

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.

2.79  
3.56  
434  
112  
194  
213

695  
540  
1235  
6.19

MICROFILMED

APR 15 1965

2.79



Index

BK 290

CAD

Jewel St. Fortuna to P.B. Drive	Water line	3-4 ✓
Congress St. Storm Drain		5-11 ✓
" " Cl. inlet #1 and #2		7-12 ✓
Sierra Mar-way sewer Amalti St. Hillside Dr. to 100' sq.	water line	12-14 ✓
Savoy St. Varona to La Paloma	Pave. - curbs	15 ✓
Pave Ingraham - south of Garnet		17 ✓
Noyes - Oliver to Reed Also Per. Alley in BIKs. 280 + 281 Pac. Beach		P 49 & 18-20
Country Club Hqts Sewer (See page 2)		21-38 ✓
Pacific Beach Vista Storm Drain		39-44 ✓
Pacific Beach Drive sewer		45-48
Savoy St. La Paloma to Varona		50-51
Sewer Alley Bk. 7 Paulys Add.		52
Drain Alley BIK 45 Ocean Beach		53 Lt. ✓
Calle Corta - Sewer		53 RT
Sewer Redlands Drive		54
Kurtz-Huston Alley BIK 27 PL. 277 steter sewer		55-56
Alley Bk. 19 Ocean Beach - 57 ✓	Sierra Vista + Altura (Drain)	68-69 ✓
Grade stakes 67th El Cajon North 59 ✓	Redland Dr. Cl. stakes west of 55th P70	
Sewer Bldg 18th + A. - - - - 61 ✓	West. St. Logan to Ocean View	71-73 ✓
Sewers 40th Between Alpha + Beta - 63 ✓	Fortuna - East of Lammont (ditch)	74-5
Storm Drain Zoo Drive to Zoo Grounds ✓	Curlew + Pennsylvania (Drain)	76 ✓
across Roosevelt Jr. High grounds 64	Bond St. - Fill grades	77 ✓
Alley Bk. 22 Pac. Beach 65 ✓	Culvert Aldine + Monroe	78 ✓
Cl. Ret. Kendall - at Chico + Pt. Dr. crown 66	Rasocrans + Hugo - Curb	79
Alley Bk. "A" Redland Gardens - 67 ✓		

Country Club Hqts Sewer

Carrizo Dr - BIK. C - Brodiaea way + Romero Drive	21-23 ✓
BIK. E. + Encelia Drive	24-25 ✓
Country Club drive - BIK. D. Romero Drive      Remley place      Encelia Drive	26-29 ✓
Romero Court (from Romero Drive to Remley Place)	P 29pt ✓
Romero Drive (S. East of Romero court)	30 ✓
BRODIAEA WAY - North of Romero Drive	31 ✓
Country Club Drive. Also BIKs. "B" + "C"	32-35 ✓
South thru BIK. "A" Country Club Hqts.	36 ✓
North " " " " " "	37 ✓
Lot #4 - BIK. A + Lot #2 BIK C	38 ✓

Jewell St.

12/15/52

C.H.S.

Fortuna to Pac. Beach Dr.

Sheet 8890-L F.B 2033-P-43

4+50

4.79  
44.15

5  
Indexed  
Paw

stakes 15' East of E Jewell

C 0.64

0+00 = Nly. line Fortuna.

4+00

4.17  
43.63

stakes set to paving finish grade.

C 0.54

B.M. = S.W. Lt. P.B. Drive + Kendall EL. = 45.21

3+50

3.83  
43.10

S.E. Lt. Jewell } EL. = 45.78  
+ P.B. Drive }

C 0.73

1+05

40.84  
39.91  
C 0.93

3+00

3.52  
42.58  
C 0.94

0+85

40.49  
39.35  
C 1.14

5R  
2+50

43.07  
42.05  
C 1.02

0+65

40.21  
38.71  
C 1.50

2+00

2.45  
41.53  
C 0.92

0+125

8.70  
36.88  
C 1.82

1+85

2.26  
41.37  
C 0.89

Nly. Fortuna  
0+00

8.19  
36.55  
C 1.64

1+65

1.86  
41.11  
C 0.75

0-31

5.78  
35.61  
C 0.19

1+45

1.64  
40.79  
C 0.85

0-475

Make connection

1+25

1.15  
40.38  
C 0.77

Rate .0105 per ft.

Jewel st  
water line

4

Water service stakes 5' so. of riser  
1' back of back of al.

water service  
2+05 East of grade

2.96
42.04
<hr/>
00.92

water service  
0+80 East. of grade

41.12
39.25
<hr/>
01.87

5+25

Make connection

4+75

44.96
44.41
<hr/>
00.55

Congres St. Storm Drain

Indexed  
5-19-52

5

1-23-52

C.H.S.

E B 077

R Sisson

W Oltman

Station same as 07 { 9132-L  
9131-L

6+50

58.83

49.85

C 8.98

B.M. 2 0+38<sup>1</sup>  $\frac{2104}{57}$  FLI= 4.18

6+00

5.90%

62.95

52.75

C 10.20

2+50

72.75

62.60

C 10.15

5+60.82 = C.O. #3

65.88

55.13

C 10.75

2+10.86 C.O. #2

73.75

63.53

C 10.22

5+50

66.97

55.40

C 11.57

2+00

~~63.80~~

5+00

8' 11" 80'

66.98

56.60

C 10.38

1+50

74.74

65.00

C 9.74

4+50

8' 11" 80'

68.99

57.80

C 11.19

1+00

2.40%  
0-8' 11" 80'

75.93

66.20

C 9.73

4+00

2.40%

70.38

59.00

C 11.38

0+50

77.01

67.40

C 9.61

3+50

71.03

60.20

C 10.83

0+00 = C.O. #1

77.70

68.59

C 9.11

3+00

71.53

61.40

C 10.13

Con

stakes 6' RT dte

54.22 T-A

6

9+25  
 41.41  
 33.73  
 C-7.68

13.00

23.95  
 15.20  
 C 8.75

9+12.05 C.O. #4  
 41.95  
 34.41  
 C-7.54

For C.B. on  
 LT+RT.  
 see p.-7-RT.

12+50

3.70%

36.00  
 17.05  
 C 8.95

9+00  
~~35.11~~

12+36.10 C.O. #5

26.58  
 17.56  
 9.02

8+75  
 43.66  
 36.58  
 C-7.08

12+00

27.77  
 19.43  
 C 8.34

8+50  
 44.53  
 38.06  
 C-6.47

11+50

29.25  
 22.03  
 C 7.82

8+25  
 45.19  
 39.53  
 C-5.66

11+00

32.66  
 24.63  
 C 8.03

8+00  
 46.22 TP  
 41.01  
 C 5.21

10+50

5.20%

35.71  
 27.23  
 C 8.48

7+50  
 51.86  
 43.95  
 C-7.91

10+00

8' LT +

37.75  
 38.57  
 29.83  
 C 8.74  
 37.75  
 38.75  
 29.83 - 6' RT  
 C 8.92  
 C 7.92

7+00  
 55.11  
 46.90  
 C-8.21

9+50

40.99  
 32.43  
 C 8.56  
 40.20  
 32.43  
 C 47.77

set BM on X Side walk

42.19

w/ly con. Conspectio Ampudia

13' + 2' - E. + N. of prop

15+93.84

3.70 to 4. Equal parts in curve.

17.11  
4.32  
C 12.79

15+76.57

C 18.31  
4.96  
C 13.35

15+59.30

18.84  
5.60  
C 13.24

15+42.23 = B.C.

19.09  
6.24  
C 12.85

15+00

19.75  
7.80  
C 11.95

14+69.9 C.O.# 6

20.13  
8.91  
C 11.22

14+50

20.44  
9.65  
C 10.79

14+00

3.70 to

21.46  
11.50  
C 9.96

13+50

22.08  
13.35  
C 8.73

C.I. #2 Ampudia + Congress at San Diego

top. cb  
/ 42.57

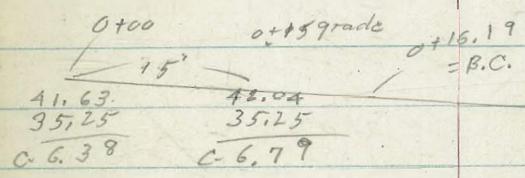
Lk. ppa  $\frac{42.60}{37.45}$   
5.15

Top. C.O. #9  $\frac{14.61}{15.10}$   
19+25.87 F 0.49

Top. C.O. #7  $\frac{15.94}{16.90}$   $\frac{10.41}{16.00}$   
16+11.14 F 0.05 F 5.59  
M.H.

Top. C.O. #8  $\frac{12.97}{11.27}$   
17+47.15 C 4.70  
7.76  
11.27  
F 3.51

cb inlet #1 = Ampudia + San Diego



0+35.61 =  
= 9+12.05  
Main line  
34.41

16+11.12 = E.C. = C.O. #7

$\frac{15.95}{3.68}$   
C 12.27

Top. C.O. #9  $\frac{9.27}{15.10}$   
F 5.83

Condo st.

19+50	13.97	13.67
	-2.57	-2.57
	C-16.54	C-16.24

19+29.87	14.73	14.61
C.O.#9	-2.30	-2.39
19+25.87		C-17.00
	C-17.03	

19+00	15.28	
	-1.81	
	C-17.09	

18+50	14.22	
	-0.86	
	C-15.08	

18+00	13.24	
	+0.09	
	C-13.15	

C.O.#8	12.97	
17+47.15	1.09	
	C-11.88	

17+00	13.20	
	1.99	
	C-11.21	

16+50	14.33	
	2.94	
	C-11.39	

Condo st.

8

Def. = 4° 22'	187
23+24.68 = Mid curve	-6.73
	C-8.60

= 27.02	
Def. 2° 11' ch per 5' offset	2.27
22+98.03 1/4 curve	-6.43
	C-8.74

22+71.38 = B.C.Rt.	21.40
	-6.14
	C-8.54

22+50	2.55
	-5.90
	C-8.45

22+00	2.70
	-5.34
	C-8.04

21+50	2.94 <sup>T.P.</sup>
	-4.79
	C-7.73

21+00	3.72
	-4.23
	C-7.95

20+50	6.32
	-3.68
	C-10.00

20+00	9.95
	-3.12
	C-13.07

Conde St.

Indexed

3+62.32 = C.O.#7

10.00  
7.90  
C-9.10

3+56.74 = P.I.C.

16.00  
8.09  
C-7.91

3+41.20 Mid Curve

16.94  
8.62  
C-8.32

3+25.67 B.C.

12.70  
9.15  
C-8.55

± existing pipe  
23+80.48

Def. 8°-43'-30"  
23+77.98 = end of curve

1.20  
-7.32  
C-8.52

Def. 6°-33'  
23+51.33 = 3/4 curve

1.60  
-7.02  
C-8.62

Conde St. Congress to San Diego Ave

9

3+00

18.73  
10.02  
C-8.71

2+50

20.44  
11.72  
C-8.72

2+00

21.90  
13.42  
C-8.48

1+50

23.73 T.P.  
15.12  
C-8.61

1+00

25.62  
16.82  
C-8.80

0+50

26.33  
18.52  
C-7.81

0+00 = C.O.#10

8.75  
30.75  
F 2.00

30.67  
20.27  
C-10.40

to cb. inlet  
to East

24.00

0-49.71 = cb. inlet #6

32.22  
26.30  
C-5.92

Arista st  
San Diego to Congress

2/25/52

0400 =  
3 1.12  
27.91  
C- 3.21

0409.21 = E.C.  
30.10  
27.40  
C- 2.70

4<sup>1/2</sup>  
Mid curve  
8.82  
26.55  
C- 2.27

0435.39 = E.C.  
7.98  
25.70  
C- 2.28

0450  
8.14  
24.78  
C- 3.36

1400  
8.87  
21.65  
C- 7.22

1450  
20.40 T.P.  
18.52  
C- 7.94

1465.39  
17.56

Arista st +  
2/29/52

Jefferson st. 10

3400  
8.39  
0.91  
C- 7.48

2450  
9.38  
2.76  
C- 6.62

2400  
3.70 %  
14.74 T.P.  
4.61  
C- 10.13

1450  
19.00  
6.94  
C- 12.10  
1437 C- 12.06

1431.00 C.O.M. 11  
19.00  
7.16  
7.23  
C- 11.77  
1425  
13.6A  
20.10 = top  
F 6.46

1400  
16.38  
7.53  
C- 8.85

0450  
14.95  
8.13  
C- 6.82

0405<sup>E</sup> top. cl.  
14.51 5' dl

0400 = C.I. #7  
14.55 F 0.59  
8.73  
C- 5.82

0405<sup>E</sup> = top. cl.  
14.60 5' dl  
13.10  
F 0.50

Arista + Jefferson  
streets.

A+58.92 = C.O. #9      -2.30      15.10 = top.

A+50      14.29  
         -2.16  
         C-16.40

A+00      9.38  
         -1.36  
         C-10.74

3+50      8.90  
         -0.50  
         C-9.40

3+39.92 = Top. cl.      8.50      8.44  
                              8.12      8.12  
                              C-0.44      0.32

3+31.92 = C.I. #8      8.29  
                              -0.27  
                              C-8.50

3+23.92 Top. of cl.      8.19      8.50  
                              8.12      8.19  
                              C-0.07      0.31

Cl. inlet #3 Arista + Congress  
stakes 3' back face of cl.

0+00 = Fly. line Arista

Raised grade 0.15 to meet walk.

0+00	0+10	IE Box 10	IE at Clearance
<del>7.50</del>	<del>7.18</del>	7.18	5.50
27.20	27.00	20.90	20.50
C-0.36	C-0.18	C-6.28	C-5.00
7.40	27.00		
27.20 <sup>x 1/2</sup> walk	27.00		
C-0.20	Grade		

← Resot 8' Back C.O. Man Hole  
" 5' "

cb inlet #4 Conde St.

37+55.15	13.54	13.46	17+39.15 - 3' Back	C.O. #8
S.Wly.	12.17	12.17	N.Ely	7.76
C-1.37		C-1.29		11.27
3.54		3.61		F 3.51
12.17		12.17		
C-1.37		C-1.44		

7' Back

cb inlet #5 Conde St.

17+55.15	3.08	17+39.15	3.63
S.Wly. end	11.67	N.Ely. end	11.67
C-1.41			C-1.96

7' Back

S.E. 12' Rad. Cl. Ret. Conde + San Diego

B.C.	4.02	Mid. Curve	1.89	E.C.	1.25
S. Diap. } C 1.98	32.04	= 31.63		31.20	
(on Hydt.)		C-0.26		C-0.05	



Sierra Mar Way.

Sewer

4/24/53

13

R.E. 32 Disk in wall E.V. = 149.64

set B.M. on disk 4' Lt sta 3+00

3+17 = stub end  
7.23  
142.03  
C-5.20

3+09 = stub end

147.42  
141.81  
C 5.61

2+90 A

2.78  
↓

Back 46.41 46.80 ahead  
141.30 141.30  
C 5.11 C 5.50

2+75

46.27  
140.39  
C-5.88

2+50

6.07  
↓

44.65  
138.87  
C-5.78

2+25

43.21  
137.35  
C-5.86

2+06

42.04  
136.20  
C 5.84

2+01<sup>10</sup> = M.H. # 2

135.90

1+96<sup>10</sup>

141.65  
135.33  
C-6.32

1+75

9.41  
132.93  
C 6.48

1+50

6.99  
130.08  
C 6.90

1+25

33.71  
127.23  
C-6.48

1+00

11.4  
↓

130.20  
124.38  
C 5.82

0+75

127.10  
121.53  
C 5.57

0+50

123.80  
118.68  
C-5.12

0+25

121.15  
115.83  
C-5.32

0+00

8.82  
112.98  
C-5.84

Amalfi St to 100' sly.  
Hillside Dr to 100' sly.

8" Sewer

sketch. on P 12

14

1+00

121.10  
113.98  
C-7.12

0+75

120.54  
112.73  
C-6.81

0+50

120.08  
113.48  
C-6.60

0+25

119.37  
113.23  
C 6.14

= 0+00 P. 12 & 13

0+00-

118.48  
112.98  
C- 5.50

Water line

Savoy St.

Varona to La Paloma

5-7-52

stub 5' west of Prop.  
sewer lateral  
3+45 (on west)

Indexed

15

B.M. = Chiseled  $\square$  sly. end. } FB = L 9183  
S.W. Ret. Varona + Savoy } 2147 L 9183-A  
EL = 279.38 P 2

71.75  
264.00  
C- 7.75

3+00 8.30  
264.54  
C- 3.76

6+20 <sup>42</sup>

M.H.  
258.13

2+50 9.98  
266.08  
C 3.90  
T.P. 270.43

6+00 59.91  
255.30  
C- 3.81

259.57  
s.w. 20' Rad. H=6.

2+00 71.54  
267.62  
C 3.92

5+90 <sup>42</sup> ob. B.C. - Five Hydt. d. grade 259.30  
9.80  
C 0.50

1+50 72.82  
269.16  
C- 3.66

5+50 60.49  
256.84  
C- 3.65

1+00 4.40  
270.70  
C 3.70

5+00 T.P. 261.97  
258.38  
C- 3.59

0+50 6.10  
272.24  
C- 3.86

4+50 63.68  
259.92  
C- 3.76

Nly. line Varona  
0+00 7.64  
273.80  
C 3.84

4+00 5.22  
261.46  
C- 3.76

0-40

3+50 6.80  
263.00  
C 3.80



Paving of Ingraham

East Side Ingraham - Garnet to  
1/2 Blk. So. of Garnet

C.H.S. 5/14/22  
B099  
Johns

B.M. shown on plans also S.E. B.P. Garnet  
& Ingraham gone checked curbs  
as shown on opposite page & used  
same for B.M.

Indexed

17

Top of bl.	East Corner	
62.36 Set on Thu	61.69 X	S.L. Garnet
	↑ Rahool 25' stations	
3' N. Alley	60.86 X	60.93 Alley E.C. X
61.50 ✓	60.83 X	N.L. Alley 20' alley 3' ab Rad. 20' curbs
61.34 ✓	60.67 60.63 X	S.L. Alley 60.76 X
3' So. Alley		60.76 X
60.46 ✓	59.79	N.L. Hornblend End. of 61.30 X

Noyes

3,021.0

Oliver to Reed

Indexed

5-21-52

W.O.# 62251

C.H.S.

Begg

Altman

Johns

B.M. = 1/2 hub & Alloy Blk 281

+ wly. 7' Noyes (9591-L)

EL. = 6.17

Set B.M. wly 7' +  $\frac{1}{2}$  Reed disk EL. = 12.59

wly 10' line } Noyes + Oliver  
wly 5' line } R.P. x in walk EL. = 8.01

		Rough Cr.	Ch.			Rough Cr.												
0+90	x Line	9.16 4.76 C 4.40	4.50 4.76 FO.126			9.84 4.55 FO.71	4.67 4.55 C 0.114											
0+70	3'	8.56 4.33 C 4.23	3.83 4.33 FO.50			3.30 4.04 FO.74	4.32 4.04 C 0.28											
0+50	3'	9.53 4.01 C 4.52	3.55 4.01 FO.46			2.69 3.66 FO.97	3.50 3.66 FO.12											
0+30	3'	8.45 3.79 C 4.66	3.20 3.79 FO.59			1.88 3.37 FO.49	2.77 3.37 FO.60											
Ch.E.C.	0	7.86	3.06			0.95	1.55											
0+10	3'	3.60 C 4.26	3.60 FO.54			3.13 FO.18	3.13 FO.58											
wly. Oliver	0	7.10	3.14			1.00	1.31											
0+00	5'	3.60 C 3.50	3.60 FO.46			3.00 FO.00	3.00 FO.69											

8.55 T.P.

5.61  
6.69  
FO.08

5.02  
6.56  
FO.54

2' Rad. 18  
6.90  
6.90

5'  
6.06  
6.63  
FO.57

5.61  
6.53  
FO.92

6.49  
6.48  
FO.50

18'  
6.52  
FO.50

5'  
5.64  
5.71  
FO.27

5.16  
5.81  
FO.65

5.77  
5.67  
FO.45

18'  
5.71  
FO.00

2' Rad. 5.16  
5.61  
FO.45

4.70  
5.60  
FO.70

2' Rad. 5.71  
FO.02

	Rough Cr.	Ch.	Rough Cr.	
2+70	11.50		11.97	11.97

	Rough Cr.	Ch.	Rough Cr.	
2+60	12.33 11.10 C 1.23	10.84 11.10 FO.26	11.06 11.53 FO.47	3.20 11.53 C 1.67

	Rough Cr.	Ch.	Rough Cr.	
2+05	11.33 8.90 C 2.43	8.23 8.90 FO.67	7.89 9.12 FO.23	11.75 9.12 C 2.63

	Rough Cr.	Ch.	Rough Cr.	
1+50	9.58 6.69 C 2.90	5.95 6.69 FO.74	5.12 6.70 FO.58	7.26 6.70 C 0.50

	Rough Cr.	Ch.	Rough Cr.	
1+30	8.04 5.94 C 2.10		5.87	5.64 5.87 FO.23

	Rough Cr.	Ch.	Rough Cr.	
1+10	8.19 5.30 C 2.89	5.38 5.30 C 0.08	4.22 5.16 FO.94	5.27 5.16 C 0.11

Alley  
From Noyes - West.

BIK 281 Pac. Beach.

*Indexed*

19

North  
= At.

		South		North				
					0+20			7.15 8.80 C. 0.35
0+70	X-2	10.71 10.12 C 0.59		10.56 10.32 C 0.24	X-0.45	0+15		9.12 8.70 C 0.42
0+50	X-2	10.31 9.95 C 0.36	10.31 9.45 C 0.86	9.10 9.65 F 0.55	9.10 9.05 C 0.05	X 0+10		9.11 8.48 C 0.63
0+30	X-2	8.85 8.70 C 0.15	9.85 9.10 F 0.25	9.18 9.30 F 0.12	9.18 8.88 C 0.30	0+05		9.06 8.09 C 0.97
0+20	X-2	8.79 8.60 C 0.19	8.79 9.00 F 0.21	9.15 9.40 F 0.05	9.15 8.80 C 0.35	End. 1+50	South 14.90 12.61 C 2.29	North 13.83 12.90 C 0.93
0+10	X-2	8.88 8.50 C 0.30	8.79 8.56 C 0.23	9.11 8.78 C 0.33	9.11 8.72 C 0.39	1+35	14.13 12.36 C 1.77	13.00 12.62 C 0.38
						1+20	12.50 12.08 C 0.42	12.98 12.28 C 0.60
Wly. Noyes 0+00	X-2	8.66 7.45 C 1.21		8.68 7.70 C 0.98	X-2	1+00	11.84 11.55 C 0.29	12.05 11.35 C 0.70

see page 07  
at.

Alley Bk 280 Pacific Beach  
 From Noyes - East

	<u>North</u>	<u>South</u>	
End 0+50 X-2'	7.41 7.10 C0.31	8.03 8.80 F0.77	D-2'
0+20 X-2'	7.64 7.42 C0.22	6.01 7.12 F1.11	D-2'
W Ely. Noyes 0+00 X-2'	6.89 6.46 C0.43	5.05 6.03 F0.98	D-2'

Country Club Sewer 2-6-52

Carrizo Dr. - BIKC. C.C. Hqts

Brodiea way & Romero Drive

F.B. 2095

Sheet 1567-D

" 1566-D

4+68.18 Ahead  
 $\Delta 31^{\circ}07'$  Lt.  
 $\Delta 30^{\circ}15'$  Lt.  
= 4+64.18 Ahead  
4+53.14 Back  
4+57.14

T.P. on New & stub 21  
EL = 507.24

500.23

Indexed

52.14  
4+48.14

505.61  
500.00  
C-5.61

2+20 = Brk.

79.99  
476.50  
C-3.49

A.P.A.

4+22.5

500.63  
496.80  
C-3.83

2+00

7.14  
472.00  
C-5.14

4+00

100.64  
494.45  
C-6.19

B.C.  $\Delta 44^{\circ}34'$  Rt. to chord,

1+88.87 Ahead

1+91.34 Back M.H.#11

78.71  
469.49  
C-9.22

3+62.43

5.30  
490.52  
C-4.78

1+50

69.90  
464.09  
C-5.81

3+57.43 =  $\Delta 85^{\circ}01'$  Lt.

93.61  
490.00  
C-3.61

1+00

62.06  
457.56  
C-4.50

3+52.43

91.93  
488.00  
C-3.93

0+50

55.32  
451.03  
C-4.29

3+20 Brk.

6.75  
482.24  
C-4.51

& Carrizo  
Country Club Dr.

0+00 = M.H.#6

48.82  
444.150  
C-4.32

$\Delta 10^{\circ}07'$  Chord to tang.  
2+52.91 = F.C.

84.48  
480.28  
C-4.15

2+40

82.65  
478.80  
C-3.85

B.M. 548.32

L+T. End of Romero Pass E of Pass

22

7+50

$$\begin{array}{r} 7.79 \\ 533.19 \\ \hline 540.98 \end{array}$$
B.C.M. ( $\Delta 52^{\circ}-51'$  Lt. to Chord)  
10+90.63 = M.H. # 16

582.00

548.32 BM

7+50

7+00

$$\begin{array}{r} 31.13 \\ 527.84 \\ \hline 558.97 \end{array}$$

10+85.63

584.57

581.02

C. 3.55

7+00

6+80

$$\begin{array}{r} 8.59 \\ 525.00 \\ \hline 533.59 \end{array}$$

10+60 Brk

582.24

575.98

C. 6.26

 $\Delta 19^{\circ}-08'$  Chord to End Tang.

6+57.67 Ahead

6+59.49 Back

} F.C.

$$\begin{array}{r} 6.41 \\ 522.98 \\ \hline 529.39 \end{array}$$

6+34.37

$$\begin{array}{r} 5.06 \\ 520.71 \\ \hline 525.77 \end{array}$$

10+00

573.70

567.66

C. 6.04

~~6+09.37~~~~518.45~~

9+50

65.74

560.73

C. 5.01

 $\Delta 52^{\circ}-04'$  Rt. to Chord  
6+04.37 = M.H. # 14 B.C.Lt
$$\begin{array}{r} 23.56 \\ 518.00 \\ \hline 541.56 \end{array}$$

9+00

58.59

553.81

C. 4.78

5+99.37

$$\begin{array}{r} 23.14 \\ 517.33 \\ \hline 540.47 \end{array}$$

8+50 Brk

550.50

546.88

C. 3.62

5+50

$$\begin{array}{r} 12.39 \\ 511.01 \\ \hline 523.40 \end{array}$$

8+00 Brk.

43.60

539.93

C. 3.67

8' Lt of  $\Delta$ 

5+00

$$\begin{array}{r} 9.56 \\ 504.60 \\ \hline 514.16 \end{array}$$

7+62.25 = P.O.T. M.H. # 15

39.65

534.63

C. 5.02

X on Pass

9.38

534.63

C. 4.65

4+73

Tack 3' Lt.

$$\begin{array}{r} 8.79 \\ 501.14 \\ \hline 509.93 \end{array}$$

7+57.25 = P.O.T. M.H. # 15

534.05

Move to

147°03' - ch 25.53  
13+31.12

9.57  
592.47  
C 7.10

Δ 42°-28' Lt.  
13+05.52 = B.C. Lt.

7.91  
592.13  
C 7.78

12+63.41

9.33  
591.58  
C 7.75

12+21.31 = E.C.

7.36  
591.02  
C 6.34

12+00 B.K. 26-37

96.01  
590.74  
C 5.27

11+75 20-32

93.99  
588.75  
C 5.24

11+50 1A-27

591.28  
586.75  
C 4.53

11+25 8-22

8.76  
584.75  
C 4.01

10+95.63 1-16

885.47  
582.40  
C 3.07

15+58.55 = E.M.d

39.25  
633.68  
C 5.57

15+26.59

632.30  
626.64  
C 5.66

90° to Fwd. Tang.

625.05  
619.61  
C 5.44

Δ 44°-17' Lt.  
14+94.61 = M.H. #18

90° to Back. Tang.

624.58  
619.61  
C 4.97

14+50

616.07  
609.79  
C 6.28

14+04.40 B.K.

614.67  
599.76

13+93.27

96.45  
C 14.91

Tang  
13+92.14 - 90° to Fwd.

9811  
593.14  
C 4.97

Δ 94°-44'-24' Lt. off Chord.

13+82.34 = M.H. #17

593.14

900 to  
13+82.34 Back Tang

97.56  
593.14  
C 4.42

Diff 14°06' ch 25.53 &

13+56.73

98.85  
592.81  
C 6.04

610.92 S.M.  
599.76  
C 10.56

B.M.  
599.99  
E.L. 31.41 R.P.

BIKE + Encelia Drive

2-8-52

623.48

24

0+80.78 Brk

40.77  
635.30  
C-5.47

40.77  
635.80  
C-1.97

3+00 Brk.

72.55  
666.00  
C-6.55

0+70.78 Brk

36.09  
631.95  
A.05

Lower to  
70+ cover  
636.00  
632.15  
C-3.85

2+46.08

63.98  
658.16  
C-5.82

0+50.78 Brk. end C.I. pipe

start u.c. pipe

631.69  
623.50  
C-8.19

1+92.16

54.67  
650.32  
C-4.35

0+31.78 Brk. (22 1/2° bend)

18.77  
612.45  
C-6.32

Δ 69°-44' Rx  
1+87.16 M.H.#19

649.60

0+12.78 = 45° Bend Brk.

593.31  
584.40  
C-8.91

1+82.16

54.42  
649.00  
C-5.42

= 0+00 10+90.63 (M.H.#16) drive Romero

5.00  
582.00  
C-3.00

0+90.78

43.14  
638.03  
C-5.11

43.14  
637.03  
C-6.11

14,525.90  
4819  
43126  
1290

5+00

81.91  
675.13  
C 6.68

4+50

81.02  
674.28  
C 6.81

4+34.97 = E.C.

80.76  
674.02  
C 6.74

Mid Curve  
(Ext. = 15)

80.39  
673.77  
C 6.62

$\Delta 24^\circ$  Lt. (Tang = 15.00)  
4+05.41 = B.C.

80.95  
673.52  
C 7.43

3+64.67

79.34  
672.83  
C 6.51

3+23.92

17090

78.85  
672.14  
C 6.71

$\Delta 56^\circ - 44'$  RT.  
3+18.92 = M.H.# 20

672.05

End of line  
5+63.7 M.H.# 21

83.30  
676.20  
C 7.10

3+13.92

77.54  
670.65  
C 6.89

5+50

82.34  
675.98  
C 6.36

Country Club Dr.

Romero Drive - Bk "D" - CCHKs

Ramsey Place - Encelia Drive

Indexed

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$\Delta 89^{\circ}-33'-23'$  Lt.  
4+92.66 M.H.#25

~~6.37~~  
~~463.40~~      6.39  
463.00  
C 2.89      C 3.39

443.90  
53.11  
22.29

4+50

61.37  
456.88  
C 4.49

2+00

14,369

2.89  
424.82  
C 8.07

x 5' Rx.

4+05 Bk

6.24  
450.00  
C 6.24

1+75

1+60 Bk

9.44  
424.23  
C 8.21

~~424.12~~ x 3' Rt.

$\Delta 2^{\circ}-53'$  Lt.  
3+88.45 M.H.# 24

54.122  
449.00  
C 5.22

B.M. 25' R.P. Cross  
454.41

1+35.41

$\Delta 66^{\circ}-22'$  Rx.

1+30.41

$\Delta 66^{\circ}-53'$  Rx.

1+22.41 = M.H.# 22

420.92

6.75  
420.95 x 5' Rt.  
C 5.80

~~420.86~~

3+40 Bk

5.28  
445.00  
C 3.78

8.28  
444.50  
C 3.78

1+25.41

7.20  
420.88 x 2.5' Rx  
C 6.32

2+90 Make Break

42.38  
438.53  
C 3.85

1+00

7.85  
420.70 x 2.5' Rx  
C 7.15

2+44.71

13,967

36.85  
432.65  
C 4.20

0+50

9.70  
420.35 x 2.5' Rx  
C 9.35

= B.C. Lt.  $\Delta 63^{\circ}-04'$  to chord

$\Delta 66^{\circ}-10'$  Rx. to chord

2+39.71 = M.H.# 23

= 2+30.71 Ahead

2+41.31 Back =

432.00      5.16  
430.75  
C 4.41

7.29 D  
430.75 5' Rt  
C 6.54

0+00 = M.H.# 3

31.18  
420.00 x 2' Rx  
C 11.18

2+25

35.15  
428.41 Nail in post  
C 6.74      5' Rx

B.M.#  $\frac{2095}{10} = 428.5$

7+40 Brk.	15.46 510.99 C 4.47	<del>15.46 511.99 C 4.47</del>
7+00	6.57 503.90 C 2.69	<del>6.57 504.90 C 1.69</del>
6+50 19.70	97.50 493.90 C 3.60	<del>97.50 494.90 C 2.60</del>
6+16.64		93.09 488.55 C 4.54
$\Delta$ 98°-14' RT. 6+11.64 = M.H. # 26		<del>487.60</del>
6+06.64 8.918		493.30 487.16 C 6.14
5+60 Brk.	7.55 483.00 C 4.55	
5+30 Brk		83.42 477.00 C 6.42
5+10 Brk		80.14 470.76 C 9.38
5+01.33		74.14 466.88 C 7.26

10+20 Brk

61.15  
558.09  
C 3.06

9+80 Brk.

50.35  
546.09  
C 4.26

P.O.T.

9+45 = M.H. # 28

40.88  
532.09  
C 8.79

9+00

39.41  
531.19  
C 8.22

8+60 Brk.

6.85  
530.39  
C 6.46

8+40 Brk.

34.27  
528.39  
C 5.88

8+20 Brk.

531.60  
524.79  
C 6.81

8+00

90° to Fwd. Tan 9.  
7+80.37 M.H. # 2728.10  
519.84  
C 8.26  
19.99  
515.00  
C 4.99 $\Delta$  55°-25' Lt.90° to back tan 9  
7+80.37 M.H. # 279.58  
515.00  
C 4.58

$\Delta 101^{\circ}-20'$ Lt. = M.H.#32					627.26
14+25.98 Ahead 90° to		21.77	P.O.C.		625.1
14+21.40 Back back		618.05	16+40 = M.H.#33	8.33	47.18
14+22 <sup>00</sup> tang		C-3.74		644.62	
				C-3.71	
13+85		5.37	16+20	47.18	
		610.90		642.91	
		C-4.47		C-4.27	
13+49.66			16+00	6.04	
		604.03		641.19	
				C-4.85	
617.15 = B.M. on 29' R.P.					
614.54 = B.M. on 17' R.P.					
13+44.66 Ahead $\Delta 95^{\circ}$ Rt		9.42	15+80	44.10	
12+37.64 Back M.H.#31		603.09		639.47	
		C-6.33		C-4.63	
12+32.64		7.45	15+60 Brk	11.90	
		601.91		637.75	
12+01.32	7.35	C-7.54		C-4.15	
	594.50		15+31.48 B.C.	7.94	
	C-2.85	90.85		633.56	
11+70 Brk.		587.09		C-4.38	
		C-3.76			
11+15		83.20	15+00	33.35	
		577.74		628.93	
		C-5.46		C-4.42	
90° to Fwd. tang		73.27	14+50	26.08	
10+60 = M.H.#29		568.39		621.58	
		C-4.88		C-4.50	
$\Delta 13^{\circ}-37'$ Lt.			$\Delta 101^{\circ}-20'$ Lt. M.H.#32	22.59	
90° to back tang.		73.20	14+25.98 (90° to Fwd tang)	618.05	
10+60 M.H.#29		568.39	14+26 <sup>00</sup>	C-4.53	
		C-4.81			

chisel X = 7' Rk of X  
X G' off page.

Romero Court 29  
 (Romero Dr. to Remington Pl.)

5598

BM. on cross -  $\pm 1+42^t$  475.90 = El.

2+25 End.

1+24<sup>o</sup> = End.

76.83  
 469.00  
 C 7.83  
 170.24

17+87 = End of line

~~6331~~  
~~658.01~~  
~~C-5.30~~

0+80 Brk.

70.18  
 466.00  
 C 4.18

17+50

~~8.70~~  
~~652.08~~  
~~4.62~~  
~~8.70~~  
~~654.54~~  
~~C-7.16~~

1+40

21.2590

0+40

62.80  
 457.50  
 C 5.30  
 170.11

17+08.95 Ahead  
 17+05.71 Back

3.49  
 E.C. 649.73  
 C-3.75  
~~3.48~~  
~~650.73~~  
~~C-7.75~~

16+80

~~51.34~~  
~~647.72~~  
~~C-3.62~~  
~~51.34~~  
~~648.34~~  
~~C-3.00~~

0+00 = M.H.#24

56.05  
 449.00  
 C-7.05

16+60

9.8076

9.82  
 646.17  
 C-3.65  
~~9.82~~  
~~646.18~~  
~~C-7.34~~

1566-D

Romero Drive

(East of Romero Ct. + M.H. # 25)

471.60  
79.96  
88.90

1+25

~~82.07  
478.68  
C-3.39~~     ~~82.07  
480.18  
C-1.89~~

1+00

~~78.73  
475.32  
C-3.41~~     ~~78.73  
476.82  
C-1.71~~

13.42%

0+75

~~75.39  
471.97  
C-3.42~~     ~~75.39  
473.47  
C-1.92~~

2+25 = End.

~~95.54  
493.60  
C-1.94~~     95.54  
492.10  
C-3.44

1

0+65<sup>00</sup> = E.C.

~~74.11  
470.67  
C-3.48~~     ~~74.11  
472.13  
C-1.98~~

2+00

~~92.21  
490.25  
C-1.96~~     92.21  
488.75  
C-3.46

0+35 B.M.K

~~70.50  
467.10  
C-3.40~~     ~~70.50  
468.10  
C-2.40~~

1+75

~~88.80  
486.89  
C-1.91~~     88.80  
485.39  
C-3.41

1

0+00 = M.H. # 25

~~639  
463.00  
C-3.39~~     ~~463.40~~

1+50

~~85.40  
483.54  
C-1.86~~     85.40  
482.04  
C-3.36

BRODIAEA WAY

North of Romero Dr

548 32

2+00

62.50  
557.93  
C 4.57

1+75

59.12  
554.28  
C 4.84

1+50

14.60%

5.75  
550.63  
C 5.12

1+25

52.56  
546.98  
C 5.58

0+96<sup>05</sup> = B.C.

54821

47.64  
542.75  
C 6.89

0+70 = Brk.

546.78  
538.95  
C 7.83

0+35.92

542.52  
5436.79  
C 5.73

0+01.85 = M.H.#15

7+62.25 P22

540.58  
534.63  
C 5.95

End of line  
12+86.90

12+50

12+00

11+50

= 11+31.90  
3+27.36

3+00

2+87.36 M.H.#30

2+50

2+25

2+04.38 = P.R.C.

605135  
601.63  
C 3.72

600.18  
596.10  
C 4.08

93.22  
588.60  
C 4.62

85.91  
581.10  
C 4.81

82.85  
578.39  
C 4.46

78.77  
574.28  
C 4.49

76.42  
572.38  
C 4.04

70.50  
566.20  
C 4.30

66.61  
562.07  
C 4.54

63.23  
558.50  
C 4.73

56.35 31.  
65.47  
94.34  
83.55

15.11

16.54%

Country Club Drive and  
Thru Block B + Block C

1+9405 M.H.#5 } 7X-5' RT. } 47.46  
442.14

1+89.05-M.H.#5 } 441.91 } C-5.32

Δ 85°06' Lt. } 70° } 6.55

1+84.05 M.H.# } 7X B' RT. } 441.46  
C-5.09

1+50 } 42.58  
438.38  
C-4.20

1+00 } 7.73  
433.85  
C-3.88

0+70 } 4.93  
431.13  
C-3.80

0+40 Brk. } 33.43  
428.41  
C-5.02

0+20 Brk } 32.46  
425.40  
C-7.06

= 0+00 = M.H.#3  
12+04.60 A' line  
(on Country Club Dr.) } 420.00

4+00 } 0.70% } 6571 T.P.

3+80 = M.H.# 7 = P.O.T. } 24.65  
461.00  
3.65

3+50 } 61.57  
457.87  
C-3.70

3+00 } 456.50 T.P.  
452.66  
C-3.84

2+50 } 51.56  
447.46  
C-4.10

= 2+18.61 Ahead  
2+29.67 Back } 10.41% } ~~447.46~~

2+28.06 -X-5' RT. } 49.14  
444.02  
C-5.12

Δ 91° 47' RT.  
2+23.06 = M.H.# 6 } 443.50

2+17.06 X-5' RT. } 49.14  
443.27  
C-5.87

4.67%

Country Club Dr.  
Also Bk. B+C

T.P. 467.77

7400 0.70% +75  
0.34 68.25  
463.24  
C 5.05

72.17  
463.00 05 1/4  
C-9.11

8750 7430  
464.48  
C 9.82

650 0.70%  
0 A'Lt. 70.92  
462.89  
C-7.93

8700.65 0.94%  
464.02

at M.H.E. { 66.5 El. Cont.  
65.56 El. Elev. Drive  
90° to Fuel Tank  
6+2A = M.H.#9

64.06  
462.71  
C-1.35

Tapp  
90° to Bk. w/ly ch. R.P. 2.07  
(65.54)  
64.58 90° to  
462.71 back  
C-1.87 Tapp.

M.H.#10 Δ 28°-15' RT.  
7+95.65 Ahead 75.14  
8+04.28 Back Back 463.97 74.91  
C 11.17 C 10.84

6400

67.96 T.P.  
462.54  
C 5.42

7+99.28 0.70%  
463.93

5+50

72.58  
462.19  
C 10.37

7+50 9.46  
463.59  
C-5.87

5400 0.70%

73.27  
461.84  
C 11.43

4+50

71.32  
461.49  
C 9.83

7+21.20 = M.H.#9 5.66 65.64 67.76  
463.25 463.39 463.25  
C 2.41 C 3.27 C 4.51

5.6' elev. (on curb)

Country Club Dr.  
Also B/K. 13 + C

7A2A

7985

13+30 - Brk.

225

34

~~98.61  
495.99  
C 3.62~~

~~98.61  
494.99  
C 3.62~~

~~PA 497.25~~

~~97.21  
494.80  
C 3.01~~

~~97.21  
393.70  
C 3.51~~

11+00

74.64  
466.83  
C 7.81

13+00  $\frac{10}{6}$

76.33  
466.60  
C 9.73

12+70

$\Delta 91^{\circ}-59' RT.$   
12+64.45 = M.H. #35

6.18  
492.40  
C 3.78

10+50

78.36  
466.36  
C 12.00

492.06

0.94%

10+75

12+59

96.19  
490.70  
C 5.48

10+04.45 = Chimney

465.99

189.28 TP

12+30  $\frac{25.96}{2}$

87.26  
483.45  
C 4.81

80.34 TP

10+00

81.22  
465.89  
C 15.33

12+00 Brk.

79.57  
475.95  
C 3.62

0.94%

9+50

77.13  
465.42  
C 11.71

90° to Fwd. Tang.  
11+52.04 = M.H. #34

71.60  
467.32  
C 4.28

El. of Hub = 471.73

9+00

80.31  
464.95  
C 15.36

90° to Back Tang.  
11+52.04 M.H. #34  
 $\Delta 86^{\circ}-58' LT.$

72.12  
467.32  
C 4.80

72.12  
67.32  
4.78

Country Club Dr.  
also BIK. B. + C.

End of line  
13 + 83.45

10.97  
507.50  
C 3.47

~~510.97~~  
~~508.50~~  
~~C 4.47~~

504.9546

13 + 50

23.40%

503.20  
499.68  
C 3.52

~~508.20~~  
~~500.08~~  
~~C 7.52~~

South Thru. Bk. A.  
C.C. Hqts

415.68

36

2+50  
14.20%

21.80  
417.20  
C 4.60

End of line  
5+95

4.4856  
433.00  
C 5.56

spot at 10' East of Gulf Club  
2+00 = Δ Lt. Grounds

415.40  
410.10  
C 5.30

5+00

42.00  
432.05  
C 7.75

1+50

406.57  
403.00  
C 3.57

4+50  
1.00%

41.96  
431.55  
C 10.31

1+00

14.20%

400.35  
395.90  
C 4.45

4+00

7.96  
431.25  
C 6.91

0+70

96.82  
391.63  
C 4.89

3+75 = M.H. #2

36.25  
430.80  
C 5.45

0+40 Brk

94.72  
387.37  
C 7.35

3+45  
7.30%  
2 - P.O.T.

82.96  
428.61  
C 4.35

0+10

89.29  
380.33  
C 8.96

3+05 = Brk

30.27  
426.42  
C 3.85

2<sup>1</sup>/<sub>2</sub> East of golf Club grounds

0+00 = Exist. M.H. #5

377.98

3+00  
14.20%

27.55  
424.30  
C 3.25

North thru Bk A.  
Country Club Hgts.

97.86  
7798  
2.94

8271  
5  
77.71

37

89.48

5' H.

End of line  
2+10

94.69  
387.85  
C- 6.84

~~94.69~~  
~~389.95~~  
~~C- 7.74~~

2+00

93.50  
387.38  
C- 6.12

~~93.50~~  
~~389.39~~  
~~C- 7.12~~

1+50

9.05  
385.03  
C- 1.02

~~9.05~~  
~~386.53~~  
~~C- 2.52~~

1+00

8.37  
382.68  
C- 5.69

~~8.37~~  
~~383.68~~  
~~C- 4.69~~

0+50

7.16  
380.33  
C- 6.83

~~7.16~~  
~~380.83~~  
~~C- 6.83~~

0+00 = Exist. M.H. # 5

95' East of Golf Club  
grounds

88.28  
377.98  
C- 10.30

Lot #4 BIK. A.  
Lot #2 BIK. C.

505.3970

440.7  
35  
437.20

38

11+77 - 30° Bend Brk.

17.73  
412.19  
C-5.54

End. of line  
~~13+61.23~~ 13+63.00

40.98  
37.18  
C-3.80

104.672

11+59 = 45° Bend. - Brk.

~~485.04~~ 501.84  
~~393.35~~ 393.35  
C-1.69 C-8.49

13+50  
13+25

39.75  
~~136.16~~  
0-3.79  
37.94  
34.17

11+25.5 5%

397.23  
391.67  
C-5.56

13+00  
8%  
7.935%

36.43  
432.18  
C-4.25

10+92 Brk.

96.68  
390.00  
C 6.68

12+50

38.06  
428.21  
C-485

10+82 Brk.

95.61  
389.00  
C 6.61

90° to Fwd. Fand.  
12+41.0 = M.H.#4

432.72  
427.50  
C 5.22

10+72 Brk.

95.09  
387.00  
C 8.09

12+41.0 = Now  
Δ 42°-49'  
Δ 42°-40' Lt.  
M.H.#4 Tang  
12+41.0 90° to Back  
12+

32.72  
427.50  
C 522

10+62 Brk.

94.88  
384.00  
C 10.88

12+09.6

10+47 <sup>15</sup> Exist. M.H.#5

377.99

Δ 43°-12' Rt.  
12+04.6 M.H.#3

Ahead Ahead  
4,31.50 31.56  
42000 420.00  
C 11.50 C 11.56

2<sup>5</sup> East of Golf Course Grounds.

C 9.8 to M.H.

28.3%  
20.50%

Pacific Beach Vista Storm Drain

Sommermeier  
Boyer  
Oltman

Mar. 26, 1952  
W.O. #20504

Indexed

	Sheet 1825-D F.B. 1764 + 2136		3+50	9.65 121.85 C 7.80
	stakes 8' rt. of $\phi$		inlet special drop 3+35±	121.36
1+50	26.45 115.25 C-11.20	B.M. = N.W. B.P. Sapphire + Mission Blvd	3+25	7.90 121.03 C 6.87
1+25	25.00 114.43 C-10.57	EL. 98.54 Set B.M. on nail # A 8-52	3+00	26.98 120.20 C 6.78
1+00	T.P. $\times$ 123.19 113.60 C-9.59	EL. = 122.32 T.P. Cross on pipe 2+32± 129.26	2+75	26.39 119.38 C 7.00
0+75	20.98 112.78 C 8.00		2+50	30.40 118.55 C-11.85
				Top of curb wly. stat. Ely. stat
0+50	8.07 111.95 C-6.12		C.I. #1 2+41.76	30.40 30.03 31.03 118.29 132.99 132.99 C-12.11 F2.96 F1.96
0+25	6.94 111.13 C-5.81		2+25	29.55 117.73 C 11.82
Drop inlet #1 0+13	110.74		2+00	28.93 116.90 C 11.93
End Exist. Pipe 0+00	8' off 16.80 110.31 C 6.49	19.81 110.31-17' off C 9.50	1+75	28.18 116.08 C 12.10

3.3%

3.3%

			#3	8.53 134.83 C 4.70
4+77.90 #1	34.90 128.30 C 6.60	10' RT	#2	42.15 134.46 C 7.69
3 parts 7.19 } 4 parts 1 part 7.20 } B.C.R.T. 4+70.70	8.89 81.00 3524 127.67 C-7.57	10' RT 35.01 127.67 C-7.34	#1	41.46 134.10 C 7.34
4+62 <sup>E</sup>	34.79 126.95 C-7.84		8-Parts. 5+50.86 = B.C.H.	37.04 ✓ T.P. 133.74 C 3.30
4+50	34.39 125.99 C-8.40		5+37.50	<del>3.72</del> 132.27 C <del>0.75</del>
4+37 <sup>E</sup>	33.98 125.16 C 8.72		5+25	33.66 132.97 C 0.69
4+25	<del>30.96</del> 124.47 C-6.49	32.28 124.47 C-7.81	5+12.50	<del>32.37</del> 132.16 C <del>0.21</del>
4+12 <sup>E</sup>	30.78 123.92 C-6.86		E.C. 4+99.47 #A 10' RT	3.80 132.16 C 1.64
4+00	31.47 123.50 C-7.97		4+92.28 #3	36.02 131.25 C 4.77 Nail in Bldg.
3+75	31.22 122.68 C-8.54		4+85.09 #2	35.76 130.20 C-5.50
				35.36 129.57 C-5.79
				35.39 128.93 C-6.46

X in walk

18<sup>+</sup> Lt. of 6+70

E.L. = 147.95

7+09.15 Ob. into #2

Stakes 10'-20' + sd west of E

8.10  
10' R.P. 148.86 Top. cc.

F 0.76 to ch.

7+00 B.R.K

48.78  
141.20  
C-7.58

Mid Curve

8+80.52

10' Lt

54.95  
146.98  
C-7.77

6+75

48.34  
139.95  
C-8.39

8+50

8+60.33 B.C. 10' Lt.

53.33  
146.32  
C-7.01 C 10.01

6+50

47.60  
138.70  
C-8.90

8+25

8+25 7' Lt

51.78  
145.17  
C-6.61

6+25

44.59  
137.45  
C-7.14

8+00

51.24  
144.36  
C-6.88

6+08.80

#8-E.C

10' Lt

39.37  
136.64  
C-2.7342.62  
136.64 10' Lt  
C-5.98

7+95.73 E.C.

51.19  
144.22  
C-6.97

#7

40.47  
136.27  
C-4.20

Mid Curve

7+75.55

50.46  
143.56  
C-6.90

#6

40.24  
135.91  
C-4.33

P.R.C.

7+55.36 P.R.C.

9.38  
142.90  
C-6.48

#5

41.56  
135.75  
C-6.019.72  
135.55  
C-4.17

Mid Curve

7+35.18

8.49  
142.29  
C-6.25

#4

42.61  
135.19  
C-7.429.00  
135.19  
C-3.81

7+14.99 B.C. Lt.

4.687  
141.58  
C-5.29

Set B.M. on 72<sup>nd</sup> Mon. R.P. Cross on Van Nuy's.

El. = 161.76

42

10+33.55 B.C.

62.87  
150.80  
C 12.07

10+25

62.40  
150.65  
C 11.75

10+00

61.37  
150.22  
C-11.15

9+75

60.68  
149.80  
C-10.88

9+62.5 Brk

60.31  
149.59  
C-10.72

9+50 Brk

59.91  
149.28  
C-10.63

9+41.07 E.C.

158.64  
148.96  
C-9.68

Mid Curve

9+20.89

57.67  
148.30  
C-9.37

9+00.70 P.R.C.

56.14  
147.64  
C-8.50

12+25 Brk

64.43  
154.49  
C 9.74

12+00

64.23  
154.06  
C 10.17

11+75

63.94  
153.63  
C-10.31

11+50

64.10  
153.21  
C 10.87

11+25

T.P. 164.40  
152.78  
C-11.62

11+00

63.95  
152.36  
C 11.59

Start 48" pipe  
10+70.47

64.58  
151.86  
C 12.72

10+68.47 Ctr.  
C.O.#

See P. 14 for  
OC. in lot.

64.53  
151.36  
C 13.17

End 54" pipe  
10+66.47 E.C.

64.67  
151.36  
C 13.31

Mid Curve  
10+50.01

63.71  
151.08  
C-12.63

S.W. 7' Mon. Cassa Van Nuy's EL = 168147

Ely. line Cass

14+50 Brk.

9.41  
161.24  
C-8.17

14+25

69.24  
160.50  
C 8.74

14+00

69.08  
159.75  
C-9.33

13+75

69.36  
159.00  
C 10.36

13+50

68.36  
158.25  
C 10.11

13+25

67.79  
157.50  
C-10.29

13+00

3/4

66.57  
156.75  
C-9.82

12+75

65.56  
156.00  
C-9.56

12+50

64.95  
155.25  
C-9.70

#1

16+72.89

Apts. 23A3 each

A.84  
170.16  
C 4.68

16+49.26 B.C.

74.82  
169.22  
C 5.60

16+25

74.44  
168.25  
C 6.19

16+00

73.90  
167.25  
C 6.65

15+75

72.94  
166.25  
C 6.67

15+50

1/10  
A71.37  
165.25  
C 6.12

15+25

70.81  
164.25  
C 6.56

15+00

7.90  
163.25  
C-6.65

14+75

70.20  
162.25  
C-7.75

Thru lot #90 BIK3.  
1st Add. to P.B. Vista Track.

44

5-1-52 stakes 7' so.

← 29' → 10+68.47 ← 57' →

3.54  
164.05  
FP.38

4.54  
164.05  
C 0.50

4.17  
164.05  
C 0.12

7' back  
cb. face

End  
1175

76.45  
170.71  
C 5.74

3.20  
164.05  
P 0.85

← 29' → 164.05  
Reset C 0.48  
5-12-52 →

10+85.22 = Ely. end cb. inlet  
stakes 7' so. face of cb.

64.39  
164.05  
C 0.34

Restake  
5-1-52

1150

75.05  
168.50  
C 6.55

10+74.22 Wly. end cb. inlet

64.39  
164.05  
C 0.33

1125

T.P.  
173.25  
166.32  
C 6.93

1100

71.94  
164.13  
C 7.81

0+75 8.9%

70.11  
161.94  
C 8.17

End of pipe

#4 E.C.

17+42.98

7.64  
172.96  
C 4.68

0+50

68.99  
159.76  
C 9.23

#3

17+19.55

7.54  
172.03  
C 5.51

0+25

T.P.  
166.04  
157.58  
C 8.46

#2

16+96.12

7.05  
171.10  
C 5.95

0+00

64.82  
155.40  
C 9.42

Sewer Replacement  
Pacific Beach Drive  
Pump Station - Easterly

Indexed

C-2-52

C.H.S.  
Boyer  
O'Farrell  
Johns

3+50

-1.10  
-9.57  
C 8.47 ✓

stakes 6' south of E

Pump station east wall = 0+00

3+25

-1.28  
-9.65  
C 8.37 ✓

B.M. = N.E.B.P. Mission Blvd + P.B. Drive El. = -1.73

3+00

-1.41  
-9.72  
C 8.31 ✓

1+25

-1.04  
-10.25  
C 9.21 ✓

2+75

-1.61  
-9.80  
C 8.19 ✓

1+00

0.30 96

-1.08  
-10.33  
C 9.25 ✓

2+50

0.30 76

-1.77  
-9.87  
C 8.10 ✓

0+75

-1.20  
-10.40  
C 9.20

2+25

-1.87  
-9.95  
C 8.08 ✓

0+50

-1.37  
-10.49  
C 9.12 ✓

2+00

-1.77  
-10.03  
C 8.20 ✓

0+32 = M.H. #1

-1.25  
-10.55  
C 9.30 ✓

Δ 3° - 14' RT  
1+84.20 = M.H. #2

-1.62  
-10.09  
C 8.47 ✓

0+00

20.96

-1.08  
-10.95  
C 15.87 ✓

1+50

-1.07  
-10.18  
C 9.11 ✓

0-2.75 ±

-17.50

5+75  
 $+0.64$   
 $-8.89$   
 C 9.53 ✓

$\Delta 0^{\circ}10'30''$  Rt.

5+58<sup>3</sup> = 14.14 #3

$+0.50$   
 $-8.97$   
 C 9.47 ✓

5+25

$+0.18$   
 $-9.05$   
 C 9.23 ✓

5+00

$-0.06$   
 $-9.12$   
 C 9.06 ✓

4+75

$-0.30$   
 $-9.20$   
 C 8.90 ✓

4+50

$-0.54$   
 $-9.27$   
 C 8.73 ✓

4+25

T.P.  $-0.71$   
 $-9.35$   
 C 8.64 ✓

4+00

$-0.84$   
 $-9.42$   
 C 8.58 ✓

3+75

$-0.95$   
 $-9.50$   
 C 8.55 ✓

8+00

$+1.70$   
 $-7.89$   
 C 9.59 ✓

7+75

$+1.82$   
 $-8.00$   
 C 9.82 ✓

7+50

$+1.89$   
 $-8.11$   
 C 10.00 ✓

7+25

$+1.89$   
 $-8.22$   
 C 10.11 ✓

7+00

$+1.86$   
 $-8.33$   
 C 10.19 ✓

6+75

$+1.69$   
 $-8.45$   
 C 10.14 ✓

6+50

$+1.38$   
 $-8.56$   
 C 9.94 ✓

6+25

$+1.12$   
 $-8.67$   
 C 9.79 ✓

6+00

$+0.88$   
 $-8.78$   
 C 9.66 ✓

10+00  
 $+ 0.96$   
 $- 7.17$   
 C-8.13 ✓

9+75  
 $+ 1.02$   
 $- 7.23$   
 C 8.25 ✓

9+50  
 $+ 1.13$   
 $- 7.30$   
 C-8.43

9+25  
 ~~$+ 1.18$~~   
 ~~$- 7.36$~~

$\Delta 0^{\circ}-10' 44''$   
 9+1A.37 = M.H.#4  
 $+ 1.24$   
 $- 7.37$   
 C-8.61 ✓

9+00  
 $+ 1.32$   
 $- 7.43$   
 C-8.75 ✓

8+75  
 $+ 1.45$   
 $- 7.54$   
 C-8.99 ✓

8+50  
 $+ 1.50$   
 $- 7.66$   
 C-9.16 ✓

8+25  
 T.P.  $+ 1.59$   
 $- 7.77$   
 C-9.36 ✓

12+25  
 $+ 0.06$   
 $- 6.60$   
 C-6.66 ✓

12+00  
 $+ 0.20$   
 $- 6.67$   
 C 6.87 ✓

11+75  
 $+ 0.32$   
 $- 6.73$   
 C-7.05 ✓

11+50  
 $+ 0.50$   
 $- 6.79$   
 C-7.29 ✓

P.O.I.  
 11+26.8 = M.H.#5  
 $+ 0.57$   
 $- 6.84$   
 C-7.41 ✓

11+00  
 $+ 0.64$   
 $- 6.91$   
 C-7.55 ✓

10+75  
 $+ 0.67$   
 $- 6.97$   
 C-7.64 ✓

10+50  
 $+ 0.75$   
 $- 7.04$   
 C-7.79 ✓

10+25  
 $+ 0.90$   
 $- 7.10$   
 C 8.00 ✓

14+50  
 0.35  
 -6.04  
 C 6.39 ✓

14+25  
 +0.24  
 -6.11  
 C 6.35 ✓

14+00  
 0.25  
 +0.20  
 -6.17  
 C 6.37 ✓

13+75  
 -0.03  
 -6.24  
 C 6.21 ✓

13+50  
 -0.36  
 -6.31  
 C 5.95 ✓

A 0° 05' RT  
 13+30. <sup>45</sup> M.H. # G  
 -0.69  
 -6.33  
 C 5.64 ✓

13+00  
 -0.40  
 -6.40  
 C 6.00 ✓

12+75  
 0.25  
 -0.22  
 -6.47  
 C 6.25 ✓

12+50  
 -0.03  
 -6.53  
 C 6.50 ✓

M.H. Rim 0.92 ✓

End of contract.

16+01 <sup>37</sup> Existing M.H. 0.71  
 -5.65  
 C 6.36 ✓

15+75  
 0.65  
 -5.71  
 C 6.36 ✓

15+50  
 0.71  
 -5.78  
 C 6.47 ✓

15+25  
 0.60  
 -5.84  
 C 6.44 ✓

15+00  
 0.55  
 -5.91  
 C 6.46 ✓

14+75  
 0.49  
 -5.97  
 C 6.46 ✓

Indexed

OLIVER ST  
Noyes to Morrell  
Rough Grade

6-6-52

CMS.  
Boyer  
Oltmann  
Johns

South North

5+00 16.25 16.25

4+90 16.00 16.10

EL. 7.18 = B.M. = 0+00 stub on west P. 18

South North 4+50 15.08 15.24

1+40 8.40 12.61 12.39 17.44  
7.84 8.31 13.94 14.15  
C 0.56 C 4.30 F 1.55 C 3.29

1+20 7.99 12.02 12.98 16.24  
7.25 7.64 12.80 13.06  
C 0.74 C 4.38 C-0.18 C-3.18

1+00 7.62 11.56 12.06 14.93  
6.63 7.12 11.66 11.97  
C-0.99 C 4.44 C 0.40 C 3.96

0+80 7.19 10.55 10.42 14.00  
5.97 6.46 10.52 10.88  
C 1.22 C 4.09 F 0.10 C 3.12

0+45 3.59 7.94 9.77 13.01  
4.78 5.28 7.38 9.79  
C 0.81 C 2.66 C 0.39 C 3.22

0+10 3.84 7.76 9.43 13.06  
3.60 4.10 8.90 9.34  
C 0.24 C 3.66 C 0.53 C 3.72

Wly. Noyes 3.16 — 8.96 13.21  
0+00 3.25 3.89 8.39 8.85  
F 0.09 C 0.57 C 4.36

Savoy St.  
Cbs. + Pavement

*Indexed*

G-10-52  
C.M.S.

63,08 T.P.  
66,80 T.P.  
73,68 T.P.

50

		East sl.	1/2	West sl.		East sl.	1/2	West sl.	
2+50	4.21 266.85 C 0.36	7.21 266.70 C 0.51		8.43 267.70 C 0.73	8.43 67.80 C 0.63				± Narona 6+30
2+00	5.65 265.27 C 0.38	5.65 265.15 C 0.50		6.62 266.15 C 0.47	6.62 66.23 C 0.39				± N.Y. Narona Expt. d. 6+00 sl. B.C. 77.95 Meat
1+50	4.00 263.70 C 0.36	4.00 263.61 C 0.45		4.94 264.61 C 0.32	4.95 64.67 C 0.28				
1+00	2.20 262.13 C 0.07	2.20 262.07 C 0.13		3.31 263.07 C 0.24	3.31 63.11 C 0.20				5+50 6.19 276.28 F 0.09
0+50	60.79 260.56 C 0.23	60.79 260.53 C 0.26		1.81 261.53 C 0.28	1.85 61.55 C 0.30				5+00 4.73 274.70 C 0.03
0+10 = sl. E.C.		259.30		260.30					4+50 2.96 273.13 F 0.17
									2.96 272.86 C 0.10
									4+00 1.50 271.56 F 0.06
									1.50 271.32 C 0.18
sl. LaPaloma 0+00									70.08 269.99 C 0.09
W E.C. sl. 0+10									70.08 269.78 C 0.30
0-30									71.17 270.78 C 0.41
									71.17 270.92 C 0.27
									8.42 268.42 X
									8.43 268.24 C 0.19
									7.69 277.50 Meat
									7.32 276.95 C 0.37
									7.32 277.17 C 0.15
									5.65 275.40 C 0.25
									5.65 275.60 C 0.05
									4.00 273.86 C 0.14
									4.00 274.04 F 0.04
									2.48 272.32 C 0.16
									2.49 272.48 X
									7.69 277.50 Meat
									8.87 278.50 Meat
									Expt. d. 78.75 Meat

3.0846

Cb. Returns La Paloma & Savoy

Savoy

S.E. Ret

20' Red

prop. Liria

10'

E.C.

7.68  
257.30

C 0.38

9.74  
258.80  
C 0.94

9.79  
260.30

C 0.49

9.64  
260.20  
C 0.44

9.06  
257.92  
C 1.14

257.25

La Paloma

prop. Liria

N. 20'

S.W. Ret.

20' Red

10'

60.78  
260.10  
C 0.68

260.20

Complete Storm Drain  
Blk 7 Pauly's Add.

C.H.S.

7-8-52

See sheet 685A-L

I.E. existing pipe on west = 0+00 sta

El. = 0.00

" " " East = sta. 0+80.8

El. = 1.91

Indexed

0+80.8 = 1.91 Existing pipe

0+78.8 = P.C.O. —

stake

0+60.6

4.85

1.44

C. 3.41

4.2 RT.

0+40.4

5.48

0.96

C. 4.52

5.5 RT

0+20.2

3.55

0.48

C. 3.07

5.5 RT.

0+00

0.00

Existing pipe

Wly from Texas Sr.

Drain Lots 5+6

BIK 45

Ocean Beach

C.H.S.  
Begg  
Johns  
Presley

Indirect

7-9-52

Ref. sheet 4594-B.

0+00 = N.Wly line alley BIK 45

B.M. = top S.Ely. Hydt. orchard +

Sunset Cliffs El. = 32.47 (4594-B)

stakes 25' Rt. of ±

0+48

8 01  
23.71  
C-4.30

0+24

8 42  
23.83  
C-4.59

0+00

7.34  
23.95  
C-3.39

Calle Corta Sewer

53

La Jolla Shores Drive. - Ely.

7-15-52

C.H.S.  
Johns  
Plyg.  
3+79.9

F.B. 1857-71  
Sheet 4570-B.

57.74  
50.32  
C-7.42

3+28.9

55.13  
47.82  
C-7.31

M.H. 01  
2+78.91

52.41  
45.32  
C-7.09

2+50

51.03  
43.96  
C-7.07

2+00

48.24  
41.56  
C-6.68

1+50

45.26  
39.16  
C-6.10

1+00

42.74  
36.76  
C-5.98

0+50

42.87  
34.36  
C-8.51

Exst. M.H.  
0+00

40.64  
31.96  
C-8.68

Sewer Extention  
Redlands Drive  
west of 55th st.

7/21/52

Indexed

C.H.S.  
Altman  
Johns

Sheet 8881-L  
" 8883-L

0-73' = M.H. #8 sheet 8881-L

0+00 = Plug (Sta 12+80.56) sheet 8881-L

B.M. = I.E.M.H. #8 E.L. = 416.31 (8883-L)

Rate of grade = 0.7%

0+75      23.81  
            A 17.35  
            C 6.46

0+50      23.73  
            A 17.17  
            C 6.56

0+25      22.23  
            A 17.00  
            C 5.23

0+00 = Exist plug.      21.73  
                                    A 16.82  
                                    C 4.91

Sewer Houston St. also  
 Alley BIK. 2. Sub. P.L. 277

*Indexed*

C.H.S.  
 Begg  
 Oltman  
 Johns

7-29-52  
 W.P. 32045

A 89° 55' 30" Lt.  
 6+28.80 M.H. #3

To S.E.

To S.W.

3.07  
 -1.98  
 C 5.05

2.87  
 -1.98  
 C 4.85

stakes 5' Rt. of  $\pm$

Station run thru from 0+00 = M.H. #1

6+00

2.92  
 -2.10  
 C 5.02

Sherman St +  $\pm$  Alley BIK 2.

5+50

2.76  
 -2.30  
 C 5.06

2+50  
 4.10  
 -3.50  
 C 7.60

5+00

3.10  
 -2.50  
 C 5.60

2+00  
 T.P. 3.25  
 -3.70  
 C 6.95

4+50

T.P. 3.77  
 -2.70  
 C 6.47

1+50  
 3.05  
 -3.90  
 C 6.95

4+00

3.42  
 -2.90  
 C 6.32

1+00  
 3.18  
 -4.10  
 C 7.28

3+50

3.78  
 -3.10  
 C 6.88

0+50  
 4.35  
 -4.30  
 C 8.65

M.H. #2  
 3+07 = P.O.T.

4.59  
 -3.27  
 C 7.86

0+00  
 3.83  
 -4.50  
 C 8.33

3+00

4.47  
 -3.30  
 C 7.77

9+19.93 End.

3.20  
- 0.81  
C-4.07

9+00

2.97  
- 0.89  
C-3.86

8+50

3.49  
- 1.09  
C-4.58

8+20.93

3.58  
- 1.21  
C-4.79

Δ 89° 55' 30" Rt.  
8+15.93 = M.H. #A

-1.23 - Not set.

8+10.93

3.00  
- 1.25  
C-4.31

7+85

2.30  
- 1.35  
C-3.65

7+50

2.91  
- 1.50  
C-4.41

7+00

2.91  
- 1.70  
C-4.61

6+50

1/2 P. 3.22  
- 1.90  
C-5.12

Line to S.E.  
Along Kurtz.

X- 2 1/2 Lt. on ab.

0+80 End

3.81  
- 0.91  
C-4.72

0+40

3.68  
- 1.07  
C-4.75

0+05

3.62  
- 1.21  
C-4.83

8+15.93 Lt. = 6+69.92 P107

0+00

-1.23 - Not set

Alley BIK 19 - Ocean Beach  
Fraude to Ebers  
between Coronado + Del Mar.

57

*Indexed*

	South	North						
C.H.S. Begg			7-29-52 W.O.# 31953	4+10	No. 75'	8.83 128.96	9.58 129.16	
Olman Johns	<u>See 9232-1</u>		Changed To Pit. Temps.			<del>FO.13</del> CO.27	<del>CO.42</del> CO.82	
			T.P. 167.57	3+90	0-2'	0.46 131.40	1.32 131.60	0-2'
						FO.74 FO.54	FO.28 CO.12	T.P. 134.52
1400 Brk 0-2'	1.79 170.00	1.65 170.20	0-2'	3+40	X-2'	7.67 137.15	7.08 137.35	0-1'
	<del>E 1.79</del> C 2.19	<del>C 1.45</del> C 1.85				<del>CO.52</del> CO.97	<del>FO.27</del> CO.13	
0+70 0-2'	3.27 174.27	3.82 174.67	0-2'	2+90	0-2'	3.14 142.90	42.50 143.10	T.P. 0-2'
	FO.80 FO.40	FO.85 FO.45	T.P. 176.34			<del>CO.24</del> CO.64	FO.60 FO.20	
0+40 E.V.C. 0-1'	77.52 178.55	78.95 178.75	0-2'	2+70	0-2'	5.75 145.29	43.96 145.49	0-2'
	FO.03 FO.63	<del>CO.20</del> CO.60				<del>CO.46</del> CO.86	F 1.53 F 1.13	
0+30 0-1'	78.43 179.77	80.61 180.04	0-2'	2+50	0-2'	48.22 147.88	47.58 148.05	0-2'
	FO.34 FO.104	<del>CO.57</del> CO.87				<del>CO.34</del> CO.74	FO.47 FO.07	
0+20 0-1'	79.35 180.56	2.23 181.03	N. grade only.	2+30	N. 0.35'	1.56 150.59	1.52 150.79	N. 0.15'
	FO.24 FO.101	<del>CO.20</del> CO.140				<del>CO.97</del> CO.1.37	<del>CO.0.73</del> CO.1.13	T.P. Nail Pole # PA4636 EL: 150.55
0+10 0-1'	80.26 180.94	82.19 181.76	N. line	2+10	X-2'	3.19 153.80	54.45 153.70	N. 0.13'
	FO.68 FO.58	<del>CO.43</del> CO.53				FO.31 CO.09	CO.075 CO.1.15	T.P. 159.40
Wly. line Fraude 0+00.35	180.89	182.19		1+55	0-2'	60.86 161.75	62.82 161.95	N. 0.1 in.
						FO.89 FO.49	CO.87 CO.1.27	

	South	North				
Ely. Ebars. 6+00	94.64	95.44				
				T.P. 100.54		
5+80 0-2'	106.55 98.50	108.35 98.70	0 2'			
	C-8 0 5	C-9 6 5		T.P. 109.96		
5+50 0-2'	10.09 106.64	11.74 106.84	0 2'			
5+45 0-1'	C-4.44	C 4.90				
5+45 = End wall						
5+30 0-4'	3.23 111.19	4.58 111.39	0 2'	0 5'	103.78 93.80	Lt. 5+95
X-1' wall. 5+15 Stant Ref.	C 2.04	C-3.19		Lat # ①	C-9.78	
5+10 X-1.60'	6.60 115.25	7.47 115.45	0-1'	0 5'		Rt. 5+45
	C-1.35	C 2.02	T.P. N. in Pole # PA. 468A E 117.67	Lat # ②		12.78 102.00 C 10.78
4+90 0-2'	18.27 118.81	20.11 119.01	0 2'	0-5'		Rt. 4+45
	F 0.54	C 1.10		Lat # ④		3.22 121.50 C 3.72
4+70 0 2'	1.01 121.87	2.74 122.07	0 2'	0-4'	42.68 138.00	Lt. 2+95
	F 0.86	C-0.67		Lat # ⑤	C 4.68	
	F 0.76	C 0.77				
4+50 0 0.5'	3.90 124.44	4.63 124.64		N. on line		Rt. 2+45
	F 0.34	F 0.01		Lat # ⑥		149.21 144.80 C-4.41
	F 0.34	C 0.19	126.20 T.P. C 0.39			
4+30 0-2'	5.66 126.23	6.16 126.43	0 3'	0-5'		Rt. 0+45
	F 0.57	F 0.27		Lat # ③		8.55 174.20 C-4.35
	F 0.27	C 0.03	F 0.27			
	5.66 126.50					
	F 0.54					

Grade stakes 67th st.  
El Cajon Blvd. to Nly. End of 67th

Indexed

C.H.S.  
B099  
Altman  
Johns  
For grade examination only,  
stakes on old Prop. lines

3+00

8.23  
448.52  
F 0.29

8.64  
448.15  
C 0.49

2+00

7.77  
447.55  
C 0.22

8.74 T.P.  
447.30  
C 1.44

1+00

5.48  
446.57  
F 1.09

7.64  
446.45  
C 1.19

= 0+00

3+70 Nly. Mohawk 7.02 449.10 - T.P.  
449.10  
F 0.08 C 0.31

0+00

5.12  
445.60  
F 0.48

7.31  
445.60  
C 0.71

Sly. Mohawk  
3+10

8.80  
449.40  
F 0.60

49.77  
449.40  
C 0.37

T.P. 446.07

this point

3+00

449.46 449.46

= 0+00

3+80 Nly. Saranac. 1172 11095 14<sup>26</sup> East at

2+00

49.70  
449.78  
F 0.28

50.57  
449.78  
C 0.59

Sly. Saranac  
3+20

7.03  
445.50  
C 1.53

6.46  
445.50  
C 0.96

1+00

351.68 T.P.

1.58  
450.50  
C 1.08

1.36  
450.50  
C 0.86

3+00

6.98  
445.72  
C 1.26

6.84  
445.72  
C 1.12

0+00

53.41  
452.58  
C 0.83

54.00  
453.61  
C 0.39

2+00

8.00  
446.85  
C 1.15

7.67  
446.85  
C 0.82

EXISTING curbs -

Nly. line El Cajon = 0+00

1+00

8.92  
447.98  
C 0.94

9.01  
447.98  
C 1.03

B.M. = S.W. B.P. 67th El Cajon 453.79

FB 2012  
66

	Existing bl.	Existing bl.
9+66.42	2.79 442.88 F 0.09	2.36 442.38 F 0.02
9+10	3.77 443.10 C 0.67	3.60 442.60 C 1.00
9+00	4.02 443.32 C 0.70	3.68 442.82 C 0.86
8+00	T.P. 444.25 443.86 C 0.39	3.70 443.36 C 0.34
7+00	4.75 444.10 C 0.35	3.90 443.90 X
6+00	7.30 446.10 C 1.20	5.44 445.60 F 0.16
	T.P. 447.87	
5+00	8.32 447.80 C 0.52	7.98 447.30 C 0.68
4+00	8.81 449.80 F 0.69	7.00 449.00 X

# Sewer Dept Bldg. 18<sup>th</sup> + A.

8-11-52

C.H.S.  
Boqq  
oltman  
Johns.

*Indexed*

• = 7' L+T.

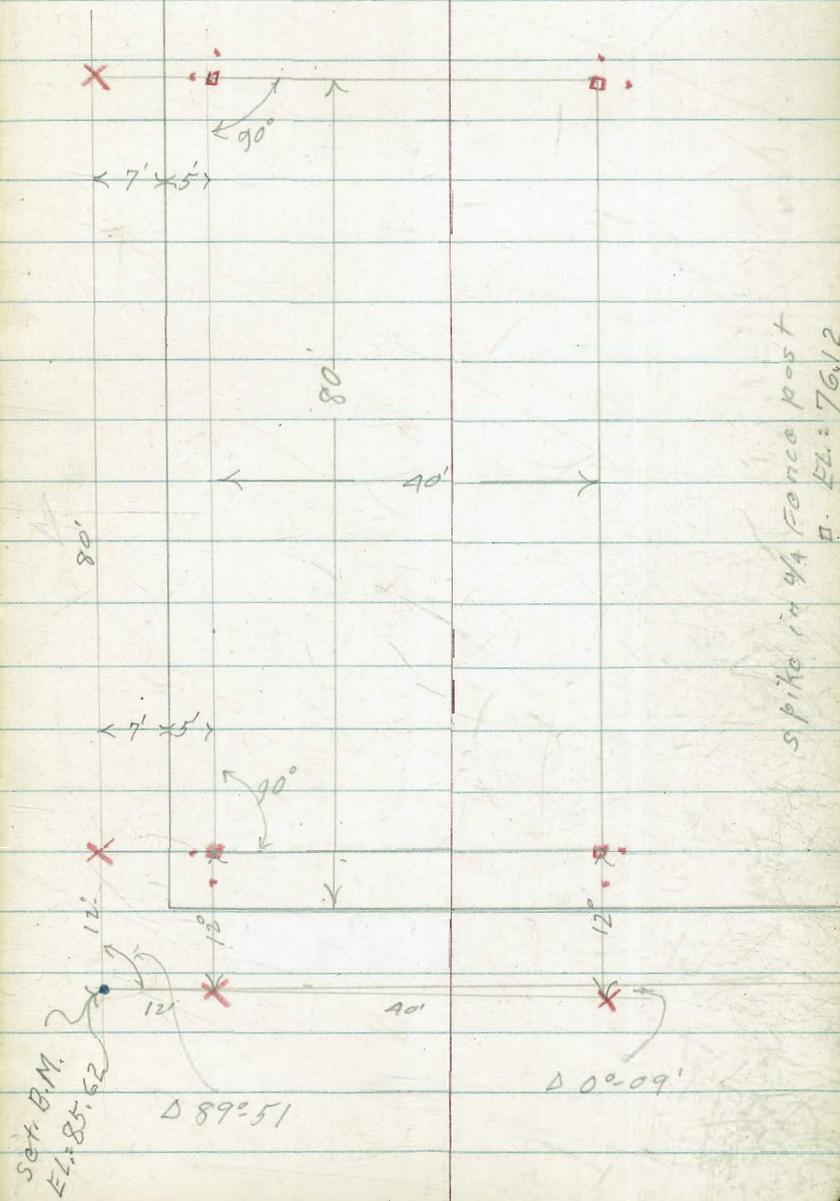
x = cross on 12' R.P. Line to Bldg.

◻ = 1/2 track = cor. Bldg.

• = Nail in Fence or Batterboard  
(for line only).

B.M. = N.E. 7' L+T. 18<sup>th</sup> + A. EL. = 85.75

G 281  
53



Sewer Asher

Frankfort. 130' N. Wly,

C.H.S.  
Hardin  
oltman  
Johns

Indexed

8-19-52  
W.D. 20009

4+00	46.2
3+50	47.6
3+00	49.0
2+50	50.0
2+00	51.1
1+50 @ street	51.3
	51.32
B.M. = Nail in pole # 523635 H El. 51.71	42.55
	C-8.77
	51.35
0.4% grade	42.53
	C-8.82
	51.13
	42.43
	C-8.70
El. top. 8" ashler + Frankfort = 42.50	
	.73
I.E. existing 8"	41.83
= I.E. proposed M.H.	+75
	50.90
	42.33
	C-8.57
	50.55
	42.23
	C-8.32
	50.05
	42.13
	C-7.92
	9.89
0+00	42.03
	C-7.86

# Sewer.

40th St. from south of ALPHA to south of ALPHA.

Indexed

					5+00	64.2
					4+50	60.6
					4+00	59.0
					3+80	58.3
					3+00	T.P. 56.90 56.9
					2+00	End. profile T.P. 41.86 54.4
					1+00	46.60 37.87
					D.E. at 0+90	C. 8.73
					0+75	44.31 36.62 C. 7.69
					0+50	41.96 35.37 C. 6.59
0+00 stub		0.72	39.01	T.B.M. #2		
T.P.	13.08	39.73	0.45	36.65		
Nail in Pole # P. 1350 140' N. of ALPHA.						
T.P.	13.10	37.10	0.22	24.00	T.B.M. #1	40.99 34.12
T.P.	4.65	24.22	7.40	19.57		C. 5.97
T.P.	0.14	26.97	13.31	26.83	0+00	39.01 32.87
T.P.	0.29	40.14	13.14	39.85		C. 6.14
T.P.	0.39	52.99	13.35	52.60	0-13 <sup>E</sup> = Exist 6" pipe	31.70
	0.55	65.95	-	65.40		

Top. S.W. Fire Hydt. 40th + National

Storm Drain  
 Zoo Drive to Zoo grounds  
 across Roosevelt Jr. High  
 grounds

C.H.S.  
 Bepp  
 altman

*Indexed*

9-10-52  
 W.O. 20975

1-sheet # 9660-L  
 F.B. 2210 - P-1-

1+50  
 289.13 T.P.  
 284.18  
 C-4.95

1+15.38  
 8.67  
 283.84  
 C-4.83

0+90.38  
 8.02  
 282.97  
 C-5.05

0+65.98 = E.C.  
 5.78  
 281.49  
 C-4.29

0+45.52  
 84.59  
 279.82  
 C-4.77

0+25.67 B.C.  
 83.22  
 278.15  
 C-5.07

0+00  
 276.00 ✓

B.M. = S.W. B. P. Layol + Park Blvd

El. = 295.84

4.73  
 300.57  
 6.11  
 294.46  
 4.44  
 298.90  
 5.92  
 292.98  
 1.44  
 294.42  
 6.60  
 287.82

3+75.2

89.82 ✓  
 289.82

3+61.38

92.78  
 288.13  
 C-4.65

3+45.38

90.46  
 286.75  
 C-3.71

3+29.38

90.15  
 285.98  
 C-4.17

3+00

90.00  
 285.68  
 C-4.32

2+50

9.70  
 285.18  
 C-4.52

2+00

9.62  
 284.68  
 C-4.94

287.82  
 = 2 1/2 Hub  
 10' ± RT of  
 0+78 ±  
 = P.O.T.  
 Sta 2+77.40  
 FB 2210  
 P1

Alley BIK 221 Pac. Beach

~~INDEXED~~  
~~5-20-53~~

Indexed  
5-20-53

65

C.H.S.  
Begg  
Altman

9-11-52  
w.D. 62287

F.B. 2159-P17  
Sheet 9890-L

Lt. South      £      Rt. North.

0+00: wly. line Farnel

B.M. = N.W.B.R. Garnot + Everts EL: 39.53

<sup>top of pave</sup>  
Elevations at outs from £ of alley  
shown in red, taken 5-19-53 and

check on thickness of pave. 5/19/53  
C.H.S.

1+00

Not set.  
41.95

Not set  
42.07  
4 2

0+75 end of pave.

£      £      Rt  
(south) : Alley (North)  
0.14    0.05    0.16  
10            10

0+75

42.84

2.74  
42.22  
C 0.52

42.98

2.99  
42.37  
C 0.12

42.47  
10

0+75

0+50

42.89

2.86  
42.50  
C 0.36

42.57

4.02  
42.67  
C 1.35

42.74  
9

0+60

0.34    0.25    0.13 thick  
10            75

0+25

42.93

3.29  
42.78  
C 0.50

42.79

4.08  
42.97  
C 1.11

42.91  
9

0+30

0.27    0.22    0.20  
10            8

0+00

43.11

43.06  
V

42.82

43.27  
V

43.22  
9

0+05

0.10    0.29    0.33  
10            8

0+00

0.34    0.33    0.40  
10            85

5/19/53  
The Rods taken at 9' Rt. were so  
taken because from 9' Rt to Nly Prop.  
pavement is banked up against Bldg.  
C.H.S.

N.W. 1/4. Ob. Return *Ind.*  
Chico & Kendall

C.H.S.

B099

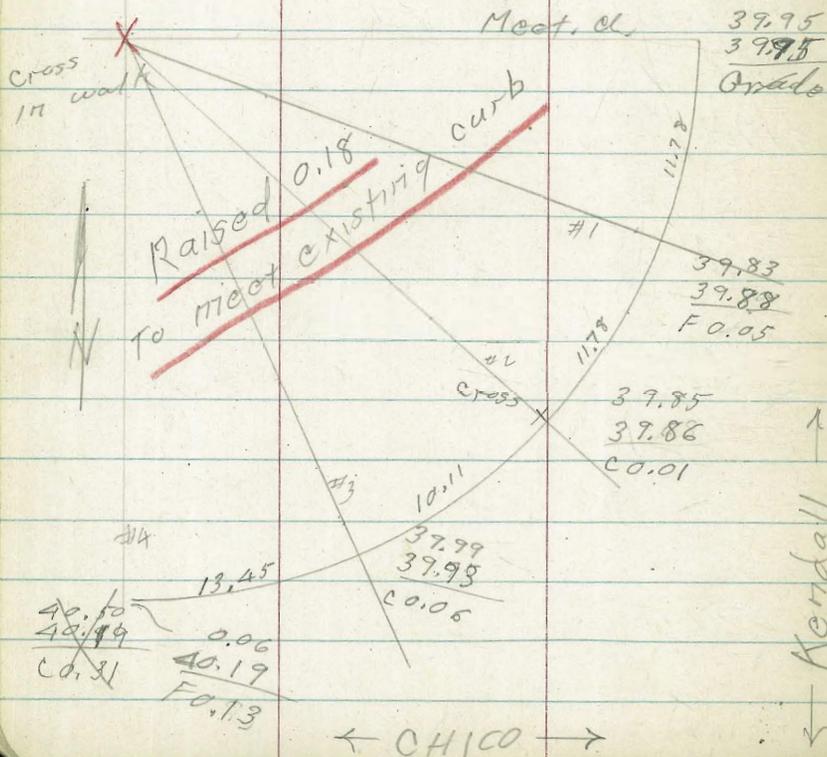
oltman

9-11-52  
W.A. 20007

sheet 8499L

stakes 3' back of ob. face

SW. 1/4 L. Kendall + P.B. Drive El. 45.59



*Indexed*

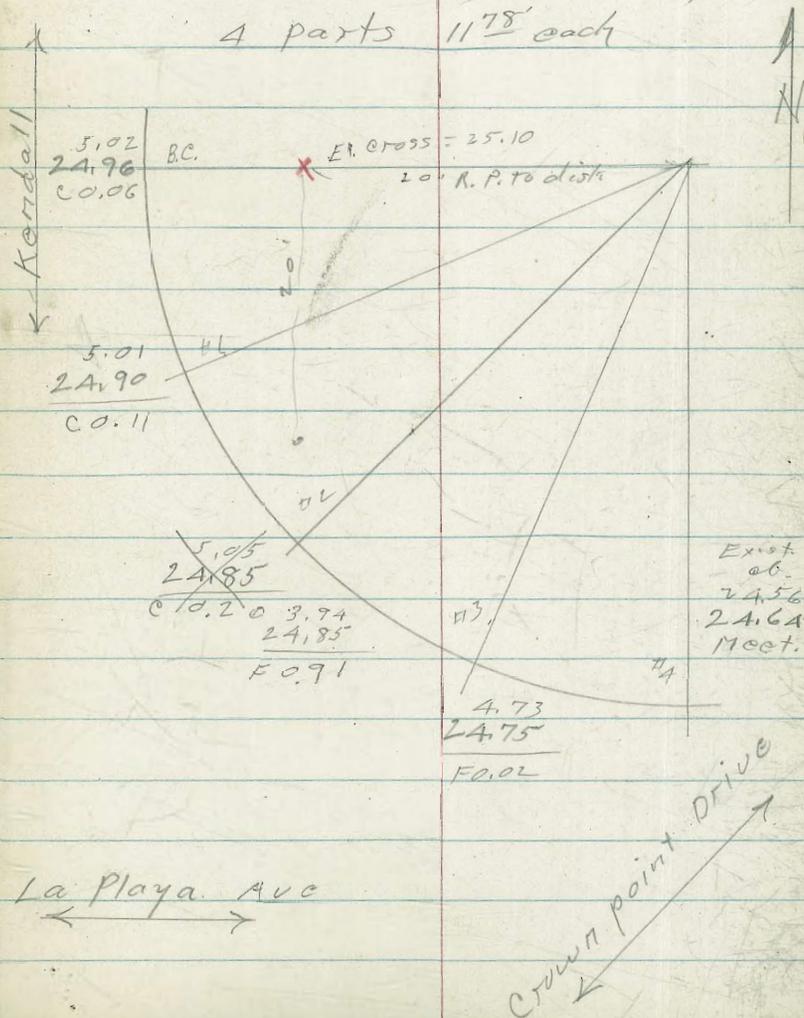
66

N.E. 1/4. Ob. Return  
Kendall + Crown Point Dr.

stakes 3' back of ob. face.

ob. R. = 30. (sheet 8497-L)

4 parts  $11.78'$  each



Pave. Portion Alley BIK "A"  
Redland Gardens

Indexed

67

C.H.S.  
Begg  
Altman  
Johns.

9-18-52  
N.O. 62067

Sheet 7013-L.

B.M. = sb. end Madison + Alley

West sb. El. = 452.05 } FB 1753

East sb. El. = 453.08 } 62

1+75 = meet Existing Pave.

	West	±	East	
0.2' in	457.11	✓	457.31	✓ Al. 20.25

1+50

0.2' in	6.80		7.00	D-5'
	456.73		456.93	
	C 0.07		C 0.07	

1+25 = start Pave.

0.2' in	6.46		7.80	
	456.35		456.55	N. -0.28'
	C 0.11		C 1.25	

0+00 = Nly. line E+W. Alley BIK A.  
Redlands Garden.

Storm Drain Sierra Vista

*Indexed*

Altura Place.

10-22-52

W.O. 20823

C.H.S.

Beag

Altman

Johns

Sheet 4357-B.

F.B. 2077

Stakes 4' Lt. of  $\pm$

B.M. = Top. of Cb. 0101<sup>5</sup> F.B. 2077-P80

also shown on sheet 4357-B, EL=261.63

B.M. 261.63

5.40

267.03 X

12.53

254.50

0.49

254.99 X

12.55

242.44

0.33

242.77 X

8.90

233.87

16.7

235.54 X

0+41.23

251.81

15.22

7.20

C 6.02

0+37.23

252.85

14.18

9.62

C 4.56

0+33.23

253.75

13.28

4.86

C 8.42

0+29.23

254.51

12.52

4.47

C 8.05

0+25<sup>23</sup> B.C.

255.13

11.90

4.40

C 7.50

0+12<sup>6</sup>

256.54

10.49

4.96

C-5.53

Curb. line

0+00

257.96

I.E. Box

9.07

5.40

C 3.67 From Curb

X 267.03

## Sierra Visto Drain

Face head wall

69

			1430 <sup>30</sup>	222.48 13.06 8.00 C 5.06
#3	0+93.6	233.13 9.64	could not set 1425 <sup>45</sup>	223.21 12.33 7.90 C 4.43
#2	0+85.74	236.00	1421 <sup>45</sup>	223.98
	X 242.77	6.77 3.74 C 3.03		11.56 7.40 C 4.16
#1	0+77.88	238.86	1417 <sup>45</sup>	224.92
		16.13 could not set		10.62 5.85 C 4.77
	0+70+3 B.C.	241.72	1413 <sup>45</sup>	226.04
	X 254.99	13.27 7.02 C 6.25		9.50 4.85 C 4.65
	0+49.23 Brk	249.31	1409 <sup>45</sup> Brk	227.33
		17.72 12.52 C 5.20	X 235.54	8.21 3.75 C 4.46
	0+45.23	250.60	#4 B.C. 1401.45	230.26
		16.43 10.06 C 6.37	36.5 <sup>90</sup>	12.51 8.90 C 3.61

Cb. Stakes Redlands Dr.  
West of 55th *Indorsed*

10/28/32

C.H.S.  
Begg.  
Altman  
Johns.

Profile # 4340

Car. floor. on Lt.  
431.57

Car. floor. on Rt.  
432.08

0+00 = Ely. line El Carrito Hqts.  
Stations run east.

Stakes set 3' north of Cl. line

	6.67		<del>6.67</del>	} Change grade By E.C.
0+77.24	427.75		<del>428.60</del>	
	F 1.08		<del>F 1.08</del>	
	5.86		<del>5.86</del>	} 9-29-52
0+57.24	426.41		<del>426.60</del>	
	F 0.55		<del>F 0.74</del>	

0+37.24	4.96		425.30
	F 0.24		

0+17.24	3.95		424.20
	F 0.25		

0+00			423.38
			581.

WEST ST.  
Logan to Ocean View Blvd

11-5-52

C.H.S.  
Beggs  
Altman  
Johns

*Indexed*

W.P. 31752

Sheets { 9375-L  
9376-L

F.B. - 2105 page 59

0+00 = N.Y. line Logan.

West		East	
Rough	Curb	Curb	Rough

1+20	9.81 89.54 C 0.27	9.75 87.54 C 0.21	0.29 90.32 F 0.03	89.24 90.32 F 1.08
------	-------------------------	-------------------------	-------------------------	--------------------------

1+00	9.67 89.86 F 0.19	9.96 89.86 C 0.10	0.51 90.59 F 0.08	88.94 90.59 F 1.65
------	-------------------------	-------------------------	-------------------------	--------------------------

0+50	89.82 90.87 F 1.05	0.83 90.87 F 0.04	1.07 91.44 F 0.37	90.14 91.44 F 1.30
------	--------------------------	-------------------------	-------------------------	--------------------------

0+30	90.37 91.19 F 0.82	1.00 91.19 F 0.19	1.50 91.73 F 0.23	0.79 91.73 F 0.95
------	--------------------------	-------------------------	-------------------------	-------------------------

0+10	0.92 91.34 F 0.42	1.28 91.34 F 0.06	2.17 92.32 F 0.15	1.54 92.32 F 0.78
------	-------------------------	-------------------------	-------------------------	-------------------------

0+00 N.Y. Logan	1.38 91.37 ✓	1.38 91.37 ✓	2.51 92.58 ✓	2.51 92.58 ✓
--------------------	--------------------	--------------------	--------------------	--------------------

B.M. =  $\phi$  L+T. Ocean View Blvd + 71  
45-EL = 85.49

West East

Rough	Curb	Curb	Rough
5+00	9.96 88.35 C 1.61	C 0.15	C 0.26 91.27 89.15 C 2.12

4+50	9.20 88.49 C 0.71	F 0.15	C 0.10 0.85 89.29 C 1.56
------	-------------------------	--------	-----------------------------------

4+00	9.30 88.64 C 0.66	C 0.02	F 0.02 0.34 89.44 C 0.90
------	-------------------------	--------	-----------------------------------

3+50	89.65 88.78 C 0.87	Prq C 0.05	C 0.09 90.30 89.58 C 0.72
------	--------------------------	---------------	------------------------------------

3+00	90.19 88.92 C 1.27	C 0.02	C 0.04 90.40 89.72 C 0.68
------	--------------------------	--------	------------------------------------

2+50	9.67 89.07 C 0.60	F 0.08	grade 90.25 89.87 C 0.38
------	-------------------------	--------	-----------------------------------

2+00	7.35 89.21 C 0.14	F 0.03	F 0.05 0.46 90.01 C 0.45
------	-------------------------	--------	-----------------------------------

1+70	9.77 89.30 C 0.57	C 0.28	F 0.02 0.34 90.10 C 0.24
------	-------------------------	--------	-----------------------------------

1+40	9.79 89.39 C 0.40	7.26 89.39 F 0.13	0.10 90.19 F 0.09 89.59 90.19 F 0.60
------	-------------------------	-------------------------	---

WEST ST.

Ocean View Blvd.  
6+00 = sly. line

	West		East	
	Rough	curb	curb	Rough
2+00	0.95 89.95 C 1.00	CO.14	CO.25	2.00 90.63 C 1.37
1+50	9.65 89.65 X	CO.24	0.80	1.10 90.86 CO.74
1+00	0.15 89.34 C 0.71	CO.27	CO.143	1.00 90.09 CO.91
0+50	0.15 89.04 C 1.11	CO.29	CO.10	90.92 89.82 C 1.10
= C.B.C. 0+10	0.05 88.80 C 1.25	88.95 88.80 CO.15	9.68 89.60 CO.08	91.28 89.60 C 1.68
= 0+00 1190 T. St. 6+60 = Nly				
d.B.C. 5+90	7.84 88.10 C 1.74	8.29 88.10 CO.19	9.18 88.90 CO.28	91.16 88.90 C 2.26
5+50	90.10 88.21 C 1.89	CO.25	CO.50	91.90 89.01 N. C 2.89

	West		East	
	Rough	curb	curb	Rough
5+90:	4.25 92.34 C 1.91	2.50 92.34 CO.16	2.79 92.75 CO.04	5.07 92.75 C 2.32
5+50	4.10 92.10 C 2.00	CO.32	CO.12	5.08 92.52 C 2.56
5+00	2.81 91.79 C 1.12	CO.05	CO.28	1.52 92.25 C 2.27
4+50	2.45 91.48 CO.97	CO.15	CO.05	3.20 91.98 C 1.22
4+00	2.05 91.17 CO.88	CO.16	CO.10	2.58 91.71 C 0.87
3+50	1.63 90.87 CO.76	CO.05	CO.10	2.34 91.44 C 0.90
3+00	0.46 90.56 CO.10	CO.20	CO.15	2.26 91.17 C 1.09
2+50	0.74 90.26 CO.48	CO.15	CO.28	1.73 90.90 C 0.83

14/52 Curb Returns  
West & T Streets

sheet  
9375-L

Curb Returns 73

West St. & Ocean View Blvd.

T. street. E.C. —  
S. Fly. Ret. —  
S. Wly. Ret. —  
7.70  
88.00  
C 1.70  
8AZ  
88.05  
C 0.37  
7.13  
88.95  
C 0.18  
9.18  
88.90  
C 0.28

West St.

Ocean View Blvd.

E.C. —  
S. Fly Ret. —  
S. Wly. Ret. —  
2.81  
92.40  
C 0.41  
3.27  
92.90  
C 0.37  
2.39  
92.45  
F 0.06  
2.50  
92.34  
C 0.16  
2.68  
92.81  
F 0.13  
2.79  
92.75  
C 0.04

West St.

West St. E.C. #3 —  
N. Wly. Ret. —  
A1 Fly Ret. —  
8.95  
88.80  
C 0.15  
8.86  
88.70  
C 0.16  
9.99  
88.60  
C 1.39  
9.68  
89.60  
C 0.08  
9.85  
89.62  
C 0.23  
9.04  
89.65  
C 1.39

T. Street

Fortuna Ave.  
Ditch East of Lamont.

Index

Stakes 8' so. of so. curb line  
0+00 = Fly line Lamont.

3+50  
6.97  
16.32  
C 0.65

3+00  
8.24  
16.47  
C 1.77

2+50  
9.17  
16.62  
C 2.55

2+00  
9.54  
16.77  
C 2.77

1+50  
19.54  
16.92  
C 2.62

1+00  
9.81  
17.07  
C 2.74

0+50  
20.15  
17.22  
C 2.93

0+08 = Ob. EC.  
20.30  
17.34  
C 2.96

0+08 grade = El. Lamont pavement

6+50  
5.31  
15.12  
F 0.11  
14.8 El. Curb line

6+00  
6.83  
15.57  
C 1.26  
15.4 = El. Curb line

5+50  
6.62  
15.72  
C 0.90  
16.2 = El. Curb line

5+00  
6.83  
15.87  
C 0.96

4+50  
6.80  
16.02  
C 0.78

4+00  
6.48  
16.17  
C 0.31

Stake Fortuna

Morrill to Lamont 11-17-52

Curb + Rough grade as noted.

Sheet 10182-L

0 to 2 vly. line Morrill

Indexed

South North 75  
Rough curb curb Rough

Ely.

Lamont

2+53

9.55		20.83	20.83
17.76	18.26	19.00	18.50
C 1.79		C 1.83	C 2.33

2+40

South		North	
Rough	Curb	Curb	Rough

20.41		21.10	21.10
17.70		18.94	18.44
C 2.71		C 2.16	C 2.66

1+84

6.83		7.88	
15.88		16.52	
C 0.95		C 1.36	

2+00

20.07		20.78	20.78
17.51		18.76	18.26
C 2.56		C 2.02	2.52

1+38

6.67		7.61	
15.66		16.14	
C 1.01		C 1.47	

1+60

9.64		20.73	20.73
17.33		18.59	18.09
C 2.31		C 2.14	C 2.64

0+92

6.80		7.45	
15.44		15.76	
C 1.36		C 1.69	

1+20

9.52		20.46	20.46
17.15		18.42	17.92
C 2.37		C 2.04	C 2.54

0+46

6.78		6.80	
15.22		15.38	
C 1.56		C 1.42	

0+80

9.51		20.08	20.08
16.96		17.74	17.74
C 2.55		C 2.34	

0+00

6.66		5.98	
15.00	15.50	15.50	15.00
C 1.66		C 0.98	

0+40

9.44		9.95	9.95
16.78		17.57	17.57
C 2.66		C 2.38	

Ely Morrill

0-60

6.64		5.50	
14.50	15.00	15.00	14.50
C 2.14		C 1.00	

0+00 vly.

2+90 Honeycutt

9.15		9.70	9.70
16.60	17.10	17.90	17.40
C 2.55		C 2.30	

0-110

5.10		4.42	
13.65	14.15	14.00	13.50
C 1.45		C 1.02	

Ely Honeycutt

2+30

7.56		9.45	9.45
16.10	16.60	17.40	16.90
C 1.46		C 2.55	

0-170

3.66		2.88	
12.65		12.76	
C 1.01		C 0.12	

3.66		2.88	
12.65		12.76	
C 1.01		C 0.12	

11-20-52

76

Curlew at Pennsylvania

72' Storm drain

Indexed

stakes 5' RT. of  $\phi$  pipe

Sheet #4269-B.

0+00 = end of existing pipe

B.M. = end existing pipe = 171.64

Sheet #4269-B. + F.R. 179A-p 75

0+72  $\phi$  = 166.2

0+72

6.61  
165.88  
C 0.73

0+36

9.98  
168.76  
C 1.22

0+00

171.64

Bond. St.

Grand - Nly.

W.D. 20989

Fill stakes

11-21-52

C.H.S.  
B099  
Altman  
Johns.

*Indexed*

77

From sheet # 9937-L

Stakes set along Ely. curb  
& Grades.

3.54  
3.00  
C0.54

4+85

0+00 = 60' south of Nly line Grand

4+50 on st.

3.24  
2.94  
C0.30

4+00 on st.

2.81  
2.86  
F0.05

1+50.



1.61  
2.45  
F0.84

3+50

2.15  
2.78  
F0.63

1+00

on  
curb

1.36  
2.38  
F1.02

3+00



2.29  
2.70  
F0.42

0+50

□

1.48  
2.30  
F0.82

2+50

on  
curb

2.10  
2.67  
F0.52

0+00

□

4.65  
2.30  
C2.35

2+00

1.94 <sup>TIP</sup>  
2.53  
F0.59

1-5-53

Extend Existing Culvert  
N.W. of Intersection of  
Aldine + Monroe.

No work order #. extend on  
6% grade. = 4.4%  
88' pipe - stakes 5' N.E. of

0+88 = Existing pipe, EL = 301.40  
sheet # 3295-B

Indexed

78

Meet pipe  
0+88

301.40  
301.40  
X

0+66

302.55  
300.43  
C-2.12

0+44

300.05  
299.40  
C 0.59

0+22

299.45  
298.49  
C 0.94

0+00

8.78  
297.53  
C 1.25

Replace Curb

Sly side Harbor Drive (Hugo)

100' East from Rosecrans

5/13/53

Sommarmeyer

INDEXED  
PWS

MAY 21 1953

Rosecrans

0400  
Meat d.  
at E.C.

0432 □ F0.28

0459 □ F0.43

0496  
Meat d.

0400

27

0400 below  
rake from  
E.C. to 1400

Straight Grade

1400

Harbor Dr.

Rozelle

8+26.28

70.20

557.25  
565.24  
574.58  
583.84  
592.05  
605.20  
614.29  
623.28  
632.24

47.66  
64.34

650.97

959 800

2x 427  
542

95

94

179

119

1.9

5

10.94

Cl. Face

435.24 T.P. 1442 cl.

311.83

1.48

35

37.13

123.43

11472

87

110.72

609.22

619.44

67.63

1.73

657.0

622.58  
617.48  
608.89  
600.19  
590.85  
582.25  
573.23  
564.16  
554.75  
545.55  
536.65  
527.18  
517.99  
508.76  
503.47  
494.90  
486.14  
477.47  
469.31  
460.87  
451.40  
440.18

520.84

4.8

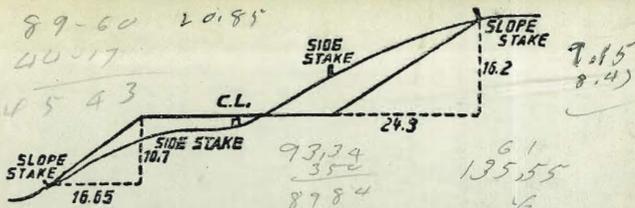
70

14

3 7.12

0 39

6.73



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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