.	LT.	℄	RT.	RT.	RT.
Elev.	204.7	204.5	204.0	201.9	193.0	191.0	188.9
Rod	5.6	5.8	6.3	8.4	17.3	19.3	21.4
Dist.	40	25	12		17	25	40

0+35

	LT.	LT.	LT.	℄	RT.	RT.	RT.	RT.
Elev.	205.0	205.0	203.9	202.9	203.0	194.3	192.8	192.5
Rod	5.3	5.3	6.4	7.4	7.3	16.0	17.5	17.8
Dist.	40	25	5		5	20	25	40

0+18

	LT.	LT.	℄	RT.	RT.	RT.
Elev.	205.4	205.3	205.6	204.9	205.0	204.0
Rod	4.9	5.0	4.7	5.4	5.3	6.3
Dist.	40	25		15	25	40

210.25 H.I.

210.25 H.I.

2450

2400

1470

1430

TP 1272 222.834 H.I. 6.14 210.11

1400

0472

210.25 H.I.

Lt. (No.)

229.5 222.5 222.0 220.7 220.5 219.1

+1.7 03 0.8 2.1 2.3 3.7
40 25 18 17 7

223.1 222.1 220.9 219.8

+03 0.7 1.9 3.0
40 25 17 15

218.8 218.7 217.8 216.8

40 41 5.0 6.0
40 25 17

213.1 211.9 210.9 211.1

9.7 10.9 11.9 11.7
40 25 16

Rt. (So.)

219.4 213.1 209.7

7.4 9.7 13.1
15 25 40

218.6 214.9 212.4 209.4

7.9 10.1 13.4
15 25 40

213.0 210.5

9.8 12.3
25 40

210.3 209.4

12.5 13.4
25 40

222.834 H.I.

207.2 209.3 205.9 204.4 202.1

3.1 3.0 4.1 5.9 8.2
40 25 25 40

204.4 204.2 203.9 201.9 198.5 196.3 195.6

5.9 6.1 6.4 8.4 11.8 14.0 14.7
40 25 12 15 25 40

210.25 H.I.

X-SEC. DENMILLE, CONT'D.

		Lt. (No.)					Rt. (So.)				
	2349	228.7	223.0	217.1	211.3		204.8	199.6	192.2	184.7	
3+84	+9.2	+3.5	2.2	8.1	13.9		20.9	25.6	33.0	40.5	
	100	70	40	25	15			13	25	35	
		222.4	221.6	218.6	214.7		208.2	203.1	197.9	193.2	187.2
3459.00	W'LY PROP. LINE SEA BREEZE	2.8	3.6	6.6	10.5		17.0	22.1	27.3	32.0	38.0
		40	37	25	15			15	25	34	35
				TOP OF 3" PIPE & GEO.							
		221.6	220.1	216.0			209.8	203.8	199.0	191.2	185.0
3450		3.6	5.1	9.2			15.4	21.4	26.2	34.0	40.2
		40	25	16				15	25	38	40
		223.2	219.4	218.8	214.2		209.0	205.7	199.6	194.4	
3+23		2.0	5.8	6.4	11.0		16.2	19.5	25.6	30.8	
		40	25	17				15	25	40	50
T.P.	435	225.21 H.I.		1.97	223.24		225.21 H.I.				
		224.8	223.2	222.6	221.0	220.3	218.0	213.8	210.0	207.8	201.0
2486		+2.0	+0.1	+0.2	1.8	2.5	4.8	9.0	12.8	15.0	21.8
		40	25	23	20	6		15	25	35	50
		222.83 H.I.					222.83 H.I.				

Conc - Reo drive

0-05.31 = ely edge of ely 15' strip Portland

Wly of Reo

0-68 = Wly edge 5' Portland Conc. strip

Reduced 5-31-55 R.C. Boyd

T.P.			0.40	217.95 = 217.96 N.W.
T.P.	11.93	218.35	8.18	206.42
T.P.	0.43	214.60	11.04	214.17

4+09

225.21' H.I.

Lt. (No.) ℄ Rt. (So.)

02.59 / 50 / gut	03.05 / 50 / T.C.

204.77 / 50

03.53 / 30 / gut	03.99 / 30 / T.C.	03.05 / 40 / gut	03.56 / 40 / T.C.

204.70 / 40	204.66 / 30	204.58 / 20	204.37 / 10	04.20 / Conc	04.01 / 10	03.73 / 20	03.57 / 28.2 / gut	04.06 / 28.2 / T.C.

204.84 / 50 / Conc

04.34 / 30.2 / T.C.	03.75 / 40 / gut	04.30 / 40 / T.C.	03.55 / 50 / gut	04.85 / 50 / T.C.

04.80 / 40 / Conc	04.79 / 30 / Conc	04.61 / 20 / Conc	04.44 / 10 / Conc	04.24 / Conc	04.06 / 10 / Conc	03.85 / 20 / Conc	03.79 / 25.3 / gut	04.36 / 25.3 / T.C.	03.77 / 30 / conc gut

Direct Elev Rod - add 200' to all elevs
Not shown

B.P. Winchester ℄ Reo Drive

222.6	215.1	210.3	203.1	195.4	193.3	188.4
2.6 / 35	10.1 / 25	14.9 / 15	22.1	29.8 / 19	31.9 / 25	36.8 / 35

225.21 H.I.

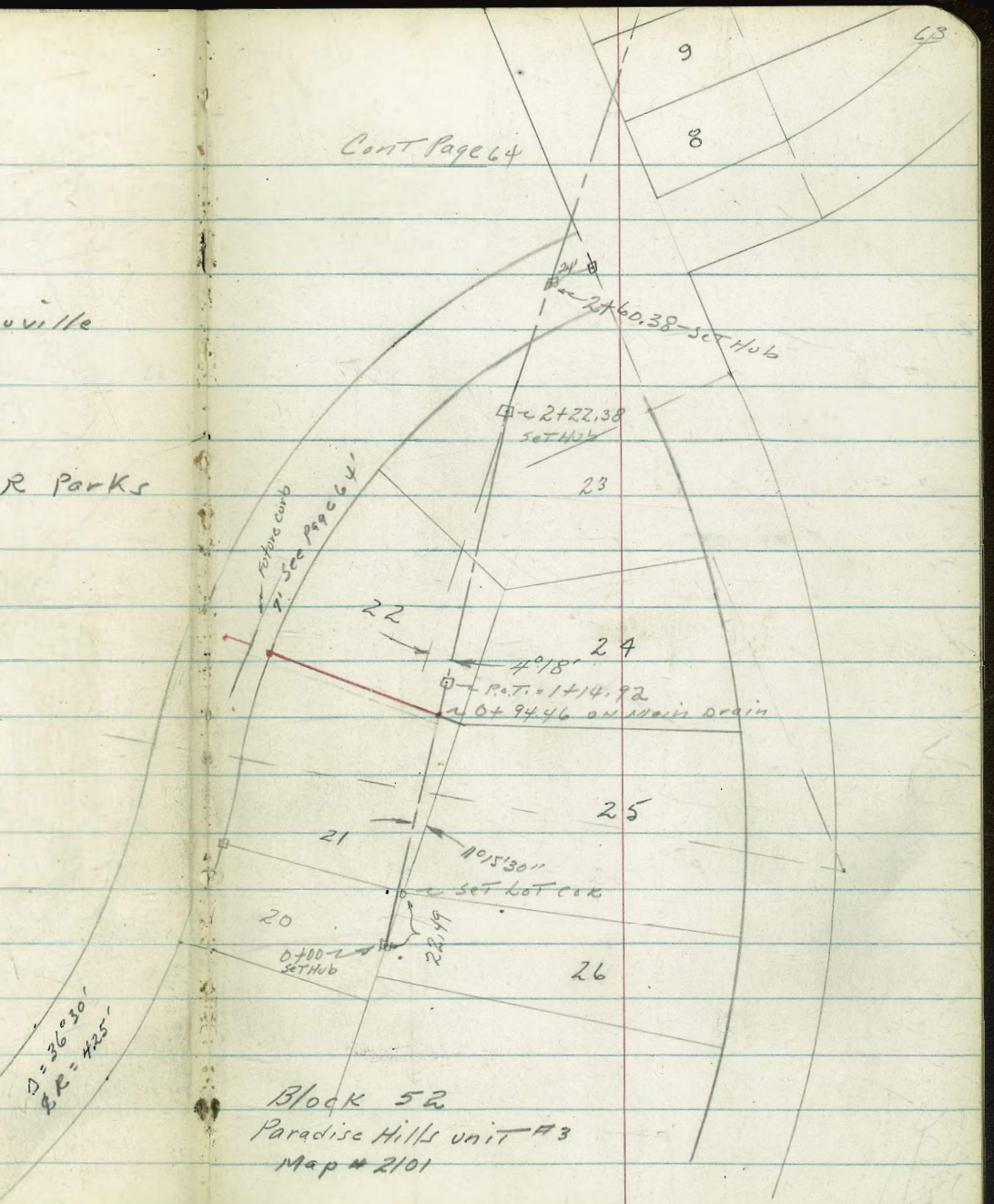
Proposed Storm Drain in Deauville

ST-

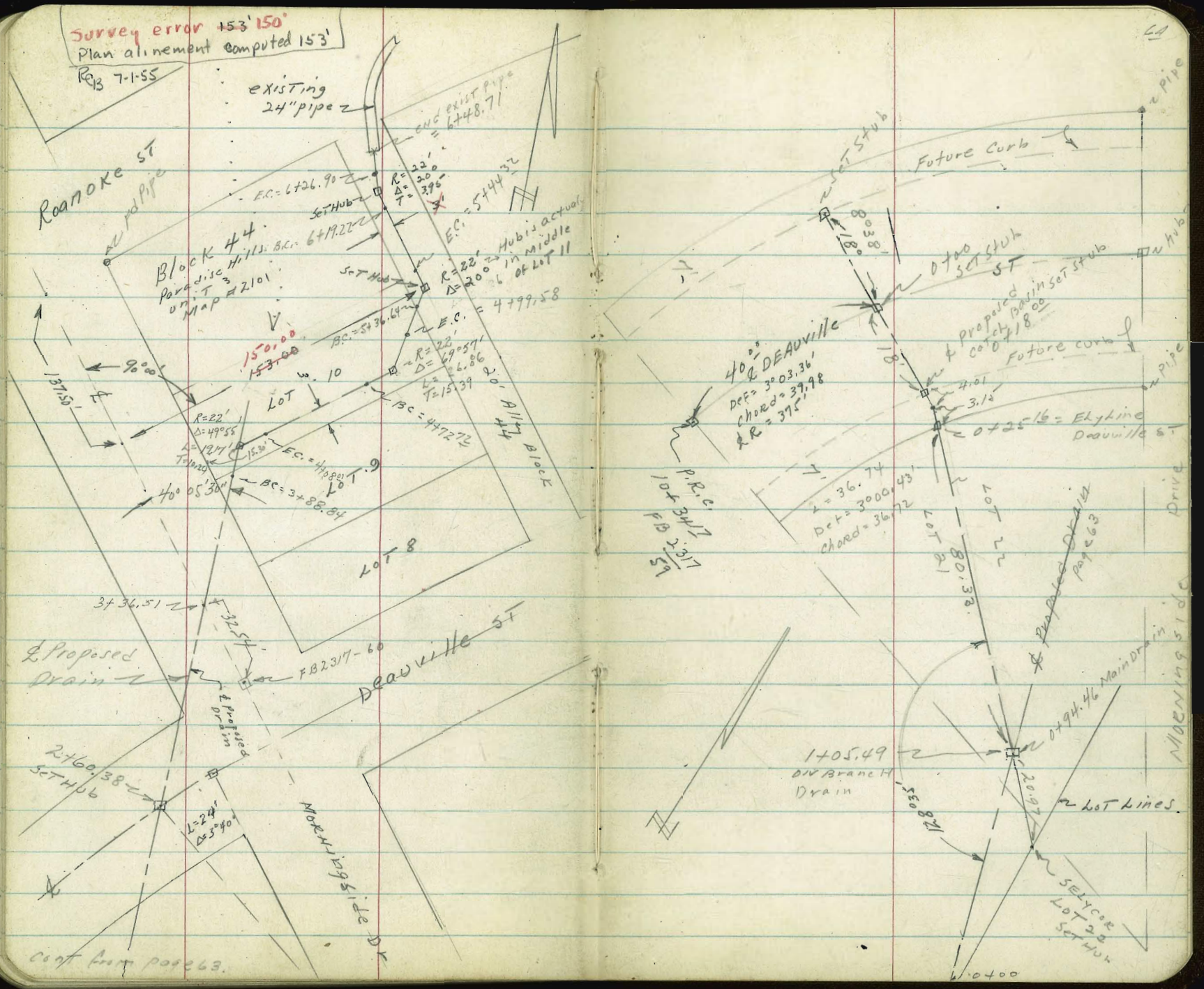
I.W.O. # 32538 - 6/16/55

C. Allen, D. Sisson, C. Powell, R Parks

Ref. FB 2317 - 50 etal -



Survey error 153' 150'
Plan alinement computed 153'
RB 7-1-55



Levels on Branch Drain
See Sketch Page 64

between Lot 21 + 22
Base Line Follows Lot Line

0+25.16 = Sly Cor Lot 22 + Ely Line Deauville

Computed 8° 31' 09"
L1 - angle = 8°38' Rt.

0+22.01 = Point of Intersection between Lot Line Between Lots 22+21 + The Radial Line 40' Nly of PRC.

TP	0.80	182.21	13.11	181.41

Future Curb Line Deauville ST
0+18 = ℄ Proposed Catch Basin

0+00 = ℄ Deauville ST + 40' Nly of PRC.
1" x 1" stub 0-18

TP	1.25	194.52	13.06	193.27

0-18 - Future Curb Line Wly of Deauville ST

B.M.	0.20	206.33		206.13

LT | Lot Line 22,21 B.L. | RT

1793 — 180.0 — 180.7
2 9/5 — 2 2/5 — 1 5/5

180.0 — 180.7 — 181.8
2 2/5 — 1 5/5 — 0 4/5

182.21 ⊼

181.5 — 182.2 — 182.9
13 0/5 — 12 3/5 — 11 6/5

187.4 — 187.6 — 188.5
7 1/5 — 6 9/5 — 6 0/5

194.52 ⊼

193.2
13 1/5

206.33 ⊼

ON 2"x2" 4/06 13+41.85 (B.C.) FB 2317-60

Levels Branch Drain cont

					LT	B.L.	RT
						173.42 ⊼	
See Page 67 for Main Nly & Sly Drain							
T.P.	4.30	173.42	13.09	169.12			
1+05 49 = P.I with Main Nly & Sly Drain (= 0+94.46 Main Drain)						175.44 / 6 77 ON Hub gr. same	
0+90					174.2 / 8 0 / 5	171.9 / 10 3	168.4 / 13.8 / 5
0+72 Ely Bottom Canyon					169.1 / 13 1 / 5	167.6 / 14 6	167.3 / 14 9 / 5
0+64 = Wly Bottom Canyon					168.1 / 14 1 / 5	167.9 / 14 3	168.4 / 13 8 / 5
0+50					172.2 / 10 0 / 5	172.9 / 9 3	173.4 / 8 8 / 5
						182.21 ⊼	

Levels Main N'ly + S'ly Drain
See Sketch Pages 63, 64
= 1+05.49 on Branch Line

0+94 46 = P.I. Branch Line to W'ly

T.P.	9.89	183.09	0.22	173.20

0+75 -18° LT = ℄ Bottom Canyon

0+50 -16° LT = ℄ Bottom Canyon

0+25 -15° LT = ℄ bottom Canyon

0+06

IN Bottom of Canyon
0+00 - on E'ly Line Lot 20 - See Sketch

LT = W'ly B.L. RT = E'ly 67

175.4 | 179.3
7 65 (on Hub or same) | 3 8
10

183.09

163.6 | 171.7 | 176.2
9 0 (18 ℄ Bottom) | 1 7 | +2 8
10

162.1 | 167.9 | 169.7 | 171.4
11 3 (16° ℄ Bottom Canyon) | 5 5 | 3 7 | 2 0
6 | 10

160.9 | 164.4 | 165.8 | 167.4
12 5 (15 ℄ Bottom Canyon) | 9 0 | 7 6 | 6 0
9 | 10

12 9

168.9 | 165.3 | 160.1 | 159.7 | 159.2 | 167.7
4 5 | 8 1 | 13 3 (4 W'ly Bottom) | 13 72 (on or Hub same) | 14 2 (4 E'ly Bottom) | 5 7
25 | 16 | | | | 25

173.42 ± (From page 67)

Levels Proposed N&S Drain Cont

on split angle.

2+22 3/8 Lt RT - 4°18' - in Bottom Canyon.

2+10 - 13° LT = ℄ Bottom Canyon

2+00 - 16° LT = ℄ Bottom Canyon.

1+75 - 19° LT = ℄ Bottom Canyon.

1+50 - 22° LT = ℄ Bottom Canyon

1+25 - 24° LT = ℄ Bottom Canyon

1+00 - 10° LT = ℄ Bottom Canyon

LT = W'ly Lt RT = E'ly

176.5	172.5	172.53	177.0	182.3
6 6/10	10 6/10	10 56/100	6 1/10	0 8/10
20	6	on Hub or same	10	20
171.7		177.2	179.7	
11 7/10		5 9/10	3 4/10	
13° ℄ Bottom				
171.4		174.5	179.9	
11 7/10		6 6/10	3 2/10	
16° ℄ Bottom				
170.1		177.8	180.9	
13°		5 3/10	2 2/10	
19° ℄ Bottom				
178.7		178.6	182.6	
14 4/10		4 5/10	0 5/10	
22 ℄ Bottom				
168.1		177.8	181.1	
15°		5 3/10	2 0/10	
24° ℄ Bottom				
165.3	172.4	176.4	180.2	
17 8/10	10 7/10	6 7/10	2 9/10	
10° ℄ Bottom	8			

183.09 π

Levels N'ly + S'ly Drain Cont

	LT = W'ly	B.L.	RT = E'ly
3+25 - 21° RT = ℄ Bottom Canyon	187.6 1 8 10	184.8 4 6	183.2 6 2 9	178.2 11 2 21 ℄ Bott	183.5 5 9 30
3+00 - 17° RT = ℄ Bottom Canyon	183.8 5 6 10	180.4 9°	177.8 12 6 17° ℄ Bottom	183.2 6 2 30
2+75 - 7° RT = ℄ Bottom Canyon	181.6 7 8 10	175.8 13 6	174.4 15° 7° ℄ Bottom	175.0 14 4 12	180.6 8 8 16
7° RT = ℄ Bottom Canyon + ℄ Deauville St					
2+60.38 = Intersection Proposed Drain	179.4 10° 10	175.57 13.05 ON Hub gr. same	174.2 15 2 7° ℄ Bottom Canyon	175.5 13 9 14	184.0 5 4 21
TP 11.57 189.42 5.24 177.85		189.42 π			
2+50 - 7° RT = ℄ Bottom Canyon.	180.1 3° 10	175.1 0° 0	173.7 9 4 7° ℄ Bottom Canyon	176.7 6 4 15 Toe	184.3 + 1 2 20 Top Bank
2+33 = ℄ Bottom Canyon		173.0 10 1 ℄ Bottom Canyon			
		183.09 π			

Levels N+S Drain Cont

4+25 = ℄ Bottom Canyon

4+08.01 = E.C. - 4° RT = ℄ Bottom Canyon

Section Taken Radial

3+98.42 = Mid Point of curve - 5° RT = ℄ Bottom of canyon

3° RT = ℄ Bottom Canyon

T = 10.24

3+88.84 - B.C. RT - Δ = 49°55' - R = 22' - L = 19.17'

TP 12.73 197.88 4.27 185.15 (on P.I. Hub)

3+75 = ℄ Bottom Canyon.

3+50 - 15° RT = ℄ Bottom Canyon.

LT = Wly B.L. RT = Ely 70

189.2 / 8.7 / 15 — 184.3 / 13.6 / 5 — 183.8 / 14.1 (℄ Bottom Canyon) — 189.5 / 8.4 / 11 — 190.7 / 7.2 / 15

188.9 / 9.0 / 15 — 183.1 / 14.8 — 183.4 / 14.5 / 4 (℄ Bot.) — 187.1 / 10.8 / 15

190.9 / 7.0 / 15 — 183.9 / 14.0 — 182.8 / 15.1 / 5° (℄ Bott) — 185.1 / 12.8 / 15

188.6 / 8.3 / 10 — 182.6 / 15.3 (In Bottom Canyon) — 182.5 / 15.4 / 3° (℄ Bot.) — 185.3 / 12.6 / 15

197.88 Π

186.3 / 3.1 / 10 — 181.3 / 8.1 (℄ Bottom) — 181.4 / 8.0 / 5 — 185.4 / 4.0 / 15

189.2 / 0.2 / 10 — 185.3 / 4.1 — 180.3 / 9.1 / 15° (℄ Bott.) — 180.9 / 8.5 / 20 — 187.2 / 2.2 / 30

189.42 Π

N+S Drain Cont

20° LT = ℄ Bottom Canyon

5+36.64 = B.C. LT · Δ = 20°, R = 22', L = 7.68

4+99.58 = E.C. – 35° LT = ℄ Bottom Canyon

38' LT = ℄ Bottom Canyon

Sec. Taken Radial

4+86.15 = Mid Point of Curve

TP 4.92 201.97 0.83 197.05

T = 15.39

4+72.72 = B.C. LT · Δ = 69°57' R = 22' L = 26.86

4+50 – 8° LT = ℄ Bottom Canyon

LT B.L. RT 71

189.9 194.5 195.3 199.2

12 1/20 7 5/3 6 7 2 8/17

188.6 198.0 199.1 200.4 200.9

13 4/35 ℄ Bott 4 0/5 2 9 1 6/5 1 1/15

187.7 189.7 194.0 198.5 200.00

13 3/38 ℄ Bottom 12 3/30 8 0/16 3 5 2 0/15

201.97 T

192.8 192.5 195.18 198.1

5 1/20 5 4/6 2 7 0/ON 9+ STUB same + 0 2/10

186.4 186.1 184.8 190.1 195.8 196.7

9 5/20 11 8/12 13 1/8 ℄ Bottom 7 8 2 1/11 1 2/15

197.88 T

NYS Drain Cont.

TP			8.12	(213.68) NWBP Winchester & 213.70 Morningside
TP.	9.88	222.82	1.03	211.94
TP	11.48	212.97	0.48	20149

6+48.71 = Meet existing 24" R.C.P. Drain

6+26.90 = E.C. - IN Bottom Canyon

IN ℄ Bottom Canyon

6+19.22 = B.C. RT - Δ = 20°, R = 22, T. 3.95 L. 7.68

6+00. 11° LT = ℄ Bottom Canyon

5+75 - 12° LT = ℄ Bottom Canyon

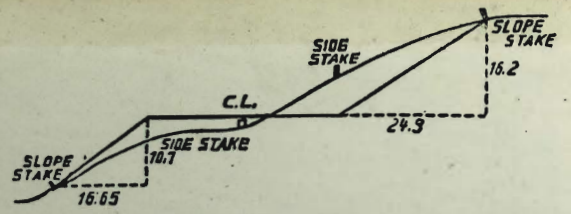
5+44.32 = E.C. - 10° LT = ℄ Bottom Canyon

	LT	B.	RT	
	197.8		193.89	197.5
	4 2/10		8 0.8 I.E. Pipe	4 5/10
197.2	1958	1956	193.2	198.5
4 8/20	6 2/13	6 4/3	0 8 Bottom Canyon	3 5/17
197.3	196.0	194.2	193.8	192.8
4 7/20	6 0/14	7 8/12	8 2/3	9 2 ℄ Bottom
				198.4 3 6/17
	191.7	193.8	194.5	198.2
	10 3/11 ℄ Bottom	8 2/3	7 5	3 8/17
	190.8	192.9	193.2	199.4
	11 2/12 0 ℄ B. RT	9 1/3	8 8	2 6/17
	190.0	1952	195.4	199.2
	12 0/10 ℄ Bott.	6 8/3	6 6	2 8/17

201.97 T

Wade

21/34



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

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