



25  
37

8

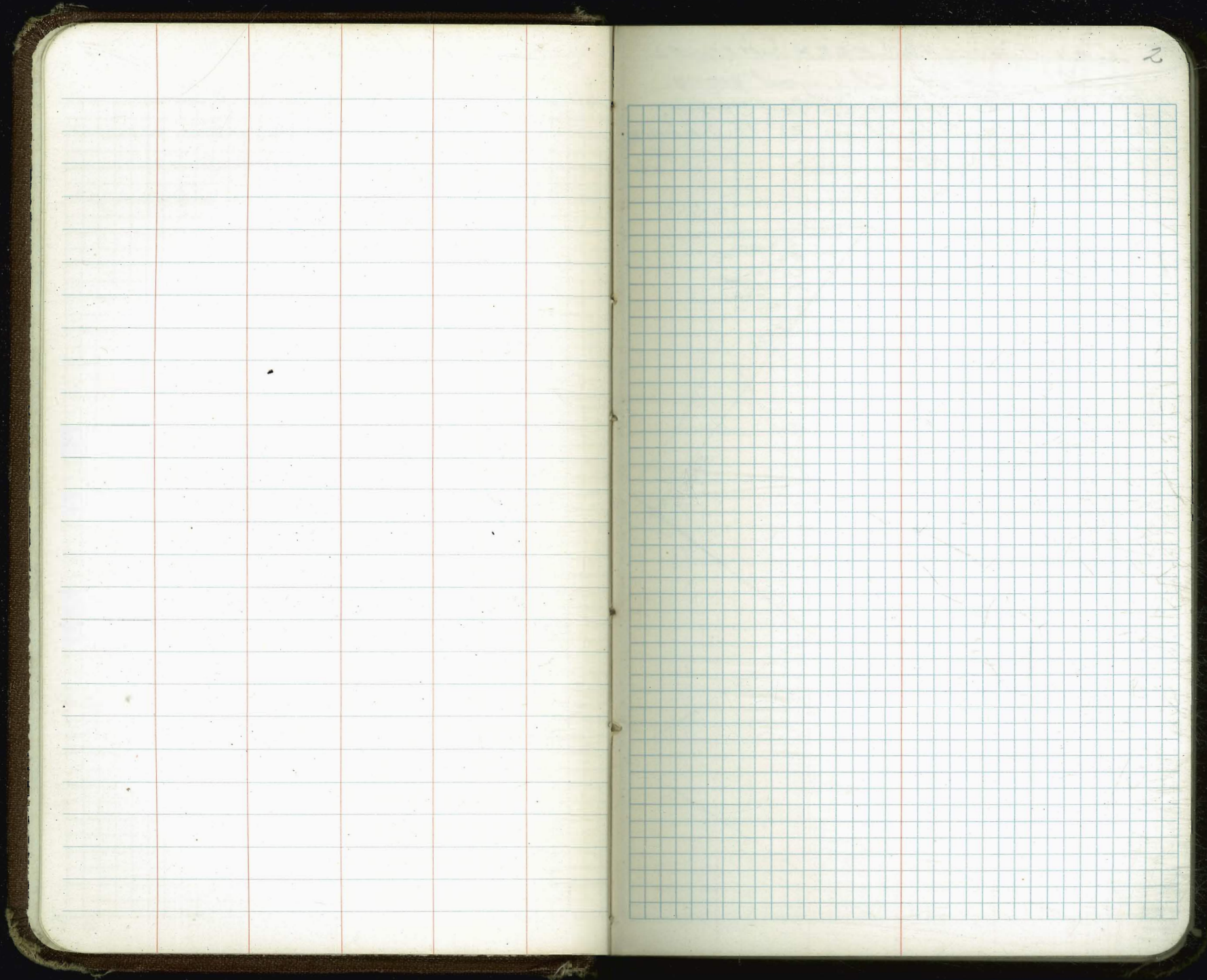
INDEXED  
*Completely*  
DEC 8 1954

MICROFILMED

APR 16 1965

INDEX - WABASH FREEWAY

Los Chollas Creek - Realign. Portion 3-5-20  
WABASH FREEWAY - Elev. M.H. Near Imp. <sup>Ave</sup> 7  
South Chollas Crk. ch. Align. & Slopes 9-15  
WABASH BEYD - SOUTH CHOLLAS CRK BRIDGE - 30

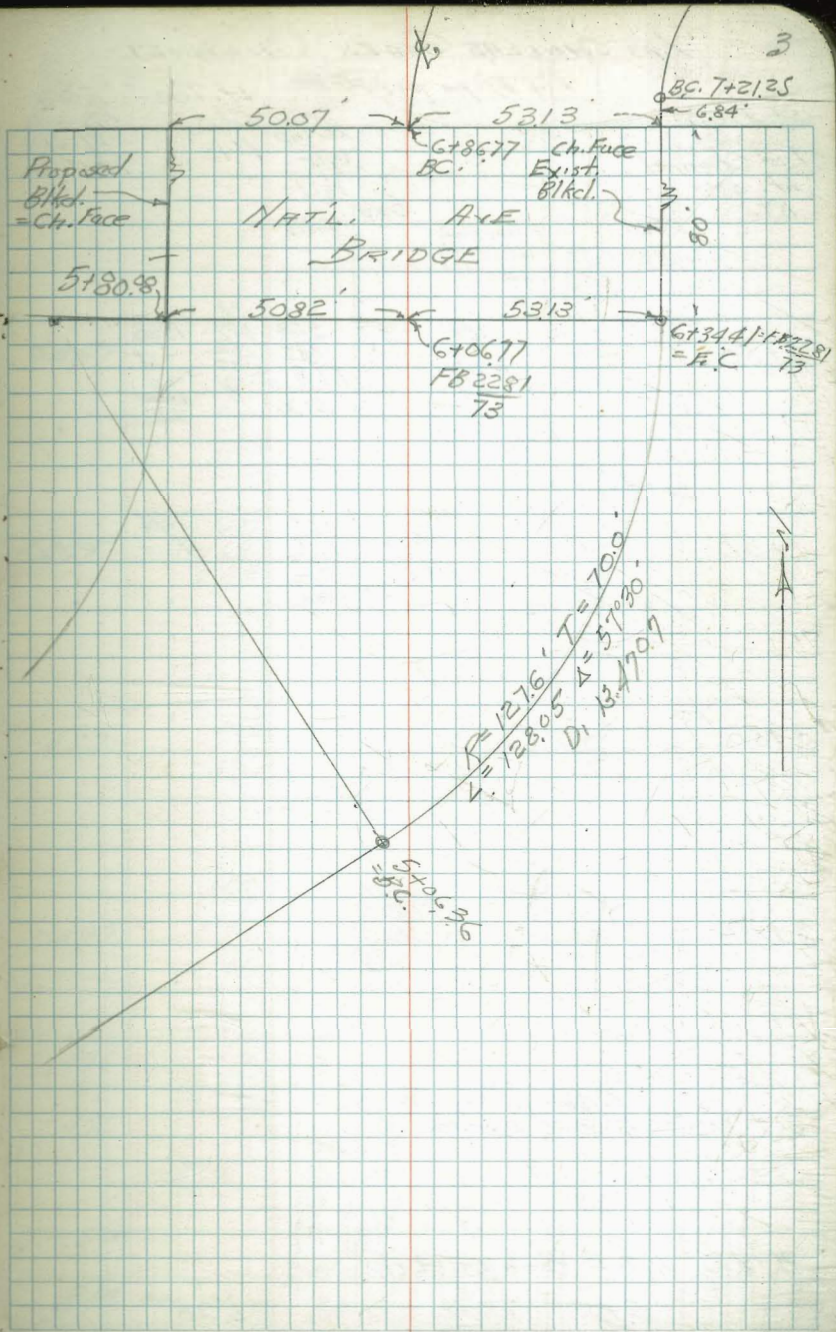
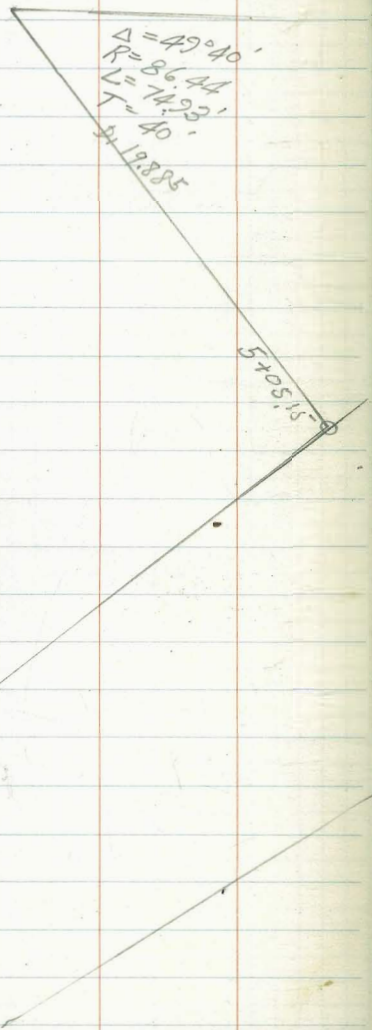


# LAS CHOLLAS CREEK CHANNEL

Alignment changed from

Walker  
Pope  
Pullen  
Bryant  
1/6

To Lunction  
Pluris; as shown on this sketch.  
To Avoid Relocation 22" Trunk Sewer  
Per last McKee.



LAS VOLLAS CREEK CHANNEL

Stations	1:1 slope per, $\frac{1}{2}$ sec	Lt. Toe Ch.	Elev. Grade Flow Lt. Toe
= Toe Channel		1:1	
Lt. or Rt.		5 RP	1 1/2:1 Fills
#2 BM 6.30 4.72 11.62	2 Conc. Walk NE Frost 3315 National		
4+50	15.6 13.6 18.6	84.8 56.8 F 1.8 20.2	15.9 15.68 8.0 7.81 7.9 7.8
#3 BM 6.30 4.95 11.2	2 Conc. Walk 3315 National		
4+00	16.0 13.8 C 5.2 C 5.2 same	15.8 10.6 5.2 5.2	15.85 <del>15.85</del> -4.77
3+50			
3+00			
+58			
2+55 = Int. E Bank Exist. ch.	22" Existing - Sewer		
2+32 = Int. E Bank Exist. ch.			
5.10 11.08		5.98	

El. Grade Rt. Toe	Rt. Toe Ch.	Y:1 Cuts	
-457	15.6 8.4 C 7.5 7.5	15.68 8.05 C 2.5 2.6	6.95 5.85 7.05
-467	15.7 6.9 C 8.8	15.75 6.95 C 8.8 8.8	6.95 6.75 7.02
-477	15.8 7.3 C 8.5	15.85 7.35 C 8.5 7.5	7.35 7.35 -0.2
-487	15.9 7.8 C 8.1 8.1	15.95 7.85 C 8.1 8.1	7.85 8.05 -0.2
-496	16.0 7.7 C 8.2 8.2	16.04 7.7 C 8.2 8.2	7.8
-500	16.08 8.78 C 7.3 7.3	16.08 8.78 C 7.3 7.3	8.78
B.M. on Hub		7+21.25	
		F.B. 2.2 81-78	

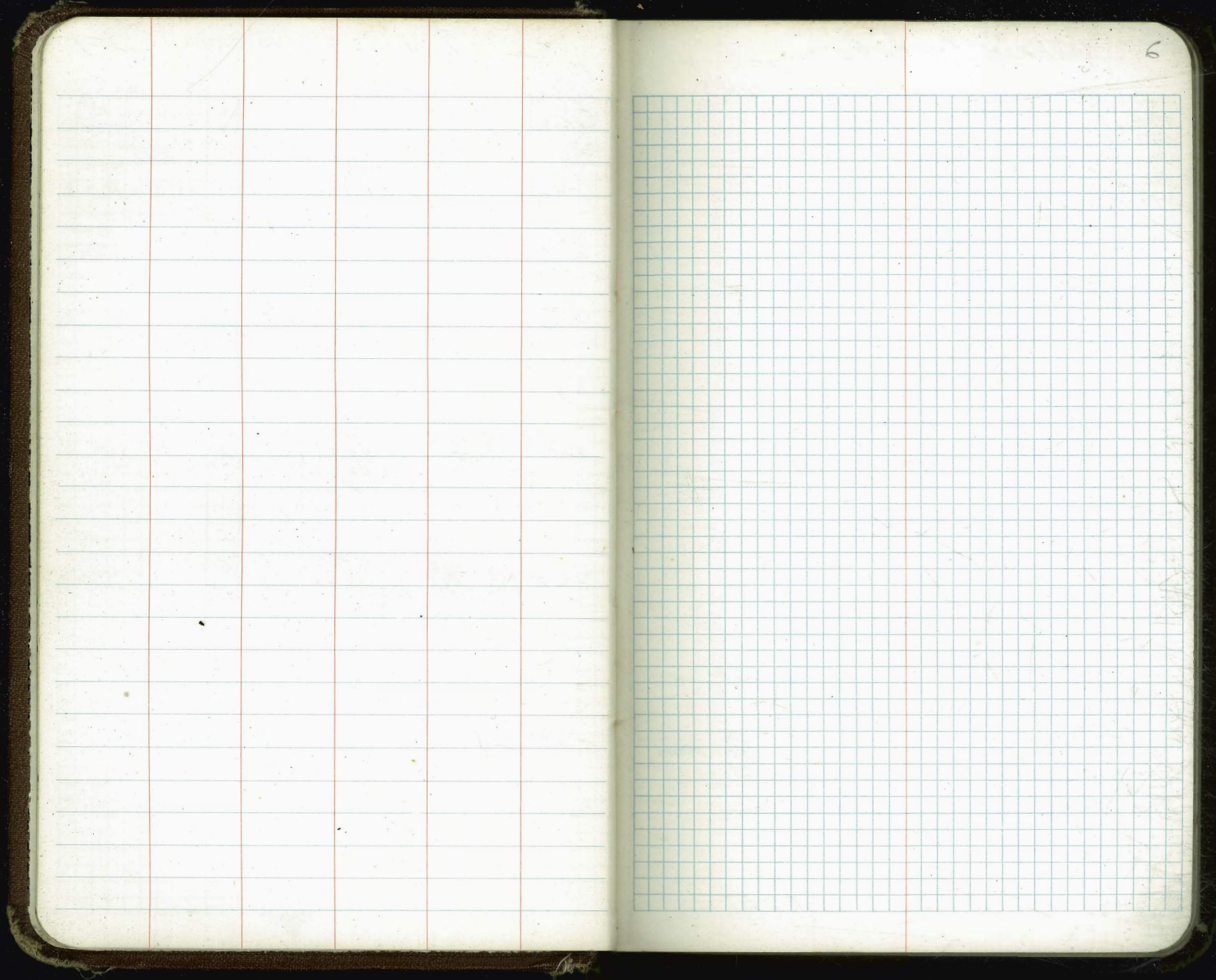
4  
Re-staked  
Nov. 7-53  
H. S. New  
Garber  
Chipman  
Parker  
Kellner

Las Chollas Creek Ch.

Stations	Lt. Top Djke 1 1/2:1	Lt. Toe ch. 1:1	Flow Line Grades Lt. Toe
on Rt. 6+34.41=EC.			
6+00=on Rt. only on Lt.	#3 15.45 3.55	15.20 3.40	
5+80.08=EC.=Blk. line	c/11.90 Top plank wing	15.28 Top Walk c/11.7 vert. cut Face Blk	-4.20
5+75	#2 11.02T		-4.32
	#3 11.25T	15.3 4.8 c/10.5 10.5	
5+50	15.5 5.0 c/10.5 10.5-10.1	7.47- 7.57 F 7.1 7.2	5.37 7.47 7.8 -4.29
5+25	15.6 7.9 c/8.6 8.6	7.35 5.45 7.5 F 7.3 7.9	15.4 4.7 c/10.7 10.7 c/8.5 8.5 -4.37
on Rt. Toe 5+06.36=8c. Lt.		15.4 8.4	
on Lt. Toe 5+05.15=8c. Lt.	#3 15.7 8.8 c/8.9 8.9	7.7 7.6 4.1 10.1 7.3	15.91 7.6 7.2 8.1 -4.43

11.08

Flow Line Grades Rt. Toe	Rt. Toe ch. 1:1		
-4.20	15.22 4.25 c/11.1 8.0 Plank	15.28 4.6 c/10.7 vert. cut Blk.	#3 15.45
-4.27		15.35 4.85 c/10.7	15.5 4.6 c/10.9 10.9
-4.32	15.6 5.0 c/10.6 10.6	15.40 4.8 c/10.6 10.6	4.8 4.2 -8.1
-4.37	15.6 5.6 c/10.0 10.0	15.45 4.95 c/10.5 10.5	4.38 4.87 10.1
-4.42	15.7 5.6 c/9.1 9.1	15.44 5.1 c/10.0 10.0	15.50 5.1 c/10.8 10.8
-4.46	15.7 7.4 c/8.3 8.3	15.54 6.2 c/10.3 10.3	15.54 4.64 c/10.9 10.9





WABASH FREEWAY

Elevations on Existing M.H. 5

Walker Plan # 2007-D

Pape

Potton

Boyton

6-12-53

Invert

12.30 = Plan

Invert M.H.#15 12.17 12.67

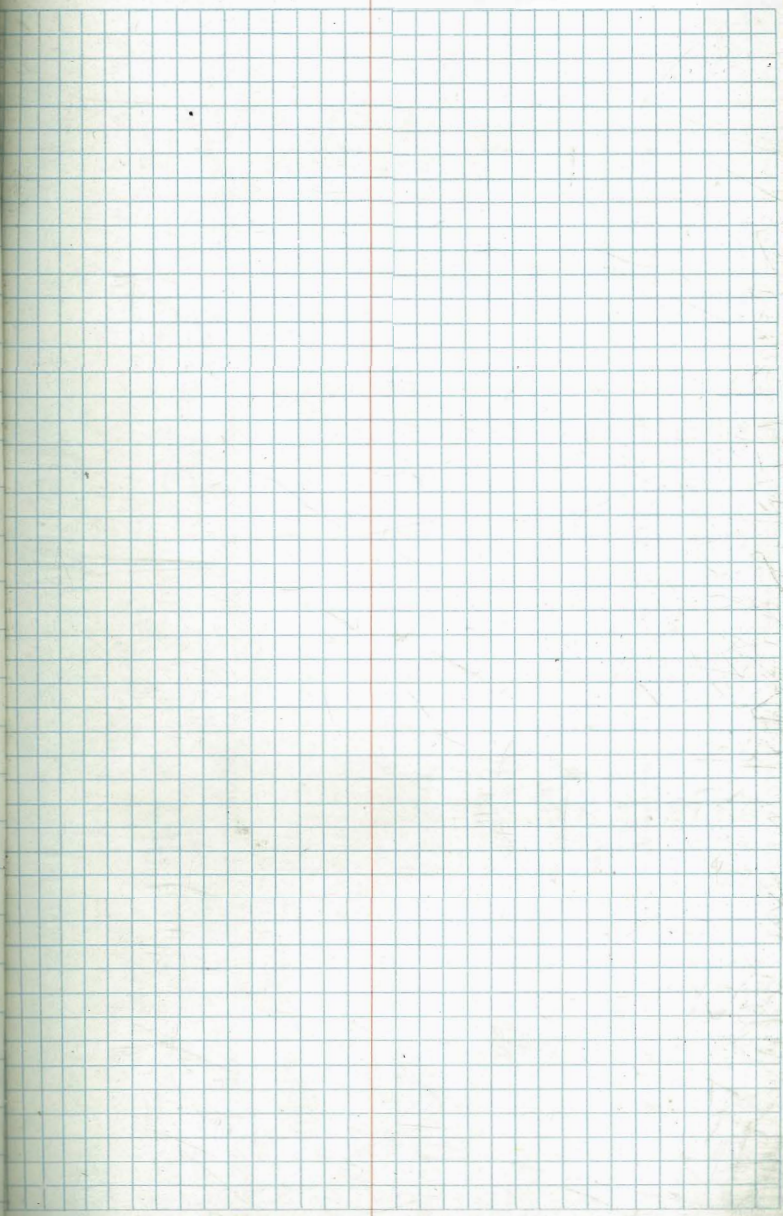
Rim M.H.#15 9.16

226 3183

22.57

Walt  
Pope  
P...  
Brox  
/6

In  
R...



SOUTH CHOLLAS CREEK CHANNEL  
Alignment & Ties

Walker  
Pope  
RHR  
6-15-53  
Plan 1280-D

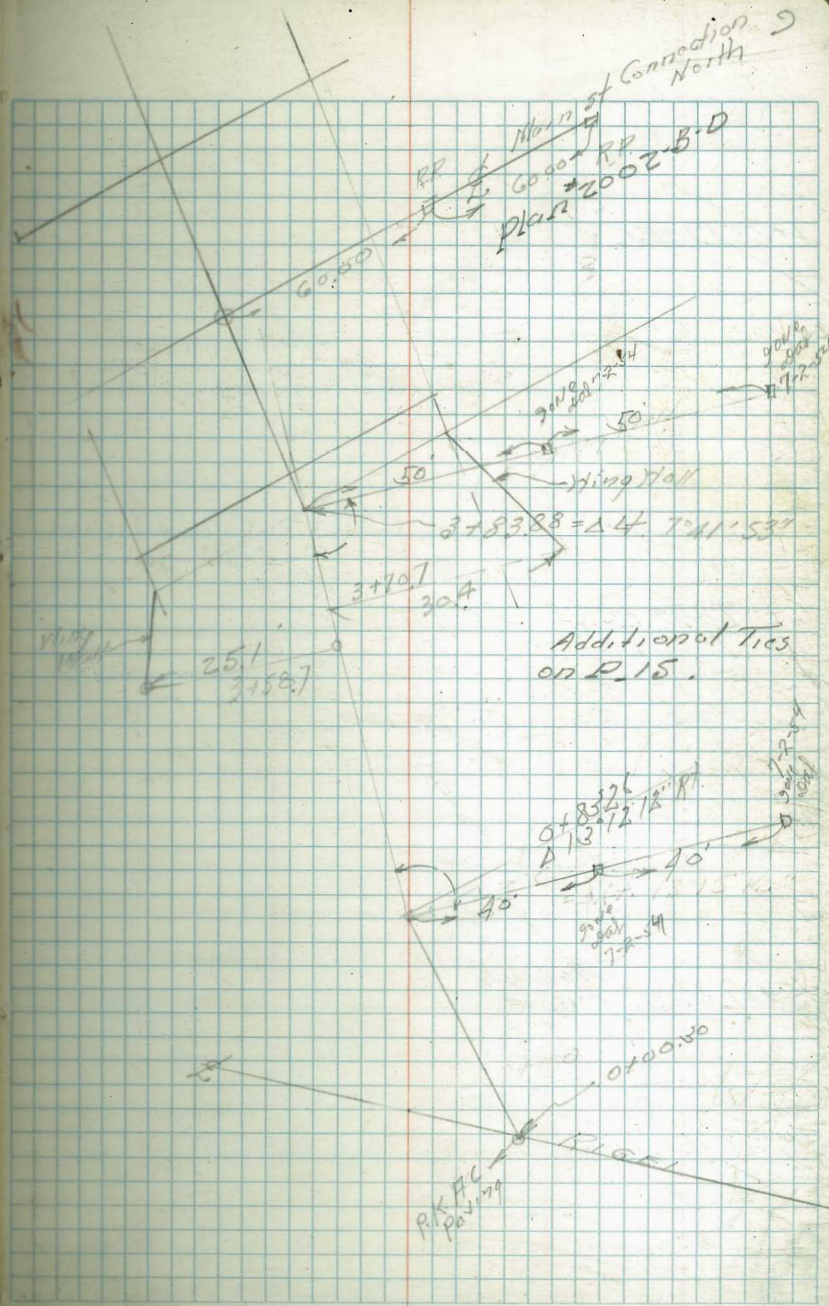
see FB 219/193/  
ties: Now  
gal  
7-2-54

3+28.97 = L. Bridge

3+83.88 = A.H. 7°41'53"

0+83.26 = A.H. 13°12'12"

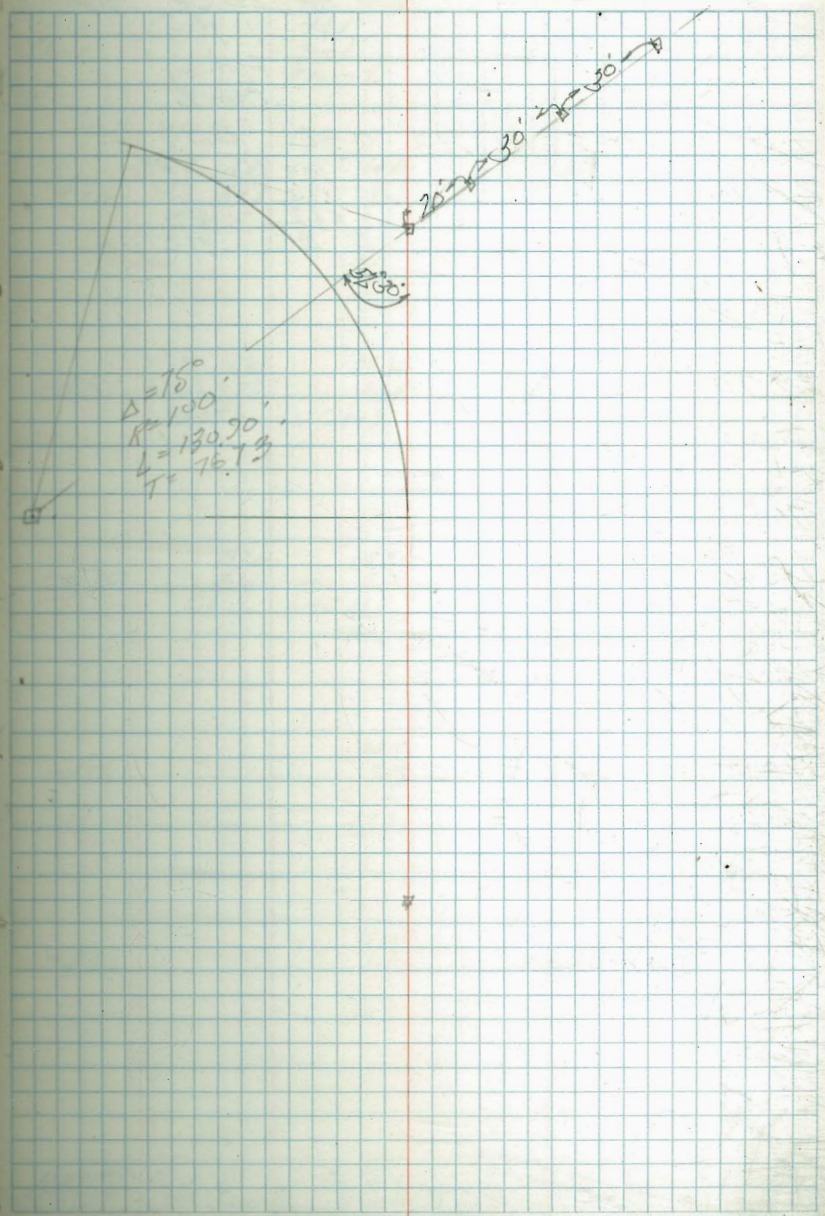
0+00 = RIGEL ST.



7+38.79 = E.C

6+07.89 = B.C. H

5+17.89 = <sup>W. bush</sup> Bridge



South Chollas Creek Channel  
Plan 1986-D

5' R.P.  
Lt. Chan.  
Face  
1:1  
Dist. =  
From L

TR 1.85 10.73 0.62 8.88-TR  
2+00 1.77 1.16 68.2 29.5  
14.48 1.58  
C.V.D. 31.2

2+00 14.34 10.54 3.8 27.1  
-4.84 C19.6

1+00

-4.70 14.20 3.0 11.2 34.5  
C10.6

1+00

-4.56 14.06 3.52 11.5 34.8  
C11.5

0+83.26 - A RT 13.7012"

-4.50 14.00 3.7 11.3 34.5  
C11.3

0.62 9.50

8.88

8+7.49 = B.P. 1st East end Mt. Wall Conduit K.S. 21  
F8-3381-60

Nov. 20-68  
757707 11

B.P. 1st  
Chollas Cr. Grid

5' R.P. 11.20  
12.7  
127.11

L  
Grades  
Flow  
L  
Cuts  
Rt.  
Chan. face  
1:1  
Dist.  
From L

-4.98 14.48 4.17 10.3 29.8 33.1  
C10.3

-4.84 14.34 3.73 10.9 34.4  
C19.9

-4.70 14.20 3.0 11.2 34.5  
C10.6

-4.56 14.06 3.52 11.5 34.8  
C11.5

-4.50 14.00 3.7 11.3 34.5  
C11.3

4.68  
4.68  
60

3.44  
3.44  
-0.3

3.0  
3.1  
-9.1

2.56  
2.46  
-0.1

3.7  
3.9  
-0.2

Note: Bulkhead section stakes are 10' offset from chain. Face bulkhead cuts are vert.

	5' R.P.	Lt. Chain Face	
5+00	18.4 10.3 C 8.3 R.P. 33.3	10.4 10.1 C 9.4 = vert. 10.8	
4+50	18.2 10.3 C 7.9 R.P. 33.3	10.2 10.1 C 9.9 10.70	
4+00	18.1 10.3 C 7.8 R.P. 33.3	10.1 10.3 C 11.4	
3+83.88 = Δ	18.1 10.3 C 7.8 R.P. 33.3	10.98 10.1 C 11.2	
3+70.7 = opp. N.E. wing wall of RT	End 18.0 10.3 C 7.7	9.73 16.01 4.7 C 11.3 Top Wing Wall	Top Wing Wall 100
3+58.7 = opp. S.E. wing wall of Lt.	End 18.0 10.3 C 7.7	9.73 16.01 4.7 C 11.3 Top Wing Wall	Top Wing Wall 100
3+50		15.99 5.49 C 10.5 33.8 1.1	
3+00	6.15	15.85 5.15 C 9.7 33.0 1.1	

10.73 = Cont. from P. 12

	Grades Fl. W	Cuts	Rt. Chain 5' R.P.	Face
	-5.68	16.41 6.4 C 9.8	12.71	10.41 10.3 C 11.5 10.75 ch. Face bulkhead.
	-5.54	16.27 6.47 C 10.3	12.71	10.27 10.3 C 10.9 10.75 ch. Face bulkhead.
	-5.40	16.13 6.23 C 9.9	12.71	10.13 10.3 C 10.4 10.75 ch.
	-5.35	16.08 6.18 C 9.9	12.71	10.08 10.3 C 10.5 10.75 bulkhead.
	-5.31	16.04 6.14 C 9.9	12.71	10.04 10.3 C 10.5 10.75 bulkhead.
	-5.28	16.01 6.11 C 9.9	12.71	10.01 10.3 C 10.5 10.75 bulkhead.
	-5.26	15.99 6.09 C 10.1	12.71	15.99 5.79 C 10.2 33.5 1.1
	-5.12	15.85 6.15 C 9.7	12.71	15.85 5.75 C 10.2 33.0 1.1

Blkd. Section are Vert Cuts To Flow 13  
 Slope " " 1:1; Dist. = To L

	5' R.P.	Lt. Chan. Face
7+00		
6+75		
6+50		
6+25		
6+0789=BC		
5+96.5 = End Blkd. on Lt.	16.60 14.1 C 2.5	13.73 14.1 Face -3.00 10' To Blkd.
5+92.73 = End Blkd. on Rt.		Top Blkd. -3.00
5+50	18.5 10.7 C 7.6 R.P. 33.3	18.55 12.03 C 4.5 - vert. 10' To Blkd.

10.73

	Cuts	Rt. Chan. Face	R.P.	#2 12.71.5
	Grades Flow			
	-616	16.89 11.7 C 5.2 38.5 1:1	11.7 11.4 10.3	
	-609	16.82 5.9 C 10.9 34.2 1:1	5.9 6.2 -0.3	
	-602	16.75 6.25 C 10.5 33.8 1:1	6.25 6.15 10.6	
	-595	16.68 5.98 C 11.0 34.3 10.8 1:1	5.63 5.98 10.2	
	-590	16.63 6.63 C 10.0	5.53 5.43	
	-587	16.61 34.4 1:1	5.01	
	-5.86	13.92 5.33 C 8.4 = Top Blkd.	12.50 5.35 C 11.2 = vert. 10' To Blkd.	78.6 74 C 11.2 33.3 R.P.
	-5.82	16.55 5.83 C 10.7	16.57 5.85 C 11.3	18.5 7.2 C 10.7 33.3 R.P.

5' R.P. 14. Top  
1:1

7+3879-E.C.

14

Grades Cuts

Rt. Top 5' R.P.  
1:1

-6.27



WABASH BLVD

Walker Ties & Ref. Points  
 Rope  
 Rorer  
 6-15-53

E P=800  
 Δ 63'44"38"

Δ 2225.11  
 T=12435

Channel

$\Delta = 75^\circ$   
 $R = 100'$   
 $L = 130.90'$   
 BC  
 $6 \times 07.89$   
 $P = 1.0$

42592

WABASH  
 N. 33° 52' 57" E  
 Plan 2002-B

MAIN

214732.5

GRADE BOOK  
 # 8831  
 2

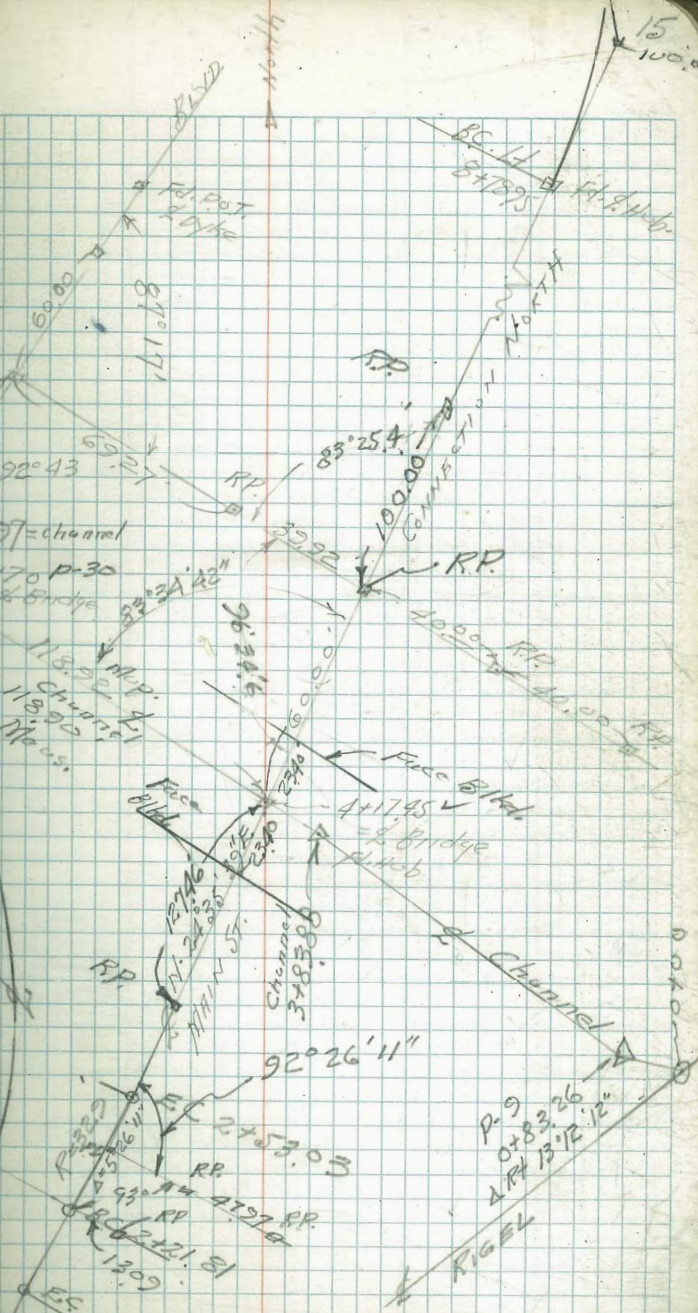
BRIDGE

ST.

22749.99  
 $94^\circ 01' 28''$

EC  
 3754

WABASH  
 BC



52119.7  
 EC RP

6000

692.7

87° 17'

92° 43'

3798.97 = channel

RP

100.00

CONNECTION

RP

118.00

Channel

RP

6034.6

RP

4000

RP

RP

4117.95

FACE BLVD

RP

$92^\circ 26' 11''$

2157.03

P-9

0.8326

RP 13.12

RIGEL

15  
 100.0

ES

RP

RP

RP

RP

RP

RP

RP

RP

RP

RP

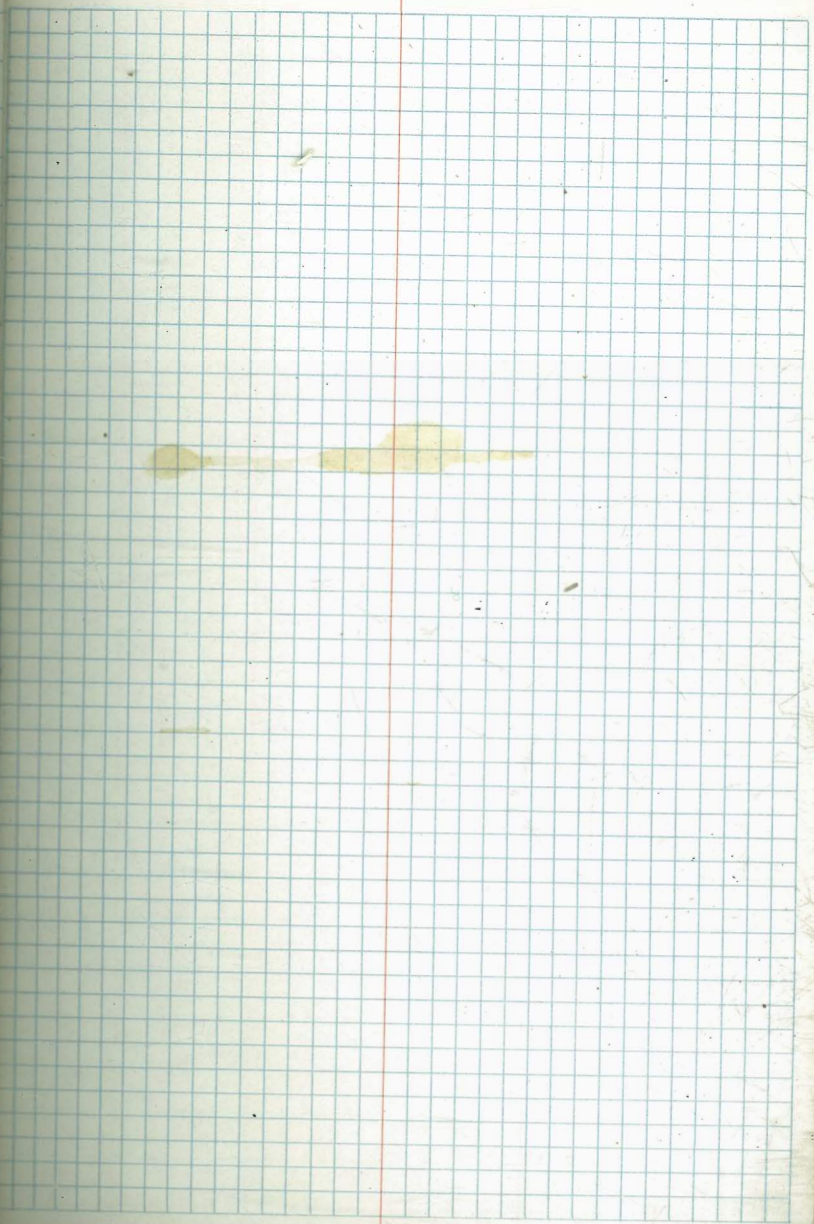
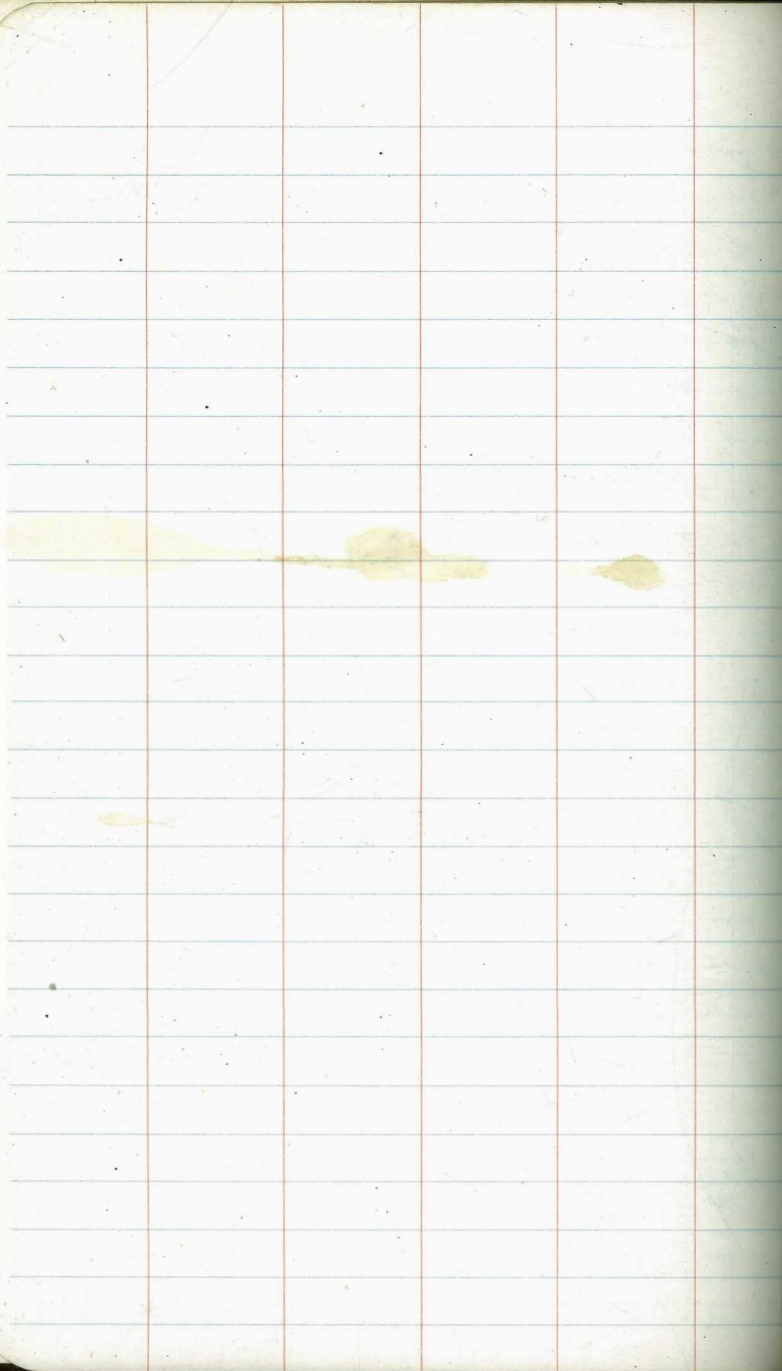
RP

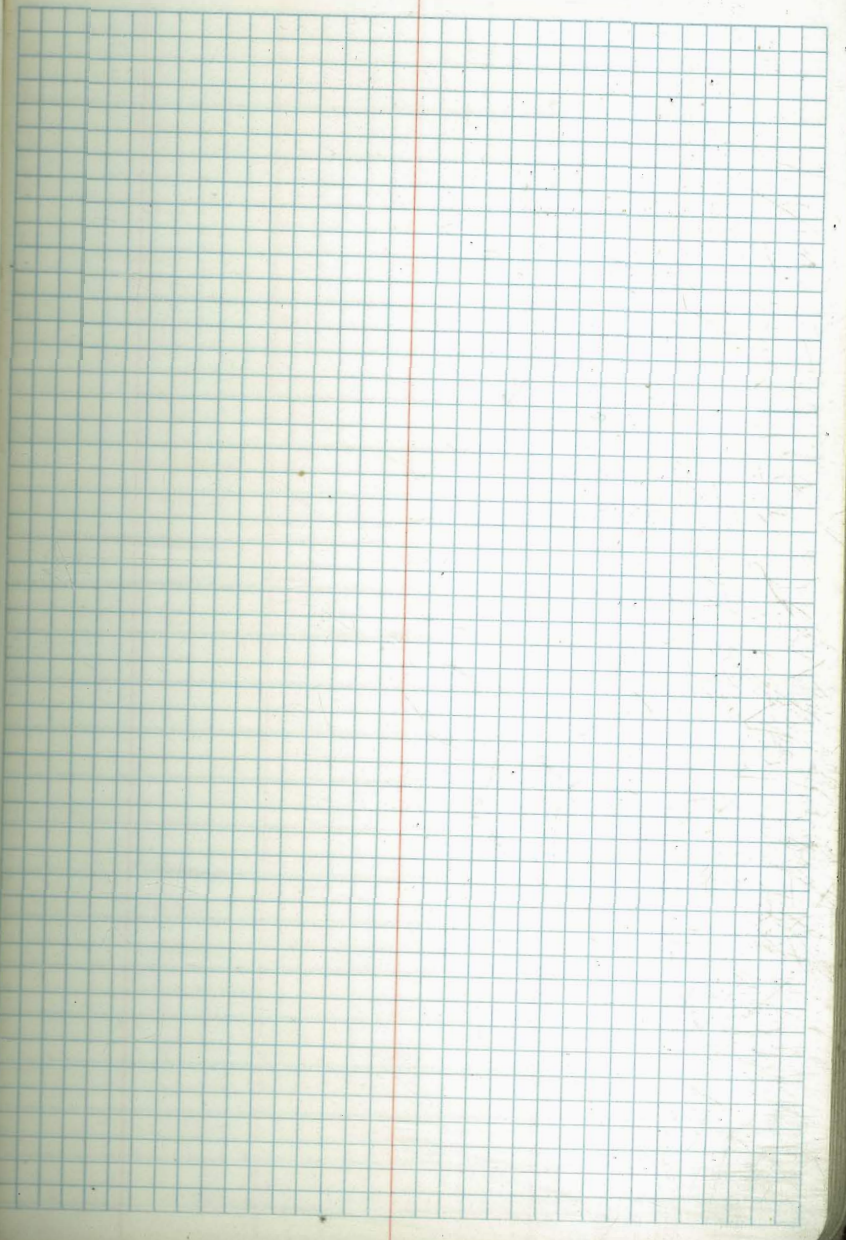
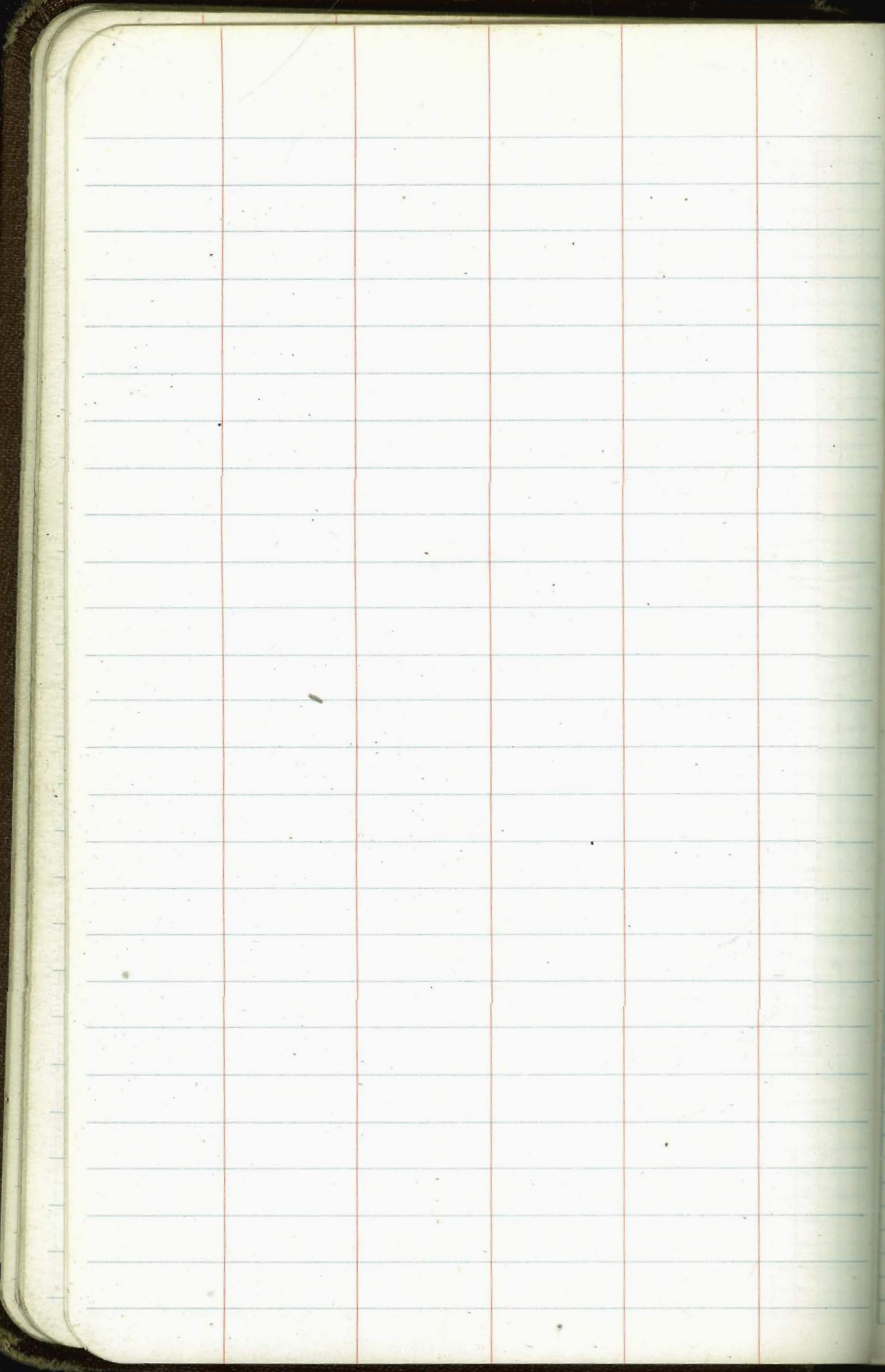
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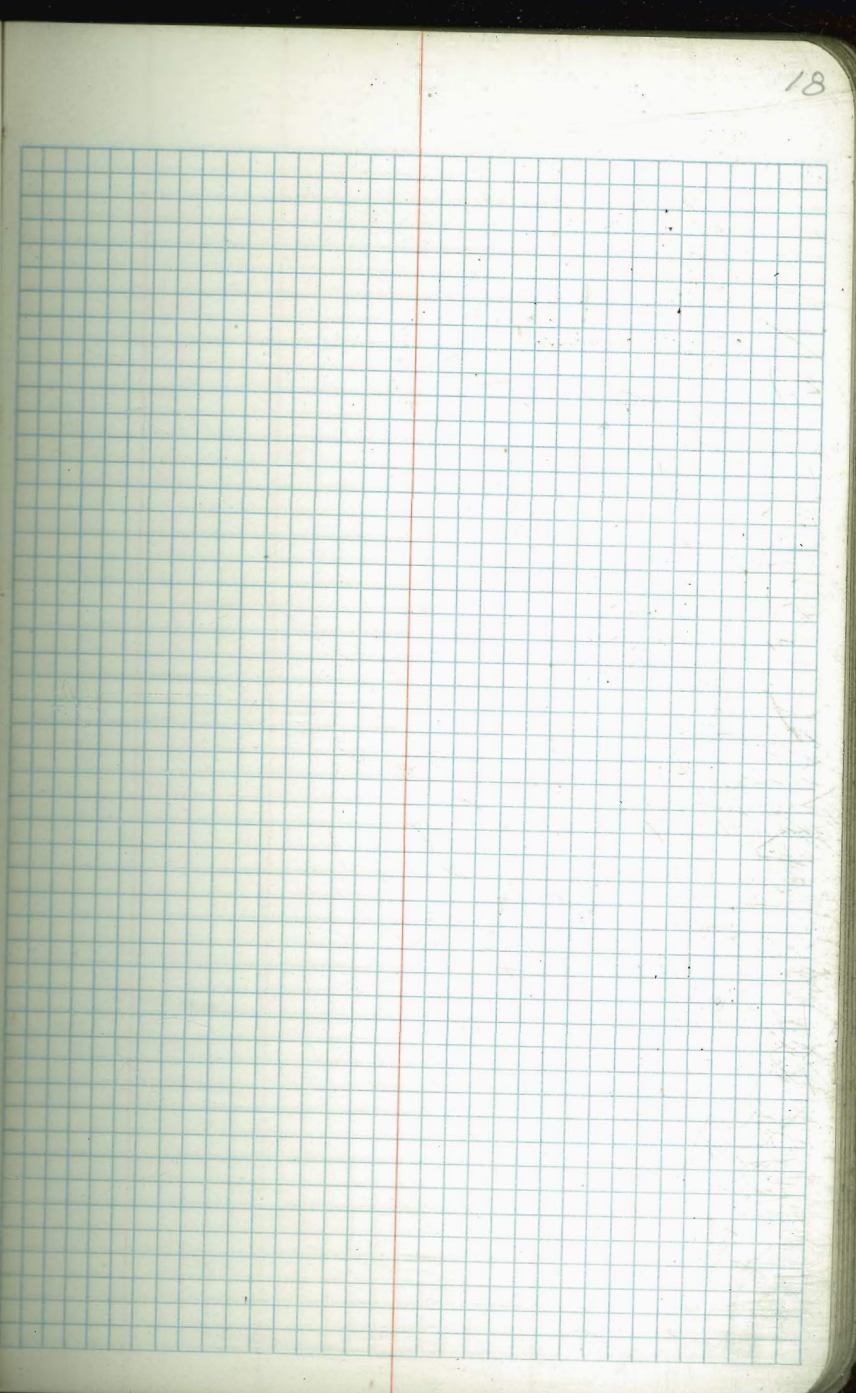
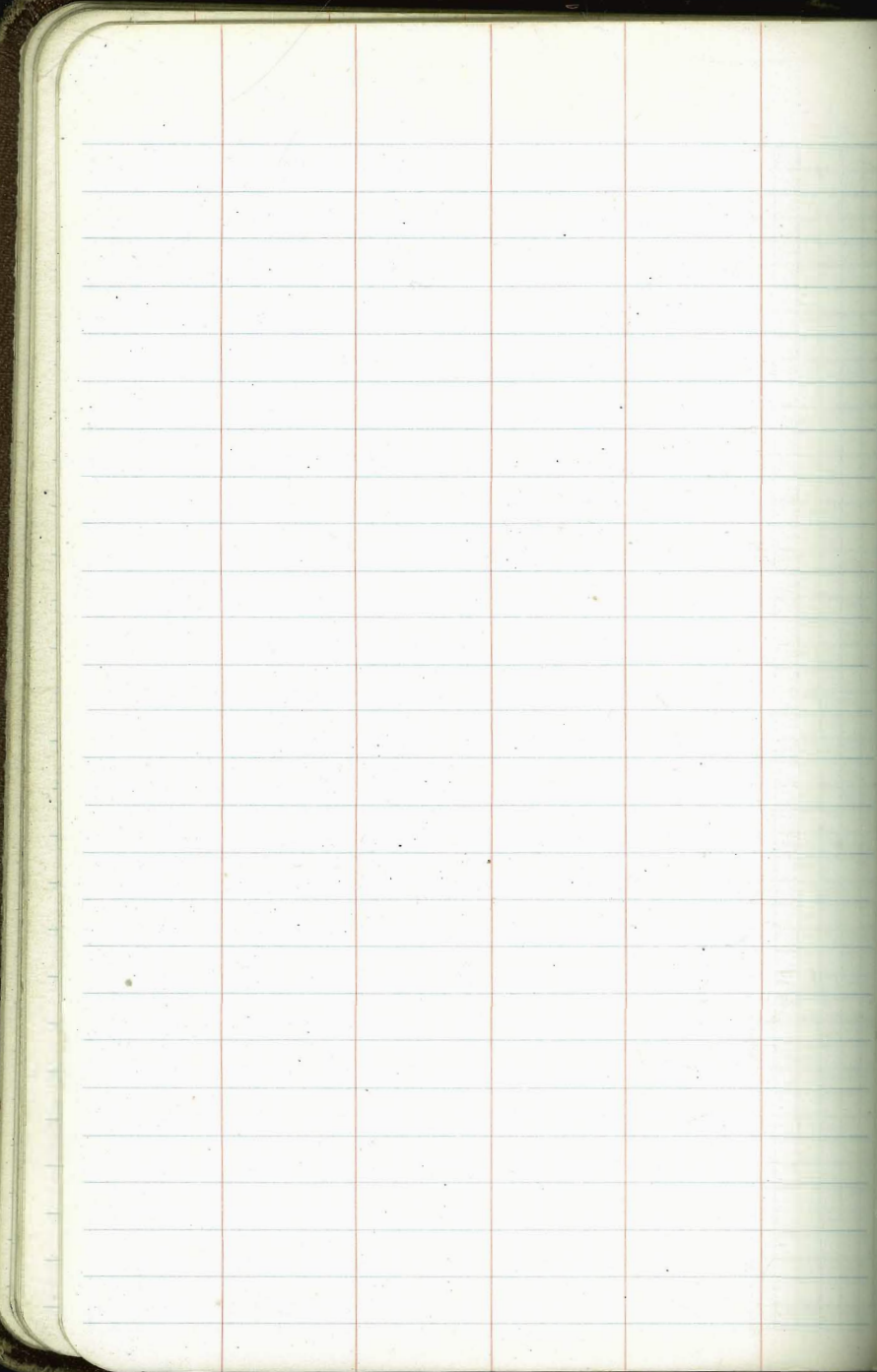
RP

RP

15  
A  
A  
A









LOBLAS CREEK CHANNEL

Line Change  
 Walker Portion Bldg.  
 Pope From Nat'l Ave To B.C.  
 Bertulucci  
 7-17-53 Grades P-21

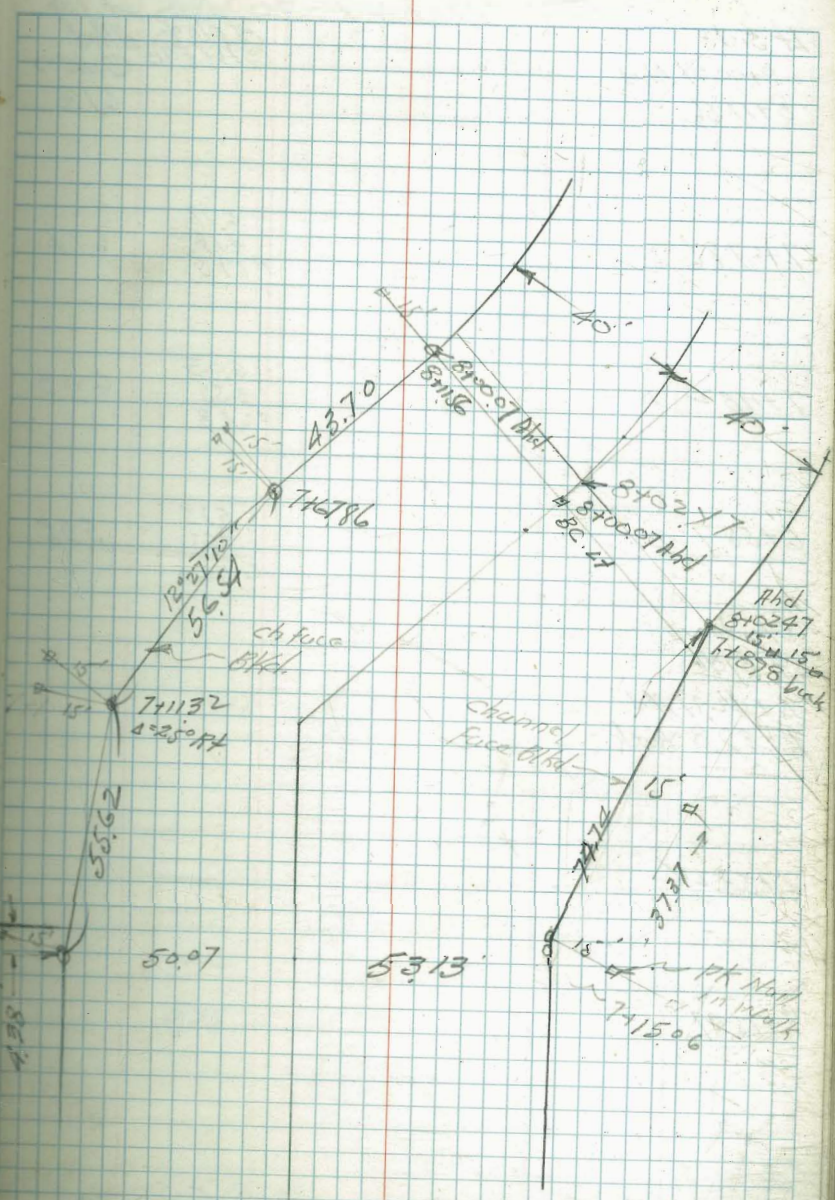
FB 22.81 / 73 → 6+60.08

6+58.70

50.07

53.13

NAT'L AVE.



LAG CHOLLAS CREEK CHANNEL

New Cuts & Fills For Line Change

17 Blkd. Sketch P-20

Lt side

8+00.07 Ahd

8+11.86

Lt Blkd.  
Cuts & Fills

Lt Top

Blkd.

Grades

6.18

7+57.86 Δ

6.11  
4.16  
F1.95

6.17

7+11.32 Δ

6.03  
3.55  
F2.48

6.03

6+55.7 Δ

5.95  
7.55  
C1.60

5.95

Station

Rt side

8+02.97 Ahd

7+89.8 Back

6.18

6.18

5.92

F0.26

7+53.24

6.06

6.06

5.63

F0.43

7+15.87

5.95

5.95

6.31

C0.36

5.98

End of RR Hub

at Sta 7+21.25 FB2281-78

Los Chollas Creek Channel

Mulkey  
Pope  
Patten  
Bathhouse

Finish Grades on East Side  
of Channel For Culvert

2 ch.  
Station  
7-27-53

Set chisled Mark  
on Top Pipe 1 1/2 ft  
on Channel Face

Elev.  
2 ch.

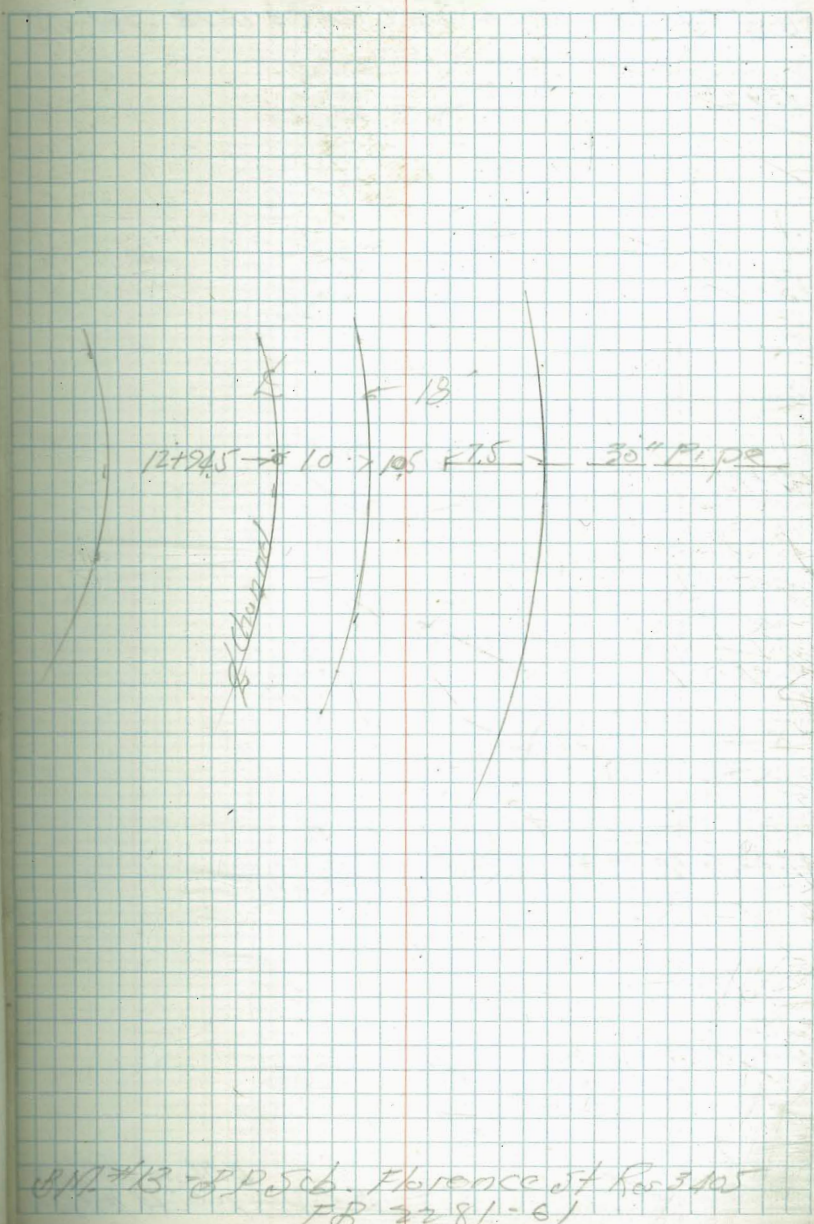
chk  
13+25

856

12+94.5

Top Pipe  
1494  
1793 - 3.07  
27.0  
25  
10.5  
7.75 ch  
1 1/2 ft

T.P.	2.20	11.87	8.11	8.97
	0.33	17.08		16.75



BM #13 - P.D. Sub. Florence St. No. 3405  
FB 22 81 - 61



Walker  
Pope  
Pullen  
Los Chollas Creek Channel  
FINISH GRADES

8-12-53 Top Side of Channel Grades in FB 2281-55

13+25

13+00

12+75

12+50

12+25 FB 2281

11+95.54 = End of H/d.  
FB 2281  
58 = stretch  
59 = grades

5.27 B.M. on Hub FB 2281  
100 ft 10+95.54 54

Grades 10 ft. & 10 ft.  
13 ft. 18 ft.  
= offsets = offsets.

23

-3.02 -3.02  
-1.00 -1.42  
C 2.02 C 1.60

-3.05 -3.05  
-0.78 -0.55  
C 2.07 C 2.50

-3.09 -3.09  
-1.51 -1.64  
C 1.58 C 1.45

-3.13 -3.13  
-1.22 -1.06  
C 1.91 C 1.47

-3.17 -3.17  
-1.27 -0.94  
C 1.90 C 2.23

-3.21 -3.21  
-0.47 -1.29  
C 2.74 C 1.92

10' 2 10'  
4. 54

24

14+75

-2.79 -2.79  
-1.07 -0.32  
C 1.72 C 2.47

14+50

-2.83 -2.83  
-1.24 -0.54  
C 1.59 C 2.29

14+25

-2.86 -2.86  
-0.88 -1.41  
C 1.98 C 1.45

14+00

-2.90 -2.90  
-0.95 -1.09  
C 1.95 C 1.81

13+75

-2.94 -2.94  
-0.77 -1.09  
C 2.17 C 1.85

13+50

-2.98 -2.98  
-1.11 -1.36  
C 1.87 C 1.63

16+00.

15+75

15+61.20 = F.C.

15+50

15+25

15+00

-0.29 <sup>T.P. 017</sup>  
13' RT.

28.0  
LH.

10'4

10'11"

28.0

11'

TOP

25

-2.60 -2.60  
-0.13 -0.12  
C 2.47 C 1.88

-2.64 -2.64  
-0.83 -0.15  
C 1.81 C 2.49

-2.66 -2.66  
-0.21 -0.22  
C 1.75 C 2.37

-2.68 -2.68  
-1.18 -0.10  
C 1.50 C 2.58

-2.71 -2.71  
-1.89 -0.20  
C 0.82 C 2.31

-2.75 -2.75  
-4.23 -0.43  
C 1.52 C 2.32

17+50

17+25

17+00

16+75

16+50

16+25

10' Lt.      10' Rt.

26

-2.06    -3.06  
  1.20    -0.18  
C 3.26    C 1.88

-2.15    -2.15  
  0.45    -0.56  
C 2.60    C 2.71

-2.24    -2.24  
  0.65    -0.15  
C 1.59    C 2.09

-2.33    -2.33  
  1.38    -0.86  
C 0.95    C 1.47

-2.42    -2.42  
  1.18    -0.90  
C 1.24    C 1.52

-2.51    -2.51  
  0.41    -0.38  
C 2.92    C 2.13

19+00

18+68.53 = 89.14

+50

+25

18+00

17+75

10' L 10'  
H. RT

27

-151 -151  
-0.25 0.26  
C 1.26 C 2.47

-162 -162  
0.14 -0.28  
C 1.76 C 1.34

-169 -169  
-0.05 0.26  
C 1.74 C 1.95  
1.64

-178 -178  
0.20 0.51  
C 1.98 C 2.29

-187 -187  
-0.44 -0.23  
C 1.43 C 1.65

-129 -129  
-1.06 -0.81  
C 3.03 C 1.76

20+50

20+18.44=50

20+100

+75

TR

+50

19+25

20+50

Chk finish Grd. stake 28.6' LI.

201  
1103  
1192

2.05

10' Lt.      10' Rt.

28

-0.97      -0.97  
1.11      1.06  
C 2.08      C 2.03

-1.08      -1.08  
1.50      1.02  
C 2.58      C 2.10

-1.15      -1.15  
1.60      1.00  
C 2.75      C 2.15

-1.24      -1.24  
1.35      1.14  
C 2.59      C 2.38

-1.33      -1.33  
1.52      1.36  
C 1.85      C 2.69

-1.42      -1.42  
0.83      left out  
C 2.25

B.M. #14 = 1 1/2" x 3.3' 1101 B&H N.L. Murphy  
F.B. 2281 144. B.I. of Way  
-61

10' Lt.      10' Rt.

Cont. P. 31

22100

-0.42	-0.42
2.51	1.61
2.09	1.19

+75

-0.52	-0.52
3.07	1.12
2.55	0.60

+50

-0.61	-0.61
3.15	0.58
2.54	0.07

+35

-0.70	-0.70
2.84	0.18
2.14	0.08

21100

-0.79	-0.79
0.83	0.03
1.62	0.82

2076913-8.C.R.

-0.90	-0.90
1.19	0.42
2.09	1.32

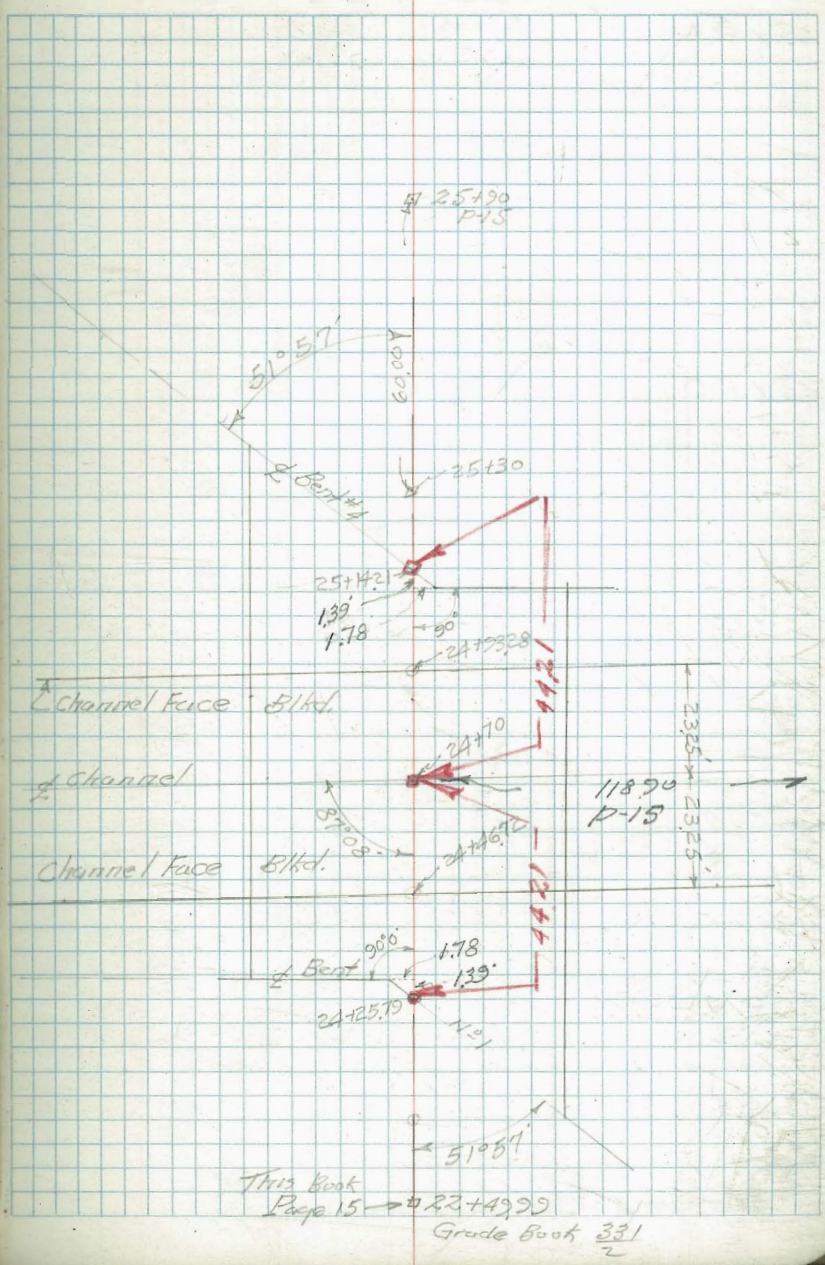
WABASH BLYD.

SOUTH CHOLLAS CREEK BRIDGE

UPPER BRIDGE

Mulka  
Pope  
Olney  
Peters  
12-11-53

4 set Hubs





10' Grades Lt.	10' Grades Rt.
offsets 13' Lt.	offsets 13' Rt.

23+50

0.12	+0.12
1.83	1.87
C 1.71	C 1.45

+25

+0.03	0.03
1.89	1.93
C 1.86	C 1.90

23+00

-0.06	-0.06
2.61	2.12
C 2.57	C 2.18

+75

-0.15	-0.15
2.36	1.93
C 2.51	C 2.08

23+50

-0.24	-0.24
1.81	1.64
C 2.05	C 1.88

23+18.9 F.C.

-0.35	-0.35
2.09	1.93
C 2.44	C 1.88

Cont. from P. 29

Chk Top Dyke 25400

T.P.

Cont. P-33

25400 start

175

+50

24725

24700

23775

12.66

710

10' £ 10'

32

907	066	066	9.07
735	233	228	7.65
C172	C167	2.29	C142

906  
09600

057	057
202	228
C245	C169

048	+048
240	244
C192	C196

039	039
252	262
C215	C223

030	030
246	198
C216	C168

021	021
266	127
C245	C176

Bottom Grades Chollar Creek Channel

Oct 30. 53  
H.S. Mason  
Surveyor  
Chippewagon  
Parker  
Kralley

10' Lt & 10' Rt

27+00

BM 17.04 SEBP Ocean View  
3.22 of Gregory  
20.26

139  
out 139

+90  
H.L. Ocean View  
26+87.16

BM 17.04 SEBP Ocean View  
1.96 of Gregory  
19.00  
12.00  
6.00  
3.73  
9.7

Elev					Elev
10.65	8.38	1.05	1.35	8.38	10.65
14 Hall	3.78	11.0	11.0	3.78	14 Hall
	13.35			4.71	13.35
	6.91				11.74

26+50

10.51	8.52	1.21	1.21	8.52	10.61
14 Hall	4.86	4.0	11.0	4.86	14 Hall
	13.35			3.28	

+10  
H.L. Ocean View  
26+07.16

10.28	8.17	1.06	1.06	8.17	10.61
14 Hall	3.19	11.0	11.0	3.19	14 Hall
	13.35			3.75	
	6.91				

26+00 Bottom Toe  
10.9 Lt + Rt of L

102  
out 102

+85

12.97	8.76	0.97	0.97	8.76	12.97
8.09	3.73	10.5	10.5	3.73	8.09

25+60

12.88	8.85	0.88	0.88	8.85	12.88
8.18	3.71	10.0	10.0	3.71	8.18

17.04 SEBP  
8.05  
25.09  
Rt. Side

17.04 SEBP  
4.02 Ocean View of Gregory  
21.06 Lt. Side

25+30

12.77	8.96	4.77	0.77	8.96	12.77
8.29	3.71	10	10	3.71	8.29
	13.35			4.80	

TOP

28+10.36 BC. FH.

13.79

11.72

28+0

#2 Aug 9-54  
East side BPH Int.  
BM 24.82 Lt 18+50  
c. 29  
25.5/11

27+75.18

13.66

27+50

13.57

27+40 Find Widening Section.

13.53

27+15

13.44

TP 0.63 7.65 12.92 7.02  
BM 2.90 19.94

17.04

SE. BP  
Ocean View  
Report

A 20.26

10' Lt. 10' Rt.

May 4-54  
H.S. Spon 34  
Garber  
Chairman  
L. H. K.  
Kelsey

13.79 5.86 1.79  
4.47 c. 1.79

5.86 13.79  
4.47 11.30  
c. 1.53

13.75 5.90  
4.51 out 1.75

5.90 13.75  
out 11.34

13.66 5.99  
4.60 c. 3.08 1.66

5.99 13.66  
4.60 11.43  
c. 1.73

13.57 6.08  
4.49 out 1.57

6.08 13.57  
out 11.52

13.53 6.12  
4.73 c. 2.28 1.53  
1.5

6.12 13.53  
4.73 11.56  
c. 1.57  
1.5

13.44 1.44  
4.82 10.5

1.44 13.44  
10.5 11.65

7702  
2.9+26.2 EC.

2.8.51

2.9+50

2.9+25

2.9+00

2.8+75

2.8+50

785

10' Lt. L. 10' Rt.

35

Top

14.39 5.26 2.39 2.39 5.26 11.12  
5.87 6.92 5.26  
C/1.54

14.29 5.56 2.29 2.29 5.56 11.22  
5.97 6.07 4.27 1.5  
C/1.31

14.20 5.45 2.20 2.20 5.45 11.31  
6.06 6.93 4.52 1.80  
C/1.2

14.11 5.51 2.11 2.11 5.51 11.40  
6.15 6.76 3.44 1.85  
C/1.55

14.02 5.63 2.02 2.02 5.63 11.49  
6.24 6.97 3.76 1.80  
C/1.05

13.93 5.72 1.93 1.93 5.72 11.58  
6.33 6.74 3.58 1.80  
C/1.1  
1.3.0

+50

+25

7P

3140

+75

+50

+2949 BCLT

3040

585

994

356

4.09

H.L. 20.26 P-33  
5.52  
14.74  
5.53  
20.27

7.65

10.58

07 8705  
13' P-340

10' Lt.

L

10' Rt.

36  
Top

✓ 15.22 699. 3.02  
5.25 C/1.57

✓ 14.93 701. 2.93  
5.34 C/1.27

✓ 14.84 481. 2.84  
5.43 C/1.53

✓ 14.75 490. 2.75  
5.57 C/1.50

✓ 14.46 499. 2.66  
5.60 C/1.57

✓ 14.58 507. 2.58  
5.68 C/1.47

✓ 14.47 518. 2.47  
5.79 C/1.26  
12.0

T 20.26

699. 10.49  
5.25 C/1.45

701. 10.58  
5.34 C/1.33

481. 10.67  
5.43 C/1.55

490. 10.76  
5.57 C/1.09

499. 10.85  
5.60 C/1.19

507. 10.93  
5.68 C/1.17

518. 11.04  
5.79 C/1.15  
12.0

+25

#2  
25.51 T  
9.84  
15.67  
5.64  
21.31 T

33 + 0

+75

+50

+25

32 + 0

31 + 75

994

15.65 6.29. 3.65  
4.62 4.84  
c/1.84.

6.30 9.86  
5.78  
c/1.52.

15.56 6.38. 3.56  
4.71 4.77  
c/1.61.

6.38. 9.95  
5.74  
c/1.24.

15.47 6.47. 3.47  
4.80 4.98  
c/1.49.

6.47. 10.04  
5.76  
c/1.02.

15.38 6.58. 3.38  
4.89 5.16  
c/1.40.

6.58. 10.13  
5.07  
c/1.25.

0.0574

1022

15.29 6.65. 3.29  
4.92 5.36  
c/1.35.

6.65. 10.22  
5.74  
c/1.5.

15.20 6.74. 3.20  
5.07 5.36  
c/1.54.

6.74. 10.31  
5.36  
c/1.44.

1040

15.11 6.83. 3.11  
5.16 5.36  
c/1.35.  
73

6.83. 10.40  
5.36  
c/1.39.  
130

T20.27

May 7-54 10:4t 2 10:17. 38

+25

+2  
2131A

35+0

+75

+50

34+25

TP

529

1274

249

745

or start 1941

33+9197

+91.97 B.C. R.H.

33+58.68 F.C.

994

✓ 836.  
16.38 664 1.38  
3.89 c/1.71

836.  
749 4.93  
c/1.87

✓ 845.  
16.29 682 4.29  
3.98 c/1.63

845.  
739 5.02  
c/2.16

✓ 854.  
16.20 695 4.20  
4.07 c/1.57

854.  
786 5.11  
c/1.72

✓ 863.  
16.11 651 4.11  
4.16 c/2.12

863.  
694 5.20  
c/1.85

✓ 873.  
16.01 675 4.01  
4.26 c/1.78

873.  
726 5.30  
c/1.53

✓ 605.  
15.89 749 3.89  
4.38 c/3.56

605.  
788 5.42  
c/1.37

✓ 617.  
15.77 759 3.77  
4.50 c/3.81  
130

617.  
786 5.54  
c/1.87  
130

720.27



37+0 start on Lt

#2  
 BM 493 0.7 Stub  
 242 1.2 436+25  
 #3 2131A  
 7.34  
 2.73  
 100/

+75

+50

36+25

+97.05 FC

+75

35+50

12.74

H.1.20.27 P-36  
 3.65  
 16.67 # 1X1 Lt  
 5.84 55+97.05  
 22.46

506 7.28 5.01  
 3.58 5.84  
 17.01 ✓  
 5.45

16.92 7.82 4.92  
 5.34 5.40  
 2.42

14.83 7.91 4.83  
 5.63 5.62  
 2.29

16.74 8.00 4.74  
 5.72 5.87  
 2.13

16.64 8.10 4.64  
 3.63 5.94  
 2.19

16.56 8.18 4.56  
 3.71 6.18  
 2.00

16.47 8.27 4.47  
 3.80 6.51  
 2.26

T 20.27

7.28 4.30  
 5.84  
 2.17

7.82 4.39  
 5.40  
 2.35

7.91 4.48  
 5.62  
 2.29

8.00 4.57  
 5.87  
 2.13

8.10 4.67  
 5.94  
 2.19

8.18 4.75  
 6.18  
 2.50

8.27 4.84  
 6.51  
 2.26

TOP

10.11

2

10. RT

40

+75

17.65

17.65  
4.81  
7.09  
5.76  
5.65  
C 18.31

7.29  
7.09  
5.83  
5.26

#2  
10.07A

+50

17.51

17.56  
4.90  
7.18  
5.68  
5.56  
C 2.12

7.38  
7.18  
4.53  
C 3.11

#3  
21.31A  
1.1.1  
TP 17.20 on stub on RT  
7.74  
37+50  
39.94

+25

17.46

17.46  
5.00  
4.61  
7.28  
5.62  
5.46  
C 2.26

7.48  
7.28  
4.61  
5.23  
5.58  
C 3.00

38+0

17.37

17.37  
5.09  
4.70  
4.91  
4.59  
5.39  
7.37  
5.37  
C 2.78  
C 2.00

7.57  
7.37  
4.70  
4.55  
2.23  
C 2.77

+75

17.28

17.28  
5.18  
4.79  
4.79  
4.72  
5.28  
7.46  
4.95  
5.21  
C 2.21

7.66  
7.46  
4.95  
5.54

+50

17.19

17.19  
5.27  
4.88  
3.27  
4.89  
5.19  
7.45  
4.89  
5.19  
C 2.98

4.88  
7.55  
5.20  
2.61  
2.37  
C 2.35

37+25

17.10

17.10  
5.36  
4.97  
2.65  
4.91  
5.10  
7.64  
4.91  
5.10  
C 2.73  
C 2.13  
K 22.46

7.64  
5.33  
2.33  
1.13

12.74

Top

10 Lt.

10 Rt.

+50 = Grade Break

18.29

18.28 7.50 6.28  
6.51 c3.76

6.15 9.96  
3.83  
c4.13

#2 10.07 T

40 + 25

W. East Side Top  
24.94

18.19

18.19 10.05 6.19  
6.60 c3.60

6.75 10.05  
3.38  
c3.69

+97.51 B.C. Pt.

out R

X

18.09

18.09 10.15 6.09  
6.70 c3.88

6.85 10.15  
3.30  
c4.00

TP

6.63

16.24

3.13

9.61

0.75 Sub  
13.99 39.25

+75

out R

18.01

18.01 6.73 6.01  
2.93  
c3.88

6.93 6.73 4.06  
3.78  
c1.95

22.46 P39

3.83  
18.63 N. E. Cor  
6.16 Valve Box  
24.79 S. W. Cor. Parcel

17.42 6.82 5.96  
2.64  
2.15 6.82  
1.31 3.15  
c2.84 c3.57

7.02 6.82 4.15  
3.78 6.95  
c3.40

+50

out R

17.92

+25

17.83

17.83 6.91 5.83  
4.63 3.50  
c3.61

7.11 6.91 4.15  
3.13 6.95  
c3.78

39+0

12.74

17.74

17.74 7.00 5.74  
4.72 4.86  
c3.74

7.20 7.00 4.33  
3.78 7.05  
c3.44

T22.46

16.11.

10. RT.

TOP

+25

19.55

19.53	8.49	7.55
5.24	1.86	
	c 3.89	

5.67	8.69	6.98
	1.72	
	c 3.95	

2494X

1.67

23.27 - BM x 00716x11  
(23.20)

42+0

1.97

2524X

19.37

19.37	8.87	7.37
5.22	1.72	
	c 3.75	

	8.87	7.10
	1.40	
	c 1.47	

409.1354

23.27 Above

3.20

26.47X

+85.49 BC LT

19.27

19.27	8.97	7.27
5.52	5.23	
	c 3.74	

5.97	8.97	7.50
	3.21	
	c 3.06	

+50

19.01

19.01	9.23	7.01
5.78	5.23	
	c 3.74	

6.23	9.23	7.96
	1.78	
	c 4.75	

+27.68 EC

18.85

18.85	9.39	6.85
5.94	5.23	
	c 2.98	

6.09	9.39	
	5.16	
	c 7.23	

41+0

18.65

18.65	9.59	6.15
6.14	5.23	
	c 3.76	

6.29	9.59	
	5.27	
	c 4.35	

40+75

18.46

18.46	9.78	6.46
6.33	5.23	
	c 3.75	

6.48	9.78	
	5.60	
	c 4.18	

16.21

7.24.79

13.0

+68 = Top 72" R.C.P. 22H 21.06 Top

44+0 20.84

1/2 R/S side Top  
26.47

+75 20.65

+50 20.47

+25 20.39

43+0 20.11  
x 24.79 P-41  
4.87  
19.92  
6.06  
25.98

+75 19.92

42+50 19.74

16 Lt. 1/2 10 Rt.

20.84	7.40 5.17	8.84	7.40 3.07 4.33	5.63
20.65	7.59 5.33	8.65	7.59 3.96 3.83	5.22
20.47	7.77 5.57	8.47	7.77 4.43 3.34	6.00
20.39	7.95 5.69	8.29	7.95 5.26 2.85	6.18
20.11	8.13 5.87	8.11	8.13 5.67 2.46	6.36
19.92	8.32 4.87	7.92	8.32 4.87 3.45	6.55
19.74	8.50 5.05	7.74	8.50 4.70 3.84	6.73

16.24

x 24.79 130

Top

10.67.

10.81.

44

+75

#2.81 Side

26.47X  
3.37  
23.10  
9.42  
32.52

22.11

✓ 12.87  
22.11 4.85 10.11  
3.87 2.52

8.35  
12.37  
12.24  
20.13

+50

BM 29.63

B.P. Imperial Ave  
Bridge & Cholla Co.  
(29.57)

21.93

✓ 21.93  
4.05 9.93

8.53

East Side

BM 29.57  
8.89  
30.46  
B.P. Imperial  
Cholla Co.  
Bridge

+29.49 F.C. New

21.78

✓ 21.78  
4.20 12.70  
3.50 9.78  
2.20  
13

8.68 13.70 4.69  
11.84  
21.06  
13

45+08.55 F.C. (Old)

21.63

✓ 21.63  
4.35 16.53  
17.11 9.63  
2.58

used 8.83 16.53 4.84  
2.89 12.85  
2.28

+75

21.38

✓ 21.38  
4.60 16.78  
13.22 9.38  
2.56

16.78 5.09  
12.80  
23.98

7P

13.20

26.11

3.28

12.96

+50

21.20

✓ 21.20  
4.78 9.04  
3.28 9.20  
2.76

9.04 5.27  
2.85  
2.77

44+25

21.02

✓ 21.02  
4.96 7.22  
3.29 9.02  
2.93  
13.0

7.22  
3.29  
2.93  
13.0

16.24

7.25.98 13.0

BM	1.82	31.39		29.57	BP Bridge
TP	4.01	22.48	12.92	12.17	
TP	11.24	32.66	0.06	22.42	

33.66  
4.01  
29.57

East Side Top  
30.467

+35

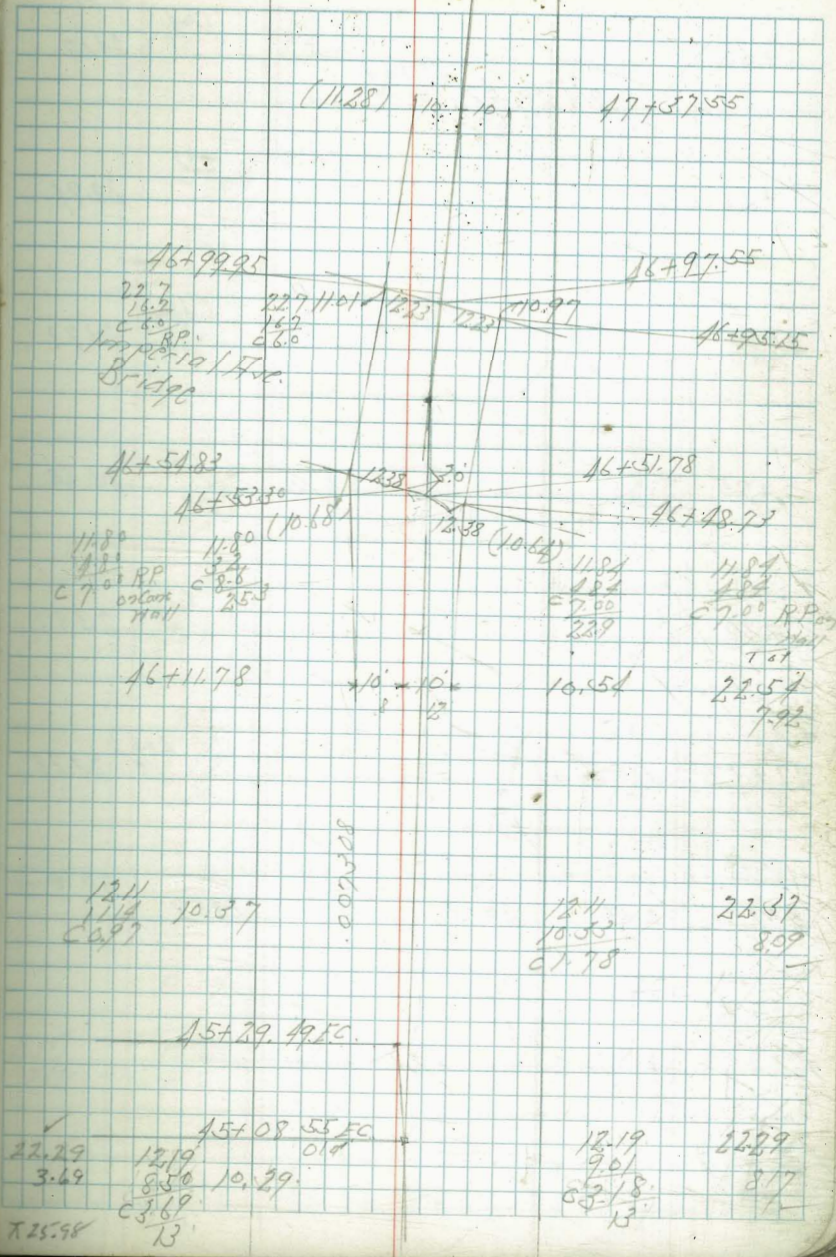
+11.78

BM		32.6	39.54	29.54	BP Bridge Imp. 19.57
TP	10.54	32.80	3.90	22.26	

46+0

26.16

June 9-54 10:10 16:30 45



22.29  
3.69  
25.94

12.19  
8.50  
3.69  
13

12.19  
9.01  
3.18  
13

22.29  
8.17

Bottom

+50			6.03	Top 24.10
+25			6.22	23.91
48+0			6.40	23.73
+75			6.58	23.55
+50			6.76	23.37
47+37.55	Normal		6.85	23.28
BM	0.56	30.13		29.57 BP Bridge

BM 29.57  
0.65  
30.22 BP Rail Bridge

6.84	Top 6.03
6.84 6.22 6.46	12.10
7.03 6.22 6.79	11.91
7.21 6.40 6.45	11.73
7.39 6.58 6.79	11.55
7.57 6.76 6.79	11.37
7.66 6.85 6.80 1.30	11.28
7.84 6.85 6.80 1.30	11.28
0.74	18.94
1.86	31.43
29.57	BP Bridge

BM  
29.57

2.00

6.85  
6.76  
6.85  
6.76



Top

Bottom

Top

+75				476 ✓	2574
+50				495 ✓	2555
+25				513 ✓	2537
TP	501	30.50	4.99	519	2519
50+0				494	2519
+75				512 ✓	2501
+50				531 ✓	2483
+25				549 ✓	2464
49+0				567 ✓	2446
+75				585 ✓	2428

520 523 02.07	13.74	529 532 02.28	476
539 523 02.16	13.55	539 545 01.34	495
557 536 01.18	13.37	557 541 02.11	513
575 578 02.27	13.19	575 572 02.17	494
593 590 01.11	13.01	593 591 02.55	512
611 608 01.14	12.82	612 609 01.17	531
640 637 01.13	12.64	630 625 01.55	542
648 629 02.19	12.46	648 608 01.17	567
666 675 01.25	12.28	666 656	585

0003

30.13

48 49 50 51 52 53

Sta. H. Top	Top	Bottom	8.43 6.51 c 2.92
+75	27.20	15.20	
+50	27.02	15.02	8.61 6.35 c 2.27
+25	26.84	14.84	8.79 6.65 c 2.14
52+0	26.66	14.66	8.97 6.79 c 2.18
IP	26.54	14.54	8.99 6.84 c 2.15
+83.88 F.C. on H	26.54	14.54	9.09 6.94 c 2.15
+57.73	26.34	14.34	9.29 7.13 c 2.16
+31.59	26.15	14.15	9.48 7.32 c 2.16
+25	26.10	14.10	9.48 7.32 c 2.16
51+0	25.92	13.92	9.67 7.51 c 2.16
	30.50		

Sta. H. Top	Top	Bottom	8.43 6.51 c 2.92
+75	27.20	15.20	
+50	27.02	15.02	8.61 6.35 c 2.27
+25	26.84	14.84	8.79 6.65 c 2.14
52+0	26.66	14.66	8.97 6.79 c 2.18
+83.88 ROC	26.54	14.54	9.09 6.94 c 2.15
	26.34	14.34	9.29 7.13 c 2.16
	26.15	14.15	9.48 7.32 c 2.16
	26.10	14.10	9.48 7.32 c 2.16
	25.92	13.92	9.67 7.51 c 2.16
	30.50		

#2 RASid top  
29.57  
27.91  
36.5

30.12  
35.8  
26.57  
5.6

BM 29.57  
5.5  
3.87  
13.0  
18.0  
15.54  
23.63  
29.25  
BM 20.38  
Chisel  
5.52  
From H

5.70  
9.09  
5.60  
3.79  
9.09  
5.78  
5.83

18911  
0.78  
13.15  
12.33  
39.19  
27.69  
IP 26.50  
5148258  
2654  
481  
cut  
5.02  
4.75  
c 2.27  
13.0  
1894

0.00  
14.15  
4.79  
4.70  
c 2.77  
9.18  
4.35  
4.84  
cut  
4.40  
cut  
4.58

#130.53T

Sta. Pt. Top	Top	Bottom	Bottom	
55+0	28.84	4.14	16.84	12.55 8.10 4.45
+75	28.26	4.32	16.66	5.01 2.27 2.74
+47.10	28.45		16.45	5.22 4.88 0.34
+20.08	28.26		16.26	5.41 4.24 1.17
54+0	28.11	4.87	16.11	7.52 5.36 2.16
+75	27.93	5.05	15.93	7.70 5.20 2.50
+50	27.75	5.23	15.75	7.84 5.32 2.52
+25	27.57	7.48	15.57	8.01 5.62 2.39
53+0	27.43	7.57	15.43	8.20 5.68 2.52

Bottom BM 20.38  
50 P.P.  
1.29 of 28m

Finish  
34.78 BM  
0.17  
34.95  
1.40  
27.55  
5.43  
32.98

32.63

Bottom BM 25.77  
362  
39.39T

52.36T Top E.S.D.  
3.82  
26.54  
1.16  
32.60T TOP

Sta. Pt. Top	Bottom	Bottom	
55+0	16.85	16.85	28.85
+75	16.67	16.67	28.67
+50	16.48	16.48	28.48
+25	16.30	16.30	28.30
+11	16.12	16.12	28.12 out
+92	15.93	15.93	28.05
+75	15.75	15.75	27.95
+50	15.54	15.54	27.75
+21	15.39	15.39	27.54
53+0	15.39	15.39	27.39

+11 = opp. N.Y.C. Conc. Bent.

+92 = opp. N.Y.C. Conc. Bent.

8.34  
4.92  
3.42

	Top	Bottom		
+25	30.50 6.39 ✓ 30.50	18.50 11.78 8.88 c3.10	Top side 5689T 714 2975 613 2988T	
5740	30.31 6.58 ✓ 30.31	18.31 11.97 8.88 c3.12		
+77.14 Hhd. +80.31 Back Sta. Lt. Jcc	30.14 6.75 ✓ 30.14	18.14 11.25 8.94 c2.31		
B.M. +50	4.65 6.76 ✓ 30.28 29.93	25.63 17.93 11.46 10.05 c1.41		on stub 1321612 Page 52
+25	7.14 29.75	17.75 11.64 9.96 c1.68		
5640	0.34 29.56	17.56 11.83 9.97 c2.46		
+75	0.59 29.38	17.38 12.01 9.02 2.99		
+59.28 FC	0.63 29.25	17.25 12.14 9.13 c3.01		
55725	29.02 3.96 32.98T Bottom 29.391	17.02 12.37 9.46 c3.91 3.84H.		

June 17-54

	Bottom	Top		
	18.14 11.25 9.40 c3.85	30.14 11.28 8.29 c3.99 13	Top East Side 3113478 262 368 Sta. 8-1091	50
+74.41 PCC BT	18.14 11.25 9.40 c3.85	30.14 11.28 8.29 c3.99 13		
+50	17.96 11.44 9.06 c4.19	29.96 11.82 8.88 c3.42 13		
+25	17.77 11.62 9.78 c3.90	29.77 11.95 8.88 c3.42 13		
5640	17.59 11.80 9.24 c3.56	29.59 11.95 8.88 c3.42 13		
+75	17.41 11.88 9.78 c3.78	29.41 11.95 8.88 c3.42 13		
74201 B.C. BT	17.16 11.23 9.58 c4.25	29.16 11.95 8.88 c3.42 13		
55725	17.04 11.35 9.78 c4.44	29.391 11.95 8.88 c3.42 13		

Top East Side  
36.80T

51

Bottom Top

	Top	Bottom
+50 Top East Side 36.89T	442 32.47	20.47 9.81. 7.70. c2.11.
+25	469 32.20	20.20 10.08. 8.08. c2.00.
59+0	497 31.92	19.92 10.36. 8.33. c2.03.
+75	521 out 31.68	19.68 10.60. 9.20. c1.7.
+50	545 out 31.44	19.44 10.84. 9.38. c1.46.
+25	565 31.24	19.24 11.04. 8.45. c2.59.
58+0 = PVC	585 31.04	19.04 11.24. 8.32. c2.92.
+75	623 30.86	18.86 11.44. 8.68. c2.76.
57+50	621 30.18 30.28X	18.68 11.60. 8.74. c2.86.

.007008

Bottom	Top
4.33	9.81. 7.88. c2.13.
4.60	10.08. 7.08. c2.00.
4.88	10.36. 8.33. c2.03.
5.12	10.60. 9.04. c1.26.
5.36	10.84. 9.38. c1.46.
5.56	11.04. 8.45. c2.59.
5.76	11.24. 8.32. c2.92.
5.94	11.44. 8.68. c2.76.
6.12	11.60. 8.08. c2.52.

Start Top	Top	Bottom	
+75	7.22 ✓ 35.84	23.84	10.11 7.67 c3.03
+50	7.67 ✓ 35.39	23.39	11.06 8.12 c2.90
+25	8.09 ✓ 34.97	22.97	11.48 8.16 c3.36
61+0	8.51 ✓ 34.55	22.55	11.90 8.82 c3.08 3 BK 4.99
	31.45 X B-1 Ford 2281-12		
+75	2.73 ✓ 34.16	22.16	8.12 5.12 c3.02
+50	3.11 ✓ 33.78	21.78	8.50 5.12 c3.33
+25	3.45 ✓ 33.43	21.43	8.85 5.52 c3.33
50+0	3.80 ✓ 33.09	21.09	9.19 5.90 c3.29
59+75	4.11 ✓ 32.78	20.78	9.56 6.22 c3.28
	30.28		

52

June 85 Top Edge 36.807  
2.29 07 MHR m  
TP 34.31 6+45

Start Top	Bottom	Top	
+75	23.84	35.84	10.64 7.74 c3.25
+50	23.59	35.39	11.06 7.41 c3.62
+25	22.97	34.97	11.48 7.64 c3.84
61+0 PCC	22.55	34.55	11.90 7.88 c4.02 3.09
			7.73 4.64 c3.09
			8.12 4.78 c3.34
			8.50 4.81 c3.69
			8.85 5.85 c3.00
			9.19 5.82 c3.37
			9.56 6.15 c3.35

TOP SIDE  
BM 17.74  
3.02  
31.78  
11.81  
39.27  
3.19  
42.06 X  
8.28 NY cor  
34.78 NY 51 B. 1001

BM 34.78

Sta Lt. Toc	Top	Bottom	
64+0	2.81 39.25	27.25	7.20 2.88 C 4.32
	Side Top 43.86T		
+75	4.00 39.06	27.06	7.39 2.60 C 4.79
+50	4.19 38.87	26.87	7.58 3.28 C 4.30
+25	4.45 38.61	26.61	7.86 3.29 C 4.08
63+0	4.86 38.20	26.20	8.25 4.43 C 3.82
+75	5.31 37.72	25.72	8.73 4.49 C 4.24
+50	5.81 37.25	25.25	9.25 4.68 C 4.57
+25	6.29 36.77	24.77	9.83 5.29 C 4.54
62+0 = F.C.	6.76 36.30 34.45	24.30	10.15 6.17 3.98 3.80 C 4.09

Sta. Pt. Toc	Bottom	Top	
64+0	27.25	39.25	7.20 5.05 C 2.15
+75	27.06	39.06	7.29 6.04 C 1.25
+50	26.87	38.87	7.58 6.29 C 0.88
+28.31 - F.C. on Pt. Toc	26.58	38.58	7.87 7.27 C 0.54
63+0	26.20	38.20	8.25 7.21 C 0.94
+75	25.72	37.72	8.73 7.17 C 1.59
+50	25.25	37.25	9.20 7.26 C 1.84
+25	24.77	36.77	9.83 7.41 C 2.42
62+0	24.30	36.30	10.15 7.27 C 2.88

Cholla Creek Channel  
At Market St.

West Side

+52.0			
+27			±
66+0	6.27 3.27 c 3.00	28.83	7.10 3.10 c 4.00
+52.28	6.66 4.66 c 2.00	28.44	
+43.84	6.73 4.73 c 2.00	28.37	± 28.37 6.73 4.73 c 2.00
65+0		28.03	7.07 4.07 c 3.00
	West Side Top 43.06 T		
+75	29.82 Footing	27.83	7.27 4.27 c 3.00
+50 = Opp. Wing	39.64	27.84	7.46 2.46 c 4.76
	3.42		
+25	3.65 39.45	27.45	7.65 2.65 c 4.7

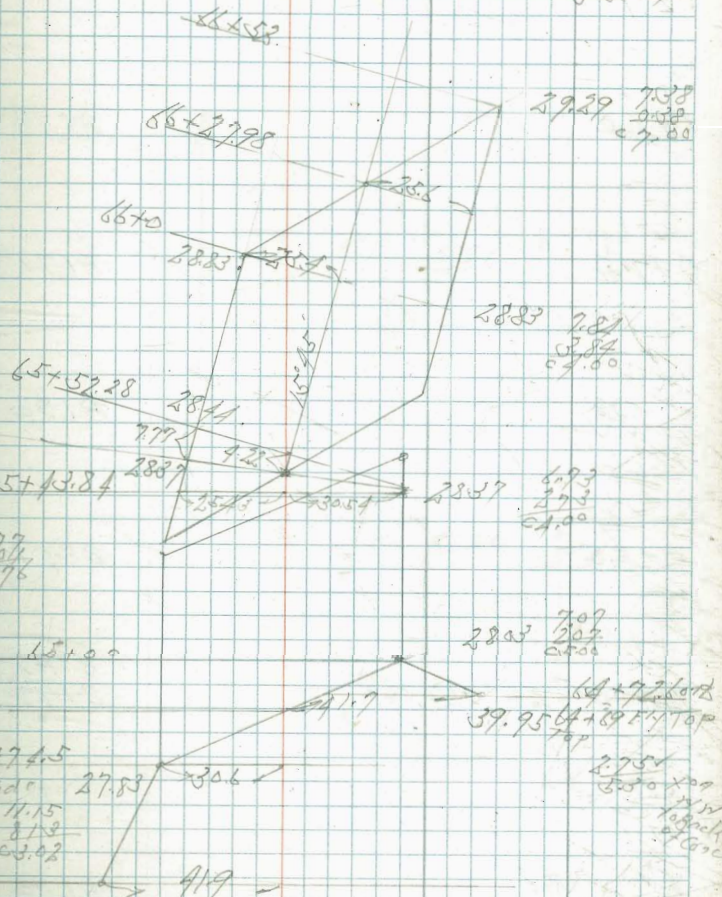
64+0927 FC. on Lt. Toe

Top Side 53.22  
42.20 T  
41.20  
42.32 T  
53.72 T  
36.67 T  
34.45 T  
4.57  
TP 29.8  
5.22  
35.10 T  
3.50  
31.57  
5.10  
36.67 T

Stub 64+0 on Foot

29.10  
4.20  
38.60

36.67 T  
1.86  
34.81  
Rim  
Nails  
10/15  
10/15  
10/15  
10/15





CURB Grades - INDIA ST.

From Upas St. was per sketch

1+80 8148

1+30 8168 8184

1+00 8173 8200

0+75 8177 8212

0+48 8192 8225

0+25 8207 8237

0+00 - E.C. Cb. Ret 8147 8199 8250

ctr Ret 8164 8258

S.E. Ret 8158 8266

West 2' from BC 8145 8268

INDEXED  
MAR 25 1955

Walker 3-21-55  
Pope YNO  
Stinson 21323  
OLW

Note: Revised Grades 55  
From Plan 5657-B  
To better fit conditions.  
Per Gilson

Exist  
8145 8160 = Exist  
Gutter  
Drive Way  
Proposed  
Cb. Grade  
8154 8134 = Exist Pav.

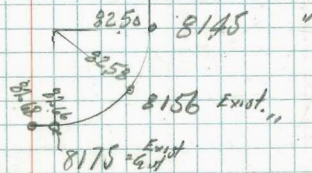


8200 8134 "

8212 8127 " ST.

8225 8144 " INDIA

8237 8140 " UPAS



UPAS ST.

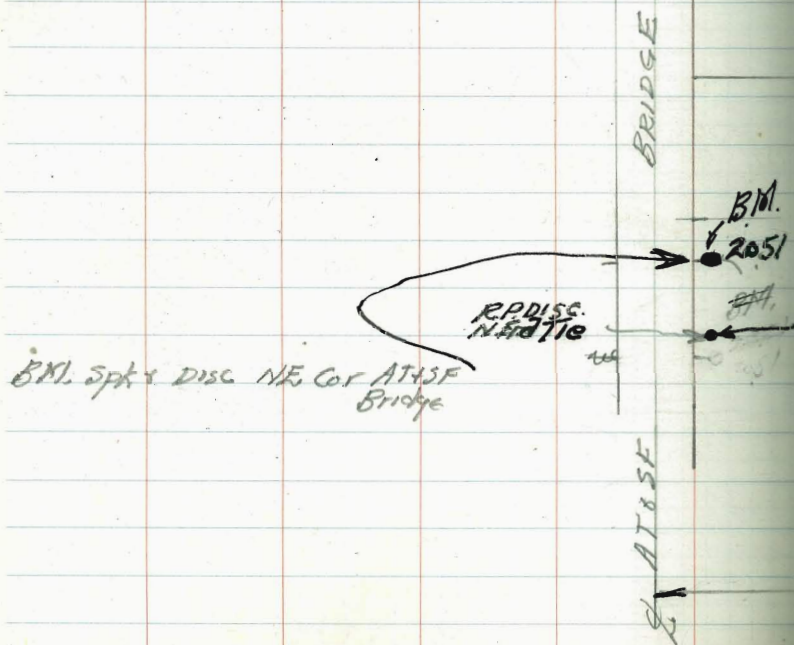
F0.16  
F0.27  
F0.35  
F0.33  
F0.30  
F1.03  
F0.91  
F0.94  
F1.08  
F1.23

This page is a ledger-style grid with three vertical red lines and horizontal blue lines. The grid is empty.

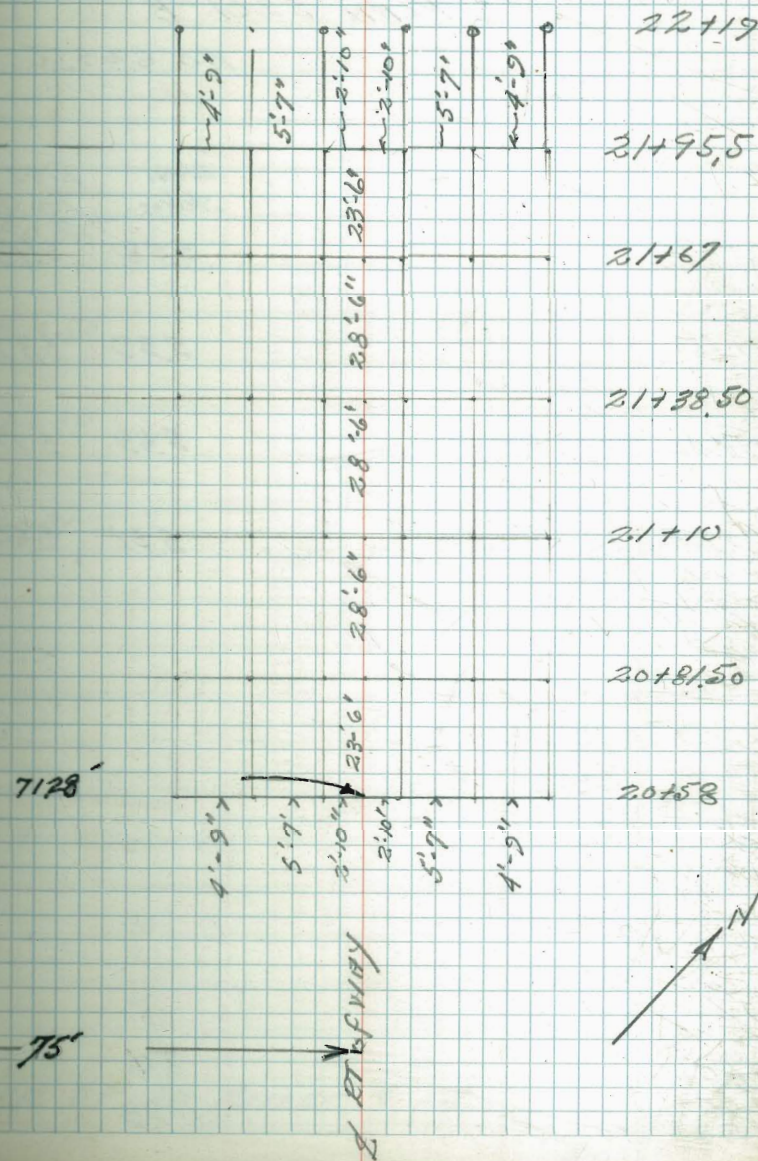
This page is a graph paper-style grid with a vertical red line and horizontal blue lines. The grid is empty.

SORRENTO BRIDGE  
 LAS PENASQUITOS CREEK  
 BRIDGE REPLACEMENT

Walker Plan 3014-D NO 21150  
 Pope  
 Johns  
 Elmore 9-8-55



Nail in Bridge Rail  
 65.95  
 Pt. of 11/17/1  
 22+50



Walker  
Taylor CURB GRADES  
Baltimore on Island Ave Intersection  
8-7-1936 With Front St.

PLAN 5201-B

NO 62356

	Elev. Stakes	Elev. Top of	
0+87	5.58	5.93	F 0.35
0+75	5.39	5.89	F 0.50
0+40	5.69	5.77	F 0.08
0+00	5.31	5.62	F 0.31

TP.

8.11  
11.93

B.M. B.P. SW MARKET & 1st



Const. Grades for Pacific Beach  
Comm. Center - sketch p. 59

	E 0	E 20	E 40	E 60	E 80	E 100	E 120	E 125	E 140	E 160	E 180
1+28	<u>67.60</u> 66.75 F0.85	<u>67.80</u> 67.12 F0.68	<u>68.00</u> 67.31 F0.69	<u>68.20</u> 67.45 F0.75	<u>68.40</u> 67.62 F0.78	<u>68.60</u> 67.75 F0.85	<u>68.80</u>	<u>68.87</u> 67.73 F1.14	<u>69.00</u> 67.87 F1.11	<u>69.18</u> 68.10 F1.08	<u>69.37</u> 67.70 C0.33
1+08	<u>67.30</u> 66.47 F0.83	<u>67.50</u> 66.77 F0.73	<u>67.70</u> 67.07 F0.63	<u>67.90</u> 67.32 F0.58	<u>68.10</u> 67.48 F0.62	<u>68.30</u> 67.62 F0.68	<u>68.50</u>	<u>68.57</u> 67.77 F0.80	<u>69.00</u> 67.79 F1.21	<u>69.18</u> 68.00 F1.18	<u>69.37</u> 67.66 C0.29
0+88	<u>67.00</u> 66.23 F0.77	<u>67.20</u> 66.56 0.64	<u>67.40</u> 66.80 F0.60	<u>67.60</u> 67.15 F0.45	<u>67.80</u> 67.38 F0.42	<u>68.00</u> 67.46 F0.54	<u>68.20</u>	<u>68.27</u> 67.63 F0.64	<u>69.00</u> 67.70 F1.30	<u>69.18</u> 67.91 F1.27	<u>69.37</u> 67.53 C0.15
0+68	<u>66.70</u> 65.93 F0.77	<u>66.90</u> 66.35 F0.55	<u>67.10</u> 66.72 F0.38	<u>67.30</u> 67.01 F0.29	<u>67.50</u> 67.28 F0.22	<u>67.70</u> 67.38 F0.32	<u>67.90</u>	<u>67.97</u> 67.52 F0.45	<u>69.00</u> 67.60 F1.40	<u>69.18</u> 67.77 F1.41	<u>69.37</u> 67.56 F0.01
0+48	<u>66.40</u> 65.63 F0.78	<u>66.60</u> 65.76 F0.64	<u>66.80</u> 66.50 F0.30	<u>67.00</u> 66.90 F0.10	<u>67.20</u> 67.17 F0.01	<u>67.40</u> 67.33 F0.07	<u>67.60</u>	<u>67.67</u> 67.47 F0.20	<u>69.00</u> 67.47 F1.51	<u>69.18</u> 67.64 F1.54	<u>69.37</u> 67.38 C0.01
0+28	<u>66.10</u> 65.18 F0.92	<u>66.30</u> 65.69 F0.61	<u>66.50</u> 66.22 F0.28	<u>66.70</u> 66.64 F0.06	<u>66.90</u> 66.77 C0.09	<u>67.10</u> 67.19 C0.09	<u>67.30</u>	<u>67.37</u> 67.31 F0.06	<u>69.00</u> 67.37 F1.63	<u>69.18</u> 67.57 F1.61	<u>69.37</u> 67.35 F0.02
0+08	<u>65.80</u>	<u>66.00</u>	<u>66.20</u>	<u>66.40</u>	<u>66.60</u>	<u>66.80</u>	<u>67.00</u>	<u>67.07</u>	<u>69.00</u> 67.16 F1.84	<u>69.18</u> 67.46 F1.72	<u>69.37</u> 67.89 F1.48
0+00	<u>65.68</u> 64.26 F1.42	<u>65.88</u> 65.36 F0.52	<u>66.08</u> 65.73 F0.35	<u>66.28</u> 65.77 F0.29	<u>66.48</u> 66.24 F0.24	<u>66.68</u> 66.47 F0.19	<u>66.88</u>	<u>66.95</u> 66.81 F0.14	<u>69.00</u>	<u>69.18</u>	<u>69.37</u>

## Pacific Beach

## Comm. Center - Grading

67

	East	East	East	East	East	East	East	East
	0	20	40	60	80	100	120	125
2+08	6880 6877 F943	6900 6855 F045	6920 6876 F944	6940 6918 F022	6960 6957 F003	6980 6972 F008	7000 6985 F015	7007
1+88	6850 6788 F062	6870 6828 F042	6890 6852 F938	6910 6874 F036	6920 6892 F938	6950 6789 F041	6970 6936 F034	6977
1+68	6820 6799 F071	6840 6779 F061	6860 6802 F058	6880 6812 F061	6900 6899 F051	6920 6882 F038	6940 6903 F037	6947
1+48	6790 6710 F080	6810 6725 F085	6830 6737 F093	6850 6756 F094	6870 6764 F106	6890 6799 F091	6910 6806 F115	

Pacific Beach Comm. Center  
Grading

7082 T.P.  
Chk. <sup>lt.</sup> ~~overway~~ 71.68 ok. per  
Comm. Bldg. folder

	East 200'	East 220'	East 240	East 248
1+28	$\frac{69.55}{70.38}$ C 0.83	$\frac{69.76}{70.83}$ C 1.07	$\frac{69.94}{71.63}$ C 1.69	$\frac{70.00}{72.14}$ C 2.14
1+08	$\frac{69.55}{70.20}$ C 0.65	$\frac{69.76}{70.82}$ C 1.06	$\frac{69.94}{71.65}$ C 1.71	$\frac{70.00}{72.09}$ C 2.09
0+88	$\frac{69.55}{69.96}$ C 0.41	$\frac{69.76}{70.83}$ C 1.07	$\frac{69.94}{71.57}$ C 1.63	$\frac{70.00}{71.99}$ C 1.99
0+68	$\frac{69.55}{69.96}$ C 0.41	$\frac{69.76}{70.82}$ C 1.06	$\frac{69.94}{71.60}$ C 1.66	$\frac{70.00}{71.90}$ C 1.90
0+48	$\frac{69.55}{69.83}$ C 0.28	$\frac{69.76}{70.69}$ C 0.93	$\frac{69.94}{71.38}$ C 1.44	$\frac{70.00}{71.66}$ C 1.66
0+28	$\frac{69.55}{69.84}$ C 0.29	$\frac{69.76}{70.71}$ C 0.95	$\frac{69.94}{71.36}$ C 1.32	$\frac{70.00}{71.57}$ C 1.57
0708	$\frac{69.55}{68.62}$ F 0.93	$\frac{69.76}{70.67}$ C 0.91	$\frac{69.94}{71.18}$ C 1.24	$\frac{70.00}{71.74}$ C 1.74



Rough - GRADES - BELLINGHAM ST.

from MYRTLE To 26th St.

Walker PLAN 12870-L 110 62460

Taylor UPPER OF LEFT LANE

Johns Ties sketch P-67

Elmore 8-27-1958 " FB 1701-16

NEELY. Prop. Line Stations ( " Loose Leaf By Clark)

0+75

0+75.73 = opp F.C. on Rt.

300.69 T.P.

0+20

0+00 = F.C. Prop. Ret. St. Cor Myrtle

0-12.73 = CTR. Ret.

0-25.47 = Prop. BC Ret. St. Myrtle

302.94

Lt. ← 12' → 14' → 18' 63  
Prop. Prop. Upper Lane Roadway Hinge

302.10  
304.27  
C 2.17

302.40  
304.57  
C 2.19

302.65  
304.53  
C 1.88

303.10  
304.82  
C 1.72

303.82

304.54  
306.08  
C 1.54

301.35  
276.4  
F 4.75  
72 Hinge  
21.2 E

301.65  
276.3  
F 5.3  
80 Hinge  
72 E Rd

N.E.L.Y  
Prop. Line  
Stations  
2+84.79

2+64.79

2+44.79

2+24.79

2+14.79 = BC

2+04.79

1+84.79

1+55

1+15

LEFT LANE OF Upper Lane

Lt. 12' → E Upper Lane Roadway 14' → Rt. 64  
Hinge 1 1/2 : 1

29847  
301.42  
C 2.95

29934  
301.87  
C 2.53

30005  
302.24  
C 2.19

30089  
302.37  
C 2.36

30079  
303.08  
C 2.29

30099  
303.23  
C 2.24

30123  
303.59  
C 1.66

30148  
304.36  
C 2.88

30179  
304.11  
C 2.32

29772  
97.9  
C 2.32  
0.2 Hinge  
14.2 E Rd.

29859  
96.8  
F 1.8  
2.7 Hinge  
16.7 Rd E

29930  
95.2  
F 4.1  
6.2 Hinge  
10.2 Rd

29984

30004  
96.8  
F 3.24 = 4.9 out of Hinge  
18.7 E Rd.

30024  
98.5  
F 1.74  
2.6 Hinge  
16.2 Rd.

30048  
97.7  
F 2.78  
7.39  
2.17 Hinge  
18.7 E Rd.

30073  
97.3  
F 3.4  
5.1 Hinge  
19.1 E

30104  
96.9  
F 4.14  
6.2 Hinge  
20.2 E Rdway

29725 TP

NEW  
PROP.  
LINE  
STATIONS

4+0083

T.P.  
Set B.M. on Conc. Mort  
N.W. Bellingham  
+ 3677

298.48

3+52.35

3+44.79

3+24.79

3+04.79

291.86 TP

4. ← 12' → ← 14' → Rt. 65  
Upper  
Lane  
Roadway  
Hinge  
1 1/2"

291.5  
294.01  
C 2.5

294.40  
295.50  
C 4.10

294.94  
294.98  
C 4.54

296.27  
300.74  
C 4.47

297.45  
301.02  
C 3.57

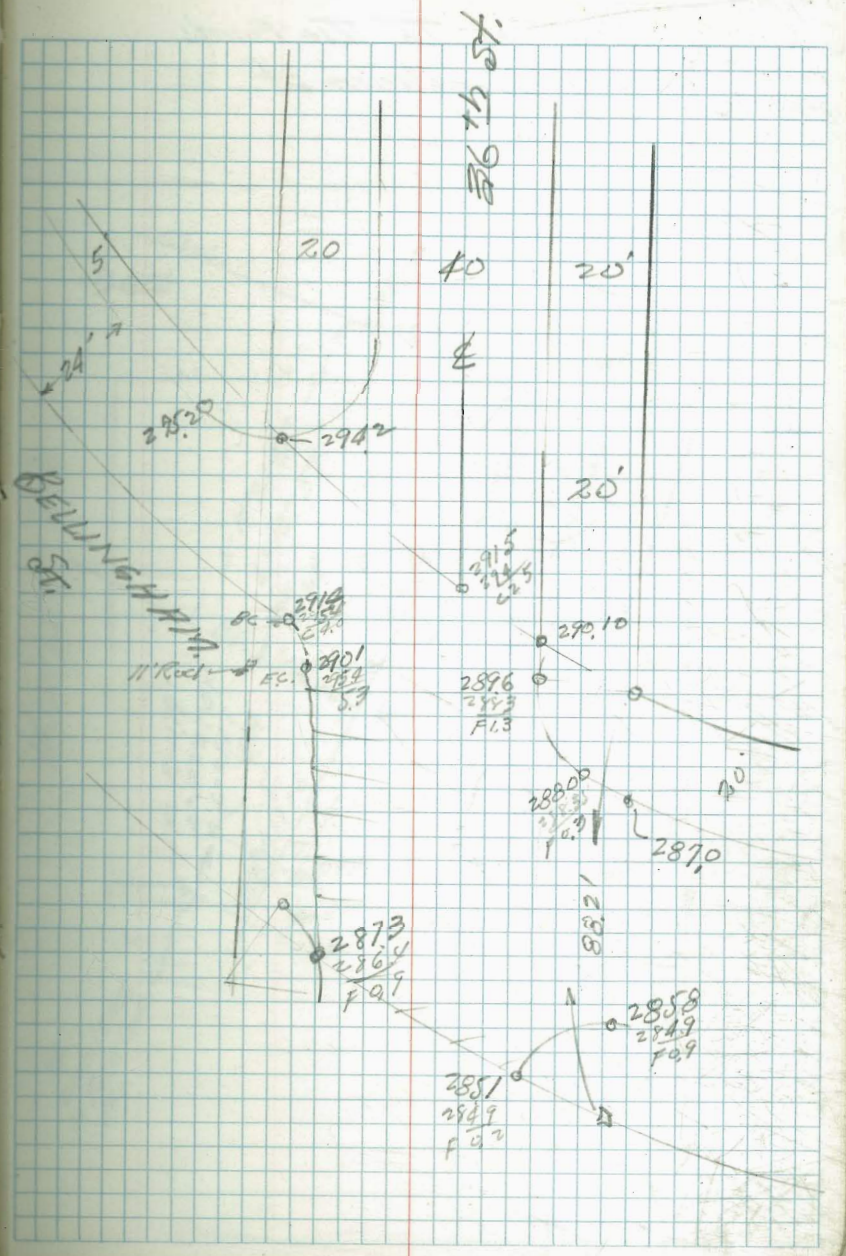
293.65  
97.6  
C 4.0  
2.0 Hinge  
18.0 Rd.

294.19  
97.7  
C 3.3  
3.5 Hinge  
17.5 Rd.

295.52  
297.7  
C 2.2  
2.2  
16.2 to 2 Rd.

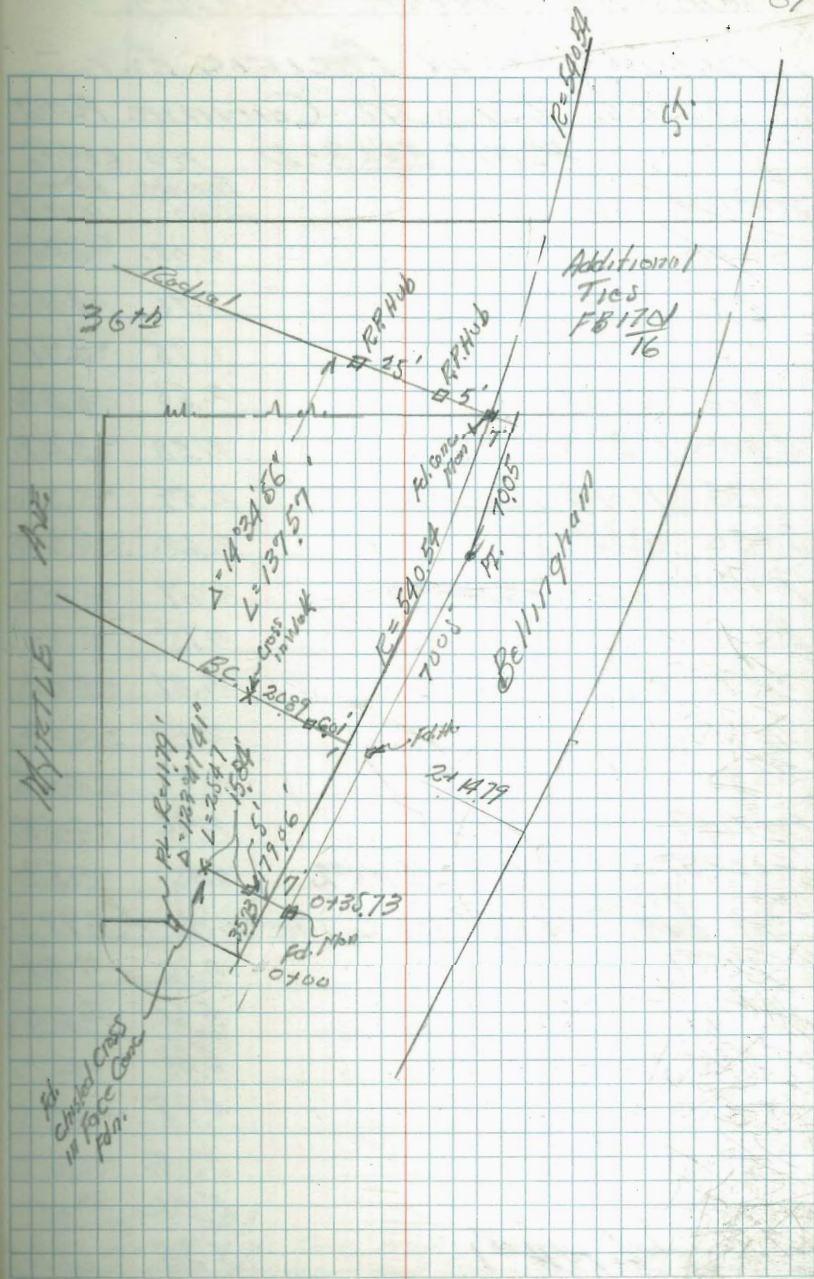
296.70  
16.2  
F 0.5  
0.5 Hinge  
14.8 to 2 Rd.

	BC	EC
SYR. Red	2914	2901
	2882	2964
	CA.1	66.3



Walker  
 Taylor  
 Johns  
 Estimate  
 8-28-1956

Ref. Ties To Tie Points  
 on Bellingham St.



SEWER CONST. GRADES

FOR SEWER IN PACIFIC HWY. -  
ACCESS ROAD AT CONVAIRO PLANT

PLAN 3868-D NO. 62986

STATION	Elev. Stake	Elev. Invert	Cuts offsets
5+00	3°58.5	2.02	-4.27 C639
+75	3°28.1	1.96	-4.12 C608
+50	3°47.6	1.95	-3.97 C592
+25	2°13.2	2.58	-3.82 C640
4+00	1°36.8	2.58	-3.67 C625
+75	1°01.4	2.59	-3.52 C611
3+50	0°25.9	2.62	-3.37 C599
3+31.70	= B.C. Lt. - <del>111</del> #2	2.69	-3.26 C595
3+20		2.75	-3.19 C594
2+90		2.81	-3.01 C582
2+60		2.89	-2.83 C572
2+30		2.97	-2.65 C562
2+12.67		2.96	-2.55 C551
2+08.97	Δ 463°15'53" - E NH#2	2.96	-2.53 C549
Set 6 M. Temp Ld Ply (Gas Co) in curb - (2.97)			
2+05.27		2.96	-2.51 C547
+75		5.61	2.32 C793
+40		5.31	-2.11 C742
+05		4.97	-1.90 C687
0+70		5.02	-1.69 C671
0+35		5.01	-1.48 C649
0+00	= L 144#1 Direct Elev.	5.36	-1.27
		5.75	-3 M

Walker 8-30-56  
Taylor  
Johns  
Foltrano

#2

Cuts offsets

C663

Yellow Square Top Conc. Wall = Curbing Convair Side  
opp. Fire Pump Bld. (underground)  
Plan 3868-D-

Const. GRADES FOR SEWER  
IN PACIFIC HWY. Access Rd  
TO CONVAIR PLANT #2  
Cont. from P-68

STATION	Elev. STAKE	Elev. Invert	Cuts	offsets
9+68.05 = $\frac{1}{2}$ Exist MH	2.82	-7.10	C 9.92	
9+39.32	3.63	-6.93	C 10.56	
9+10.15 $\frac{1}{2}$ MH #4 $\Delta$ Rt. $39^{\circ}49'20''$	3.54	-6.75	C 10.29	
	3.50	-6.75	C 10.25	
8+97.15	3.48	-6.66	C 10.14	
+67.15	3.42	-6.48	C 9.90	
+37.15	3.40	-6.30	C 9.70	
8+07.15	3.24	-6.12	C 9.46	
+77.15	3.07	-5.94	C 9.01	
+47.15	2.90	-5.76	C 8.66	
7+17.15	2.83	-5.58	C 8.41	
+87.15	2.74	-5.40	C 8.14	
+57.15	2.60	-5.22	C 7.82	
6+27.15	2.44	-5.04	C 7.48	
5+97.15 5039.04	2.25	-4.86	C 7.11	
5+70.97 - E.C. = $\frac{1}{2}$ MH #3	2.21	-4.70	C 6.91	
+50 5009.7	2.12	-4.57	C 6.69	
5+25 4034	2.03	-4.45	C 6.45	

BIRMINGHAM DRIVE

Walker  
 Taylor  
 Johns  
 Elmore  
 9-5-56

CONST. GRADES FOR SEWER  
 FROM NORTLANDIE ST.  
 TO ELY END BIRMINGHAM  
 PLAN 3277-D MO 32.673

STATIONS	Elev. Stakes	Elev. INVERT	Cuts	Offsets
8+00	384.64	373.23	11.41	
7+50	383.77	372.78	10.99	
7+26.08	MH#4 Δ 46°03' 25" Rt.	383.59	372.56	11.03
7+00	382.96	372.32	10.64	
+50	383.19	371.87	11.32	
6+00	382.55	371.42	11.13	
5+50	381.33	370.97	10.36	
5+00	380.11	370.52	9.59	
4+50	379.56	370.07	9.49	
4+14.84	MH#3 Δ 1°25' Rt.	379.49	370.00	9.49
4+00	T.P.	379.09	369.80	9.29
3+50	378.62	369.55	9.07	
3+00	377.98	369.30	8.68	
2+50	377.53	369.05	8.48	
2+00	377.10	368.80	8.30	
1+57.69	MH#2 Δ 48°12' Lt.	377.11	368.58	8.53
+50	377.11	368.41	8.70	
1+00	376.02	367.38	8.74	
0+50	374.91	366.15	8.16	
0+00	MH#1	371.49	365.03	6.47
		376.81		

B.M. on Hub 1725  
 FB  
 20 22  
 54



BIRMINGHAM DRIVE  
SEWER CONST.  
CONT. FROM P-70

-10+22.67 ON 19 4.170

CHK @ Hub 10+17.46 388.76 ✓

10+17.46 MH#5	387.30	375.18	C 14.12
10+00	388.61	375.03	C 13.58
+50	387.40	374.58	C 12.82
9+00	386.45	374.13	C 12.32
8+50	385.54	373.68	C 11.86

TR ON Hub 387.79

TURKEY PINES GOLF COURSE

Walker  
Taylor  
Hamilton  
Meyer  
5-23-1957  
SEWER CONST. - GRADES  
PLAN 4889-D-4890-D  
MO 21459

Station	Elev. Stakes	Elev. 17' V.C.H.	Cuts	Offsets
→ Cont. P. 73				
+75	369.59	364.40	C 5.19	6' 4"
+50	369.23	364.30	C 4.93	"
+25	368.98	364.20	C 4.78	"
4+00	368.54	364.10	C 4.44	"
+75	368.08	364.00	C 4.08	"
3 +50 = MH#1 T.P.#1 on stub →	367.76	363.90	C 3.86	
+25	367.48	363.80	C 3.68	
2+00	367.15	363.70	C 3.45	
+75	366.82	363.60	C 3.22	
+50	366.64	363.50	C 3.14	
+25	366.27	363.40	C 2.87	
2+00	366.11	363.30	C 2.81	
+75	365.86	363.20	C 2.66	
+50	365.67	363.10	C 2.57	
+25	365.79	363.90	C 2.74	
1+00	365.95	362.90	C 3.05	
+75	365.90	362.80	C 3.10	
+50	366.64	362.70	C 3.94	
+25	365.47	362.60	C 2.87	
0+00 = Ex. MH	365.28	362.50	C 2.78	
	365.90 = B.M.			

SLY Rim East MH 0+00  
Plan 4889-D

TURKEY PINES GOLF COURSE  
SEWER CONST.

73

Sta.		Elev stakes	Elev. invert	Cuts	Offsets
	Cont. P-74				
10+16.38	= M.H. #3 = END PROJECT.	377.16	366.56	C 10.60	6' 2"
10+00		376.86	366.56	C 10.30	"
+75		377.69	366.48	C 11.21	"
+50		376.95	366.38	C 10.65	"
+25		377.06	366.28	C 10.86	"
9+00		376.47	366.19	C 10.37	"
+75		376.16	366.08	C 10.16	"
+50		375.62	365.90	C 9.72	
+25		375.23	365.80	C 9.43	
8+00		375.62	365.70	C 9.32	
+75		374.63	365.60	C 9.03	
+50		374.06	365.50	C 8.56	
+25		373.43	365.40	C 8.03	
7+00	= M.H. #2 TP. #2	373.03	365.30	C 7.73	
+75		372.81	365.20	C 7.61	
+50		372.89	365.10	C 7.79	
+25		372.32	365.00	C 7.32	
6+00		371.55	364.90	C 6.65	
+75		371.21	364.80	C 6.41	
+50		370.86	364.70	C 6.16	
+25		370.48	364.60	C 5.88	
5+00		369.95	364.50	C 5.45	

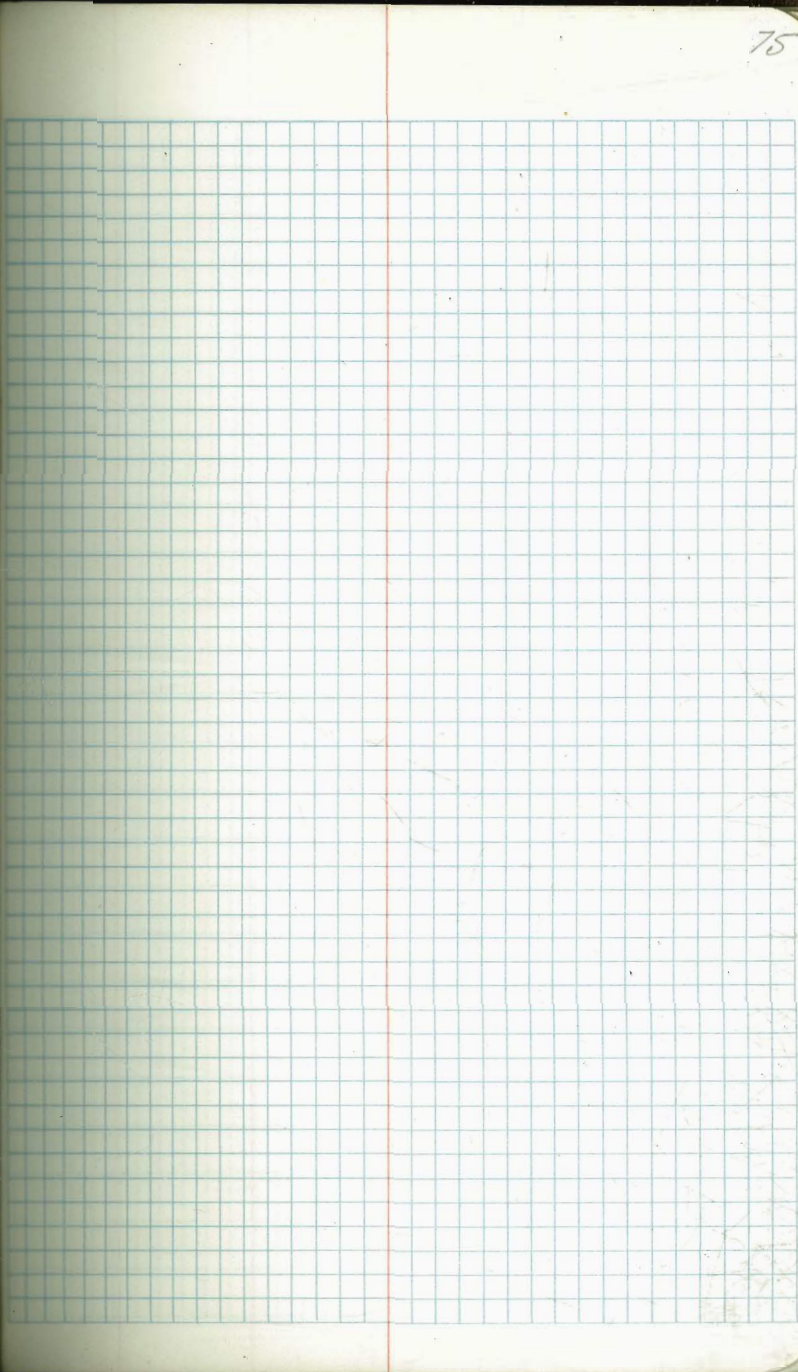
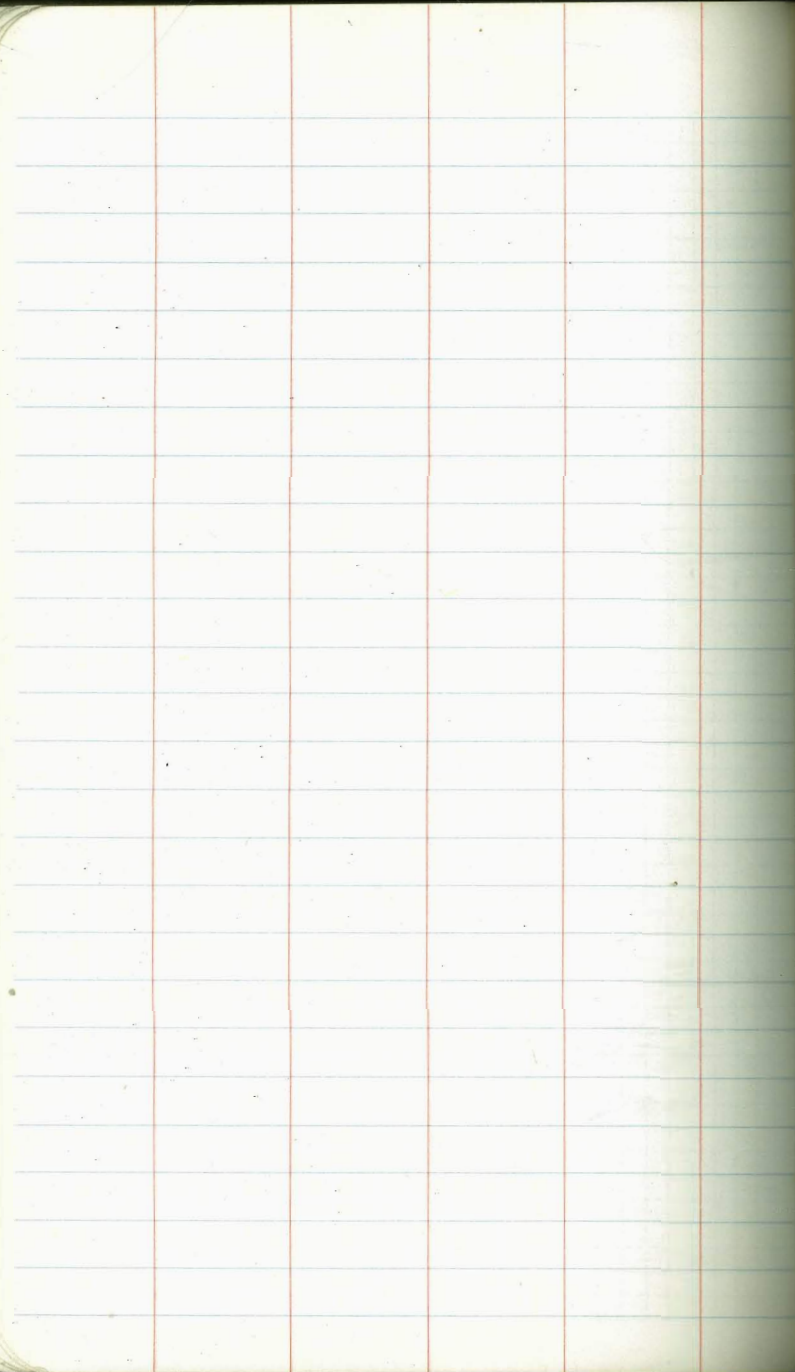
TORREY PINES GOLF COURSE  
SEWER CONST.

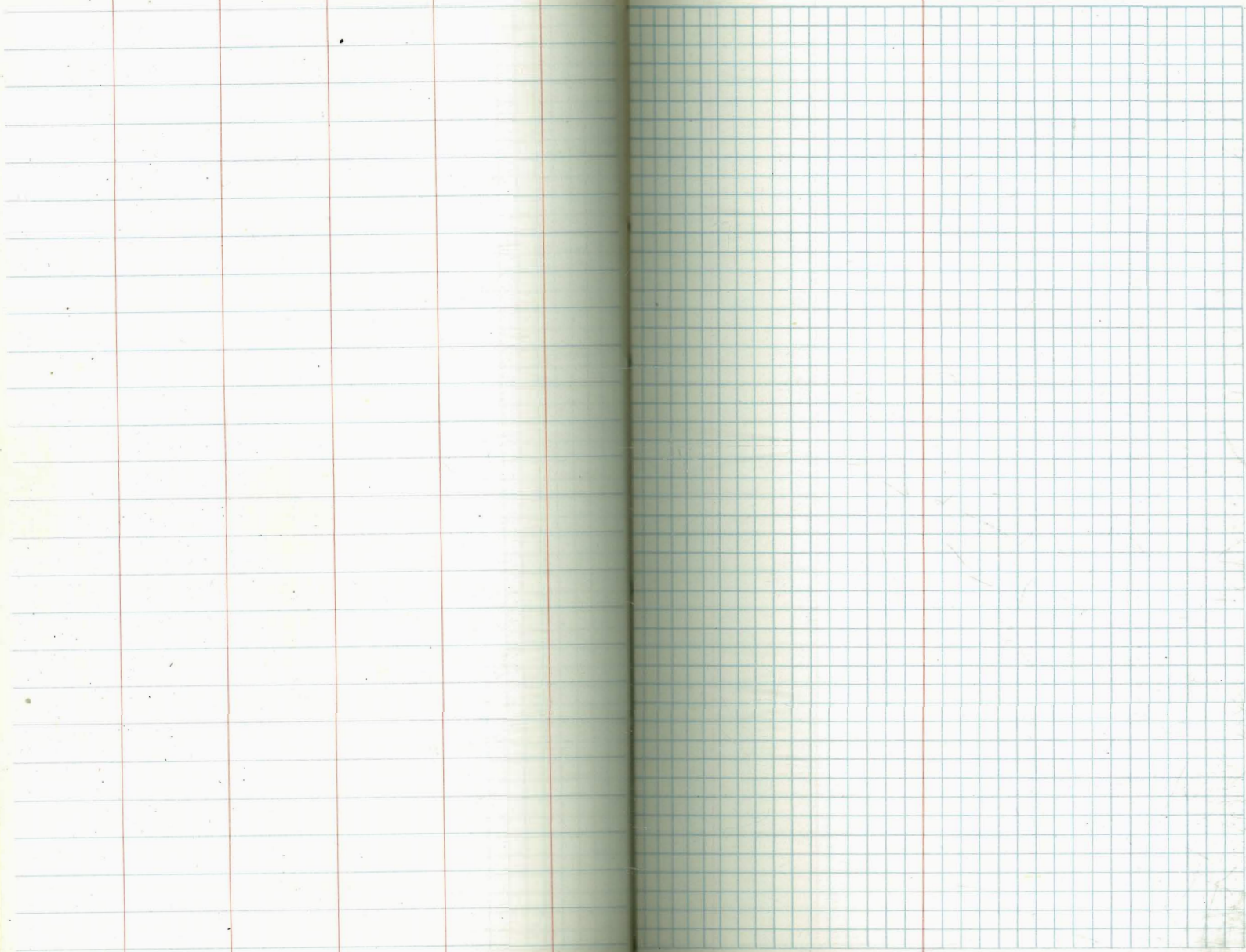
Sta.

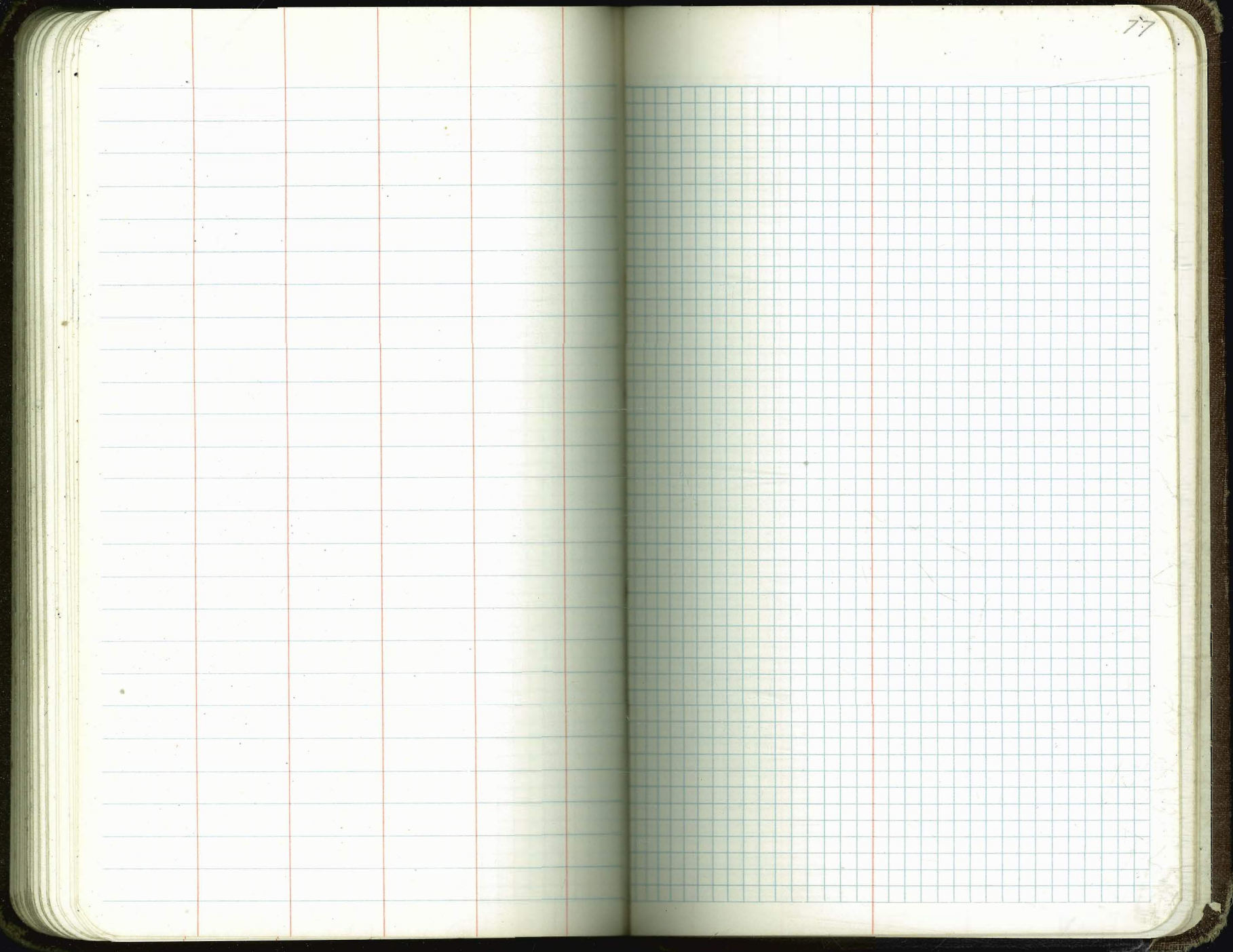
chk starting BM  
TP #3

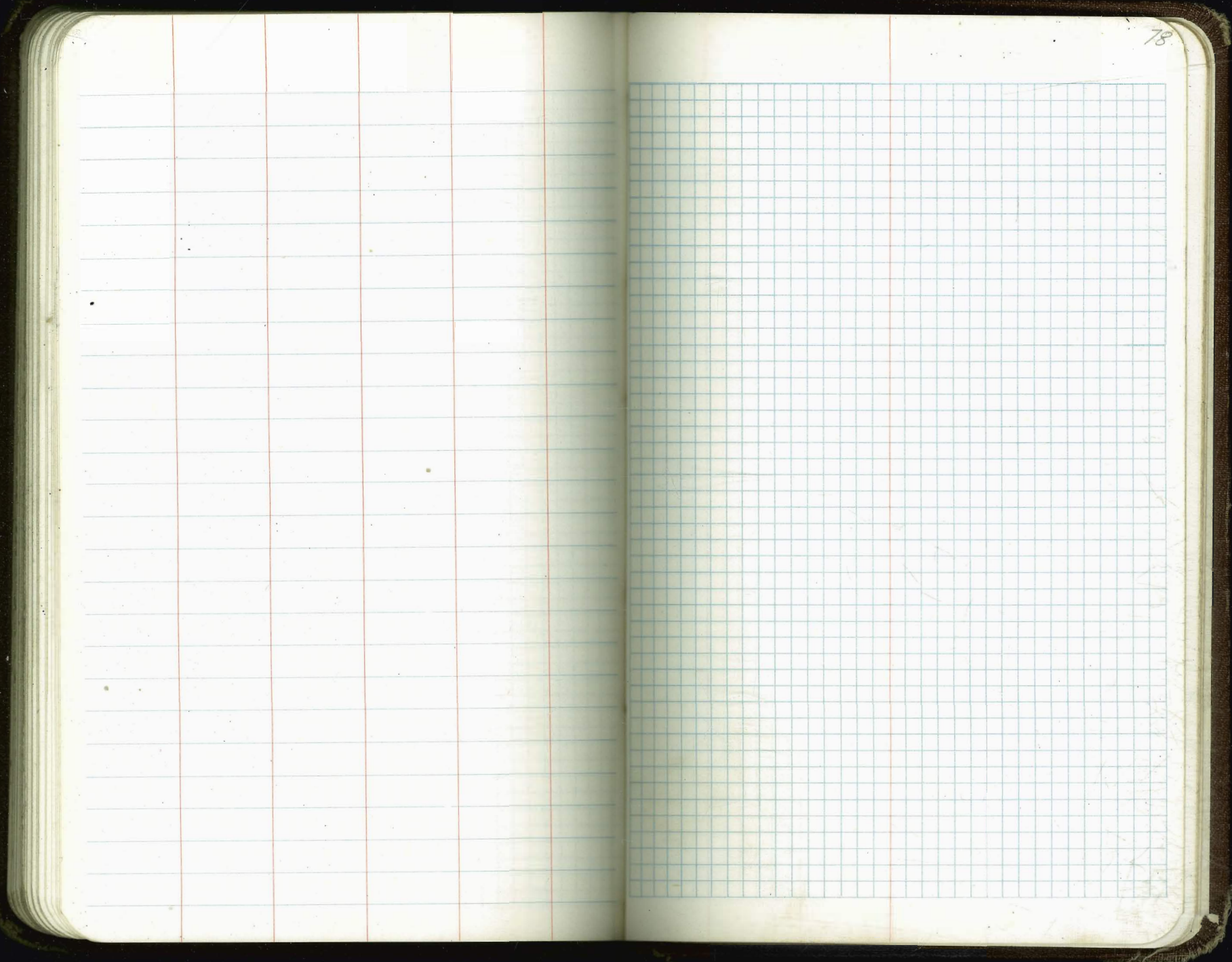
corr Error  
365.90  
365.88  
372.81

Cont. from p 73

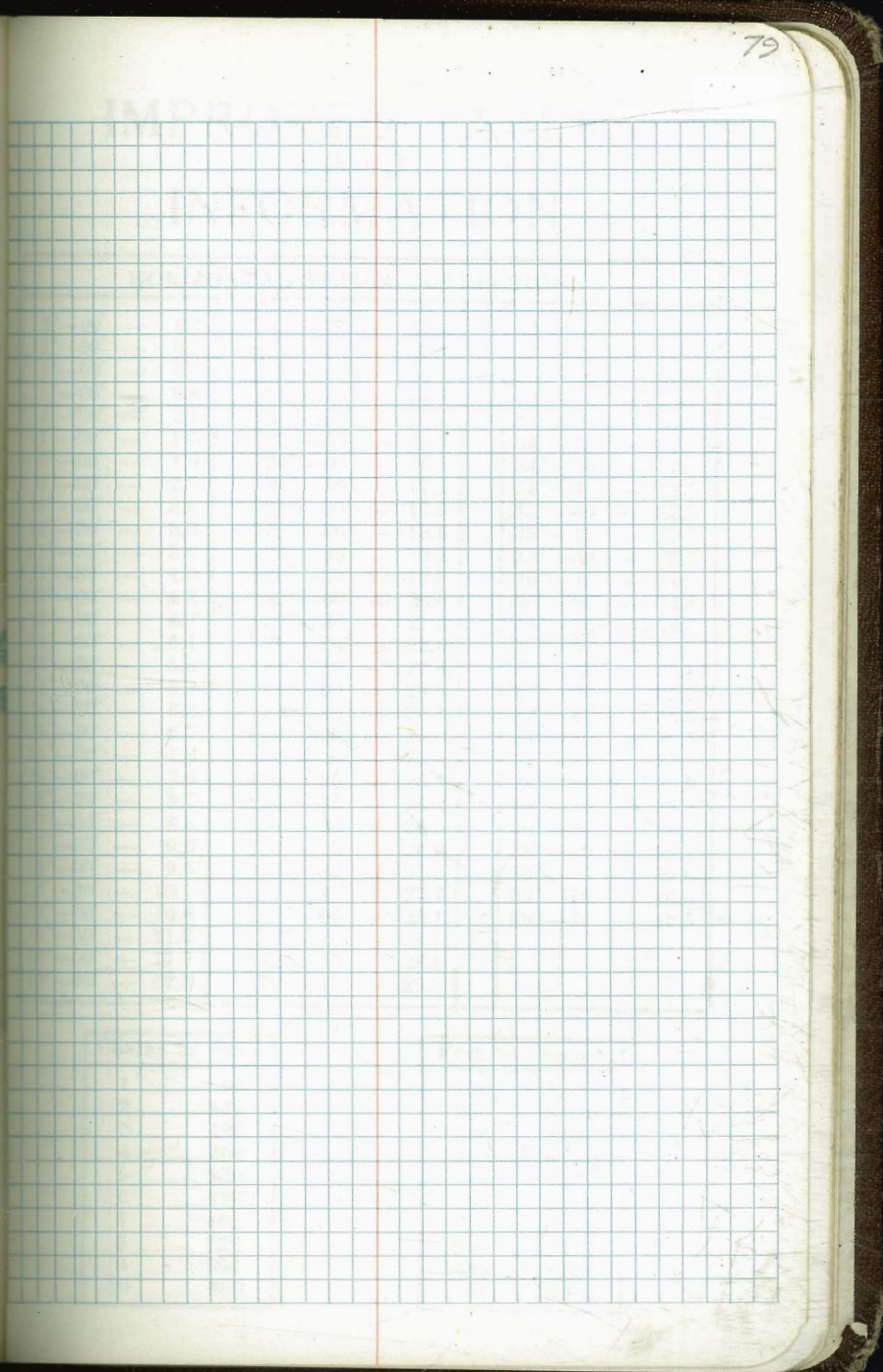
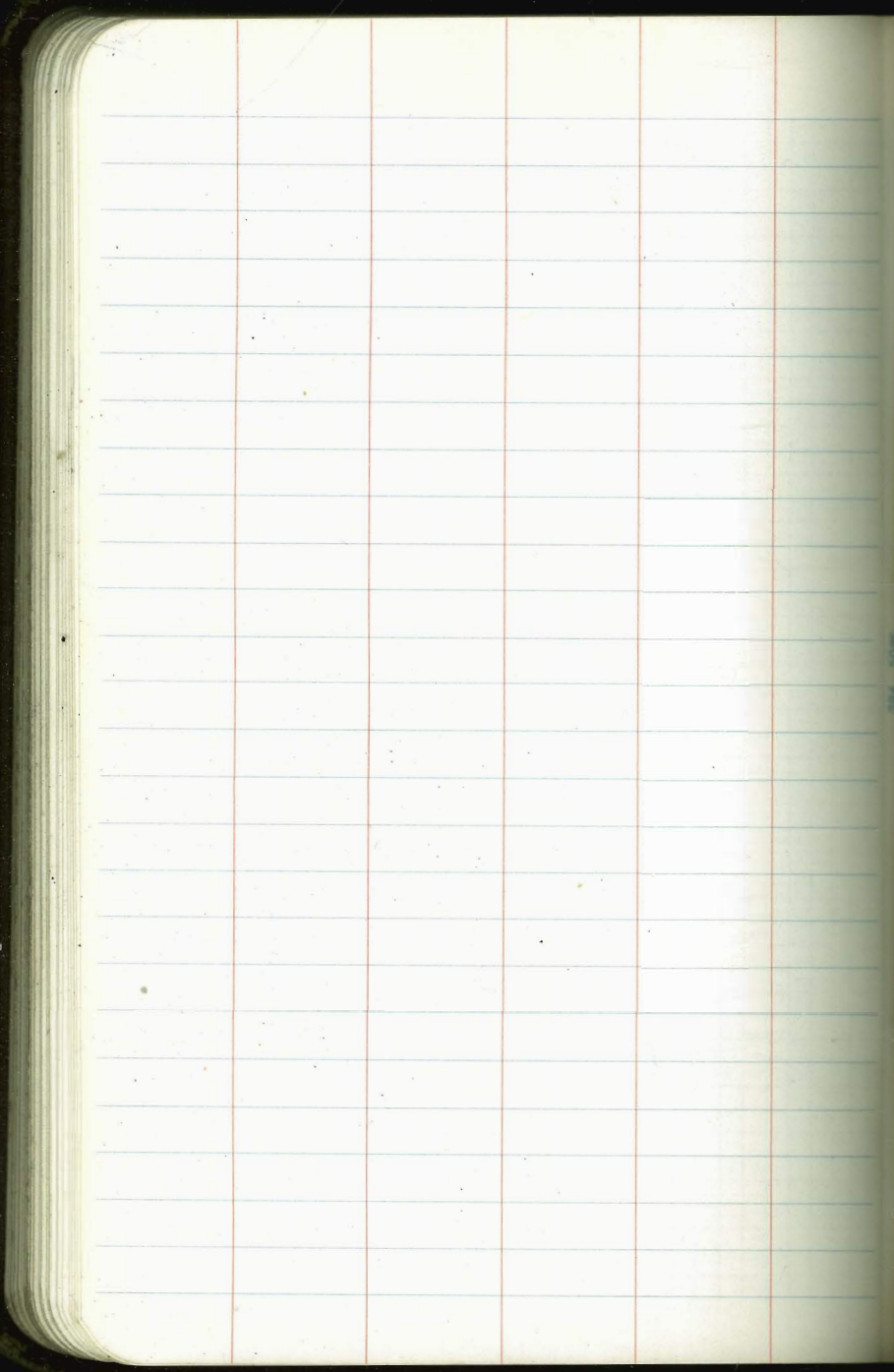












# IMPROVED TABLES AND INFORMATION

## HORIZONTAL STADIA CORRECTIONS

2°—00' — 0.1	21°—00' — 12.3	33°—00' — 29.7
3°—00' — 0.3	21°—30' — 13.4	33°—15' — 30.1
4°—00' — 0.5	22°—00' — 14.0	33°—30' — 30.5
5°—00' — 0.8	22°—30' — 14.7	33°—45' — 30.9
6°—00' — 1.1	23°—00' — 15.3	34°—00' — 31.3
7°—00' — 1.5	23°—30' — 15.9	34°—15' — 31.7
8°—00' — 1.9	24°—00' — 16.5	34°—30' — 32.1
9°—00' — 2.5	24°—30' — 17.2	34°—45' — 32.5
10°—00' — 3.0	25°—00' — 17.9	35°—00' — 32.9
10°—30' — 3.3	25°—30' — 18.6	35°—15' — 33.3
11°—00' — 3.6	26°—00' — 19.2	35°—30' — 33.7
11°—30' — 4.0	26°—30' — 19.9	35°—45' — 34.1
12°—00' — 4.3	27°—00' — 20.6	36°—00' — 34.6
12°—30' — 4.7	27°—30' — 21.3	36°—15' — 35.0
13°—00' — 5.1	28°—00' — 22.0	36°—30' — 35.4
13°—30' — 5.5	28°—30' — 22.8	36°—45' — 35.8
14°—00' — 5.9	29°—00' — 23.5	37°—00' — 36.2
14°—30' — 6.3	29°—30' — 24.3	37°—15' — 36.6
15°—00' — 6.7	30°—00' — 25.0	37°—30' — 37.1
15°—30' — 7.2	30°—15' — 25.4	37°—45' — 37.5
16°—00' — 7.6	30°—30' — 25.8	38°—00' — 37.9
16°—30' — 8.1	30°—45' — 26.2	38°—15' — 38.3
17°—00' — 8.5	31°—00' — 26.5	38°—30' — 38.7
17°—30' — 9.0	31°—15' — 26.9	38°—45' — 39.1
18°—00' — 9.5	31°—30' — 27.3	39°—00' — 39.6
18°—30' — 10.1	31°—45' — 27.7	39°—15' — 40.0
19°—00' — 10.6	32°—00' — 28.1	39°—30' — 40.5
19°—30' — 11.2	32°—15' — 28.5	
20°—00' — 11.7	32°—30' — 28.9	
20°—30' — 12.3	32°—45' — 29.3	

### Chains to Feet

1 .....	66
2 .....	132
3 .....	198
4 .....	264
5 .....	330
6 .....	396
7 .....	462
8 .....	528
9 .....	594
10 .....	660

### Feet to Chains

100 ....	1.515
200 ....	3.030
300 ....	4.545
400 ....	6.060
500 ....	7.575
600 ....	9.090
700 ....	10.606
800 ....	12.121
900 ....	13.636
1,000 ....	15.151

Geo 330

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