

1505

MICROFILMED  
DEC. 24 1964

ENGINEERING DEPARTMENT  
CITY OF  
SAN DIEGO  
CALIFORNIA

MADE IN U. S. A.

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INDEXED  
*Completely  
except pages # 24, 67,*

Xsec. Mendocino Blvd. original. p 1-14

The following are the books

NO. 1001 BOOK  
The book is in the  
of the book

NO. 1002 BOOK  
The book is in the  
of the book

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INDEXED





Mendocino Blvd.

1+25

1+25

1+00

0+75

0+50

0+25

0+16

10345

T

Station	Note	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value
1+25	Note	105.1	103.4	97.4	96.3	95.7	95.1	94.9	94.7	92.3	87.5	87.5	87.5	88.4
1+25	Note	103.9	98.5	97.3	96.1	96.0	95.8	95.7	95.5	94.2	91.7	91.7	91.7	89.9
1+00	Note	103.9	98.5	97.3	96.1	96.0	95.8	95.7	95.5	94.2	91.7	91.7	91.7	89.9
0+75	Note	106.0	101.0	98.4	97.0	97.0	96.9	96.5	96.3	95.0	93.0	93.0	93.0	91.1
0+75	Note	107.2	101.0	97.6	98.1	98.2	97.8	97.5	95.6	93.3	93.3	93.3	93.3	91.1
0+50	Note Plus Radi	102.6	102.6	100.8	99.2	99.1	98.9	99.0	97.9	96.0	94.9	94.9	94.9	94.9
0+50	Note Plus Radi	102.6	102.6	100.8	99.2	99.1	98.9	99.0	97.9	96.0	94.9	94.9	94.9	94.9
0+25	Note	100.3	100.4	99.7	99.7	99.5	99.2	98.1	96.9	94.9	94.9	94.9	94.9	94.9
0+25	Note	100.3	100.4	99.7	99.7	99.5	99.2	98.1	96.9	94.9	94.9	94.9	94.9	94.9
0+16	Note	103.2	103.2	100.8	99.2	99.1	98.9	99.0	97.9	96.0	94.9	94.9	94.9	94.9
0+16	Note	103.2	103.2	100.8	99.2	99.1	98.9	99.0	97.9	96.0	94.9	94.9	94.9	94.9

LT RT

3



Mendocino Blvd

4+50 4°49'94"

4+58 5°27'.57

4+19

4+00 2°05'20 ✓

3+75 0°42'83 ✓

3+62 = B.C. LT.

3+50

91.28  
↑

91.28  
Rod

	LT		RT	5
4+50	91.0 $\frac{1.4}{60}$	86.2 $\frac{1.9}{24}$	85.1 $\frac{1.0}{20}$	83.5 $\frac{1.8}{10}$
4+58	87.9 $\frac{1.5}{20}$	89.1 $\frac{1.2}{30}$	85.9 $\frac{1.0}{20}$	84.6 $\frac{1.0}{10}$
4+19			83.6 $\frac{1.4}{20}$	82.2 $\frac{1.2}{10}$
4+00	93.1 $\frac{1.2}{40}$	91.4 $\frac{1.9}{30}$	88.7 $\frac{1.4}{20}$	87.7 $\frac{1.0}{20}$
3+75	98.8 $\frac{1.4}{40}$	94.3 $\frac{1.0}{30}$	89.7 $\frac{1.6}{20}$	87.9 $\frac{1.4}{10}$
3+62 = B.C. LT.	99.5 $\frac{1.4}{60}$	94.1 $\frac{1.2}{30}$	90.4 $\frac{1.9}{20}$	88.0 $\frac{1.0}{10}$
3+50	99.1 $\frac{1.4}{40}$	93.8 $\frac{1.2}{30}$	90.2 $\frac{1.9}{20}$	88.0 $\frac{1.0}{10}$
	88.1 $\frac{1.4}{20}$	88.1 $\frac{1.0}{30}$	87.3 $\frac{1.0}{20}$	86.7 $\frac{1.0}{10}$
	86.1 $\frac{1.4}{30}$	85.6 $\frac{1.0}{20}$	85.7 $\frac{1.0}{30}$	85.8 $\frac{1.0}{20}$
	86.1 $\frac{1.0}{30}$	86.3 $\frac{1.0}{60}$	84.8 $\frac{1.0}{60}$	84.8 $\frac{1.0}{60}$
	85.3 $\frac{1.0}{20}$	87.0 $\frac{1.0}{20}$	84.2 $\frac{1.0}{20}$	84.7 $\frac{1.0}{60}$
	85.3 $\frac{1.0}{10}$	87.0 $\frac{1.0}{20}$	81.3 $\frac{1.0}{20}$	81.3 $\frac{1.0}{20}$
	82.8 $\frac{1.2}{20}$	82.2 $\frac{1.2}{10}$	81.7 $\frac{1.0}{20}$	80.3 $\frac{1.0}{10}$
	82.2 $\frac{1.2}{10}$	81.7 $\frac{1.0}{20}$	80.3 $\frac{1.0}{10}$	78.2 $\frac{1.0}{10}$
	81.7 $\frac{1.0}{20}$	80.3 $\frac{1.0}{10}$	78.2 $\frac{1.0}{10}$	71.7 $\frac{1.0}{20}$
	80.3 $\frac{1.0}{10}$	78.2 $\frac{1.0}{10}$	71.7 $\frac{1.0}{20}$	69.5 $\frac{1.0}{10}$



Mendocino Blvd

LT E RT

5+50 10°19'40"

Plus Rod  
 $\frac{+32}{50}$  86.8  
 $\frac{-12}{24}$  82.4  
 $\frac{25}{20}$  81.1  
 $\frac{27}{10}$  79.9  
 $\frac{42}{4}$  79.4  
 $\frac{97}{4}$  73.9  
 $\frac{132}{10}$  70.3  
 $\frac{141}{20}$  69.5  
 $\frac{146}{30}$  69.3  
 $\frac{151}{30}$  68.5

5+44

$\frac{37}{10}$  79.9  
 $\frac{78}{4}$  75.8  
 $\frac{121}{4}$  71.5  
 $\frac{132}{10}$  70.3

5+25 8°57'05"

Plus Rod  
 $\frac{+30}{30}$  89.1  
 $\frac{+14}{24}$  85.0  
 $\frac{07}{20}$  82.9  
 $\frac{31}{10}$  81.5  
 $\frac{31}{4}$  80.5  
 $\frac{62}{3}$  77.4  
 $\frac{71}{1}$  76.5  
 $\frac{106}{5}$  73.0  
 $\frac{132}{10}$  70.4  
 $\frac{140}{20}$  69.2  
 $\frac{146}{30}$  69.0  
 $\frac{151}{50}$  68.2

5+20

$\frac{81.5}{1}$   
 $\frac{81.5}{2}$   
 $\frac{72.6}{4}$   
 $\frac{70.5}{10}$   
 $\frac{69.4}{20}$   
 $\frac{68.0}{30}$   
 $\frac{67.9}{50}$

5+00 7°34'58"

Plus Rod  
 $\frac{+50}{25}$  88.6  
 $\frac{+16}{20}$  85.2  
 $\frac{20}{16}$  83.6  
 $\frac{10}{10}$  82.6  
 $\frac{15}{1}$  82.1  
 $\frac{16}{3}$  82.0  
 $\frac{94}{4}$  74.2  
 $\frac{120}{10}$  71.6  
 $\frac{136}{20}$  70.0  
 $\frac{145}{30}$  69.1  
 $\frac{151}{50}$  68.1

T.P. 1.23 83.58 12.93 87.35

4+75 6°12'31"

95.28  
 $\frac{1}{1}$

Plus Rod  
 $\frac{98.4}{1}$   
 $\frac{92.5}{25}$   
 $\frac{86.8}{22}$   
 $\frac{85.4}{20}$   
 $\frac{83.0}{10}$   
 $\frac{81.9}{1}$   
 $\frac{81.3}{10}$   
 $\frac{81.1}{20}$   
 $\frac{80.7}{28}$   
 $\frac{79.2}{30}$   
 $\frac{78.9}{45}$   
 83.58  
 97.8

Mendocino Blvd

6+98 = SL Votaine St 18°33'00

6+75 17°11'27

6+49.2 15°49'

6+40

6+25 14°26'53'

6+00 13°04'16"

5+75 11°41'79

83.58

T

LT  $\Phi$  RT

4.5 79.1  
50 15.2 78.4  
10 6.8 76.8  
10 10.3 72.8 = Top paving

79.7  
5.2 78.2  
20 6.0 77.0  
10 7.3 76.3  
50 78.6  
10.5 73.1  
11.77 71.8 = SL Votaine Top paving

81.5  
6.5 78.6  
20 5.0 78.2  
10 5.1 78.2  
64 77.2  
10.3 73.3  
11.2 72.4  
11.5 72.1  
12.20 71.2 =

81.9  
6.5 79.5  
20 5.0 78.6  
10 6.1 77.2  
99 73.7  
10.8 72.8  
11.2 72.4  
12.2 71.6

83.1  
6.5 81.3  
20 6.5 80.5  
10 7.2 77.9  
88 74.8  
10.0 73.6  
10.4 73.2  
11.4 72.2  
12.2 71.3

82.9  
0.7 82.9  
20 5.7 78.5  
15 7.1 76.2  
88 74.8  
9.7 74.5  
9.7 73.9  
12.4 71.2  
13.2 70.4  
14.9 69.9

87.9  
4.1 87.9  
20 0.7 82.9  
16 4.2 79.4  
10 5.5 78.1  
67 76.9  
76.3  
73.8  
70.3  
69.8  
69.2

83.58

TOP COAT SL VOTAIN ST = SL VOTAIN ST  
TOP COAT SL VOTAIN ST = SL VOTAIN ST

6+7

6+7

6+49

6+4 J.P.

10.5/ 7307 Top Fire Hyd. S.E.ly Cor. Voltaire & Mendocino

6+2 7+71.70 = E.C. 22° 30' 00"

	75.25	75.23	74.52	75.24
on C.T. Top inside edge SW	$\frac{8.33}{30}$	$\frac{8.45}{30}$	$\frac{9.06}{30}$	$\frac{8.34}{30}$ = paving
		1/2 Curb	1/2 gutter	"

6+0 7+150 21° 18' 38"

	74.8	74.7	74.5	73.8	74.4
	$\frac{6.8}{30}$	$\frac{8.90}{30}$	$\frac{9.13}{30}$	$\frac{9.77}{30}$	$\frac{9.20}{30}$ Top paving
		1/2 Curb	1/2 gutter		

5+75 7+25 19° 56' 00"

83.58

	78.5	78.2	77.3	73.4	73.4
	$\frac{5.1}{30}$	$\frac{5.4}{20}$	$\frac{6.3}{16}$	$\frac{10.16}{21.3}$	$\frac{10.74}{21.3}$ Top paving
					83.58

Mendocino Blvd.  
 Xsec. NOTES Top of EXISTING  
 CUT. WLY of WLY LINE.

Baseline =  $\pm$  Mendocino

LT.

$\pm$

RT

6+9

T.P. 12.73 12538 0.74 112.65

6+7

0+75

113.0  
 $\frac{0.4}{70}$

110.7  
 $\frac{2.7}{45}$

110.3  
 $\frac{5.5}{58}$

6+49

0+50

110.6  
 $\frac{28}{70}$

106.9  
 $\frac{6.5}{45}$

108.4  
 $\frac{5.0}{41}$

6+4

0+25

106.4  
 $\frac{70}{65}$

104.1  
 $\frac{9.3}{50}$

101.1  
 $\frac{12.2}{38}$

6+25

0+13

110.2  
 $\frac{3.2}{65}$

105.3  
 $\frac{8.1}{55}$

103.6  
 $\frac{9.8}{40}$

6+00

0+00

107.8  
 $\frac{5.6}{55}$

103.3  
 $\frac{10.1}{40}$

5+75

30' LT.  
 of 0+00

11.14

113.39

102.25

T.P.  
 CONC. M.

113.39

Mendocino Blvd.

2+50

2+25

2+00

1+75

1+50

1+25

1+00

125.38

123.4  
 $\frac{20}{100}$   
120.4

124.5

$\frac{0.9}{100}$

125.2

$\frac{0.2}{100}$

125.4

$\frac{0.0}{100}$

120.4

121.1

$\frac{4.3}{100}$

121.6

$\frac{2.5}{100}$

122.0

$\frac{6.2}{100}$

117.5

118.3

$\frac{7.1}{100}$

117.4

$\frac{8.9}{100}$

116.4

$\frac{9.0}{100}$

109.7

117.2

$\frac{8.2}{100}$

115.5

$\frac{9.9}{100}$

113.4

$\frac{13.0}{100}$

121.9

$\frac{4.2}{100}$

115.4

$\frac{10.0}{100}$

112.4

$\frac{16.0}{100}$

116.7

$\frac{8.1}{100}$

112.8

$\frac{17.6}{100}$

109.2

$\frac{16.2}{100}$

115.9

$\frac{2.1}{100}$

112.1

$\frac{14.6}{100}$

109.0

$\frac{16.4}{100}$

125.38

⊕

⊖

111

Mendocino Blvd

4+00

115.6  
 $\frac{9.8}{100}$   
 115.3  
 $\frac{10.1}{70}$   
 112.9  
 $\frac{13.5}{45}$   
 112.5  
 $\frac{13.3}{47}$

~~A~~ P7

3+75

117.2  
 $\frac{8.2}{100}$   
 116.2  
 $\frac{9.2}{70}$   
 115.4  
 $\frac{10.0}{45}$   
 113.8  
 $\frac{11.6}{41}$

3+62 = BC

118.2  
 $\frac{7.2}{100}$   
 116.6  
 $\frac{8.8}{70}$   
 115.8  
 $\frac{9.6}{45}$   
 114.8  
 $\frac{10.6}{40}$

3+50

118.8  
 $\frac{6.6}{100}$   
 117.1  
 $\frac{8.3}{70}$   
 116.1  
 $\frac{9.3}{45}$   
 114.3  
 $\frac{11.1}{49}$

3+25

120.6  
 $\frac{4.8}{100}$   
 118.3  
 $\frac{7.1}{70}$   
 117.0  
 $\frac{8.1}{45}$   
 114.9  
 $\frac{10.5}{49}$

3+00

121.8  
 $\frac{3.6}{100}$   
 119.1  
 $\frac{6.3}{70}$   
 117.2  
 $\frac{8.2}{45}$   
 114.6  
 $\frac{10.8}{48}$

2+75

122.4  
 $\frac{3.0}{100}$   
 119.8  
 $\frac{5.6}{70}$   
 117.3  
 $\frac{8.1}{45}$   
 115.6  
 $\frac{9.8}{45}$

125.38

125.38

Mendocino Bkd.

T.P. 0.34 100.73 12.68 100.39

LT

E

RT

5+25

104.6  
8.5  
100

101.9  
11.2  
70

99.8  
13.3  
45

98.9  
14.4  
38

5+00

107.0  
6.1  
100

105.3  
7.8  
70

103.9  
9.2  
55

103.1  
10.0  
30

4+75

109.4  
3.7  
100

108.1  
5.0  
70

107.5  
6.5  
55

106.1  
7.0  
46

4+50

112.4  
0.7  
100

110.7  
3.4  
70

112.3  
0.8  
55

109.5  
3.6  
45

T.P. 0.22 113.07 12.63 112.85

113.07

4+25

114.8  
10.6  
100

113.2  
12.3  
70

113.2  
12.2  
45

106.2  
14.2  
35

125.38

125.38

Mendocino Blvd.

6+49.2

LT.

$\frac{60}{82.4}$

A

RT

6+40.

$\frac{51.5}{83.0}$

6+25

$\frac{51.5}{83.9}$

6+00

$\frac{60}{88.38}$

$\frac{51.5}{86.5}$

$\frac{60}{84.7}$

T.P. 026 88.38 12.61 88.12

~~88.38~~

5+75

98.6

94.1

91.4

88.9

$\frac{21}{100}$

$\frac{86}{70}$

$\frac{93}{41}$

$\frac{11.80}{30}$

100.73

97.3

95.0

95.0

5+50

100.73

$\frac{30}{41}$

$\frac{34}{70}$

$\frac{57}{41}$

$\frac{57}{30}$

100.73



Mendocino Blvd.

check to B.M. 12.44 62.31  $\frac{62.07}{\text{error } 0.06}$

check to B.P. 272 73.03  $\frac{72.07}{0.004 \text{ error}}$

T.P. 0.23 75.75 12.86 75.52

7+71.70 = EC.

7+50

7+25

6+98

6+75

88.38

7

LT      E      RT

SE B.P. B.M. Valtaine + Carolina Blvd

Top. Fire Hyd S/W Cor. Valtaine + Mendocino

78.7

78.9

$\frac{97}{45}$

$\frac{95}{58}$

79.5

$\frac{89}{45}$

79.9

$\frac{90}{45}$

79.6

$\frac{88}{45}$

81.8

$\frac{96}{45}$

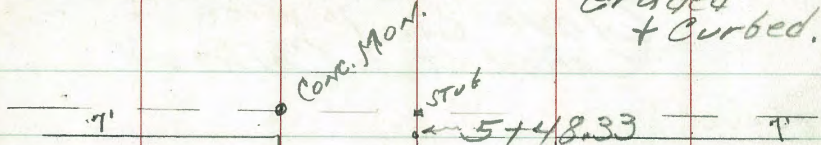
88.38

7



Carlton St.

Graded  
+ Curbed.



Baseline = ~~E~~ G/ove →

35

35



3+48.71

3+44.68

Byron St.

Old Hub

79.12

CONC. MON.

Addison St.

CONC  
MON

Cross Section of  
 Globe St. 70' wide  
 Cañon St. to Carleton.

Rebased  
 Barrow PT

0+42.55

T.P. 1296 128.92 0.19 115.96

0+14.12

0+00 = diag. Nly line Cañon St.  
 See sketch p. 15

T.P. 124 116.15 0.33 103.74

T.P. 12.29 104.07 0.07 91.78

SEBP.BM. 10.65 81.20

T.P. 0.45 91.85 1249 91.40

T.P. 0.76 103.89 12.80 103.13

BM.#11 0.38 115.93 115.55 Hub

LT

117.7  
 $\frac{11.2}{54}$

102.1  
 $\frac{14.1}{54}$

102.1  
 $\frac{14.1}{37.74}$

119.9  
 $\frac{9.0}{20}$

106.5  
 $\frac{11.9}{6}$

102.3  
 $\frac{13.9}{20}$

RT

123.6  
 $\frac{1.2}{20}$

110.7  
 $\frac{11.5}{20}$

103.0  
 12.2

122.9  
 $\frac{1.5}{20}$

115.4  
 $\frac{0.8}{20}$

103.9  
 $\frac{13.3}{20}$

PT

129.2  
 $\frac{0.3}{54}$

120.2  
 $\frac{4.0}{6.5}$

104.1  
 $\frac{15.1}{37.74}$

plus rod

plus rod

128.92

116.15 T

Cañon /  
 MILLMAN

C/ore St

1775

1750

1725

1700

T.P. 11.68 152.81 0.10 141.13

0+77.55 = Nly line of Hudson St.

T.P. 1246 141.23 0.15 128.77  
128.92

151.7

150.2

145.4

138.4

132.7

119.69

Comp. on box. 93.3

T.P. El 132.00

151.1

150.0

145.9

140.1

132.7

121.7

150.0

149.1

146.6

141.6

132

123.7

152.91

128.92

147.8

148.0

146.7

143.2

136

125.5

146.6

147.2

146.5

143.4

136

126.5

Clove ST

3+01.5v

T.P. 0.15 140.24 12.7N 140.09

2+78.71 5/4 line Byron to west

2+58.36 STob

2+30

2+00

15.2.81

146.0

147.83

plus rods

147.83

Conc.  
Mon.

148.8

150.2

151.3

152.0

142.9

144.4

146.5

148.4

149.0

149.9

140.24

138.5

140.9

142.9

145.8

147.9

149.0

133.5

137.0

139.4

142.7

145.8

149.0

130.1

133.8

136.6

140.5

144.2

149.0

15.2.81

Clove St

4+17.0

3+9.5

3+7.5

3+48.71 Nly line BYRON to West

3+44.68

3+13.7

140.24

	130.3	126.4	126.4	127.2	126.8	129.3	131.7
	99 55	126.4 55	126.4 55	127.2 55	126.8 55	129.3 55	131.7 55
	131.8	127.0	121.2	129.0	120.8	121.5	124.8
	5.0 55	12.0 55	19.0 55	19.4 55	20.0 55	18.7 55	124.8 55
		135.4	131.6	125.4	118.4	116.0	118.0
		5.0 55	9.6 55	14.8 55	21.8 55	24.2 55	119.5 55
		140.2	138.2	131.9	125.7	120.0	114.8
	6.0 55	2.0 55	8.3 55	14.5 55	20.2 55	5.0 55	5.0 55
	141.3	137.9	133.9	126.4	121.4	114.7	
plus rods	11.0 55	2.0 55	6.3 55	13.8 55	18.8 55	5.0 55	
	145.0	141.8	136.4	132.16	129.1		
	5.0 55	4.6 55	3.8 55	8.0 55	11.1 55		
		plus rods				Top R.M. Sewer M.H.	

140.24

Clove St.

4+00

4+80

4+70

4+57

T.P.

1301

153.08

017

14007

4+45

14024

LT

RT

RT

149.9  
5/20

148.8  
5/20

148.2  
5/20

147.4  
5/20

147.3  
5/20

149.1  
5/20

148.4  
5/20

147.6  
5/20

147.1  
5/20

146.1  
5/20

146.8  
5/20

144.9  
5/20

145.4  
5/20

146.9  
5/20

145.6  
5/20

141.1  
5/20

140.6  
5/20

139.7  
5/20

137.0  
5/20

142.9  
5/20

144.7  
5/20

137.6  
5/20

136.8  
5/20

136.0  
5/20

134.1  
5/20

133.4  
5/20

131.1  
5/20

137.0  
5/20

15308

14024



Clove St.

LT

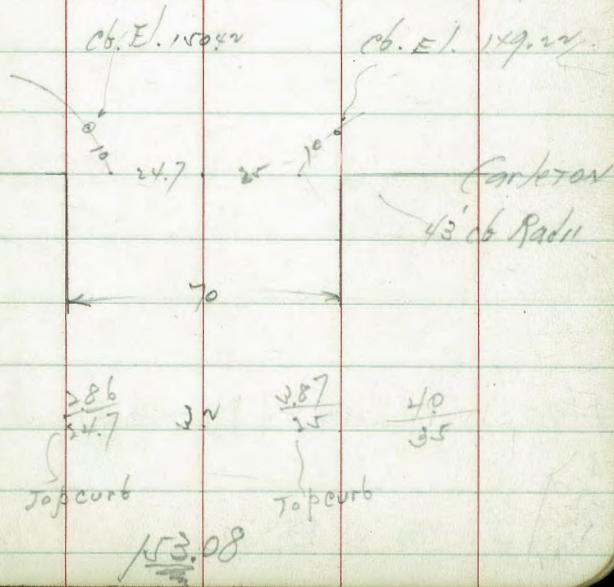
R

RT

22

check % BM	SEBP	canon + willman	450	81.18
T.P.	113	85.68	11.36	84.55
T.P.	058	95.91	12.65	95.63
T.P.	008	108.28	12.66	108.20
T.P.	040	120.86	12.80	120.44
T.P.	062	133.24	12.45	132.62
T.P.	018	145.07	8.19	144.89

Sly



Σ + 48.33 = Sly Carleton = graded + curbed

153.08

Cross Section of  
Hudson St.

Clove West to P.L.

Proposed Borrow Pit.

Moore  
Lisson  
Northrup  
8-1-34

INDEXED  
C.S.R.1

LT

N.L. = Audubon  
= Baseline 23

0+80.90 = P.L. = Wly Line of Roseville

0+50

0+25

0+00 = Wly Line of Clove St See sketch p. 15

Nwly Cor.  
Clove &

170

133.70

134.00 Conc. Max

104.2

$\frac{29.5}{32.2}$

113.5

$\frac{30.2}{41.2}$

121.7

12.0

101.5

$\frac{32.2}{44.5}$

N.L. CANON ✓

108.5

$\frac{25.2}{35}$

118.9

$\frac{14.8}{15}$

126.1

7.6

102.4

$\frac{31.3}{44}$

N.L. CANON ✓

113.1

$\frac{20.6}{35}$

122.2

$\frac{11.2}{15}$

128.8

4.9

102.1

$\frac{31.6}{63.43}$

N.L. CANON ST

111.0

$\frac{22.7}{50}$

117.7

$\frac{16.0}{35}$

126.8

$\frac{6.9}{15}$

132.0

17.0

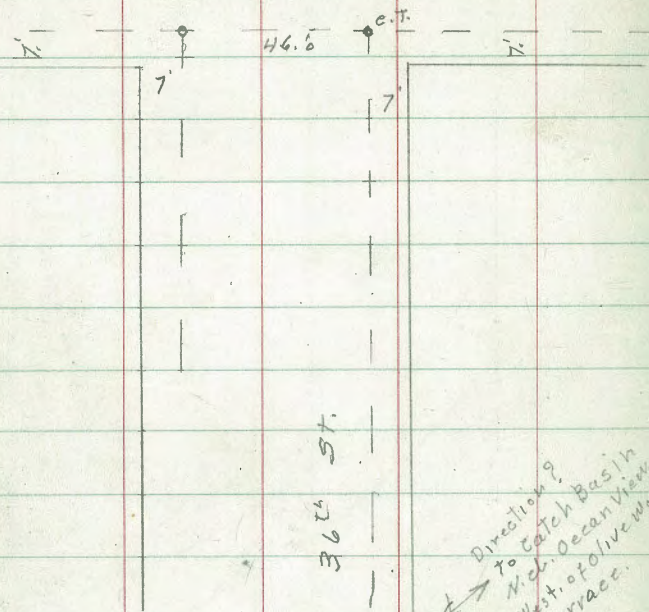
133.70 π







Ocean View Blvd.



outlet 18" cmt. Pipe

24.55  
38.9

90° 00'

36'  
c.t.  
Hamlock St.

Harding Ave.

St.

Milbrae

catch Basin  
30x30 Grating

18" Cmt. Pipe

12" Cmt. Pipe (at catch Basin. ?)

440.36'

10'

11.6'

1.5'

N. line

curb

catch Basin  
24x24 Gratings

14" Cor. Iron Pipe

curb

52.0'

8'

20.8'

90° 00'

90° 00'

head  
W. End Wall  
+8.8  
+3.34  
+1.0  
E. End  
Headwall  
& Thick

12'

12'

26.0'

12'

Franklin Ave

18" Cmt. Pipe

11-23-34  
M. S. Miller  
W. H. K. B. L. S.

X See Ocean View Blvd. at Bridge  
Bet. Baneroft & 33rd St.

Indexed  
C.S.K.

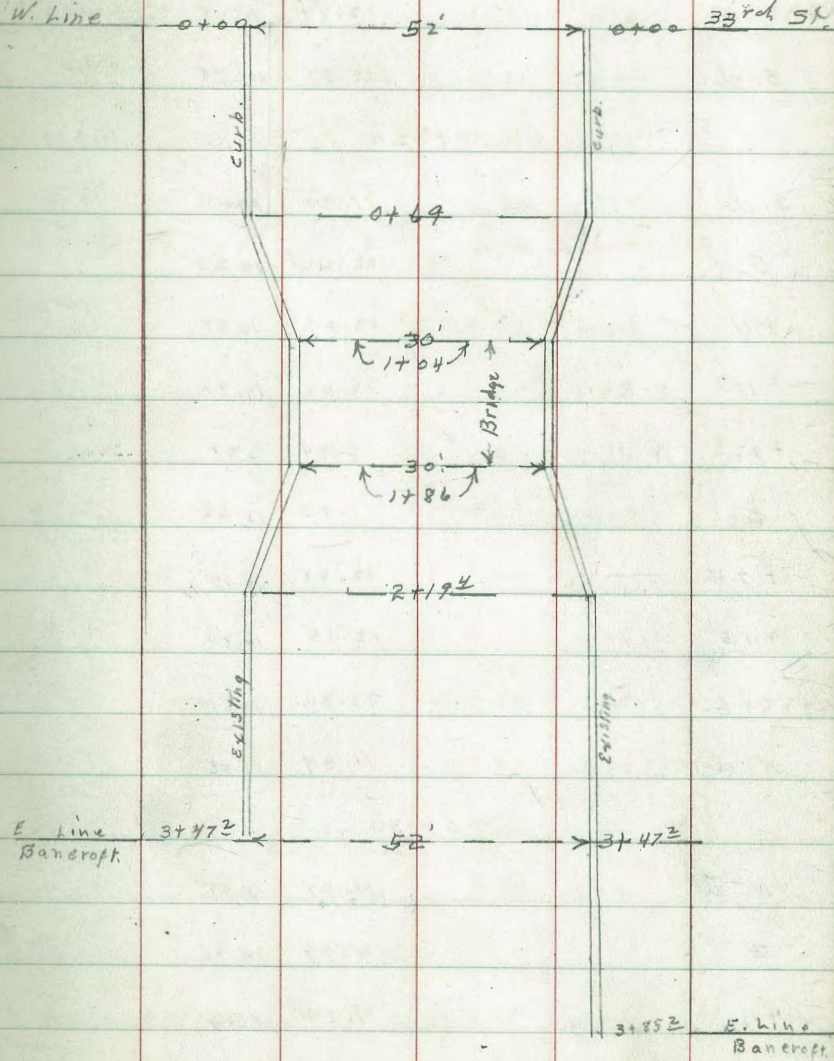
B.M. Top Hydt 9.73 26.95 17.22 5-8. 33rd  
4 Ocean View Blvd

0+00 = W. line 33rd St.

W. line

0+00 33rd St

S <sub>2</sub> el	12.41	14.54
Gutter	12.96	13.99
+ 11	12.47	14.48
+ 17.9 S. Rail	12.46	14.49
+ 22.6 N "	12.39	14.56
12 1/2'	12.24	14.67
+ 7.5	12.27	14.68
+ 15	12.41	14.54
+ 26 = G	12.90	14.05
N. el	12.42	14.53
	0+10	
N. el	12.35	14.57
G	12.64	14.31
+ 11	12.37	14.58
+ 18.5	12.22	14.73
+ 22 = G	12.15	14.80
+ 3.4 N. Rail	12.29	14.66
+ 8.1 S. "	12.35	14.60



26.95			26.95		
		0 + 10 (con)			
♀ + 15		12.37 14.58	+ 3.4	N. Rail	11.62 15.33
+ 26 = G		12.87 14.08	+ 8.1	S. "	11.62 15.33
S. cl.		12.37 14.58	+ 15		11.65 15.30
		0 + 20	+ 24 = G		12.00 14.95
S. cl.		11.90 15.05	S. cl.		11.45 15.50
G		12.46 14.79			0 + 69 $\Delta$ in cl. lines
+ 11		12.07 14.85	S. cl.		9.42 17.53
+ 17.3	S. Rail	12.08 14.87	G		10.05 16.90
+ 22.5	N "	12.04 14.91	+ 11		9.61 17.24
♀		11.93 15.02	+ 17.9	S. Rail	9.51 17.44
+ 7.5		12.01 14.94	+ 22.5	N. "	9.53 17.42
+ 15		12.15 14.80	♀		9.45 17.50
+ 24 = G		12.34 14.61	+ 7.5		9.51 17.44
N. cl.		11.89 15.06	+ 15		9.71 17.24
		0 + 30	+ 26 = G		10.03 16.92
N. cl.		11.37 15.57	N. cl.		9.33 17.62
G		11.99 14.96			0 + 86.5
+ 11		11.70 15.25	N cl. line + 5.5 = N. cl.		8.45 18.50
+ 18.5		11.59 16.36	" " " + 5.5 = G		9.10 17.85
+ 26 = ♀		11.56 15.39	" " " + 11		8.81 18.14



26.95

0 + 86  $\frac{5}{5}$  (con)

N. cl. line	+ 18.5		8.61	18.34
" "	+ 26 = $\frac{5}{5}$		8.54	18.41
" "	+ 3.4	N. Rail	8.59	18.36
" "	+ 8.1	S. "	8.58	18.37
" "	+ 15		8.86	18.09
" "	+ 20.5 = S. G		9.17	17.75
" "	+ 20.5 = S. cl.		8.63	18.32

1 + 04 = E. End. Bridge  $\angle$  curb

S. cl. line	+ 11 = S. cl.		7.78	19.07
" "	+ 11 = G		8.25	18.70
" "	+ 15		7.88	19.07
" "	+ 17.2	S. Rail	7.70	19.25
" "	+ 22.5	N. "	7.72	19.23
" "	+ 22.5	Pav. N. of N. Rail	7.70	19.25
" "	+ 24 = $\frac{5}{5}$		7.68	19.27

$\frac{5}{5}$	+ 7.5		7.81	19.14
$\frac{5}{5}$	+ 15 = G		8.20	18.25
$\frac{5}{5}$	+ 15 = N. cl.		7.65	19.30

1 + 24  $\frac{5}{5}$ 

N. cl. line	+ 11 = N. cl.		6.54	20.41
" "	+ 11 = G		7.11	19.84
" "	+ 18 $\frac{5}{5}$		6.75	20.20

26.95

Ocean View Blvd.

30

+ 26 = $\frac{5}{5}$		6.64	20.31
+ 34 = Pav. N. of N. Rail		6.63	20.32
+ 3.4	N. Rail	6.67	20.28
+ 8.1	S. "	6.67	20.28
+ 11		6.87	20.08
+ 15 = S. G		7.25	19.70
+ 15 = S. cl.		6.79	20.16

1 + 45

S. cl. line	+ 11 = S. cl.		5.83	21.12
" "	+ 11 = G		6.29	20.66
" "	+ 15		5.90	21.05
" "	+ 17.2 = S. Rail		5.68	21.27
" "	+ 22.5 = N. "		5.70	21.25
" "	+ 22.5 = Pav. N. of Rail		5.67	21.28
" "	+ 24 = $\frac{5}{5}$		5.67	21.28

$\frac{5}{5}$	+ 7.5		5.76	21.19
$\frac{5}{5}$	+ 15 = G		6.14	20.81
$\frac{5}{5}$	+ 15 = N. cl.		5.48	20.47

1 + 65  $\frac{5}{5}$ 

N. cl. line	+ 11 = N. cl.		4.45	22.50
" "	+ 11 = G		5.11	21.84
" "	+ 18 $\frac{5}{5}$		4.77	22.18

26.95

1765 E (cob)

N. cl. Line + 26 = $\phi$	4.64	22.31
$\phi$ + 3.4 Pav. N. side Rail	4.65	22.30
$\phi$ + 3.4 = N. Rail	4.70	22.25
" + 8.1 = S "	4.69	22.26
" + 11	4.70	22.05
" + 15 = G	5.27	21.68
" + 15 = S. cl.	4.85	22.10
1786 W. End. Bridge L. cl.		
S. cl. Line + 11 = S. cl	3.86	23.09
" " + 11 = G	4.24	22.67
" " + 15	3.91	23.04
" " + 17.9 = S. Rail	3.67	23.28
" " + 22 <sup>6</sup> = N. "	3.67	23.28
" " + 22 <sup>4</sup> = Pav. N. & N. Rail	3.61	23.34
" " + 26 = $\phi$	3.57	23.38
$\phi$ + 7.5	3.65	23.30
" + 15 = G	3.99	22.96
" + 15 = N. cl.	3.44	23.51

2+04

N. cl. Line + 5.5 = N. cl.	2.51	24.44
" " + 5.5 = G	3.19	23.76
" " + 11	2.91	24.04

Ocean View Blvd

31

26.75

N. cl. Line + 18.5	2.70	24.25
" " + 26 = $\phi$	2.64	24.31
$\phi$ + 3.4 = Pav. N. of N. Rail	2.68	24.27
" + 3.4 = N. Rail	2.76	24.19
" + 8.1 = S. "	2.75	24.20
" + 8.1 = Pav. S. of S. Rail	2.69	24.26
" + 11.	2.76	24.19
" + 15	3.01	23.94
" + 20 <sup>E</sup> = G	3.45	23.50
" + 20 <sup>S</sup> = S. cl.	2.98	23.96
2+19 <sup>4</sup> L. 11. cl.		
S. cl	2.27	24.68
G	2.83	24.12
+ 11	2.21	24.24
+ 17.9 = Pav. S. of S. Rail	1.95	25.00
+ 17.9 = S. Rail	2.00	24.95
+ 22 <sup>6</sup> = N. "	2.00	24.95
+ 22 <sup>6</sup> = Pav. N. & N. Rail	1.91	25.04
+ 26 = $\phi$	1.87	25.08
$\phi$ + 7.5	1.96	24.99
$\phi$ + 15	2.08	24.87
$\phi$ + 26 = G	2.42	24.53
$\phi$ + 26 = N. cl.	1.81	25.14

26.95

Ocean View Blvd

32

2 + 45

N. ch.

0.40 26.55

G

1.19 25.76

7/11

0.95 26.00

+ 18<sup>5</sup>

0.77 26.18

+ 26 =  $\phi$ 

0.67 26.28

 $\phi$  + 3.4 = pay N. of N. Rail

0.65 26.30

" + 3.4 = N. Rail

0.76 26.19

" + 8.1 = S. "

0.77 26.18

" + 8.1 = pay S. of S. Rail

0.71 26.20

+ 15

0.92 26.03

+ 26 = G

1.53 25.42

+ 26 = S. ch.

0.93 26.02

Cross Section Santa Cruz Ave.  
Redondo St to Harrington

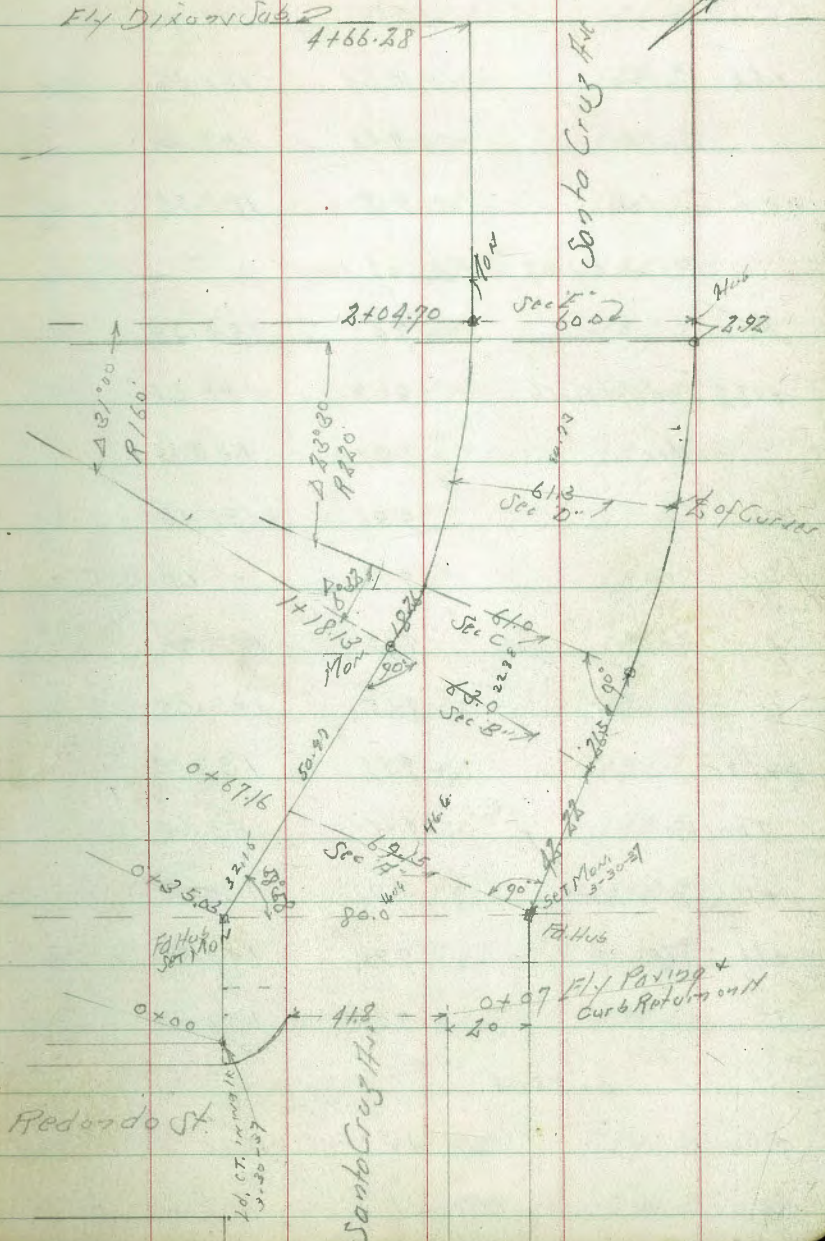
indexed  
crisk.

Dec. 18-34 33  
Moore  
Sisson

BM	10.09	191.70	181.61
0-05 = F.Cb of Redondo			
H Top Cb	9.20	182.50	
Gutter	9.87	181.83	
+11	10.07	181.63	
+11 & E - 2' Ret. Gutter	10.10	181.60	
" Top Cb	9.47	182.23	
H Cb	9.90	181.80	
"	9.57	182.13	
"	9.39	182.31	
"	9.27	182.43	
Gutter	9.34	182.36	
S Top Cb	8.72	182.98	
0+0			
S Cb Top	9.50	183.20	
Gutter	9.11	182.59	
"	9.03	182.67	
"	9.19	182.51	
"	9.41	182.29	

R. J. Name  
L. M. Co.  
Santa Cruz  
Redondo  
180 P 33

Fly Dixon Sub 2





	201.35		
+20	10.7	190.7	
+25	9.6	191.8	
+50	9.7	191.7	
+57	8.7	192.7	
+63 = 1/2	8.1	193.3	

Sec C

H	6.8	194.6	
+10	7.5	193.9	
+12	8.2	193.2	
+30	8.0	193.4	
+45	8.5	192.9	
+52	7.2	193.5	
+61.0 = 1/2	8.0	193.4	

Sec D

SL	3.8	197.6	
+10	4.3	197.1	
+12	5.0	196.4	
+30	4.8	196.6	
+45	5.1	196.3	
+52	5.3	196.1	

201.35

+53	4.6	196.8	
+61.3 = 1/2	4.0	197.4	
TP	11.00	212.18	0.17
	2+0+70 = Sec E	60' Wdc	10' Cb 10' Q/L

HL	10.4	201.8	
cb	10.8	201.4	
+1	11.4	200.8	
1/4	11.3	200.9	
1/2	11.1	201.1	
1/4	11.0	201.2	
cb	11.0	201.2	
S	10.8	201.4	

2+50

S	6.2	206.0	
cb	7.2	204.3	
1/4	8.0	204.2	
1/2	7.8	204.4	
1/4	7.9	204.3	
cb	7.2	205.0	
1/2	7.4	204.8	

	212.18		
H		6.2	206.0
	3.0		
H		2.6	209.6
cb		3.4	208.8
1/4		3.8	208.4
1/2		3.2	208.3
1/4		4.1	208.1
cb		2.5	208.7
S		2.0	210.2
TP	11.28	222.81	0.65
	8.50		
S		9.8	213.0
cb		10.8	212.0
1/4		11.2	211.6
1/2		10.5	212.3
1/4		10.6	212.2
cb		10.1	212.7
H		9.7	213.1
	4.0		
H		5.9	216.9

	222.81		
cb		6.2	216.6
1/4		6.8	216.0
1/2		6.7	216.1
1/4		7.4	215.4
cb		6.8	216.0
S		7.0	215.8
	4.6628 = End St.		
S		1.7	221.1
cb		2.0	220.8
1/4		2.2	220.6
1/2		1.7	221.1
1/4		1.7	221.1
cb		1.1	221.7
H		1.1	221.7
TP	8.41	230.98	0.24
	5102.00		
	663		
	30.7		
H		5.5	225.5
cb		6.9	224.1
1/4		7.4	223.6
1/2		7.4	223.6

230.98

230.98

37

1/4		7.7	223.3
cb		7.8	223.2
J		7.8	223.2
	5750		
J		3.6	227.4
cb		4.7	226.3
1/4		4.8	226.2
1/2		4.4	226.6
1/4		4.3	226.7
cb		3.8	227.2
H		1.1	229.9
	670		
H		3.0	228.0
cb		3.9	227.1
1/4		4.2	226.8
1/2		4.1	226.9
1/4		4.5	226.5
cb		4.4	226.6
J		3.8	228.2

	6750		
J		4.2	226.8
cb		5.5	225.5
1/4		5.6	225.4
1/2		5.3	225.7
1/4		5.5	225.5
cb		5.4	225.6
H		5.3	225.7
	770		
H		8.2	222.8
cb		8.4	222.6
1/4		8.1	222.9
1/2		7.8	223.2
1/4		8.0	223.0
cb		7.7	223.3
J		7.5	223.5
	7750		
J		9.3	221.7
cb		10.2	220.8
1/4		10.5	220.5



230.98

5		10.4	220.6
1/4		10.8	220.2
Cb		10.9	220.1
H		10.0	221.0
	8+0		
H		12.5	218.5
Cb		13.7	217.3
1/4		14.1	216.9
5		13.8	217.2
1/4		13.7	217.3
Cb		13.2	217.8
S		11.4	219.6
TP	1.40	219.68	12.70
	8+30		218.28
S		12	218.5
+2		3.6	216.1
Cb		3.9	215.8
1/4		5.0	214.7
5		4.9	214.8
1/4		5.0	214.7

38

219.68

Cb		4.9	214.8
H		4.0	215.7
	8+660 = H.L. Harrington		
H		7.72	211.96
			02 Hub
Cb		8.0	211.7
1/4		8.0	211.7
5		7.5	212.2
1/4		7.6	212.1
Gutter		7.8	211.9
Cb Top		7.34	212.34
+2.5 = Edge Conc Walk		7.29	212.39
+7.5		7.14	212.54
S		7.1	212.6
TP	11.00	229.28	1.40
			218.28
TP	0.21	216.50	12.99
			216.29
TP	0.48	204.02	12.96
			203.54
TP	0.13	191.50	12.65
			191.37
B.M.		9.91	181.59
			B.M. 181.61

12-31-34

Profile Levels, Storm Drain

5.05

Mills  
Walker  
Bliss

From 38<sup>th</sup> & Franklin to 36<sup>th</sup>  
Helmlock Sts. Plat. Page 25.  
Southlook Drainage

B.M. Booth  
101.43  
101.31  
Gregory

Church Steps  
N. W. Cor 39<sup>th</sup>  
& Franklin

INDEXED

69.15

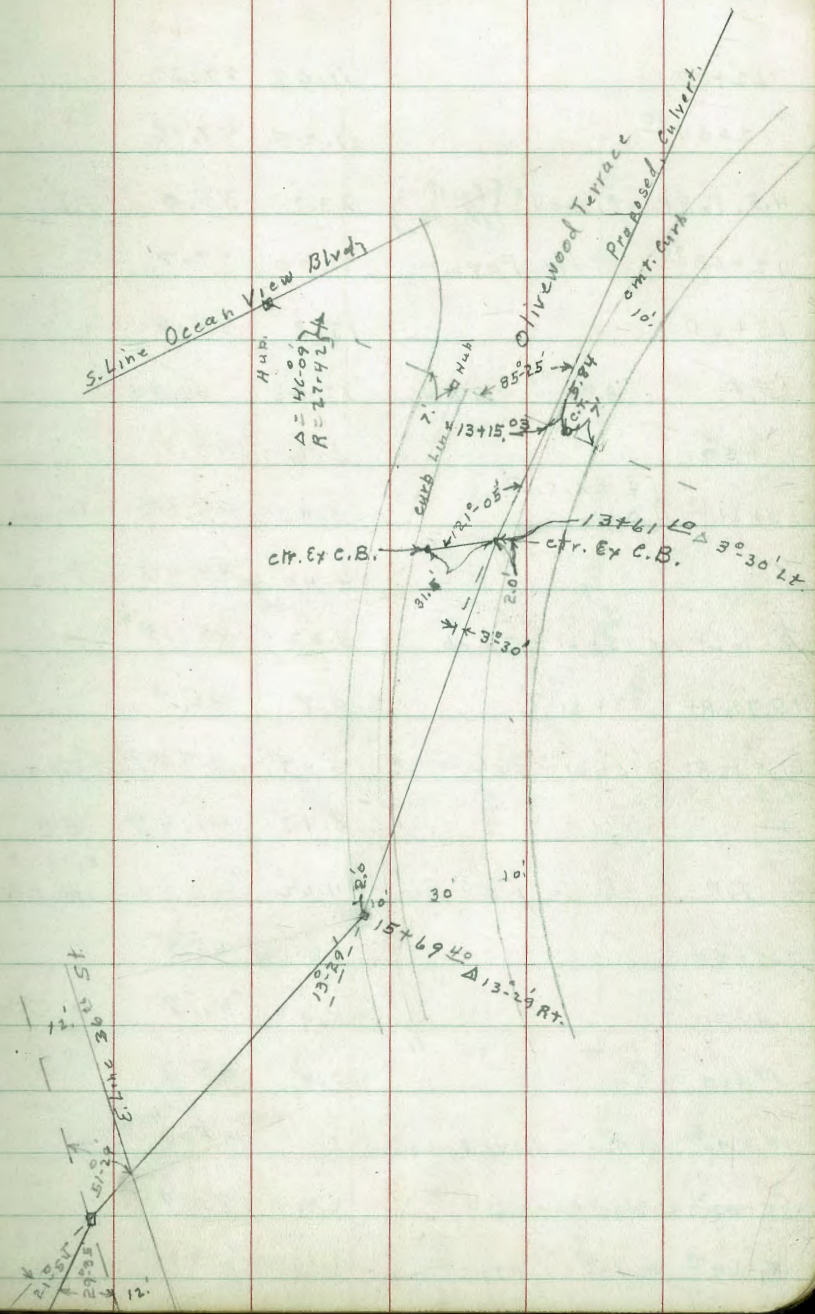
39

B.M. B.P.	0.31	101.62			3+68 <sup>5</sup> # Milbrae pav.	9.93	59.22		
T.P.	0.25	88.96	12.91	88.71	3+93 <sup>5</sup> W. line "	10.64	58.51		
T.P.	3.33	81.81	10.48	78.48	4+00	10.6	58.6		
0+00	{ 6 in Existing 15" Corol. Culvert 4' E. of E. line 38 <sup>th</sup> St. & 71' N of S. line Franklin.		5.75	76.06	Stub N. E. Cor 38 <sup>th</sup> & Franklin	4+50	12.0	57.2	
Set. B.M. B.P.			5.05	76.76	T.P.	3.28	60.18	12.25	56.90
0+11.20	{ ctr. Return S. E. Cor. 38 <sup>th</sup> & Franklin		5.90	75.91		5+00		3.4	56.8
0+12	gutter		6.7	75.1		5+50		3.7	56.3
0+34			6.0	75.8		6+00		4.0	56.2
0+57.40	gutter		6.7	75.1		6+50		5.0	55.2
0+57.40	Top. Ex Curb		6.25	75.56		6+68 <sup>50</sup> E. line 37 <sup>th</sup>		5.2	55.0
0+59 <sup>2</sup>	{ ctr. Proposed Return S. W. 28 <sup>th</sup> & Franklin in 12' from 10' Radius		6.2	75.6		6+77 <sup>25</sup> Δ 71'-27' Lt. { 4' N. of S. line Franklin		5.3	54.9
0+71 <sup>25</sup>	{ 3.2 W. of W. line 38 <sup>th</sup> St. Δ Lt. 6' N. of S. line Franklin		6.2	75.6		6+86 <sup>2</sup> Ex & Curb. 37 <sup>th</sup>		5.63	54.55
1+00			7.3	74.5		6+86 <sup>4</sup> gutter		6.7	53.5
1+50			9.6	72.2		7+50		7.9	52.3
2+00			12.8	69.0		7+96 <sup>25</sup> Δ 71'-28' Rt.		9.47	50.71
T.P.	0.04	69.15	12.70	69.11		7+97 <sup>25</sup> Ex W. cl. of 37 <sup>th</sup>		8.65	51.53
2+50			4.1	65.1		4' S. of 7+97 <sup>25</sup> Top. curb		8.65	51.53
3+00			7.0	62.2		4' S. " 7+97 <sup>25</sup> { Fl. Ex Culvert. at Ex Curb Inlet.		13.75	46.43
3+43 <sup>5</sup>	{ E. line Milbrae 6' N. of S. line Franklin		9.61	59.54	Pavmt.	Top. of Curb. at Ex curb Inlet on E. Curb. 37 <sup>th</sup> St. Location Page 25		7.87	52.31
						Gutter		8.90	51.28
13' N. of 3+46.20	Ex. Catch Basin		12.76	56.39	F.L.	F.L. above Curb. Inlet.		10.75	49.40

Inlet Ex C.B.  
gutter Grade



		60.14			
8+08			8.4	51.8	
8+10			7.3	52.9	
8+50			5.2	55.0	
9+00			3.6	56.6	
T.P.	2.20	58.71	3.67	56.51	
9+21 <sup>83</sup>	E. ch. Olive wood		1.47	57.24	
9+22 <sup>83</sup>	Proposed Curb Inlet		2.2	56.5	Δ 69-43' Lt. gutter
17.7 W of 9+22 <sup>83</sup>			1.3	57.4	at Proposed
35.5 "	" 9+22 <sup>83</sup> gutter		1.5	57.2	Curb. Inlet.
" "	" " cmt.d		1.08	57.63	" "
9+50			3.4	55.3	
10+00			5.5	53.2	
10+50			7.1	51.6	
11+00			8.9	49.8	
11+46 <sup>23</sup>	ctr Ex C. B. Top grating		10.41	48.30	
"	" " " " F.L.		14.46	44.25	
11+49 <sup>4</sup>	N. Edge Pavmt.		10.15	48.56	
11+69 <sup>60</sup>	Δ 15°-01' Rt.		10.93	47.78	
13.4 W. of 11+69 <sup>60</sup>	Existing curb inlet		14.27	44.44	FL
			10.88	47.83	Top. Curb.





52.06

59.67

Southlook Drainage

43

16+00			7.3	44.8	
16+60			8.1	44.0	
16+75			11.0	41.1	
17+00			12.4	39.7	
T.P.	2.21	41.85	12.42	39.64	
17+38 <sup>60</sup>	$\Delta 21^{\circ} 54'$	Lt.	2.99	38.86	stub
17+50			3.8	38.1	
17+91			7.0	34.9	
10.8 to Lt. of 17+91	=	existing M.H.	15.89	25.96	F.L.
" " " "	"	" " "	7.89	33.96	Top.
18+00			7.5	34.4	
18+20			8.2	33.7	
18+35 <sup>84</sup>	W. line 36 <sup>th</sup>	St. 10 Wash.	10.19	31.66	stub
18+60	in Wash.		10.7	31.2	
T.P.	12.49	54.00	0.34	41.51	
T.P.	6.58	59.22	1.36	52.64	
B.M. B.P. T.P.	Hemlock (S. St) N. W. + Olive Wood Terrace		4.73	54.49	
B.M. B.P.	1.44	55.93		54.49	✓
T.P.	11.91	59.67	8.17	47.76	
B.M. Top. Hyd. S.E. Ocean View Blvd + Olive Wood Terrace.			9.49		

T.P. 12.51 72.17 0.01 59.66

B.M. Top. Hyd. S.E. Ocean View Blvd + 37<sup>th</sup> 8.90

63.27

Gregory

63.42

63.47

B.M. Book

Talbot St. 2 Sec.  
Catalina Blvd To Concord St.

X-31-35  
Miller  
Walker  
Bliss

W. Catalina  
at Talbot.

indexed  
c. 515.

44

B.M. Mon. 4.39 266.19 261.80

± Catalina

100' Rt 7.3 258.9

50' Rt 5.6 260.6

± = Pueblo Cor. 5.0 261.2

50' Lt 5.9 260.3

100' Lt 7.0 259.2

0+00 = 40' E. = e. line Catalina

30' Lt 5.2 261.0

20' " = W. line 5.0 261.2

10' " 4.9 261.3

± = Pueblo line 4.9 261.3

10' Rt 5.4 260.8

20' " = S. line 5.9 260.3

0+40

20' Rt. 6.3 259.9

10' " 6.4 259.8

± 6.2 260.0

10' Lt 6.0 260.2

20' " 6.0 260.2

30' Lt

30' Lt

20' "

10' "

±

10' Rt

20' "

20' Rt.

10' "

±

10' Lt

20' "

28' "

30' "

30' Lt

22' "

20' "

266.19

0+80

1+20

1+60

6.3

7.5

7.4

7.3

7.3

7.6

7.7

8.5

9.0

8.6

8.6

8.6

8.6

7.3

8.4

8.6

10.0

259.9

258.7

258.8

258.9

258.9

258.6

258.5

257.7

257.2

257.6

257.6

257.6

257.6

258.9

257.8

257.6

256.2

266.19  
1+60 (con)

B <sub>1</sub>	10' Lt	10.2	256.0
	Φ	10.2	256.0
	10' Rt	10.3	255.9
	20' "	10.1	256.1
	2+00		
	20' Rt	11.4	254.8
	10' "	11.9	254.3
	Φ	11.9	254.3
	10' Lt	11.7	254.5
	16' "	11.3	254.9
	20' "	9.8	256.4
	30' "	9.8	256.4
	2+40		
	30' Lt	12.0	254.2
	20' "	12.1	254.1
	18' "	13.0	253.2
	10' "	13.5	252.7
	Φ	13.8	252.4
	10' Rt	13.8	252.4
	20' "	12.9	253.3

266.19

T.P.	0.35	253.73	12.81	253.38
		2+80		
		20' Rt	2.1	251.6
		18' "	3.1	250.6
		10' "	3.1	250.6
		Φ	3.3	250.4
		10' Lt	3.1	250.6
		17' "	2.8	250.9
		20' "	2.0	251.7
		30' "	1.8	251.9
	3+30			
		30' Lt	5.1	248.6
		20' "	4.8	248.9
		17' "	5.8	247.9
		10' "	6.1	247.6
		Φ	6.3	247.4
		10' Rt	6.2	247.5
		18' "	4.9	248.8

[Note, See revised cross sections on page 72 taken after ~~Canon~~ ST was changed.]

Talbot St 45



253.73  
3+80

B	20' Rt	7.9	245.8
	18' "	9.5	244.2
	10' "	9.5	244.2
	Φ	9.6	244.1
	10' Lt	9.5	244.2
	16' "	9.0	244.7
	20' "	8.1	245.6
	30' "	8.1	245.6

4+30

	30' Lt	11.5	242.2
	20' "	11.5	242.2
	16' "	12.1	241.6
	14' "	13.0	240.7
	10' "	12.8	240.9
	Φ	12.8	240.9
	10' Rt	13.0	240.7
	16' "	13.0	240.7
	20' "	11.2	242.5
	T.P.	0.00	241.16
		12.57	241.16

241.16  
4+66

Talbot St 46

	20' Rt	1.1	240.1
	16' "	2.6	238.6
	10' "	2.6	238.6
	Φ	2.4	238.8
	10' Lt	2.6	238.6
	14' "	2.8	238.4
	16' "	1.6	239.6
	20' "	1.1	240.1
	30' Lt	1.1	240.1

5+02

	30' Lt	4.1	237.1
	20' "	4.1	237.1
	16' "	4.2	237.0
	14' "	5.2	236.0
	10' "	4.9	236.3
	Φ	5.1	236.1
	10' Rt	5.3	235.9
	16' "	5.3	235.9
	18' "	3.6	237.6
	20' "	3.6	237.6

241.16

5+37

20' Rt.	6.5	234.7
18' "	6.5	234.7
15' "	8.2	233.0
10' "	7.8	233.4
⊕	7.6	233.6
10' Lt.	7.7	233.5
14' "	7.6	233.6
20' "	6.4	234.8
30' "	6.4	234.8

5+72

30' Lt.	8.9	232.3
20' "	9.1	232.1
14' "	10.5	230.7
10' "	10.2	231.0
⊕	10.2	231.0
10' RE	10.3	230.9
16' "	10.8	230.4
18' "	9.5	231.7
20' "	9.0	232.2

241.16

6+00

20' Rt.	10.7	230.5
17' "	11.3	229.9
15' "	12.6	228.6
10' "	12.2	229.0
⊕	12.1	229.1
10' Lt.	12.2	229.0
13' "	12.2	229.0
17' "	10.6	230.6
20' "	10.6	230.6
30' "	10.8	230.4

6+50

30' Lt.	14.0	227.2
20' "	14.0	227.2
17' "	14.2	227.0
14' "	15.8	225.4
T.P.	0.19	228.92
10' Lt.	3.8	225.1
⊕	3.7	225.2
10' Rt.	3.3	225.6
17' "	3.3	225.6

Talbot St. 47

228.92

6+50 (con)

18' Rt 2.4 226.5

20' " 1.5 227.4

7+00

20' Rt 5.3 223.6

18' " 6.4 222.5

10' " 6.8 222.1

☐ 7.9 221.0

10' Lt 8.8 220.1

13' " 9.0 219.9

15' " 7.5 221.4

20' " 5.9 223.0

36' " 5.6 223.3

7+25

30' Lt 7.7 221.2

25' " 8.1 220.8

20' " 10.1 218.8

10' " 10.5 218.4

☐ 9.6 219.3

10' Rt 8.4 220.5

20' " 8.2 220.7

Talbot St.

48

228.92

7+50 W. side old Canon Rd.

9.6 219.9

9.8 219.1

10.7 218.2

12.0 216.9

12.7 216.2

13.8 215.1

8+00

14.1 214.8

13.2 215.7

12.6 216.3

12.4 216.5

12.1 216.8

11.8 217.1

T.P. 1.34 217.28 12.98 215.94

8+50 E. side old Canon Rd.

4.1 213.2

4.1 213.2

4.0 213.3

4.4 212.9

4.5 212.8

3.5 213.8

	217.28				217.28		
	8+78				9+35		
30' Lt		6.4	210.9			16.2	201.1
20' "		6.3	211.0			7.4	209.9
10' "		5.1	212.2			4.2	
φ		5.1	212.2			4.8	212.5
10' Rt		4.9	212.4			4.9	212.4
20' "		5.0	212.3			4.9	212.4
	8+82 E					4.5	212.8
20' Rt	{ S. End. Inlet. 24" Cmt. Pipe Culvert	9.43	207.65 F.L.				
		7.0	210.3 Top Headwall		9+60		
	8+85						
18.5' Lt	{ N. End. Outlet. 24" Cmt. Pipe Culvert	11.3	206.0 F.L.			3.8	213.5
"	" " " "	7.9	209.4 Top Headwall			4.7	212.6
	9+00					4.7	212.6
20' Rt.		5.0	212.3			4.7	212.6
10' "		5.0	212.3			4.7	212.6
φ		5.2	212.1			4.7	212.6
7' Lt		5.2	212.1			4.7	212.6
10' "		4.1	213.2			4.7	212.6
17' "		6.0	211.3			4.4	212.9
20' "		15.5	201.8			5.4	211.9
30' "		15.5	201.8				
					10+00		
						2.8	214.5
						3.0	214.3
						4.3	213.0
						4.1	213.2

217.28

10+00 (cont.)

10' RT 3.9 213.4

15' " 3.9 213.4

20' " 2.5 214.8

10+50

20' RT 2.1 215.2

10' " 2.5 214.8

± 2.5 214.8

20' Lt 2.1 215.2

20' " 1.7 215.6

30' " 2.5 214.8

10+92 ZL

30' Lt 0.2 217.1

20' " 0.0 217.3

10' " +0.3 217.6

± 0.2 217.1

10' RT 0.4 216.9

20' " 1.0 216.3

T.P. 12.68 229.78 0.18 217.10

Talbot St

50

229.78  
11+17 ZL = P.L. 1n. Albion St.

26.4 RT = S. line 11.5 218.3

20' " 11.5 218.3

10' " 11.6 218.2

± = P.L. Cor. Bet. P.L.s. 183+184+190 11.8 218.0 ground

.B.M.  
± P.L. Mon 12.39 217.39

20' Lt 11.4 218.4

20' " = N. line 10.8 219.0

30' " 10.3 219.5

11+42 E' = E. line Albion

30' Lt 10.3 219.5

20' " 10.1 219.7

10' " 9.9 219.9

Pueblo line 10.4 219.4

10' RT 10.6 219.2

20' " 10.8 219.0

26.4 RT 10.9 218.9

229.74

12+00

26.4 Rt 8.1 221.7

20 " 8.6 221.2

10 " 8.9 220.9

P. Line 8.5 221.3

10' Lt 8.2 221.6

20 " 7.6 222.2

30 " 7.7 222.1

12+30

30' Lt 5.2 224.6

20 " 5.4 224.4

10 " 5.2 224.6

P. Line 4.0 223.8

10' Rt 6.4 223.4

20 " 6.0 223.8

26.4 " 5.8 224.0

12+68<sup>58</sup>

26.4 Rt 5.1 224.7

20 " 5.2 224.6

10 " 5.7 224.1

P. Line  
{ P.L. Corbet. Lots  
189-190 & 184 5.6 224.2

229.78

Talbot. St.

51

10' Lt 4.3 225.5

20 " = N. line to W. 4.2 225.6

30 " = N. " " E. 4.2 225.6

13+00

30' Lt = N. Line 2.5 226.3

20 " 4.4 225.4

10 " 4.5 225.3

P. Line 4.8 225.0

10' Rt 4.9 224.9

13 " 4.9 224.9

20 " 3.7 226.1

26.4 Rt 3.3 226.5

18+25

26.4 Rt 2.4 227.4

20 " 3.3 226.5

16 " 4.0 225.8

14 " 5.0 224.8

10 " 5.3 224.5

P. Line 5.5 224.3

10' Lt 5.4 224.4

229.78 13+25 (con)				229.78 Talbot St.			
E	20' Lt	4.4	225.4	P. Line		11.7	218.1
	26' "	1.1	228.7	10' Lt.		12.0	217.8
	30' "	1.1	228.7	17' "		6.0	223.8
		13+50		20' "		6.0	223.8
	228' Lt = N. Line	0.3	229.5	26' "		7.0	222.8
	23' "	5.5	224.3	29.8' "		0.0	229.8
	20' "	6.1	223.7		13+88 <sup>31</sup> = W. Line	Concord St.	
	10' "	6.5	223.3	29.7' Lt.		12.4	217.4
	P. Line	7.7	222.1	20' "		13.6	216.2
	10' Rt.	7.8	222.0	10' "		13.5	216.3
	14' "	7.5	222.3	P. Line		13.1	216.7
	18' "	4.1	225.7	10' Rt.		13.2	216.6
	20' "	3.7	226.1	20' "		12.3	217.5
	26.4' " = S. Line	2.6	227.2	23' "		11.2	218.6
		13+75		26.4' "		5.7	224.1
	26.4' Rt.	4.3	225.5		13' E. of W. Line	W. Curb Line	
	24' "	8.6	221.2	26.4' Rt		9.1	220.7
	20' "	9.7	220.1	T.P.	1.67	218.79	12.66 217.12
	16' "	11.1	218.7	23' Rt.		2.7	216.1
	10' "	11.4	218.4	20' "		3.3	215.5

218.79				218.79				Talbot St	53
E	10' RT.	W. ch. (con)	3.5	215.3	P. line	6.1	212.7		
	P. Line		3.2	215.6	10' Lt	5.5	213.3		
	10' Lt		3.1	215.7	20' "	4.8	214.0		
	20' "		3.4	215.4	26.2 "	= S. End. Pav.	4.5	214.3	
	27' " = S. End. Pav		3.32	215.47	4.2 E. of H. boy	{ S. End. Ent. Curb. on 2.5' A. Ch. Ret.	4.27	214.58	Top. ch.
	3.5 W. of above = gutter		3.22	215.57	" " " " " "		4.65	214.14	gutter
	" " " " = { S. End Ent Curb. on R.R. Ret.		2.75	216.04	13' E. of E. ch. = E. lin. Concord. = 0100				
	30' E. of W. line = E. Concord				29.6 Lt		3.4	215.4	
	26.6 Lt = S. End. Pav		3.76	215.03	20' "		6.2	212.6	
	20' "		3.9	214.9	10' "		7.2	211.6	
	10' "		4.2	214.6	P. Line		7.4	211.4	
	P. line Top. M.H.		4.35	214.44	10' RT		7.7	211.1	
	10' RT		5.1	213.7	20' "		8.0	210.8	
	20' "		5.0	213.8	26.4 "		6.6	212.2	
	26.4 "		2.8	216.0					0+12
	47' E. of W. line = E. Curb. Line				26.4 RT		6.6	212.2	
	26.4 RT		5.5	213.3	20' "		9.6	209.2	
	20' "		6.1	212.7	10' "		8.6	210.2	
	15' "		6.8	212.0	P. Line		8.6	210.2	
	10' "		6.6	212.2	10' Lt		2.7	211.1	



218.79

0+12 . con

20' Lt. 6.6 212.2

29.6' = N. Line 4.05 214.74

Set. B.M. B.P. in cmt. curb 2.70 216.09

0+35

29.6' Lt. 5.6 213.2

20' " 7.4 211.4

10' " 8.9 209.9

P. Line 10.4 208.4

2' RT 11.7 207.1

10' " 11.4 207.4

20' " 12.1 206.7

26.4' " 10.0 208.8

0+50

26.4' RT = S. Line 12.5 206.3

20' " 14.3 204.5

10' " 14.1 204.7

2' " 14.0 204.8

P. Line 13.1 205.7

10' Lt. 9.8 209.0

20' " 4.5 214.3

N.W. Talbot  
& Concord.

Talbot St.

54

218.79

29.5' Lt. = N. Line 1.6 217.2

0+70

29.5' Lt. 6.2 212.6

20' " 13.5 205.3

T.P. 0.80 206.79 12.80 205.99

10' Lt. 5.2 201.6

P. Line 6.0 200.8

10' RT. 6.0 200.8

20' " 6.0 200.8

26.4' " 5.0 201.8

1+00

26.4' RT. 12.6 194.2

20' " 12.5 194.3

10' " 12.5 194.3

P. Line 12.5 194.3

10' Lt. 11.5 195.3

20' " 6.4 200.4

29.4' " 41.3 207.1

206.79

1+25

29.3 Lt		3.6	203.2	
20. "		7.8	199.0	
10. "		12.5	194.3	
T.P.	0.43	194.37	12.85	193.94
8. Lt.		4.3	190.1	
P. Line		4.3	190.1	
10. RT		4.6	189.8	
20. "		4.5	189.9	
26.4 "		5.0	189.4	

1+50

26.4 RT		8.3	186.1
20. "		8.6	185.8
10. "		8.3	186.1
P. Line		8.2	186.2
8. Lt		8.2	186.2
10. "		4.7	189.7
20. "		2.0	192.4
29.2 "		+1.3	195.7

194.37

Talbot St.

55

1+85

29.1 Lt.		7.9	182.5	
20. "		9.3	185.1	
10. "		11.3	183.1	
7. "		13.4	181.0	
P. Line		13.1	181.3	
10. RT		13.2	181.2	
20. "		14.0	180.4	
26.4 "		14.0	180.4	
T.P.	0.38	182.10	12.65	181.72

2+20

26.4 RT		6.0	176.1
20. "		5.6	176.5
10. "		4.9	177.2
P. Line		4.6	177.5
8. Lt		5.0	177.1
10. "		2.0	180.1
20. "		0.5	181.6
29.0 "		70.3	182.4

182.10  
2+50

28.9 Lt = N.		3.1	179.0
20' "		4.1	178.0
10' "		5.7	176.4
8' "		8.3	173.8
P. Line		8.2	173.9
10' Rt.		8.4	173.7
20' "		9.0	173.1
26.4 "		9.8	172.3

3+00

26.4 Rt S. line		15.1	167.0
20' "		14.6	167.5
10' "		14.7	167.4
P. Line		14.5	167.6
10' Lt.		14.4	167.7
20' "		11.7	170.4

28.8 = N. line 10.6 171.5

T.P.	12.22	193.95	0.38	181.73
T.P.	12.93	206.87	0.01	193.94
T.P.	12.79	218.78	0.88	205.99
T.P. B.M.B.P.	12.84	228.93	2.69	216.09

N.W. Talbot  
+ Concord.

Talbot St 56

228.93

T.P.	9.22	237.81	0.34	228.59	
Set. B.M.B.P.					N.E. Concord
1h. Curb. T.P.	5.96	236.44	7.33	230.48	+ Trumbull.
Set. B.M.B.P.					S.E. Concord
1h. Curb.			1.17	235.27	+ Yell St.
T.P.	0.38	224.51	12.31	224.13	
T.P.	2.09	213.95	12.65	211.86	
T.P.	0.90	202.14	12.71	201.24	
T.P.		Pipe 50' Lt. of Sta 64+90 <sup>BY</sup> Canon Rd.	9.71	192.43	= 192.42

Cross Section of 70' wide  
Yonge St  
18' cbs

Moore  
Jisson  
Northorn  
9-23-88

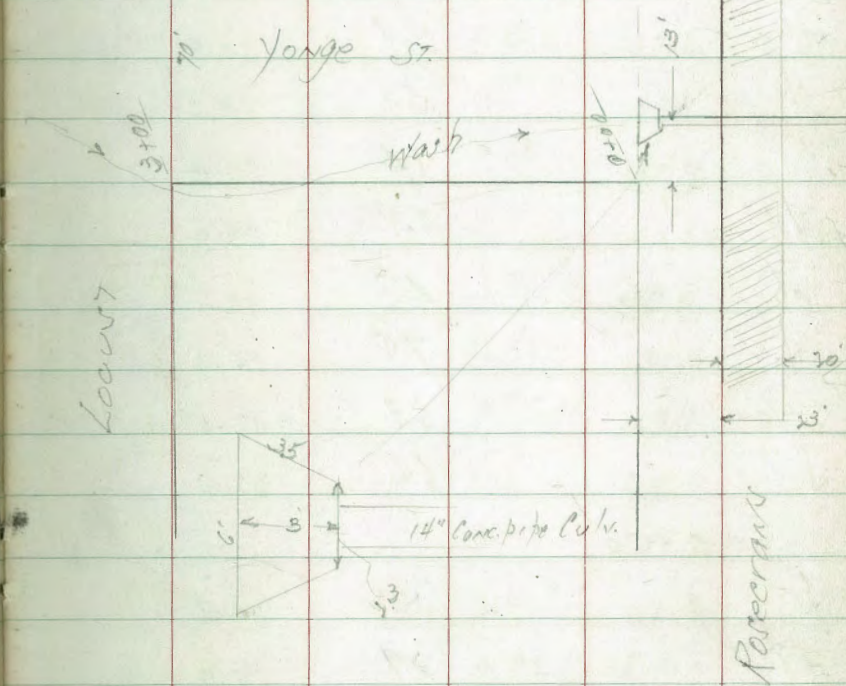
Indexed  
C-5-K

Rosecrans to Locust

Point	Dist	Elev	Notes
Rosecrans			
Zala	735	23.84	2647 NWDP
00-23 = wedge paving on Rosecrans			
N		10.35	23.47
C		10.53	23.29
S		10.74	23.08
0-17			
S		10.7	23.1
C		11.0	22.8
N		10.8	23.0
0-16 w/cb base Rosecrans			
N		9.3	24.5
C		9.4	24.4
S		9.9	23.9
0400 = w/y Rosecrans			
S		9.4	24.4
413	Top Hd	8.78	25.04
"	FL 14" Conc pipe	11.24	22.58
06		7.1	26.7
1/4		8.3	25.5

St.

See 2015  
73



C	7.8	26.0
1/4	8.1	25.7
cb	7.6	26.2
N	8.2	25.6

0+27 = cb A.C. 4.9 cb A.

N	5.5	28.7
cb	4.9	28.9
1/4	5.1	28.7
C	5.4	28.4
1/4	4.9	28.9
cb	4.7	29.1
+v	7.5	26.3
+10	6.3	27.5
J	6.6	27.2

0+50

J	4.2	29.6
+8	3.9	29.9
+9	5.8	28.0
+15	5.7	28.1
cb	5.4	30.4

1/4	3.6	30.2
C	3.6	30.2
1/4	3.5	30.3
cb	3.2	30.6
N	3.8	30.0

0+75

N	1.6	32.2
cb	1.7	32.1
1/4	1.9	31.9
C	1.7	32.1
1/4	1.8	32.0
cb	1.9	31.9
+v	3.7	30.1
+8	4.8	29.0
+9	2.1	31.7

J	2.4	31.4		
T.P.	12.2v	4.84	0.40	33.4v

1+00

J	14.7	33.1
+10	14.5	33.5

	45.84		
cb	14.0	31.8	
+4	13.9	31.9	
+5	11.5	34.3	
1/4	11.9	33.9	
e	11.7	34.1	
1/4	11.8	34.0	
cb	11.6	34.2	
N	11.5	34.3	
	1+25		
N	9.2	36.6	
cb	9.4	36.6	
1/4	9.6	36.2	
C	9.6	36.2	
1/4	9.8	36.0	
cb	9.8	36.0	
+8	12.3	33.5	
+10	12.1	33.7	
+11	10.7	35.1	
S	11.2	34.6	

	45.84		
	1450		
S	9.3	36.5	
+11	8.7	37.1	
+12	10.6	35.2	
+15	10.6	35.2	
cb	7.8	38.0	
1/4	8.1	37.7	
C	7.4	38.4	
1/4	7.0	38.8	
cb	6.5	39.3	
N	6.5	39.3	
	1475		
N	0.6	45.2	
cb	1.9	43.9	
1/4	2.1	42.7	
C	3.5	42.3	
1/4	3.8	42.0	
cb	5.3	40.5	
+4	5.2	40.6	
+6	10.2	35.6	
+10	10.0	35.8	
+11	8.7	37.1	
S	6.9	39.2	

1785

J		6.0	39.8
+3		9.0	36.8
+7		9.7	36.1
+10		2.4	42.4
cb		2.9	42.9
1/4		1.8	44.0
c		1.2	44.6
1/4		0.7	45.1
T.P.	12.48	57.67	0.65
cb			10.7
N			9.4
	1790		
N		8.1	49.6
cb		9.8	47.9
1/4		11.7	46.0
c		12.4	45.3
1/4		12.8	44.9
cb		14.0	43.7
+11		15.8	41.9

+N		20.6	37.1
J		20.6	37.1
+10		20.7	37.0
	2+00		
-10		20.0	37.7
S		20.0	37.7
+N		16.6	41.1
cb		18.0	44.7
1/4		11.9	45.8
c		10.9	46.8
1/4		9.7	48.0
cb		7.8	49.9
N		6.0	51.7
	2+W		
N		7.1	55.6
cb		4.8	52.9
1/4		6.6	51.1
c		7.4	50.3
1/4		9.4	48.3
cb		10.2	47.5

57.67

+10		14.6	43.1
S		16.1	41.6
+2		20.3	37.4
+5		20.3	37.4
+6		16.2	41.5
	2450		
-11		15.3	42.4
-10		17.4	40.5
-7		17.2	40.5
S		16.2	41.5
+1		15.1	42.6
+7		13.5	44.2
cb		9.1	48.6
1/2		7.7	50.0
C		6.1	51.6
1/2		3.5	54.4
cb		1.6	56.1
T.P.	873	65.78	0.62 57.05
N		6.9	58.9

65.78

61

	2775		
		3.7	62.1
		6.0	59.8
		10.0	55.8
		13.2	52.6
		14.7	51.1
		15.7	50.1
		22.0	43.8
		24.5	41.3
		24.5	41.3
		22.3	43.5
		21.6	44.2
	3400 = 8/4		
		19.2	46.6
		21.9	43.9
		24.0	41.8
		24.0	41.8
		22.0	43.8
		17.6	48.2
		15.1	50.7



65.78

62

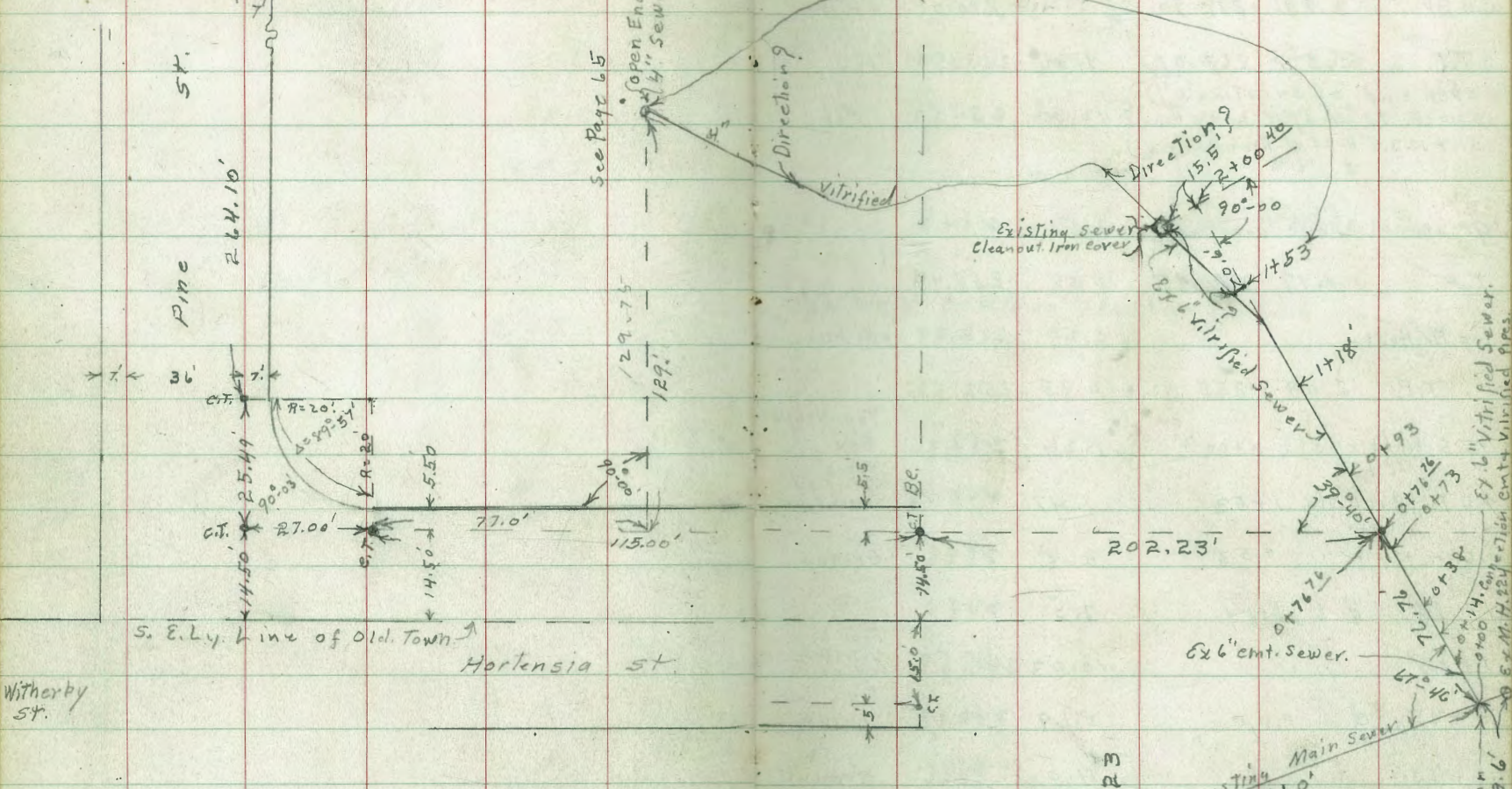
C			17.7	52.1	
1/2			10.8	55.0	
ob			7.8	58.0	
N			1.3	59.5	
T.P.	119	5419	1278	53.00	
T.P.	0.81	42.52	12.48	41.71	
T.P.	290	3401	11.43	31.09	811.
at to BM			7.52	26.49	16.47

5-25-35  
 Miller  
 Walker  
 Bliss

Survey of Existing Sewer in  
 Mission Hills  
 E. Line Hortensia St.

Levels Page 44

63



Witherby St.

INDEXED  
*Law*  
 OCT 3 1951

EX. M. H. 23

Old Plans and notes  
 Call for 283.5 ft  
 between manholes  
 6137-14 231.6  
 1764-L 28.6  
 293-D 28.06

Ex. 6" Vitrified Sewer  
 connection 49.6  
 Ex. 6" Vitrified Sewer  
 Ent. Vitrified Pipe

Levels on Ex-Sewers.  
Serving Mission Hills # 2.

					243.28						
B.M. RR	2.89	272.90	4"?	270.01	S. E. Trias + Pipe	T.P.	0.08	230.39	12.97	230.31	
T.P.	3.53	267.07	9.36	263.54		0+14 at connection	6" Vit Pipe	3.67	226.72	226.72	Top Ev. 6" Pipes.
Open End. of Existing 6" Sewer 97' N. of N. Line Pine St. + 123.5' N. of W. Line Horlensia		12.50	254.57	F.L.				3.2	227.2	227.2	Ground.
						0+00 connection Main Sewer		8.8	221.6	221.6	"
Ground. at above location		2.5	264.6			49.6 North of 0+00 = Ex M.H. on Main		7.35	223.04	223.04	Top. M.H.
T.P.	1.99	256.48	12.58	254.49	S. E. Pine + Witherby.	49.6 " " " " " " " "		13.43	216.96	216.96	F.L. 217.00 Profile
Top Fire Hydr.		0.20	256.28			M.H. 224, Old Town Sewage System.					
T.P.	2.09	255.62	2.95	253.53							
15.5 to Lt. of Sta 2+00 40		1.26	254.36		Top. Cleanout Box.						
0.6 to Lt. of Sta 1+53		7.47	248.15		Top. 6" Vitrified Sewer Pipe						
0.6 " " " " 1+53		2.8	254.8		Ground.						
1+18. 6" Pipe		7.5	248.1		"						
1+18		10.03	245.59		Top. 6" Vitrified Sewer Pipe						
0+93 6" Pipe		12.69	242.93		Top. 6" Vit. Sewer Pipe						
0+93		11.0	244.6		Ground						
T.P.	0.41	243.28	12.75	242.87							
0+73 6" Pipe		2.80	240.48		Top. 6" Vit. Pipe						
0+73		1.70	241.6		Ground						
0+38		7.8	235.5		"						
0+38		9.13	234.15		Top 6" Vit. Pipe						

Lot 5

Lot 6

Ties to hot Lines

6-6-35  
Miller  
Walker  
Bliss

Sewer Location for 65 #2  
Right of Way in Mission Hills #2.

Lot 4

Lot 3

Pine St.

Hortensia St.

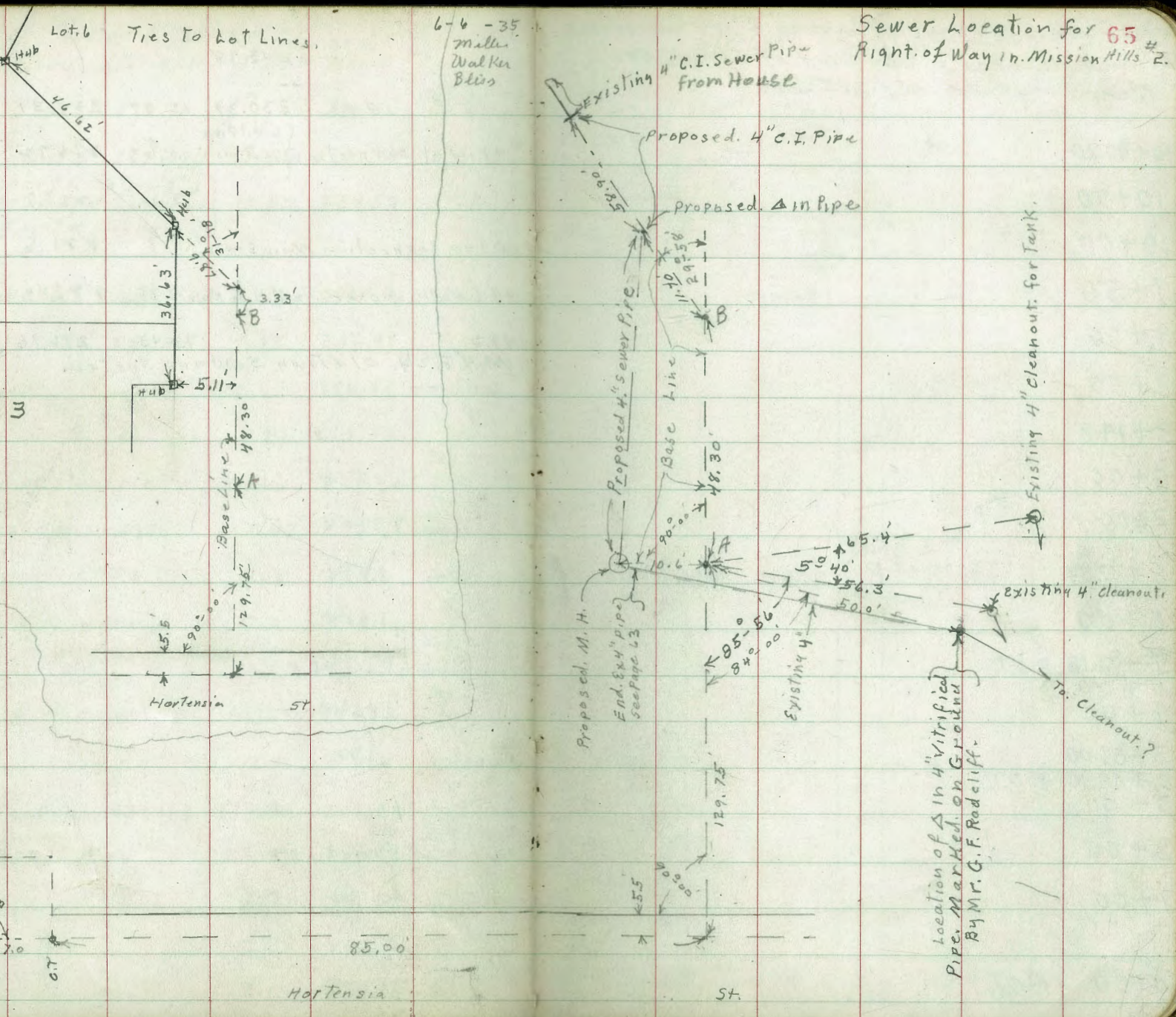
c.t. 25.49 c.t.

c.t.

85.00

Hortensia St.

St.



Proposed M.H.

End of 8\"/>

See Page 13

Existing 4\"/>

Location of 4\"/>

By Mr. G. F. Radcliff

Existing 4\"/>

To Cleanout?

Proposed Sewer Running "E" From M.H.  
 Which is 177.21 "E" of Int of Alley Bet.  
 Broadway and E and 31<sup>st</sup> St.

Bowen Caldwell } 6/12/35

Blk. 116, E. W. Morse's 66  
 506. Indexed  
 c.s.k.

10+80.20

10+50

10+00

9+50

9+00

8+50

8+14.8

8+00

7+00

6+37.59

00-04 R

at A { Vert. 617-91  
 84.57 slope

6+00

5+56.18 P.O.T.

5+00

4+00

3+51.00

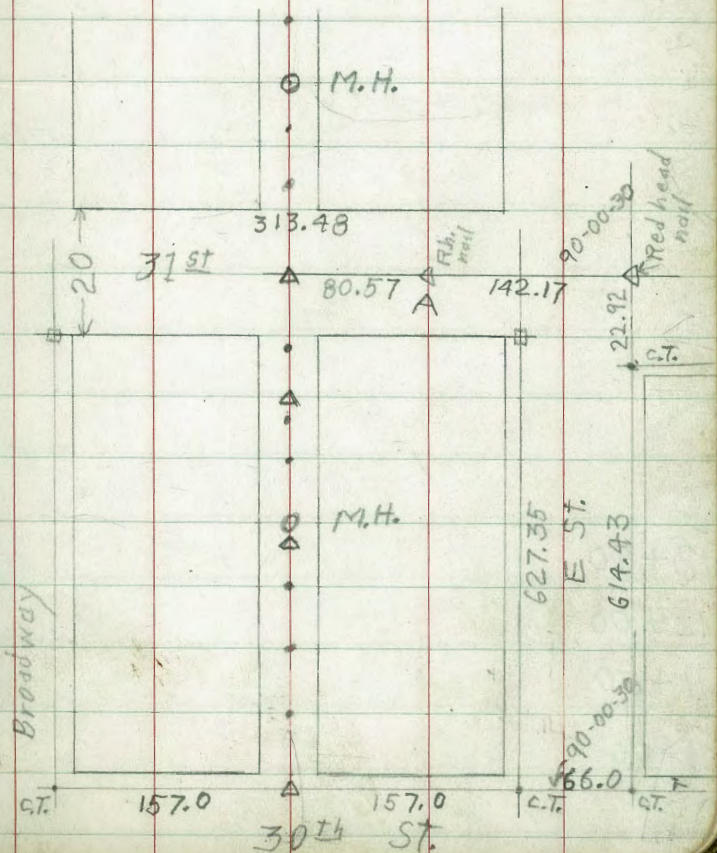
3+48.90 P.O.T.

3+00

2+00

1+00

0+00 P.O.T.



12+50

12+00

11+50

11+00

— Levels' Sewer —  
Page 66 For Align.

Partridge - Record  
Bower - Level  
Loosey - Rod

Sta.	B.S.	I.I.	F.S.	Elev.
	2.82	197.90		195.08
	S.E. Cor. 30 <sup>th</sup> St and B <sup>th</sup> way			
0+00	Int 7' Line on 30 <sup>th</sup> St 5.4			
1+00			4.5	193.4
2+00			2.7	195.2
3+00			2.7	195.2
T.P.	0.67	196.12	2.45	195.45
3+51	M.H.		1.87	194.25
4+00			5.5	190.6
5+00			12.9	183.2
T.P.	0.585	184.335	12.37	183.75
5+56.18	P.O.T.		8.4	175.9
T.P.	0.48	173.185	11.63	172.705
			1.48	171.705
			Setting Elev. across cannon	
6+00			11.3	161.5
T.P.	0.08	160.36	12.905	160.28
6+37.59			7.0	153.4
T.P.	0.645	148.485	12.52	147.84
7+00			12.0	136.5

30<sup>th</sup> St  
way

Elev. across

cannon

Int 31<sup>st</sup>  
and Alley

## Levels Sewer

69

Sta	B.S.	I.I.	F.S.	Elev.	
		148.485			
T.P.	0.70	137.625	11.56	136.925	Sta 7+00 Top Marker
T.P.	1.65	127.02	12.255	125.37	
7+80	Bottom Cañon		11.2	115.8	
8+00			9.2	117.8	
8+14.8	M.H.		8.9	112.25 F.L. 118.1 Top	(Proposed Sewer Begins Here)
T.P.	12.085	138.99	0.125	126.895	
8+50				121.9 H.L.	
9+00			1.5	137.5	
T.P.	11.495	149.315	1.17	137.82	Sta 9+00 Top Marker
9+50			3.0	146.3	
T.P.	11.91	158.57	2.655	146.66	Sta 9+50 Top Marker
10+00			1.8	156.8	
T.P.	11.81	168.97	1.41	157.16	Sta 10+00 Top Stake
10+50			1.0	168.0	
T.P.	6.03	174.38	0.62	168.35	Sta. 10+50 Top Stake
10+80.2 A			4.40	169.98	
			2.70	171.68	Elev. 171.795 Sec p 968 Setting Elev across Cañon



Sta	B.S.	I.I.	F.S	Elev
	0.39	172.095		171.705
			4.4	167.7
				175.9 H.L.
11+00			2.0	170.1
11+50			11.2	160.9
T.P.	0.335	161.82	10.61	161.485
12+00			7.2	154.6
T.P.	0.90	151.48	11.24	150.58
12+50			8.6	142.9
13+00			20.3	131.2
T.P.	12.51	163.12	0.90	150.58
	12.77	174.26	1.60	161.49
	12.27	176.37	0.16	174.10
	12.79	188.00	1.16	175.21
	11.72	197.975	1.745	186.255
			2.95	195.025

See pg 69

B.M. S.E. Cor. Concrete Incinerator about 60' E. House #1

Elev. sewer pipe House #1 } Sec/pq. 66 For House-1 & 2  
 Ground where sewer Pipe Leaves House #2

11+50  
Top of Stake

Approx. E 32<sup>nd</sup> St.

checking Back To S.E. Cor. 30<sup>th</sup> St & Broadway

S.E. Cor. 30<sup>th</sup> St & Broadway

Elev. 195.08



Re-sec of Talbot St  
3+30 to 7+50

Reb'lo Line

72

TP 038 238.52 12.7x 238.14

4+66  $\frac{11.4}{30}$   $\frac{11.0}{19}$   $\frac{16.7}{14}$   $\frac{16.3}{10}$   $\frac{235.0}{15.9}$   $\frac{15.4}{12}$   $\frac{12.6}{17}$   $\frac{12.1}{23}$   $\frac{12.4}{30}$

4+30  $\frac{9.8}{30}$   $\frac{8.4}{17}$   $\frac{14.0}{13}$   $\frac{13.2}{10}$   $\frac{238.0}{12.9}$   $\frac{13.3}{14}$   $\frac{8.9}{18}$   $\frac{7.8}{23}$   $\frac{8.1}{30}$

3+80  $\frac{7.5}{30}$   $\frac{4.8}{20}$   $\frac{5.4}{17}$   $\frac{8.3}{13}$   $\frac{243.2}{7.7}$   $\frac{8.2}{15}$   $\frac{5.0}{20}$   $\frac{5.4}{30}$

3+30  $\frac{2.2}{30}$   $\frac{2.0}{20}$   $\frac{3.1}{15}$   $\frac{347.5}{3.4}$   $\frac{3.5}{17}$   $\frac{2.1}{20}$   $\frac{2.0}{30}$

TP 0.78 250.88 13.19 250.10

W of Reb'lo Line

250.88

BM. Nov 1.49 263.29 261.80

at Talbot

6+00

$\frac{7.6}{30}$	$\frac{6.8}{15}$	$\frac{232.5}{5.97}$	$\frac{5.6}{14}$	$\frac{8.8}{19}$	$\frac{7.4}{22}$	$\frac{7.3}{30}$
------------------	------------------	----------------------	------------------	------------------	------------------	------------------

5+83

$\frac{7.4}{30}$	$\frac{6.37}{15}$	$\frac{233.0}{5.3}$	$\frac{5.1}{14}$	$\frac{8.45}{18}$	$\frac{6.3}{22}$	$\frac{6.2}{30}$
------------------	-------------------	---------------------	------------------	-------------------	------------------	------------------

FL. CURLY OUTLET

5+74

$\frac{7.61}{30}$	$\frac{6.32}{15}$	$\frac{233.2}{5.32}$	$\frac{4.6}{14}$	$\frac{5.8}{18}$	$\frac{5.5}{30}$
-------------------	-------------------	----------------------	------------------	------------------	------------------

5+37.36 Taken on E of paving

$\frac{7.36}{35}$	$\frac{6.18}{15}$	$\frac{233.2}{5.29}$	$\frac{4.6}{18}$	$\frac{3.18}{34}$
-------------------	-------------------	----------------------	------------------	-------------------

5+02

$\frac{1.4}{30}$	$\frac{1.5}{23}$	$\frac{6.6}{18}$	$\frac{233.6}{4.9}$	$\frac{3.26}{21}$	$\frac{2.65}{30}$
------------------	------------------	------------------	---------------------	-------------------	-------------------

FL. CURLY OUTLET

4+76

$\frac{+0.4}{30}$	$\frac{+0.8}{19}$	$\frac{5.3}{14}$	$\frac{4.6}{11}$	$\frac{234.5}{4.0}$	$\frac{3.2}{15}$	$\frac{5.37}{18}$	$\frac{2.5}{22}$	$\frac{1.7}{30}$
-------------------	-------------------	------------------	------------------	---------------------	------------------	-------------------	------------------	------------------

FL. INLET CURLY  
3.15 Tot Handled

238.52

238.52

8+00

$\frac{216.50}{11.3} = 19.168 \approx 16.5$  74

7+50

$\frac{12.4}{30}$   $\frac{11.5}{18}$   $\frac{8.4}{12}$   $\frac{219.8}{8.1}$   $\frac{8.0}{14}$   $\frac{8.6}{19}$   $\frac{7.5}{22}$   $\frac{7.5}{30}$

7+50

$\frac{6.6}{30}$   $\frac{6.8}{25}$   $\frac{8.8}{18}$   $\frac{6.0}{13}$   $\frac{222.0}{5.9}$   $\frac{5.7}{16}$   $\frac{7.1}{19}$   $\frac{5.7}{22}$   $\frac{5.4}{30}$

7+00

$\frac{4.3}{30}$   $\frac{5.5}{18}$   $\frac{3.0}{13}$   $\frac{224.8}{3.1}$   $\frac{3.1}{14}$   $\frac{4.7}{19}$   $\frac{3.7}{22}$   $\frac{3.5}{30}$

T.P. 0.59 227.86 11.25 227.27

$\frac{227.86}{5}$

6+50

$\frac{11.6}{30}$   $\frac{11.3}{18}$   $\frac{9.1}{13}$   $\frac{229.5}{9.0}$   $\frac{9.1}{14}$   $\frac{11.7}{19}$   $\frac{10.9}{22}$   $\frac{10.7}{30}$

6+50

$\frac{9.3}{30}$   $\frac{8.9}{20}$   $\frac{7.0}{16}$   $\frac{232.0}{6.53}$   $\frac{6.2}{14}$   $\frac{9.0}{19}$   $\frac{8.0}{22}$   $\frac{8.1}{30}$

238.52

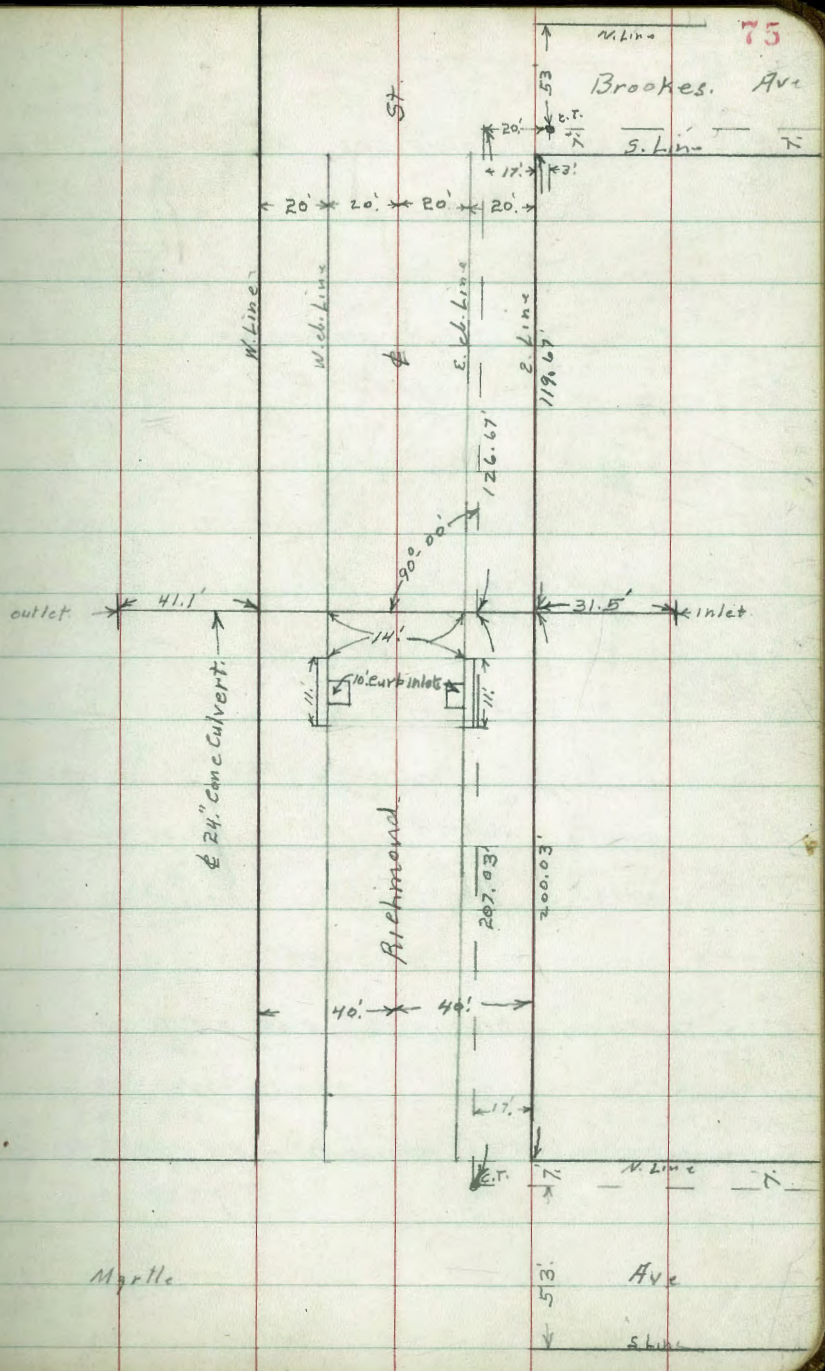
$\frac{238.52}{5}$

11-19-36

Miller  
Walker  
Bliss

Location. Existing 24" Conc. Culvert  
Richmond North of Myrtle

Indexed  
C.S.K.



75



6-28-38  
Miller

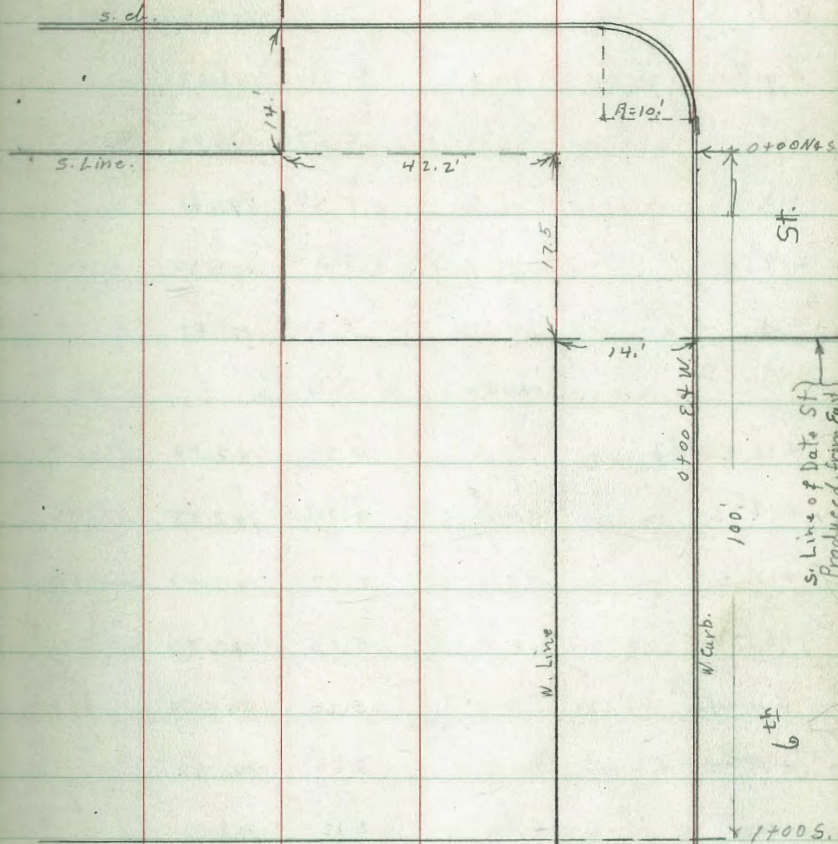
X Sec. S.W. Cor. 6<sup>th</sup> + Date St.

W. Line of 6<sup>th</sup> St }  
Produced from North }  
Date St

Indexed  
C.S.N.

77

BM.B.P.	5.12	147.29	142.17	S.W. 6 <sup>th</sup> & Date St's
Set BM.B.P.		5.64	141.65	+ Date St's
1+00 South = hot line				
W. ch. 6 <sup>th</sup>		10.23	132.06	
W gutter of 6 <sup>th</sup>		10.82	136.47	
+ 6.5C		10.55	136.74	
+ 13		10.31	136.96	
+ 19. <sup>E</sup>		10.22	132.07	
+ 26.8 = 6 <sup>th</sup>		10.18	132.11	
0+50' South				
W. ch. 6 <sup>th</sup>		7.77	139.52	
W. gutter		8.29	139.00	
+ 6. <sup>E</sup>		8.00	139.29	
+ 13		7.86	139.43	
+ 19. <sup>E</sup>		7.70	139.59	
+ 26. = 6 <sup>th</sup>		7.65	139.64	
0+17. <sup>E</sup> South				
W. ch. of 6 <sup>th</sup>		6.04	141.25	
W. gutter		6.57	140.72	
+ 6. <sup>E</sup>		6.28	141.01	



				147.29	
			+ 13	6.12	146.17
			+ 19. <sup>E</sup>	6.00	141.29
			+ 26. = 6 <sup>th</sup>	5.98	141.31



142.29

0+00 N+S. = s. line of Date to W

W. cl. 6 <sup>th</sup>	5.00	142.29
W. gutter	5.66	141.63
+6. <sup>5</sup>	5.57	141.22
+13.	5.38	141.91
+19. <sup>5</sup>	5.27	142.02
+26. = 6 <sup>th</sup>	5.30	141.99

0+14' N. = s. cl. Date

+26. E = 6 <sup>th</sup>	4.70	142.59
+19. <sup>5</sup> E	4.74	142.55
+13. E	4.87	142.42
+6. <sup>5</sup> E	5.05	142.24
W. cl. of 6 <sup>th</sup>	5.20	142.09

+14. W. = W. line gutter	5.60	141.69
+14. W	5.12	142.17
+25. W	5.87	141.42
+25. W	6.24	141.05
+36. <sup>2</sup> W	6.92	140.37

+36. <sup>2</sup> W	6.55	140.74
+56. <sup>2</sup> W	7.84	139.45
+56. <sup>2</sup>	8.17	139.12

W. cl. 6<sup>th</sup> to NW. line 6<sup>th</sup> to N

147.29

6<sup>th</sup> & Date

78

+84. W gutter	9.85	137.44
+89. W cont. cl.	9.53	137.76
+114. W " "	11.24	136.01
+114. W gutter	11.68	135.61

+20.<sup>5</sup> N. of s. Line Date

+114. W	11.21	136.08
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+84. W	9.34	137.95
--------	------	--------

+56. <sup>2</sup> W	7.77	139.52
---------------------	------	--------

+36. <sup>2</sup> W	6.47	140.82
---------------------	------	--------

+25. <sup>1</sup> W	5.82	141.47
---------------------	------	--------

+14. W	5.35	141.94
--------	------	--------

00 = W. cl. 6 <sup>th</sup>	4.96	142.33
-----------------------------	------	--------

+6. <sup>5</sup> E	4.78	142.51
--------------------	------	--------

+13. E	4.63	142.66
--------	------	--------

+19. <sup>5</sup> E	4.54	142.75
---------------------	------	--------

+26. E = 6 <sup>th</sup>	4.49	142.80
--------------------------	------	--------

+27. N. of s. Line Date

+26. E = 6 <sup>th</sup>	4.34	142.95
--------------------------	------	--------

+19. <sup>5</sup> E	4.39	142.90
---------------------	------	--------

+13. E	4.46	142.83
--------	------	--------

147.29

+ 27. N. (con)

+ 6.5 <sup>E</sup>	4.60	142.69
00 = W. ch. Line of 6 <sup>th</sup>	4.74	142.55
+ 14. W.	5.11	142.18
+ 25.1 <sup>W</sup>	5.51	141.78
+ 36.2 <sup>W</sup>	6.07	141.22
+ 56.2 <sup>W</sup>	7.36	139.93
+ 84. W	8.94	138.31
+ 104. W	10.90	136.39
+ 33.5 <sup>N.</sup> of S. Line Date		
+ 104. W	10.68	136.61
+ 84. W	8.83	138.46
+ 56.2 <sup>W</sup>	7.09	140.20
+ 36.2 <sup>W</sup>	5.85	141.44
+ 25.1 <sup>W</sup>	5.33	141.96
+ 14. W	4.94	142.31
00 = W. ch. of 6 <sup>th</sup> st	4.62	142.67
+ 6.5 <sup>E</sup>	4.44	142.81
+ 13. E	4.36	142.93
+ 19.5 <sup>E</sup>	4.26	143.03
+ 26. E	4.18	143.11

147.29

40' N. of S. Line = Date st

+ 26. E	4.12	143.11
+ 19.5 <sup>E</sup>	4.23	143.06
+ 13. E	4.33	142.96
+ 6.5 <sup>E</sup>	4.44	142.83
00 = E ch	4.60	142.69
+ 14. W	4.92	142.37
+ 25.1 <sup>W</sup>	5.30	141.89
+ 36.2 <sup>W</sup>	5.64	141.61
+ 56.2 <sup>W</sup>	6.87	140.42
+ 84. W	8.64	138.65
+ 104. W	10.50	136.79

6<sup>th</sup> + Date

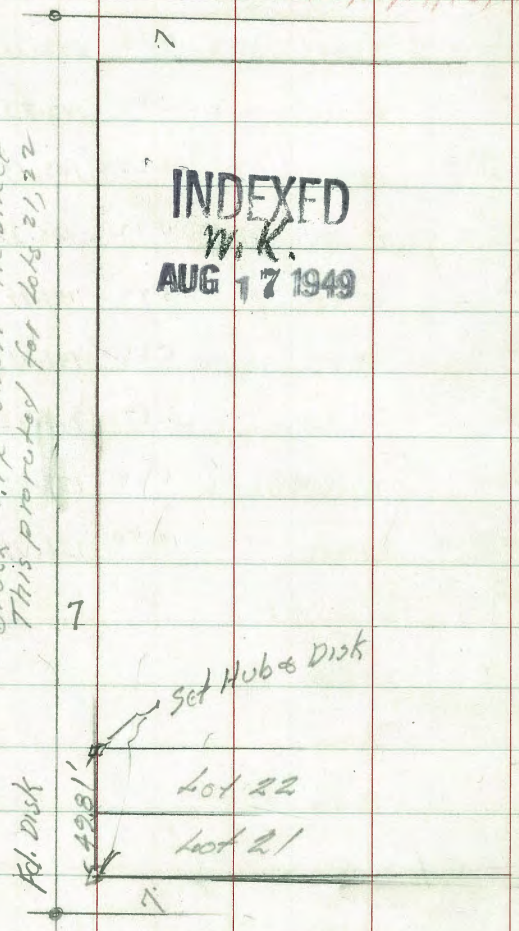
79

80 Replace lost Corners  
lots 21, 22 Pacific Beach

+6 Walker  
Johnston  
+9 Pope  
+11 Crawford  
8-17-49

Cass St.  
Block 75 Sub of Ave bet. Pacific Beach  
12, 14, 15, 39, 40, 41

Block 194 Street  
This project for lots 21, 22  
Deyl



INDEXED  
M.K.  
AUG 17 1949

Daves

DIRECTIONS FOR USE OF TABLE

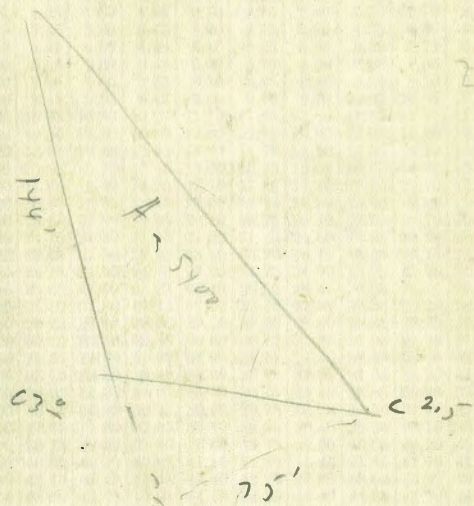
TABLE

Directions of slope take from this or similar  
table for any width roadway slope 1:2 to 1  
If ground is level, level the top or bottom  
slope is located by the double width method  
left column and top row.

IMPROVED TABLES  
AND  
INFORMATION

To find Tables and Tables for curves of  
any other degree divide by degree of curve  
and correction found in column of correction  
Determine curve with a given I and P  
by dividing correction for constant P by  
given degree, for example:  
The diameter of a circle of the degree in  
the curve is very nearly the same as the  
diameter divided by twice the radius.

C 120



08  
 3  
 148

25.5  
 2.75

14.15

7.37

25.5

3.0

347.5

5.8

7.4

1400

1144

36

1080

144

75

720

1008

2110800

5400

$$5400 \times (2.8 + 7.4) = 15000 \text{ c.y.}$$

10  
 20

94  
 1+4.5  
 1+3.5  
 1+55.5  
 1+76

129  
 55  
 1235

3.33

9.87

46.63

310.18

14

11.1

25.1

36.2

56.2

14

6.5

20.5

270

6.5

33.5

400

60  
 12.5  
 47.5

59  
 35  
 94  
 82  
 176  
 33.4  
 209.4

3.4  
 4.7  
 8.1  
 12.0  
 26

91-36  
 85-56  
 5-40

17.7  
 4.7  
 22.6  
 2.4

65.4

56-30

3.33

9.87

46.63

310.18

14

11.1

25.1

36.2

56.2

14

6.5

20.5

270

6.5

33.5

400

33.1  
 2.0.4

12.3  
 3.5  
 18

3782.2  
 48  
 3737.2  
 38  
 3775.2

15  
 11  
 16  
 18  
 39

24.5  
 17.5

57  
 17  
 76

209  
 1.5  
 1204

3782  
 7  
 3775

337.2  
 34

219.4  
 15.4  
 204.0

69

17.5

84.5

104.0

124.5

145.0

165.5

186.0

206.5

227.0

247.5

268.0

288.5

309.0

329.5

350.0

370.5

391.0

411.5

432.0

452.5

473.0

493.5

514.0

534.5

555.0

575.5

596.0

616.5

637.0

657.5

678.0

698.5

719.0

739.5