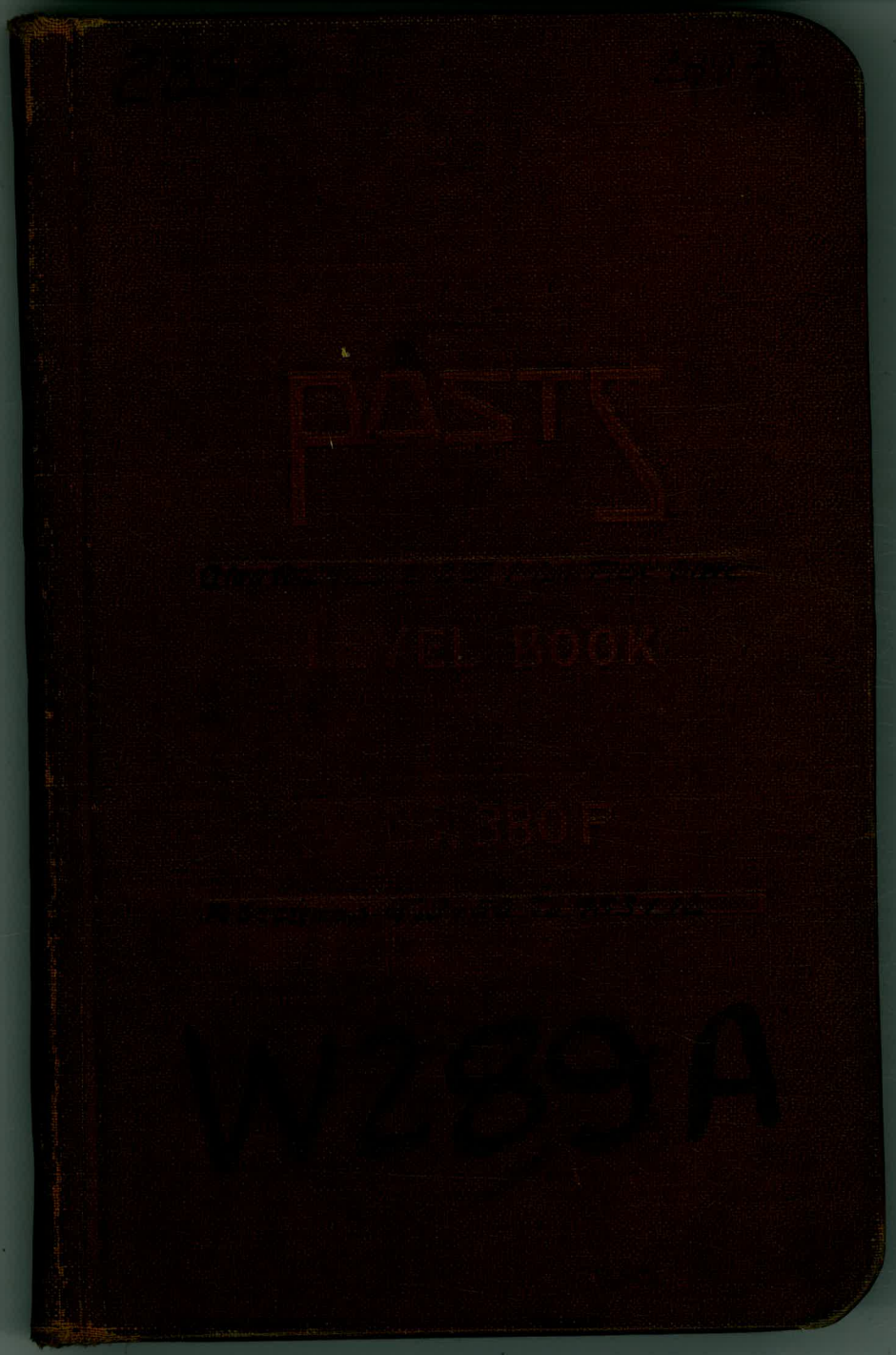
POSTS
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M4253A

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ENGINEERING and DRAFTING SUPPLIES

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Index Book 289.A

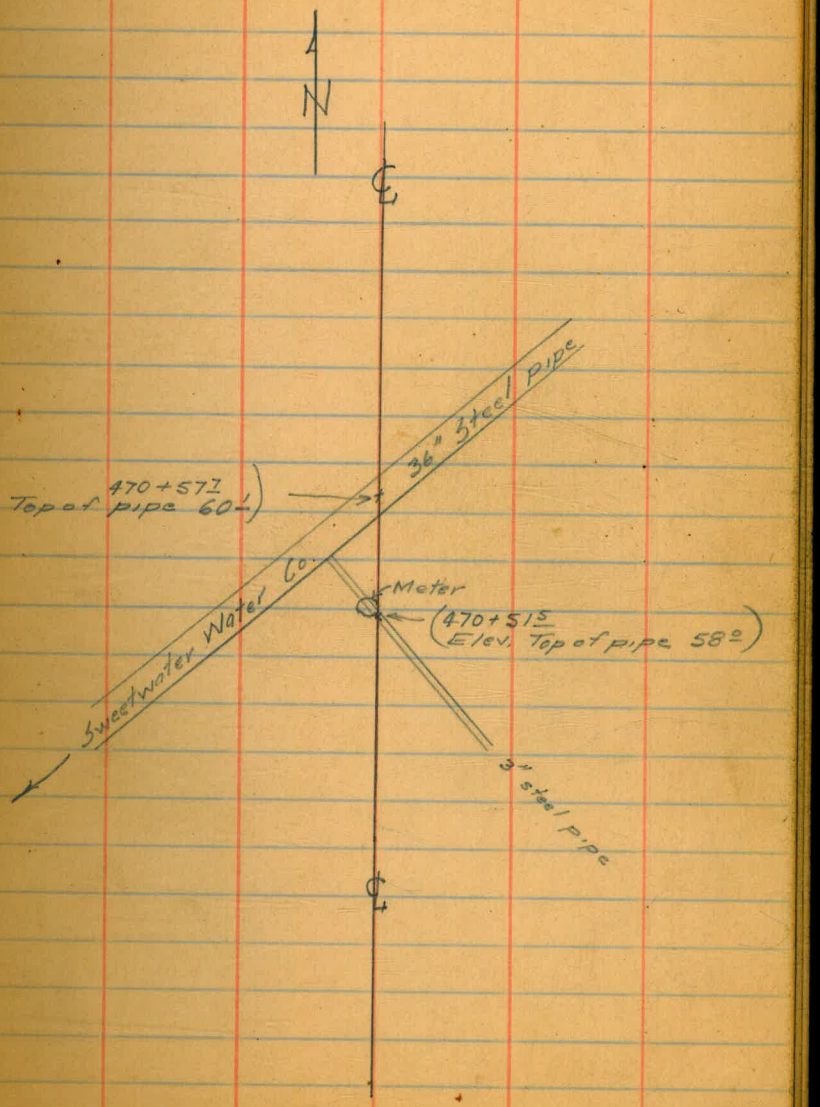
	Pages
Inspection Stay 1st Main Pipeline	11-12
Loc. pipeline on 35th St from Broadway to Main st.	13-18
Soil samples on above loc.	19
36th St. Profile	50-58
Reloc. 36th St. PL	60-76
Hernando 36th St.	77-78
Revised Profile	55-

May 21, 1930

Elliott
Bailey
Jacobszon

B.M. "76			56.54
	8.55	65.09	
470+57 I		5.0	60.1
470+51 S		7.1	58.0

Otay Res. to San Diego 2nd Main Pipe Line
Sweetwater Water Co. Pipe Crossing Near Bonita Road.



May 21 1930
Clear - Cool
Elliott π notes
Bailey + Jacobszon ϕ-tape

Otay Reservoir to

Cont. from Book #289
Pages 30-38

Sta.	Grade	Elev.	Dist.	L.C.	℄
470+50	52.7	58.5		5.8	5.8
				2.25	
				5.2	5.7
				2.25	
Standard Trench					
470+60	52.7	58.6			
Begin 1½:1 Slopes 5' bottom					
471+00	52.7	57.5		9.8	9.8
				~~9.5~~	
				9.7	
+50	52.6	57.7		5.0	5.1
				~~9.8~~	
				10.0	
472	52.6	57.8		5.1	5.2
				~~9.9~~	
				10.1	
+50	52.6	58.3		5.2	5.7
				~~10.4~~	
				10.6	

San Diego 2nd Main Pipe Line
Final X Sections Schedule I.
Sta. 470+50 to 483+69
~~54~~, 5" base width - Side slopes 1½ : 1

R.C.	End Area	Cu. Yds.
5.8	26.10 X	
2.25		
	26.325	975
5.2	26.55 X	
2.25		
	43.04	63.76
	42.00	~~62.22~~
5.0	59.53	
~~9.8~~	~~51.46~~	
10.0		
	61.705	114.27
	~~59.52~~	~~110.22~~
5.1	63.88	
~~9.9~~	~~61.59~~	
10.1		
	65.09	120.54
	62.51	~~115.76~~
5.2	66.30	
~~10.2~~	~~63.44~~	
10.4		
	70.46	130.48
	~~67.61~~	~~125.21~~
5.5	74.62	
~~10.5~~	~~71.78~~	
10.8		
	67.445	124.90
	64.92	~~120.23~~
m.s.l.		
~~A.C.L.~~	~~A.C.L.~~	~~A.C.L.~~

54" Bottom - Slopes 1½ : 1
5'

Sta.	Grade	Elev.	Dist	L.C.	℄	R.C.
473	52.6	57.5		49	49	49
				~~9.6~~		~~9.6~~
				9.8		9.8
+25	52.5	57.6		54	51	50
				~~10.4~~		~~9.8~~
				10.6		10.0
+50	52.5	55.8		46	33	47
				~~9.2~~		~~8.6~~
				9.4		8.8
+75	52.5	57.2		48	47	49
				~~9.5~~		~~9.6~~
				9.7		9.8
474	52.5	56.8		43	43	43
				~~8.6~~		~~8.6~~
				8.8		8.8
+25	52.5	55.9		34	34	36
				~~7.4~~		~~7.7~~
				7.6		7.9

60.27
58.06

62.90 58.24
~~62.36~~ ~~57.74~~

~~65.53~~
~~66.67~~?

53.28 49.33
~~52.97~~ ~~49.04~~

41.03
~~39.27~~

49.495 45.83
~~47.53~~ ~~44.01~~

57.96
55.79

53.275 49.33
~~51.22~~ ~~47.42~~

48.59
~~46.66~~

41.845 38.74
~~40.10~~ 37.13

35.10
~~33.54~~

42.20 47.17
~~40.45~~ 45.22

M.R.G.
A.C.L. — A.C.L. — A.C.L.

54' "Bottom - Slopes 1½ : 1

Sta.	Grade	Elev.	Dist	L.C.	Q.
474+55 =	52.5	57.0		4.3	4.5
~~474+57.68~~				~~8.6~~	
				8.8	
+80	52.4	55.9		3.7	3.5
				~~7.8~~	
				8.0	
475+10	52.4	57.4		9.6	5.0
				~~9.2~~	
				9.4	
+30	52.4	55.9		3.5	3.5
				~~4.5~~	
				7.7	
+43	52.4	57.0		4.6	4.6
				~~9.2~~	
				9.4	
+80	52.4	56.4		4.2	4.0
				~~8.4~~	
				8.6	

5

175
225

R.C. 49.30 ✓ 47.36
4.0
~~8.3~~
8.5

43.51 ✓ 35.97 ✓
41.72 ~~34.49~~

37.72 ✓ ~~36.09~~
3.8
~~8.0~~
8.2

49.11 ✓ 54.57 ✓
~~47.19~~ ~~34.96~~?

60.50 ✓ ~~58.29~~
5.0
9.8
10.0

48.10 ✓ 35.63 ✓
~~46.20~~ ~~34.22~~

35.70 ✓ ~~34.12~~
3.5
~~7.5~~
7.7

43.81 ✓ 21.09 ✓
~~42.02~~ ~~20.23~~

51.92 ✓ ~~49.92~~
4.0
~~8.3~~
8.6

48.41 ✓ 66.34 ✓
~~46.49~~ ~~31.85~~?

44.90 ✓ ~~43.06~~
4.2
~~8.4~~
8.6

54.20 ✓ 40.15 ✓
~~52.15~~ ~~38.63~~

~~M.N.C.~~
~~R.C.~~ ~~R.C.~~ R.C.

54" Bottom - Slopes 1½ : 1
5'

Sta.	Grade	Elev.	Dist	L.C.	℄	T.C.
476+00	52.4	57.4		5 9 ~~10.4~~ 10.6	5°	4 8 ~~9.5~~ 9.7
			20.			
+20	52.4	59.2		6° ~~11.3~~ 11.5	6 8	7 5 9.0
			30.			
+50	52.4	59.4		7 3 ~~13.2~~ 13.4	7°	8 2 8 4 3.0 11.0
477+00	52.4	62.0		7 7 ~~13.3~~ 14.1	8 3 9 3 9 6 5° 4.0	9 5 12.0
+26	52.3	62.9		6 ~~12.3~~ 12.5	7 8 10 6 3.0	10 7 6.0
+33	52.3	57.1		5 3 ~~10.2~~ 10.4	9 8 4 8 8.0	5 2 5.0

T.C.			
63.50			
~~61.23~~			
	82.875	61.39	
	~~81.58~~	~~60.43~~	
102.25			
~~101.94~~	6 6 12.2 12.4		
	113.89	126.54	
	~~111.23~~	~~123.58~~	
125.53			
~~120.53~~	7 7 ~~13.8~~ 14.1		
	~~144.135~~	266.92	
	~~139.12~~	~~139.12~~ ?	
162.74			
~~157.71~~	7 8 ~~14.0~~ 14.2		
	153.19	(147.53)	
	~~153.145~~	~~147.47~~	
	~~148.97~~	270.35 ?	
(143.65) A.C.L.			
~~143.55~~			
~~140.24~~	5 7 ~~10.8~~ 11.0		
	104.245	27.03	
	~~101.35~~	~~26.28~~	
(64.84) N - A.C.L.			
~~64.94~~			
~~62.47~~	5 0 ~~9.8~~ 10.0		
	(69.725)	(43.90)	
	~~69.78~~	~~43.94~~	
	67.28	~~42.36~~	

Computed. M.D.E. A.C.L. A.C.L. A.C.L.

54' Bottom - Slopes 1½:1
5'

Sta.	Grade	Elev.	Dist	L.C.	℄
477+50	52.3	58.2		53	59
				~~10.2~~	
				10.4	
+65	52.3	57.1		50	48
				~~9.8~~	
				10.0	
478	52.3	57.6		52	53
				~~10.1~~	
				10.3	
			30.		
+30	52.3	56.9		52	46
				~~10.1~~	
				10.3	
+50	52.3	56.5		4.6	42
				~~9.2~~	
				9.4	
479	52.3	56.1		44	38
				~~8.9~~	
				9.1	

4.30
2.15
2.15
8.70

R.C.			
	74.61 ✓		
53	~~72.10~~		
~~10.2~~			
10.4			
		67.56 ✓	37.53 ✓
		~~65.19~~	~~36.22~~
	60.50 ✓		
50	58.28		
~~9.8~~			
10.0			
		65.09 ✓	84.38 ✓
		~~62.77~~	~~30.22~~
	69.68 ✓		
56	~~67.27~~		
~~10.7~~			
10.9			
		62.86 ✓	69.84 ✓
		~~55.70~~	~~+08.95~~
	56.04 ✓		
43	~~44.14~~		
~~8.7~~			
8.9			
		52.42 ✓	38.83 ✓
		~~45.50~~	~~33.71~~
	48.80 ✓		
42	~~46.86~~		
~~8.4~~			
8.6			
		47.03 ✓	87.09 ✓
		~~45.04~~	~~83.41~~
	45.26 ✓		
43	~~43.22~~		
~~8.7~~			
7.0			
		51.92 ✓	96.15 ✓
		~~49.80~~	~~92.27~~
M.D.E.			
~~A.C.L.~~	A.C.L.	~~A.C.L.~~	

54" Bottom - Slopes 1½:1
5'

Sta.	Grade	Elev.	Dist	L.C.	℄
479+50	52.2	57.1		5°	9°
				~~9.8~~	
				10.0	
480	52.2	56.2		9°	4°
				~~8.3~~	
				8.5	
4 +05	52.2	57.9		5.7	5°
				~~10.8~~	
				11.0	
+23	52.2	59.2		7°	7°
				~~13.8~~	
				14.0	
+50	52.2	59.5		5.8	7°
				~~11.0~~	
				11.2	
4 7 +80	52.2	56.6		3.6	4°
				~~7.7~~	
				7.9	

R.C.			
	58.58		
4 4	~~56.38~~		
~~8.9~~			
9.1		53.84	99.70
		~~51.76~~	~~57.51~~
	49.10		
5 2	~~47.15~~		
~~10.1~~			
10.3		61.72	11.43
		59.49	~~55.08~~
	74.32		
5 2	~~71.83~~		
~~10.1~~			
10.3		89.06	59.37
		86.27	~~57.52~~
	103.78		
5 6	~~100.71~~		
~~10.7~~			
10.9		104.055	104.06
		~~100.99~~	~~100.99~~
	104.33		
7 2	~~101.27~~		
~~12.8~~			
13.0		77.23	85.81
		~~74.72~~	~~83.02~~
	50.13		
5 0	~~48.18~~		
~~9.8~~			
10.0		50.93	37.73
		~~48.94~~	~~36.25~~
	~~H. & E.~~	A.C.L.	A.C.L.
	~~H.C.L.~~		

~~54"~~ Bottom - Slopes 1½:1
5'

Sta.	Grade	Elev.	Dist.	L.C.	℄
481	52.2	56.6		9.3 ~~8.7~~ 8.9	4+
+45	52.1	57.1		47 ~~9.3~~ 9.5	5°
+85	52.1			5° ~~9.8~~ 10.0	5+
482	52.1			5° ~~9.8~~ 10.0	4+
+27	52.1			4° ~~8.3~~ 8.5	4+
+50 ab.	52.1			3° ~~8.1~~ 8.3	4°

13.

R.C.			
47	51.73 ✓		
~~4.3~~	~~49.71~~		
45		55.81 ✓	93.02 ✓
		~~53.69~~	~~89.49~~
48	59.88 ✓		
~~45~~	~~57.68~~		
47		~~62.26~~ ✓	~~92.24~~ ✓
		~~60.00~~	~~88.89~~
53	64.64 ✓		
~~70~~	~~62.33~~		
10 3/8			
		58.92 ✓	32.73 ✓
		~~56.74~~	~~31.52~~
43	53.20 ✓		
~~8.7~~	~~51.16~~		
8.9			
		~~54.43~~ ✓	54.43 ✓
		~~52.36~~	~~52.36~~
5°	55.65 ✓		
~~4.8~~	~~53.56~~		
10.0		(49.99) N	42.59 N
		~~50.04~~	~~42.63~~
		48.03	40.92
42	44.33 ✓		
~~8.6~~	~~42.50~~		
8.8		37.115 N	(34.36) N
		~~37.17~~	~~34.47~~
		~~35.50~~	~~32.87~~
	M.P.C.		
	~~A.C.L.~~	~~A.C.L.~~	~~A.C.L.~~

54' Bottom - Slopes 1½:1
5'

Sta.	Grade	Elev.	Dist.	L.C.	℄	R.C.	
482+75	52.8	55.8		3.0 ~~6.8~~ 7.0	3.0	3.4 ~~7.4~~ 7.6	29.90 ✓ ~~28.50~~
							24.87 ✓ 23.03 ✓ ~~23.16~~ 21.44
End 2:1 Slopes 483+00	53.5	55.7		2.2 ~~5.6~~ 5.8	2.2	2.1 ~~5.9~~ 6.1	✓ ~~19.84~~ 1783
							9.92 ✓ 4.41 ✓ ~~8.91~~ 3.96
End 1½:1 Slopes 483+12	53.8	53.8		0.0 2.25	0.0	0.0 2.25	0.0

Continued in Book #289 Page 39.

~~2968.21~~
2968.13
Total this book
9/25/30
A.L.L. 10/11/30

Compt'd. M.D.E
~~A.L.L.~~ ~~A.C.L.~~ ~~A.C.L.~~

Inspection of Otay 1st Main Pipe Line

At filter plant 1-24" gate valve, 50' steel pipe(24") with 2 bends, 1 24"x40"x4' cast iron reducer 1-4" air valve

500' W. 1-4" air valve assembly

~~Opp~~ tr. "2 1-4" blow off valve, 50' hand rail, 4-4"x12"x30' stringers-fair, 12-4"x6"x7'6" pipe sills-poor, salvage time 3 men 1 day. MIGHT LEAVE FOR FILTER USE.

400' W. of tr. "2 - 1-4" air valve assembly

Tr. "3 About 1600' salvagable timber rather poor. 75 lin. ft. hand rail 1-4" blow off valve.

500' W. Tr. "3 - 4" air valve assembly 500' W. 1" corp cock

200' E Tr. "4 4" air valve assembly

Tr. "5 about same as "3 no blow off, corp. cock.

250' W. of Tr. "4 3" air valve assembly.

Tr. "6 salt tangon 45' trestle. poor, hand rail OK walk fair

50' W. Tr. "6 4" blow off

Tr. "7 2000' ~~salvagable~~ salvagable lumber, poor. 130' hand rail OK.

Beerman Hill 4/7/36 - clear + warm 11

600' W. of tr. "7 4" air valve assembly.

Tr. "8 2000' of salvageable lumber, fair. 120' hand rail OK. 3/4" globe valve

500' W. of tr. "8 3" air valve assembly

Tr. "9 same as "8 N.B. either 3/4" corp. cock or globe valves at all trestles.

Air valve assembly "9 3"

Tr. "10 1500' lumber - poor 100' hand rail OK.

Air valve assembly "10 4"

Tr. "11 400' lumber. fair 60' hand rail OK

Tr. "12 2000' lumber, fair 120' h

Air valve "11 3" poor

" " 12 3" fair

Trestle "13 2200' lumber 125' hd. rail

Air valve "13 3"

Trestle "14 1000' lumber, poor 75' hd rail

Air valve "14 3"

(cont.)

Trestle "15 1200' lumber - fairly poor
120' hd. rail
300' tramroad

Air valve 15 3"
" " 16 3"

Trestle "16 40' hd rail
no salvage

Air valve 17 3"

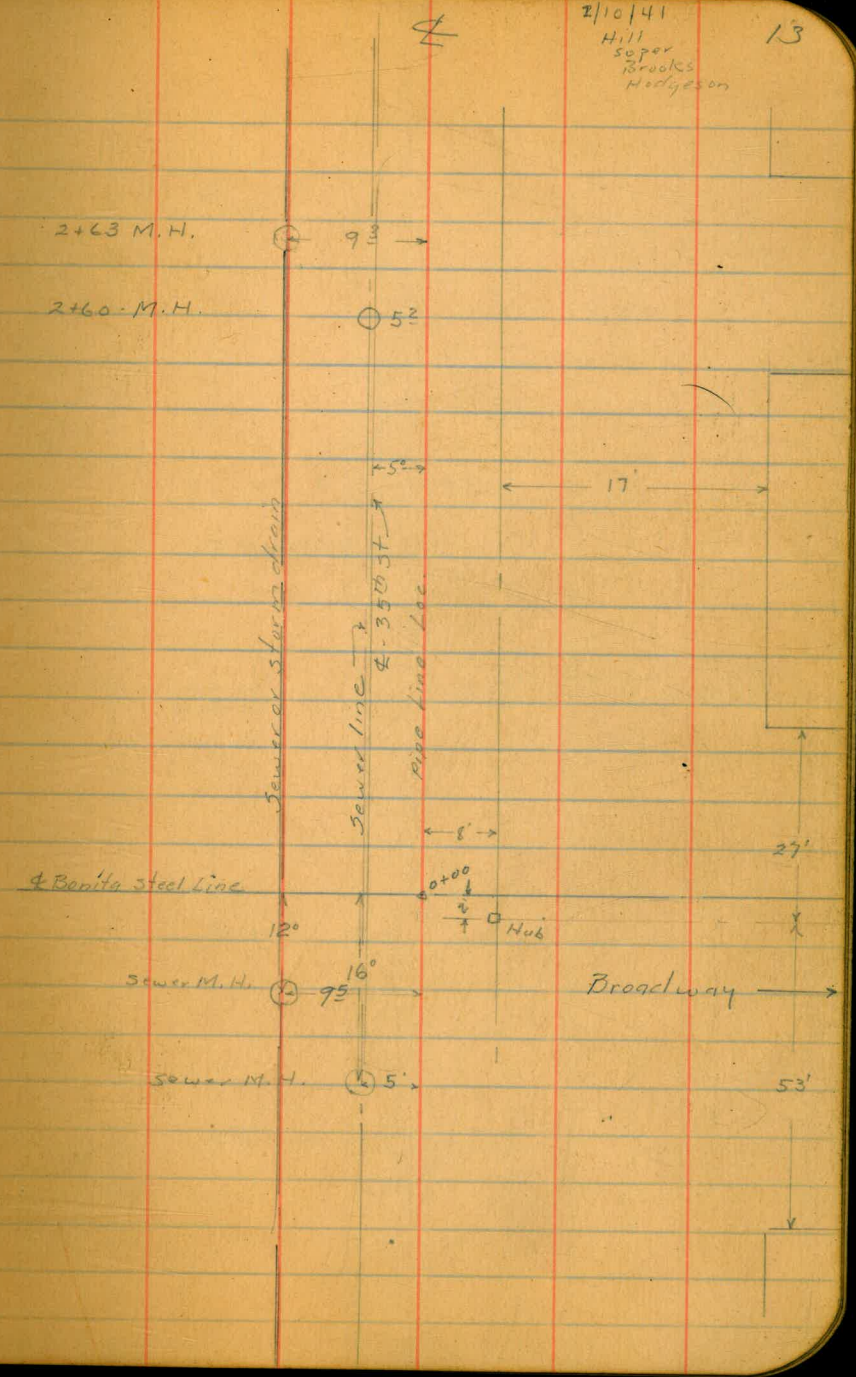
Coronado Wye
1-4" gate valve
1-6" " "
1-3" " "
1-40" x 36" x 18" Treducer (cast)
400' 4" pipe

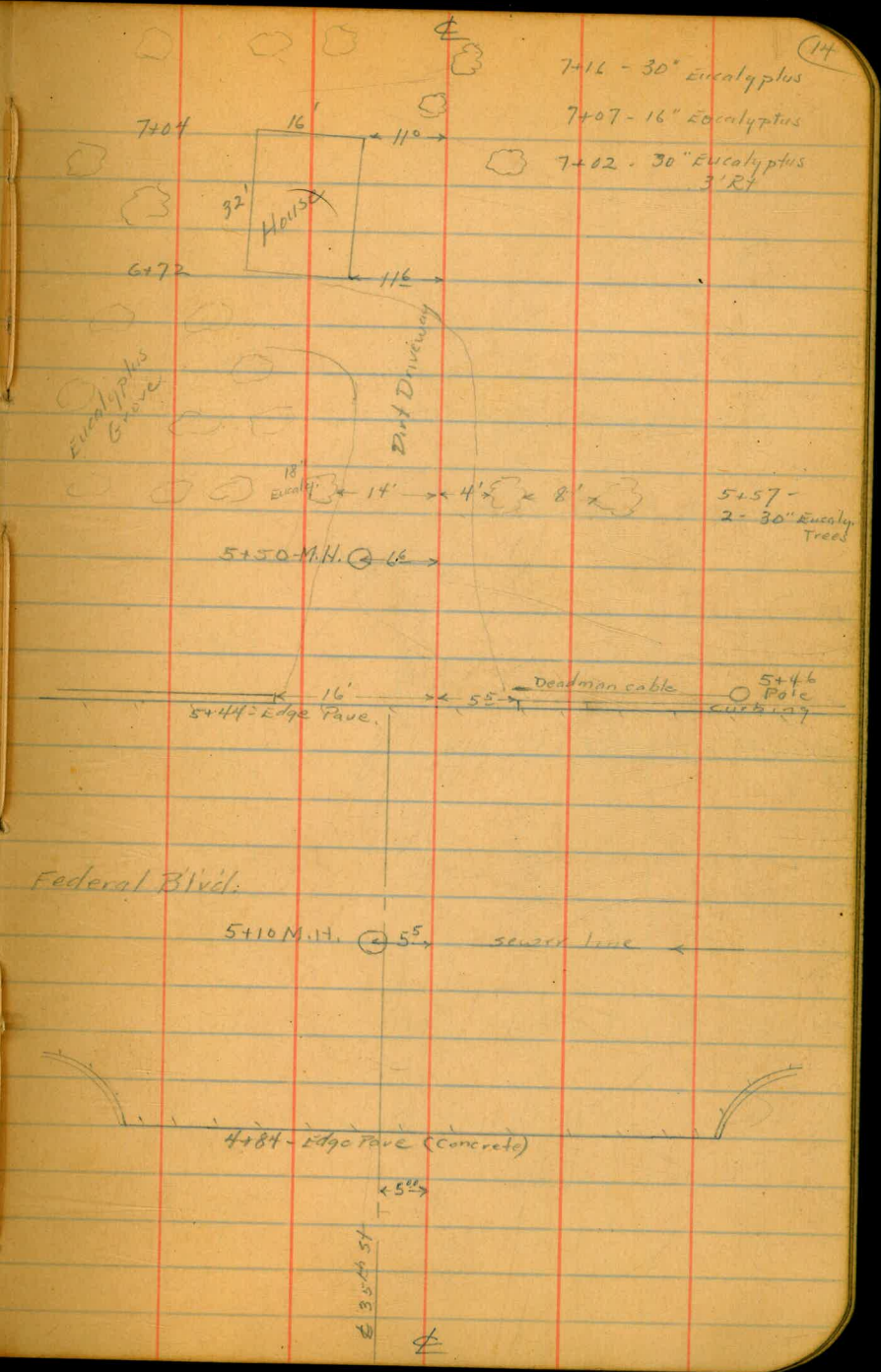
Trestle "18 120' hd rail
400' salvageable lumber poor road within 100'

Water line location - 35th & Broadway, South on 35th to Rigel St, on Rigel to Main St.

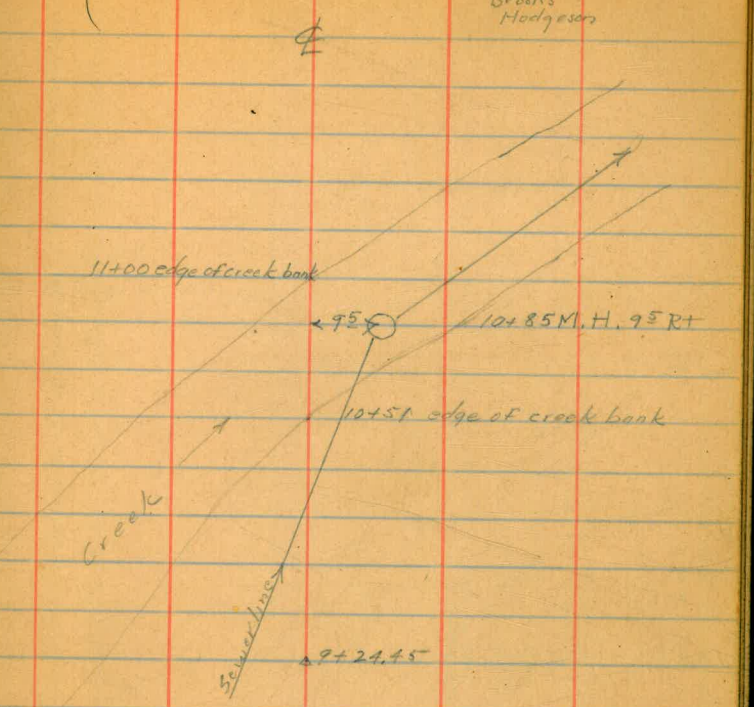
0+00 = ℄ Bonita Steel Line

2/10/41
Hill
Soper
Brooks
Hodgeson




℄
7+16 - 30" Eucalyptus
7+07 - 16" Eucalyptus
7+02 - 30" Eucalyptus 3' Rt
7+04
16'
11'
32'
House
6+72
11'
Eucalyptus Grove
Dirt Driveway
18" Eucalyptus
14'
4'
8'
5+57 - 2 - 30" Eucaly. Trees
5+50 M.H.
6'
Deadman cable
5+46 Pole
16'
5'
5+44 - Edge Pave.
Curb & G
Federal Blvd.
5+10 M.H.
5'
sewer line
4+84 - Edge Pave (Concrete)
5'
℄

2/11/41
Hill
Soper
Brooks
Hodgeson



9+24 45 L. 60 28' Lt

7+49 - M.H. ③ 5.4 >

℄

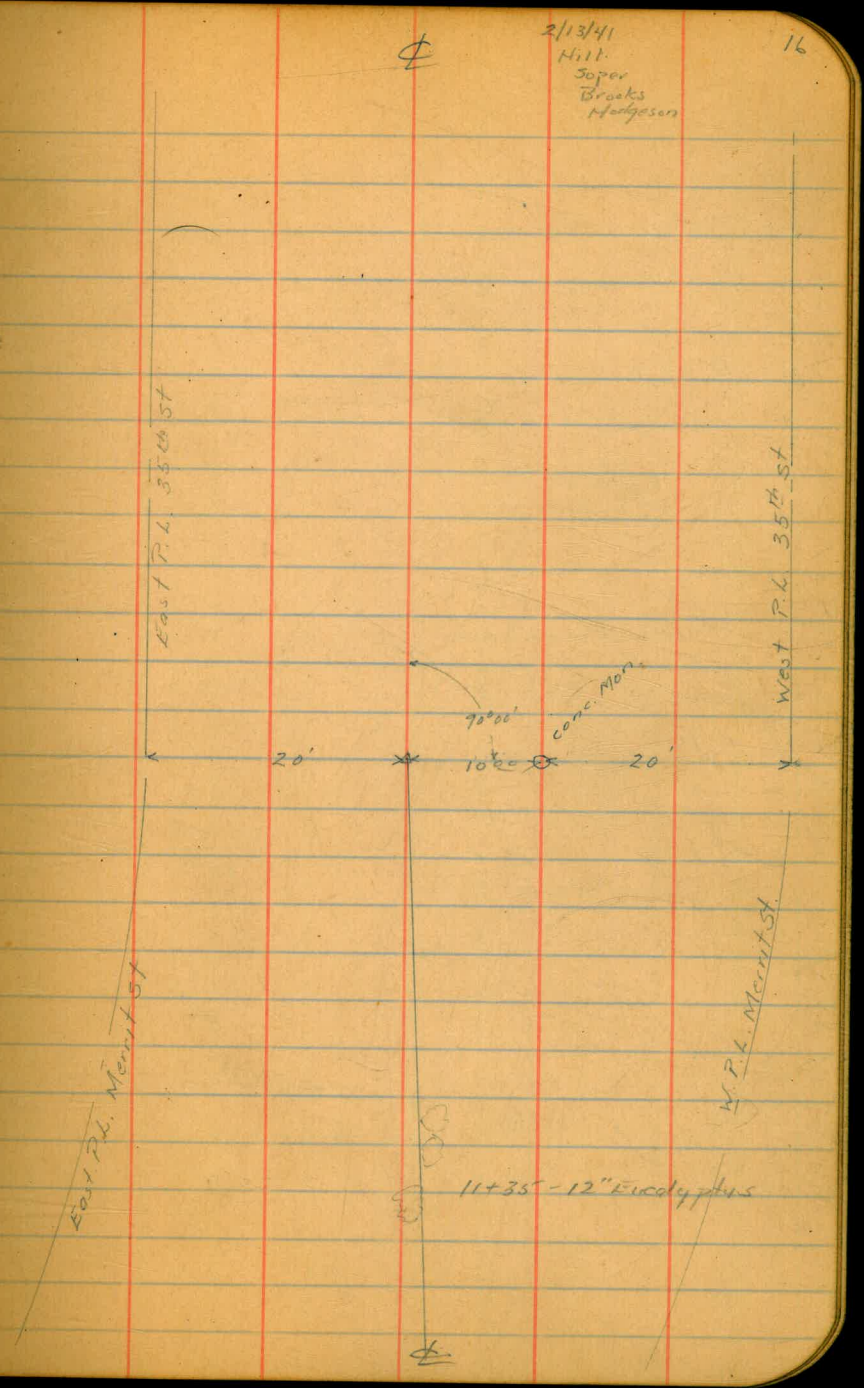
2/13/41
Hill
Soper
Brooks
Hodgeson

Slope mess 100' @ 18°31 = 94.82

14+16.00 P.O.T.

13+89.35 Δ 6°57' Rt.

13+18.24 P.O.T.



17+37.29 P.O.T

℄

< 100° ⊗ 17+85 ± 1" pipe

110

15+94 Edge Pave (corner)

22 ±

Market St.
Conc. Pave.

< 40° ⊗ 15+54 ± Sewer M.H.

10 ±

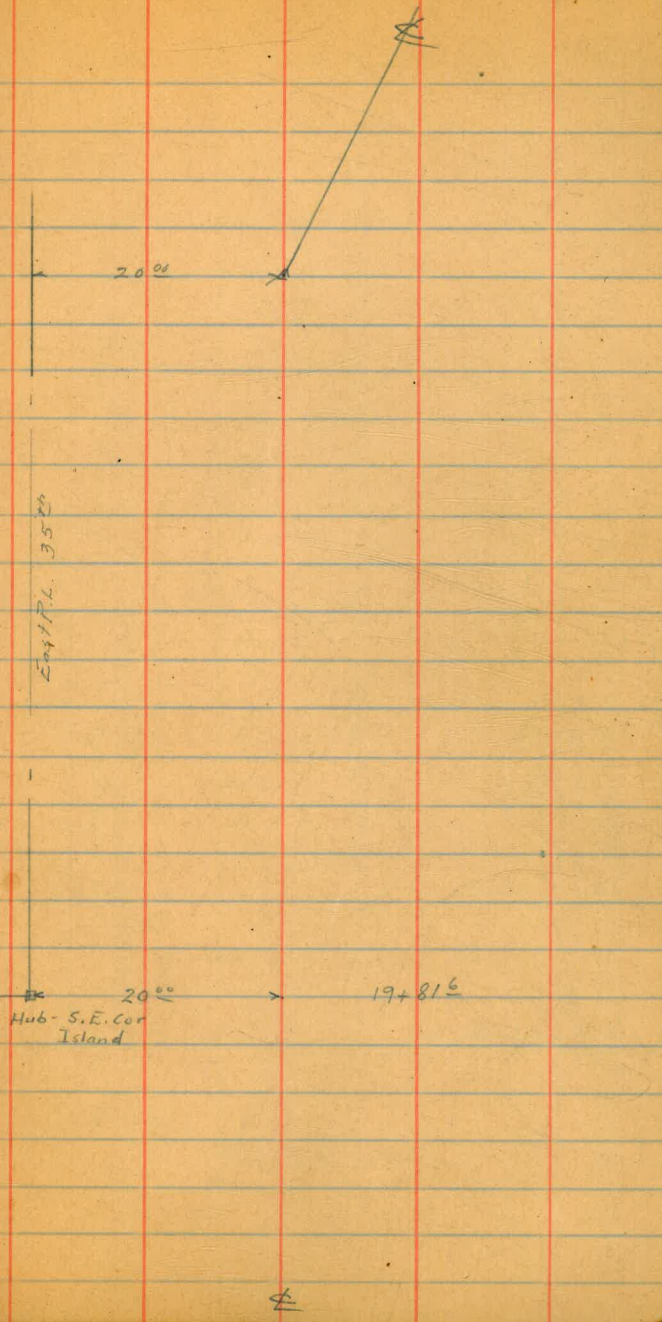
19 ±

15+22 edge pave (corner)

℄

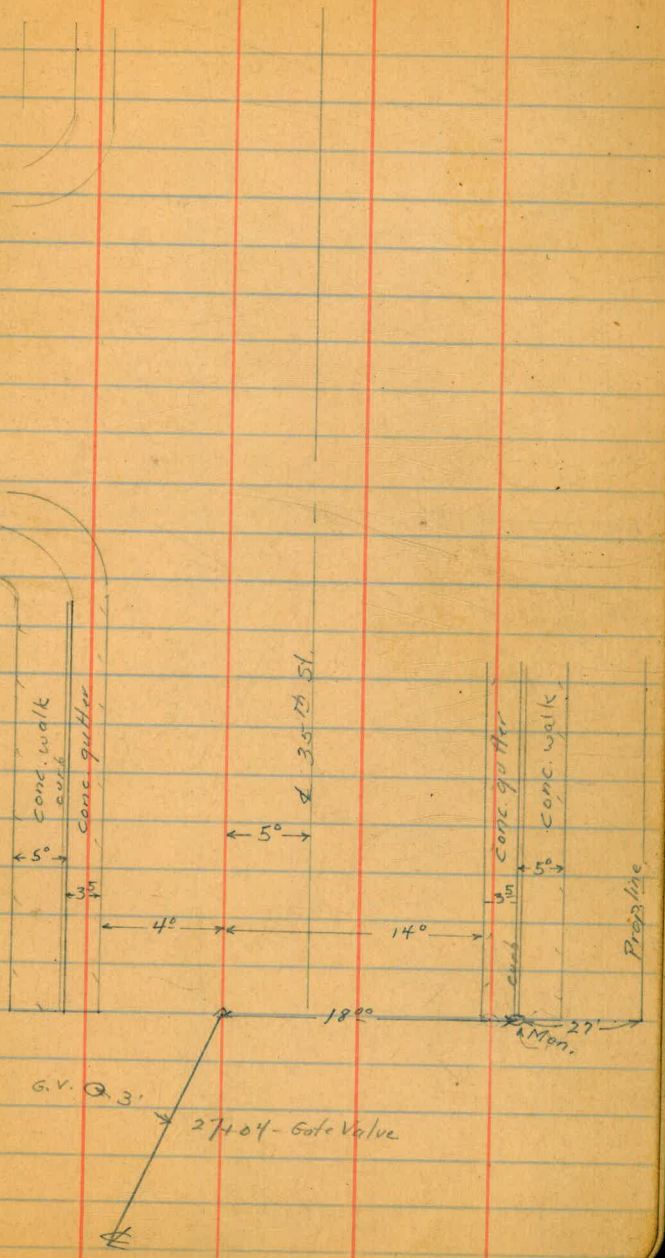
26+48.75 ℄ 22°08' Rt.

20+62.00 P.O.T.

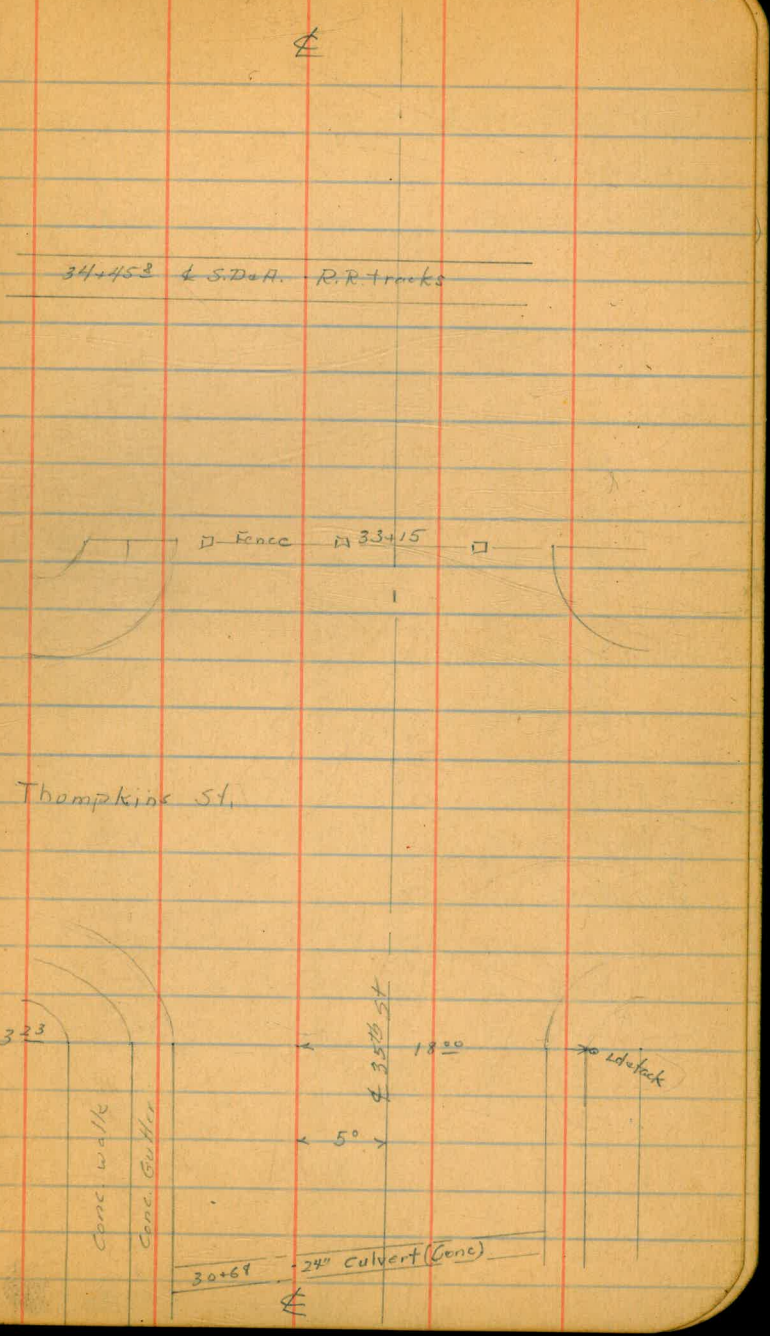


27+08.85 ∠ 21°39' Lt

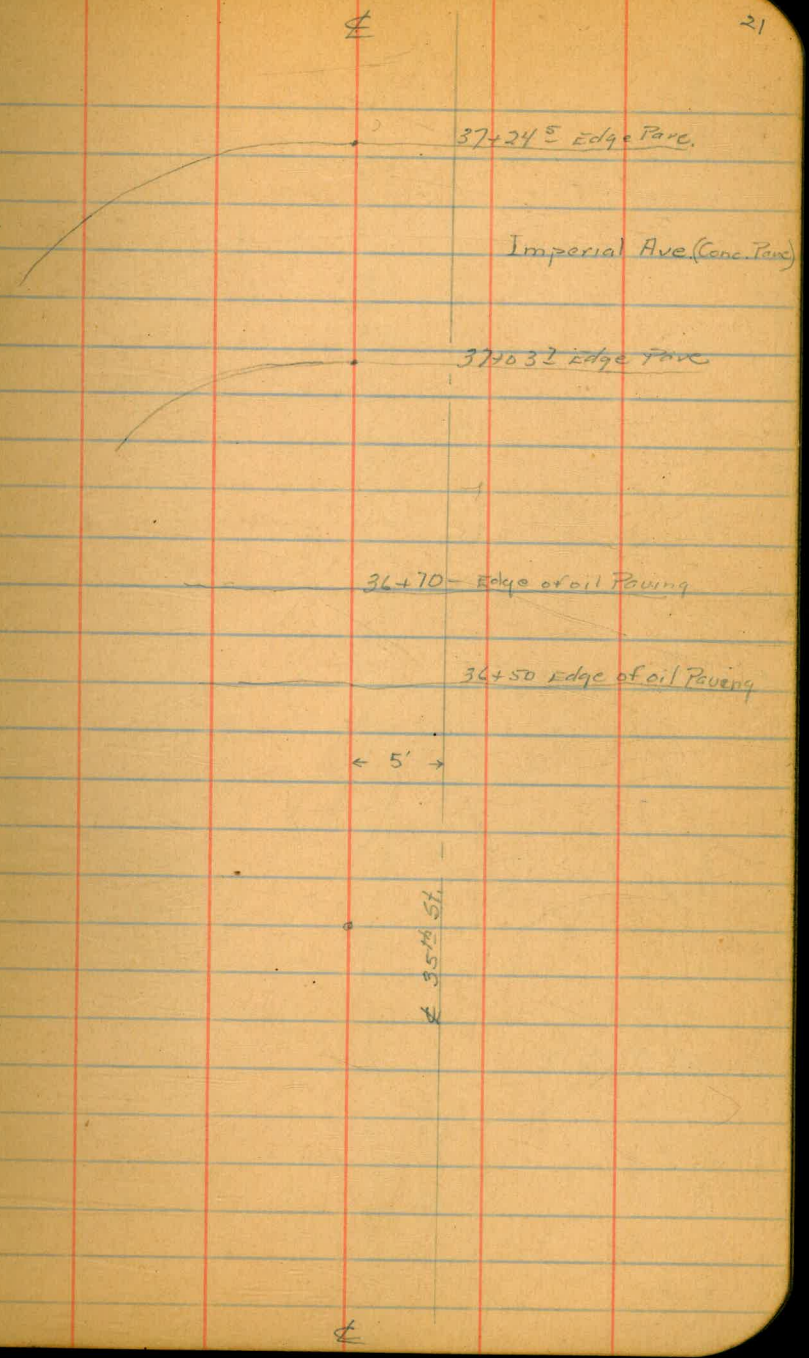
∠ St.



33+00 P.O.T.


℄
34+45 ± S.D.&A. R.R. tracks
Fence
33+15
Thompkins St.
32+33
Conc. walk
Conc. Gutter
35½ St
18±0
Ld. track
5°
30+69
24" Culvert (Conc)
℄

36+30 P.O.T.


℄
37+24 S. Edge Pave.
Imperial Ave. (Conc. Pave)
37+03 Edge Pave
36+70 Edge of oil Paving
36+50 Edge of oil Paving
← 5' →
3.5% St.
℄

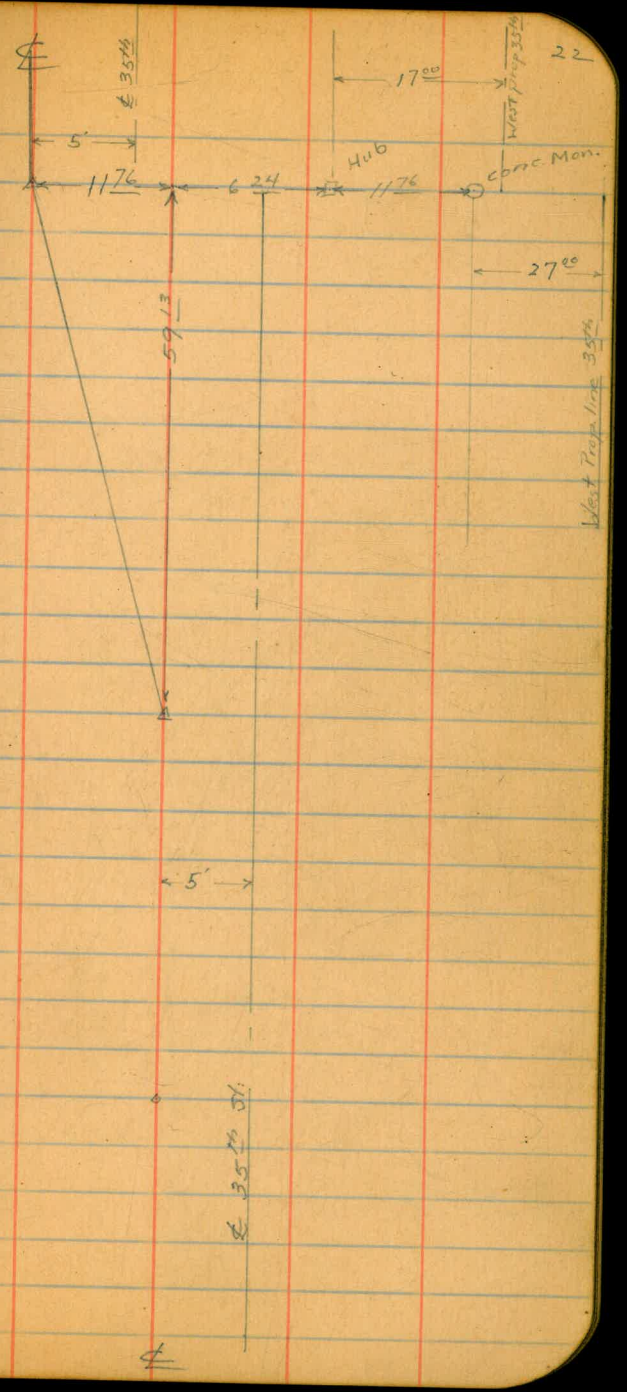
40+26 19 10°21' Rt

37+65 95 11°18' Lt

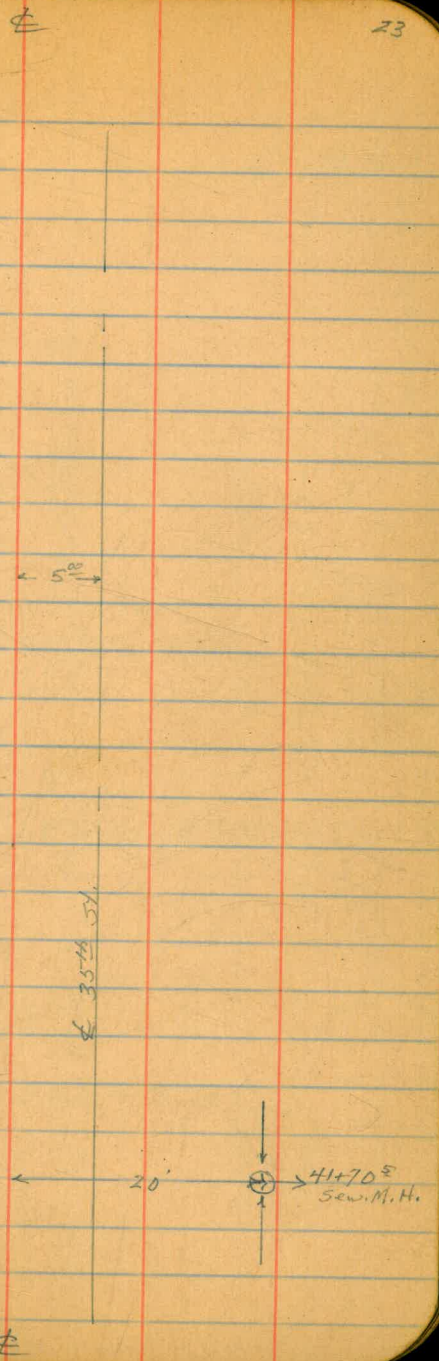
37+96 38 P.O.T.

2/14/41
Hill
Soper
Brooks
Hodgeson

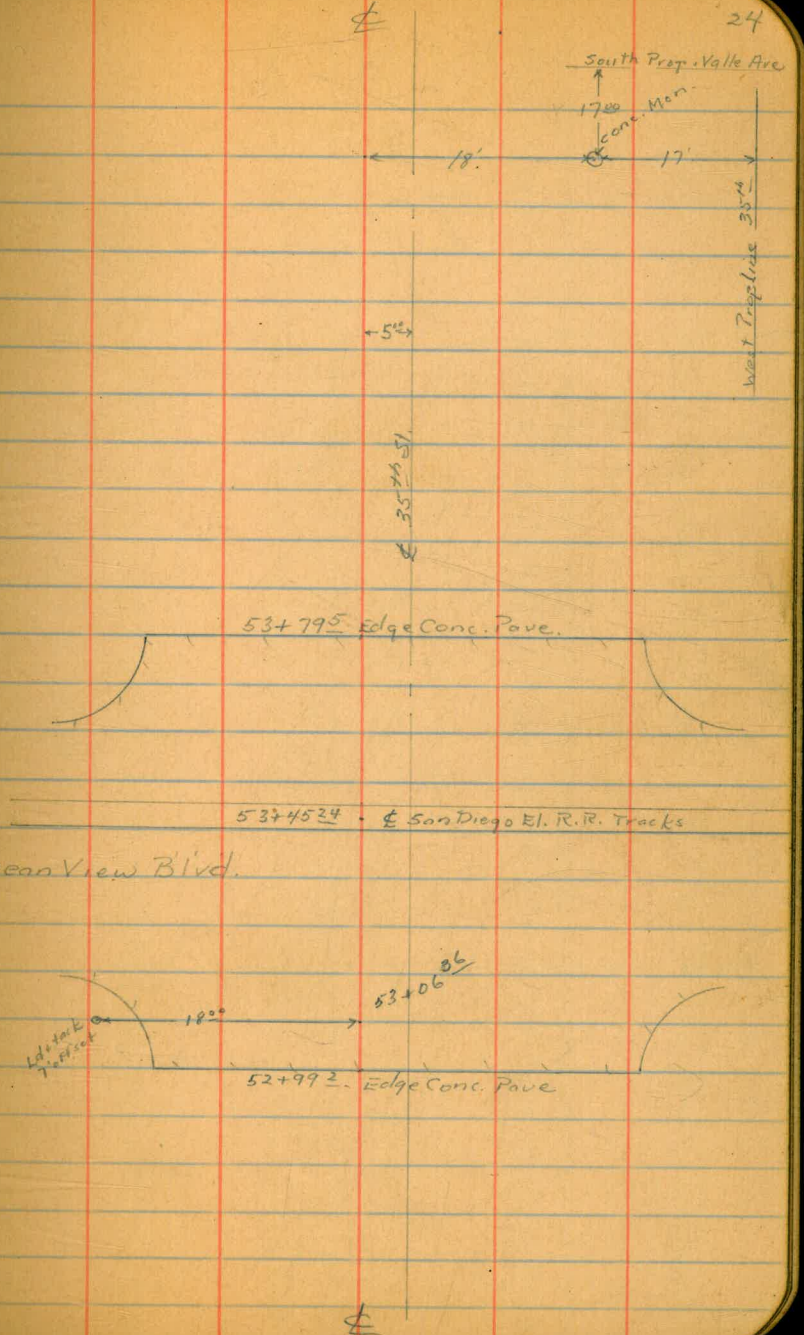
22

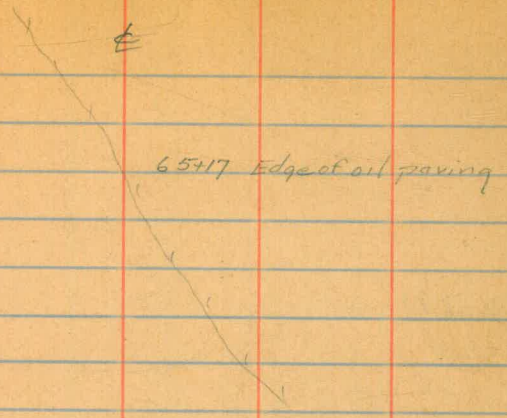


52+00 P.O.T.



56+82.80 P.O.T.

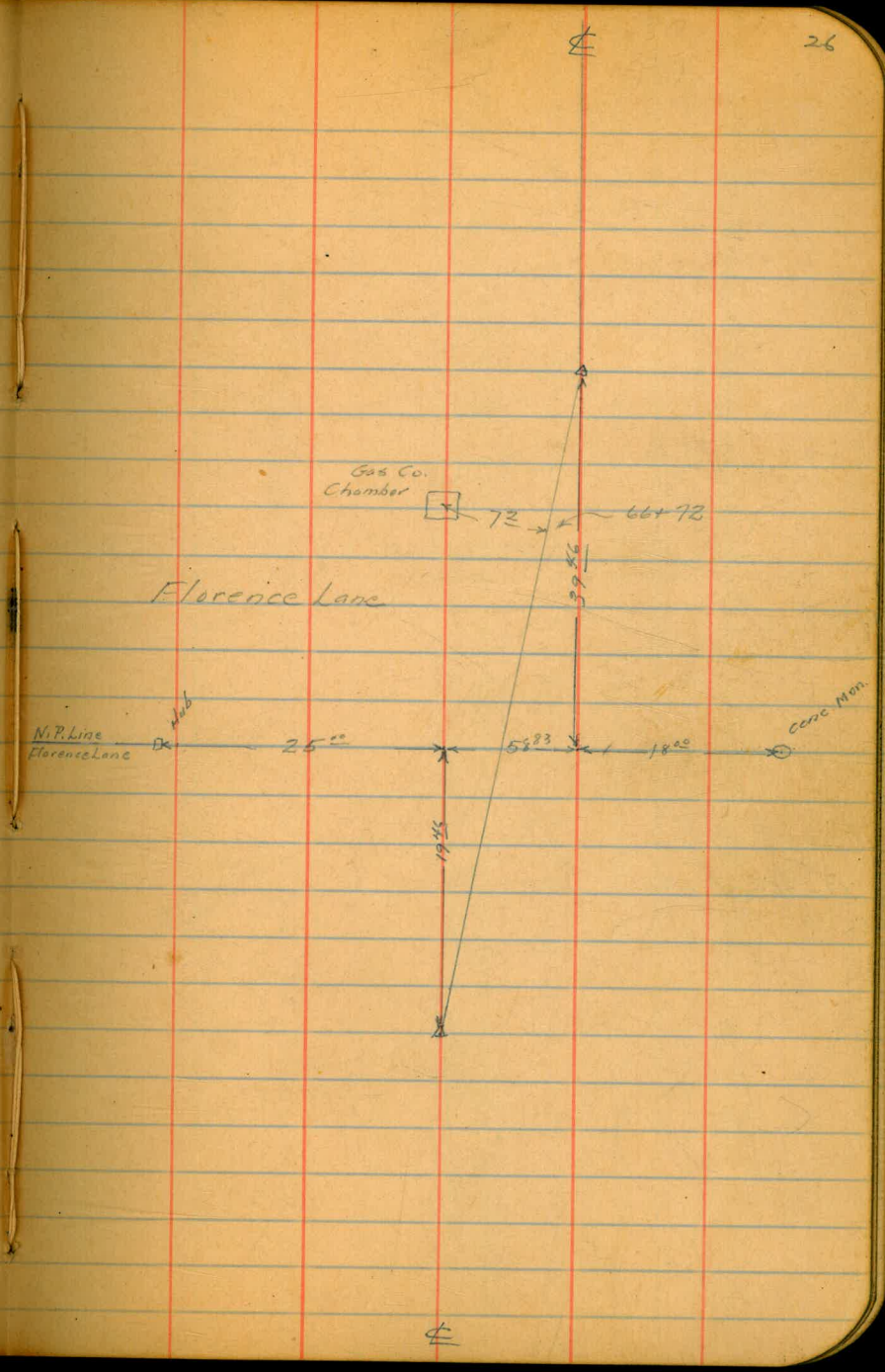

℄
South Prop. Valle Ave
17.00
Conc. Mon.
18'
17'
35'±
West Property Line
5'±
35'±
53+79.5 Edge Conc. Pave.
53+45.24 ℄ San Diego El. R.R. Tracks
Ocean View Blvd.
53+06.86
18°0
Lot 1 Tract 76 Point
52+99.2 Edge Conc. Pave
℄



5940 P.O.T.

67+26.93 ∠ 45°03'Lt

66+43.68 ∠ 44°57'Rt



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Hill
Soper
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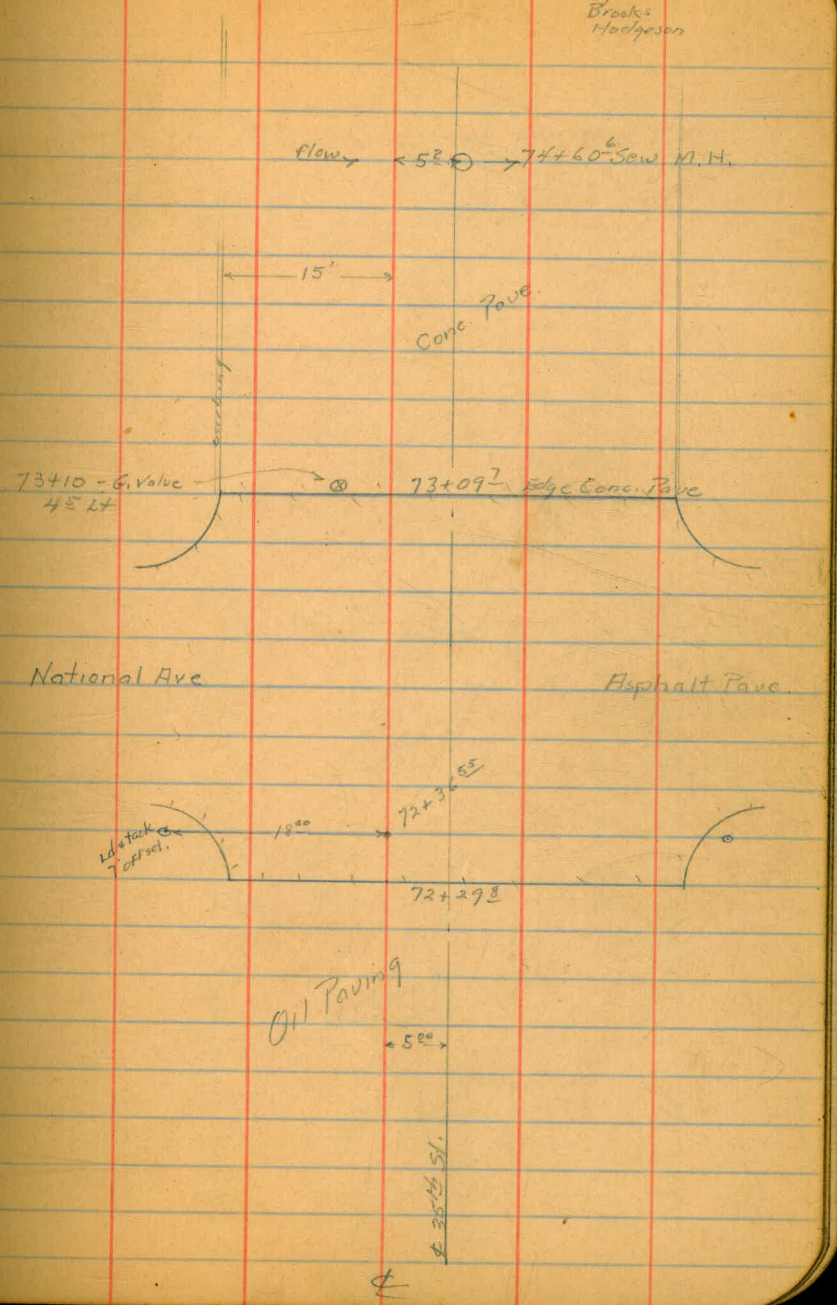
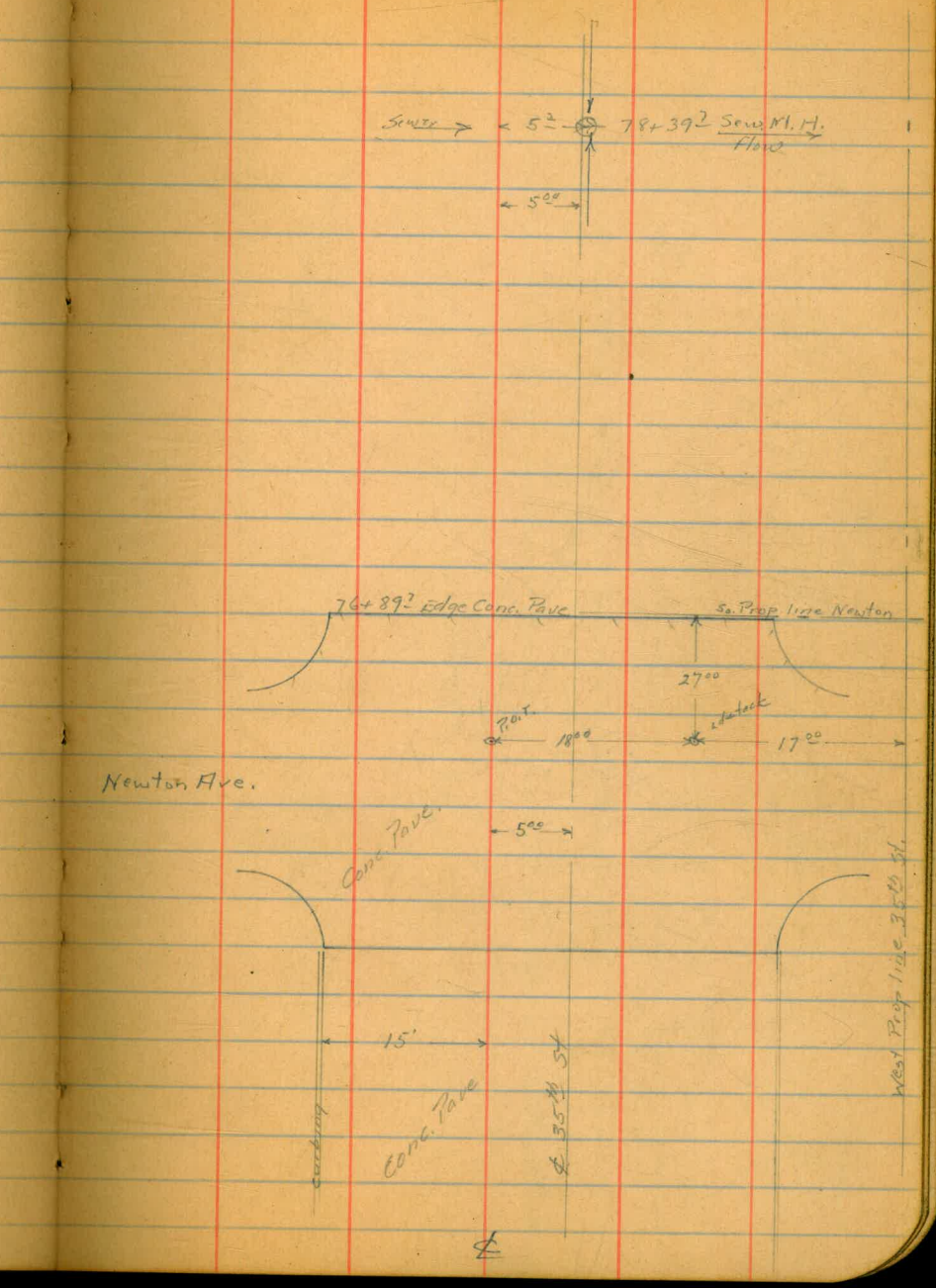
Hodgeson

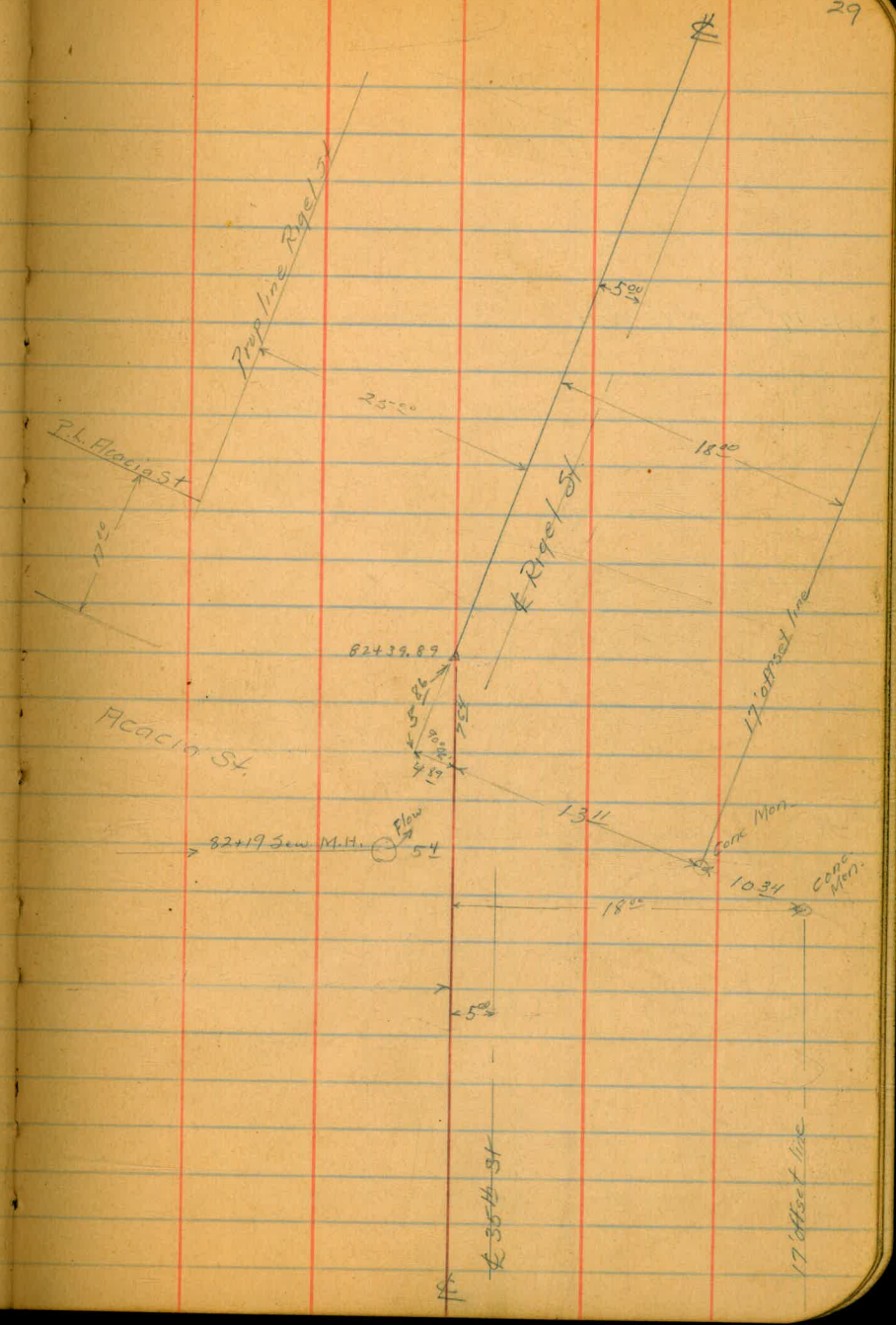


72+36 55 P.O.T.

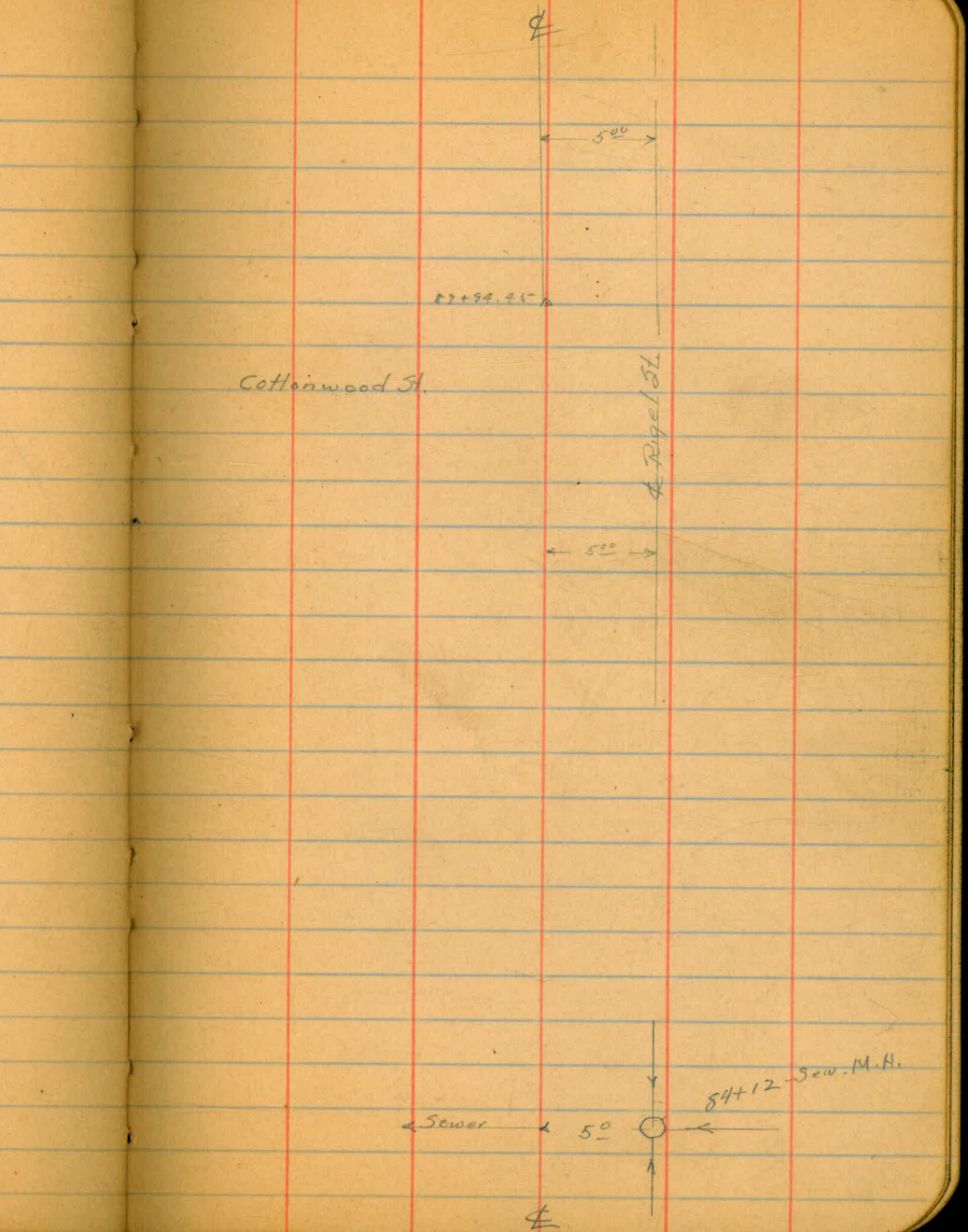

℄
Sewer
5²
78+39² Sew. M.H.
Flow
5.00
76+89² Edge Conc. Pave
So. Prop. line Newton
27.00
P.O.T.
18.00
℄ Track
17.00
Newton Ave.
5.00
Conc. Pave.
15'
Curbing
Conc. Pave
℄ 35'-11" St.
West Prop. line 35'-11" St.
℄

76+62.60 P.O.T.

82+39.89 ℄ 39°45'30" Rt.



89+94.45 ∠ 0°08'30" Lt



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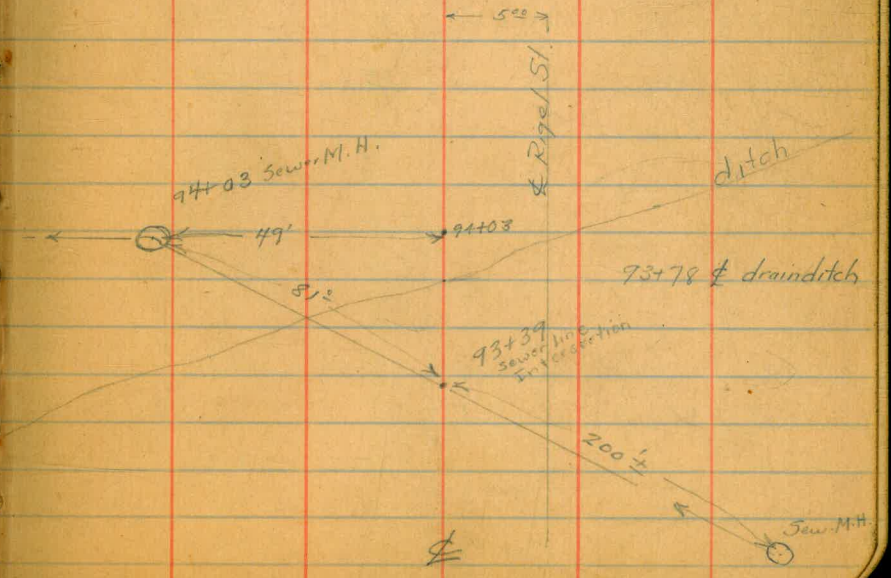
Hill
Soper
Brooks
Madgesen

97+83 Check loc. of exist. 12" main from water Dept.

℄

Existing water line 97+83? 12"

℄ Main St 97+63½



℄

Profile - 35th St location.

B.M.	1.75	58.37		56.62	B.P. in Conc. Mon. N.W. Cor. 35th & Broadway
			2.3	56.1	Rim of Manhole 5' Lt, 0-16 (8' deep)
			10.3	48.1	Fl. line
			2.4	56.0	Rim of manhole 9 Lt, 0-12 (8' deep)
			10.5	47.9	Fl. line
0+00			2.2	56.2	
"			5.2	53.2	Top of 28" main
0+50			2.8	55.6	
0+80			3.1	55.3	
1+00			3.8	54.6	
+50			4.4	54.0	
2+00			5.3	53.1	
+50			5.5	52.9	

		58.37			
			5.9	52.5	Rim of manhole 5 ≟ Lt 2+60
			14.3	44.1	Fl line
			5.9	52.5	Rim of manhole 9 ≟ Lt 2+63.
			14.1	44.3	Fl line
3+00			5.5	52.9	
+50			6.0	52.4	
4+00			6.5	51.9	
+50			6.3	52.1	
PT	1.52	53.69	6.20	52.17	
+84			1.9	51.8	Edge Pavement.
+95			2.4	51.3	
			1.9	51.8	Rim manhole 5 ≟ Lt 5+10
			13.6	40.1	Fl line. sewer, (drop inlet) running East on Federal Blvd.
			14.4	39.3	Fl line main sewer
5+14			1.9	51.8	

		53.69		
5+44			2.7	51.0
+50			2.1	51.6
			1.8	51.9
			14.5	39.2
6+00			4.2	49.5
6+50			6.0	47.7
7+00			6.1	47.6
			6.3	47.4
			16.7	37.0
7+50			6.5	47.2
PI	2.81	50.11	6.39	47.30
8+00			3.8	46.3
+50			3.8	46.3
9+00			4.1	46.0

Rim of manhole 6$\frac{6}{}$ Lt 5+50
Fl. line

Rim of manhole 5$\frac{4}{}$ Lt 7+49 (10$\frac{7}{}$ deep)
Fl. line. (No flow apparent in this manhole)

		50.11			
9+24 45			4.4	45.7	
+50			6.5	43.6	
10+00			8.1	42.0	
+50			9.8	40.3	
+59			12.5	37.6	Bottom of creek
			9.7	40.4	Rim manhole 9 5 Rt 10+85 (7' deep)
			16.9	33.2	Fl. line
10+95			14.1	36.0	Bottom of creek.
11+00			6.5	43.6	
+15			1.0	49.1	
TP	13.00	63.03	0.08	50.03	
11+30			10.7	52.3	
+50			6.5	56.5	
+75			4.2	58.8	
+85			0.1	62.9	
+94			2.0	61.0	
TP	12.34	75.28	0.09	62.94	
12+00			11.7	63.6	

		75.28		
12+08			1.4	73.9
TP	12.88	88.01	0.15	75.13
TP	13.03	100.72	0.32	87.09
12+45			6.7	94.0
+76			1.6	99.1
TP	12.97	113.65	0.64	100.68
12+83			9.7	104.0
13+00			4.4	109.3
+10			2.5	111.2
TP	5.70	119.02	0.33	113.32
13+50			5.4	113.6
+89 35			3.9	115.1
B.M.			4.30	114.72
14+00			3.7	115.3
+21			3.2	115.8
TP	0.28	106.61	12.69	106.33
TP	0.62	94.32	12.91	93.70
14+26			2.3	92.0
+50			7.0	87.3
15			8.7	85.6
+22			10.1	84.2
+54.6			10.3	84.0
"			10.4	83.9
+94			11.0	83.3
16			10.3	84.0

Set B.M. on tack in monument 10' Rt 13+29 35

N. edge pavt.

Top MH 5' R -5.8 to flow l. 83.9 / 5.8 / 78.1

S edge pavt.

		94.32		
16+50			7.9	86.4
17			2.3	92.0
+11			0.4	93.9
B.M.(Set)			7.39	86.93
T.P.	12.98	106.59	0.71	93.61
T.P.	12.71	119.27	0.03	106.56
17+29			12.0	107.3
+32			3.1	116.2
+63			0.9	118.4
+85			2.1	117.2
18			3.5	115.8
+20			6.2	113.1
+50			12.2	107.1
T.P.	0.12	106.59	12.80	106.47
19			8.6	98.0
+06			10.0	96.6
+45			23.2	83.4 (Handlevel)
+61			18.8	87.8 (")
+73			12.8	93.8
+79			12.3	94.3
20			4.2	102.4
TP.	12.57	118.97	0.19	106.40
+15			9.4	109.6
+30			8.3	110.7
+50			4.7	114.3

+ Top of fire hyd. S.E. cor. 35th & Market

		118.97		
20+62			1.9	117.1
TP	1.64	119.97	0.64	118.33
21			0.3	119.7
+30			1.2	118.8
+50			2.8	117.2
B.M.			3.01	116.96
22			6.0	114.0
+50			9.0	111.0
23			12.5	107.5
TP	0.74	107.74	12.97	107.00
+50			3.2	104.5
24			4.8	102.9
+50			5.6	102.1
25			3.8	103.9
+50			4.5	103.2
26			5.1	102.6
+48.75 Lt.			7.4	100.3
27+00			11.0	96.7
+08.85 Lt.			11.6	96.1
TP	0.32	95.07	12.99	94.75
+50			3.4	91.7
28			9.5	85.6
TP	0.18	82.23	13.02	82.05
+50			1.3	80.9
+65			2.2	80.0

Set B.M. Nail in tel. pole 8' Rt 21+81

		82.23		
29			2.6	79.6
+25			3.1	79.1
+50			4.9	77.3
30			10.6	71.6
TP	0.19	69.65	12.77	69.46
+35			0.8	68.9
+50			1.5	68.2
+68			2.2	67.5
			8.4	61.3
			9.5	60.2
31+00			3.0	66.7
+50			4.1	65.6
32			5.4	64.3
+50			6.2	63.5
33			7.2	62.5
B.M.			4.61	65.04
33+30			9.4	60.3
TP	0.40	57.22	12.83	56.82
33+50			0.2	57.0
34			11.9	45.3
TP	0.14	44.28	13.08	44.14
+15			1.5	42.8
+30			3.1	42.2
+37			6.0	38.3
+43.5 (rail)			5.65	38.63

Top of 24" Conc. Culvert 6.5 Lt 30+66

" " " " " 16' Rt 30+72

Set B.M. Top of Fire Hydrant. S.E. Cor 35th & Thompkins

Top of North rail

		44.28		
34+60			6.8	37.5
+65			9.7	34.6
+85			12.8	31.5
35			13.1	31.2
+50			13.8	30.5
36			14.2	30.1
+15			15.3	29.0
TP	2.67	34.36	12.59	31.67
TP	4.19	32.36	6.19	28.17
			2.71	29.65
		35.23		31.69
corrected TP	3.54	~~35.15~~		~~31.61~~
36+20			7.4	27.8
+30			6.1	29.1
+50			5.3	29.9
+72			5.0	30.2
		47.85		35.18
TP	~~12.67~~	~~47.77~~	0.05	35.10
+88			8.5	39.4
+93			3.9	44.6
37			2.8	45.1
+04			3.0	44.9
+24.5			2.3	45.6
+31			2.0	45.9
		60.43		47.76
TP	12.67	60.35	0.09	~~47.68~~
+50			9.9	50.5

B.P. in North rail of Bridge, Imperial Ave. near 34th Rec'd El. 29.57
(+ and - reads checked to here.)

~~29.65~~ 31.69
~~29.57~~ .08
.08 31.61 for TP.

& wash

Note: Using own levels thru to Main and Una St, checks within 0.01 on Brass Plug, See page 48

Edge of pave.
" " "

		60.43		
		~~60.35~~		
37+60			4.2	56.2
TP	12.51	72.77		60.26
		~~72.69~~	0.17	~~60.18~~
+79			13.1	59.7
+82			10.0	62.8
38			7.9	64.9
+14			6.4	66.4
+50			6.1	66.7
39			5.1	67.7
+50			3.1	69.7
+65.95 Lt.			2.7	70.1
40			1.7	71.1
+26.19 Lt.			1.8	71.0
40+50			2.1	70.7
41			2.5	70.3
B.M.	5.90	76.53		70.63
		~~76.45~~	2.14	~~70.55~~
+50			5.9	70.6
			6.4	70.1
			15.5	61.0
42			6.0	70.5
+50			5.6	70.9
43			5.2	71.3
+50			5.1	71.4
44			4.7	71.8
+50			4.6	71.9
45			4.4	72.1

Set B.M. Nail in pole 25' Rt 40+81

Rim Sewer M.H. 26' Rt 41+70.5 (9' deep)

Fl. line

		76.53 ~~76.45~~			
45+50			4.5	72.0	
46			4.3	72.2	
+50			4.1	72.4	
47			4.0	72.5	
+50			3.9	72.6	
48			3.7	72.8	
TP	3.46	76.67 ~~76.59~~	3.32	73.21 ~~73.13~~	
+50			3.9	72.8	
49			3.9	72.8	Note: Sewer manhole, 1st alley west at 48+80±. Could not find manhole on 35th or 1st alley East.
+50			4.0	72.7	
50			3.7	73.0	48+80 10±-steps
+50			3.4	73.3	
51			2.9	73.8	
+50			2.6	74.1	
52			2.8	73.9	
+20			3.2	73.5	
+50			5.8	70.9	
52+99±			10.8	65.9	Edge of Pave.
53+39			10.7	66.0	
+79±			10.8	65.9	Edge of Pave.
B.M.			8.42	68.25 ~~68.17~~	Top of Fire Hyd. S.E. Cor. 35th & Ocean View Blvd. (+ and - rods checked to here) Rec. Elev. 68.38
54			9.3	67.4	
+50			4.8	71.9	
+90			2.6	74.1	
55			2.6	74.1	

		76.67 ~~76.59~~			
55+50			3.7	73.0	
56			4.3	72.4	
+50			5.5	71.2	
57			6.8	69.9	
		70.72		70.42	
TP	0.30	~~70.64~~	6.25	~~70.34~~	
+50			2.8	67.9	
58			5.1	65.6	
+50			7.2	63.5	
59			9.2	61.5	
+40			13.2	57.5	
		58.25		57.78	
TP	0.47	~~58.17~~	12.94	~~57.70~~	
60			10.5	47.8	
		45.54		45.17	
B.M.	0.37	~~45.46~~	13.08	~~45.09~~	Set B.M. Nail in pole 16' Lt 60+19
+39			5.8	39.7	
+44			7.9	37.6	
+50			8.7	36.8	
		33.42		32.64	
TP	0.78	~~33.34~~	12.90	~~32.56~~	
61			7.8	25.6	
+20			10.6	22.8	
+35			11.8	21.6	
+50			11.9	21.5	
62			11.8	21.6	
+18			11.0	22.4	
+33			8.4	25.0	
+50			6.4	27.0	

		33.42		
		~~33.34~~		
		46.33 ✓		33.30 ✓
TP	13.03	~~46.25~~	0.12	~~33.22~~
63			12.6	33.7 ✓
+11			11.3	55.0 ✓
+30			6.5	39.8 ✓
+50			2.0	44.3 ✓
+65			0.2	46.1 ✓
		58.62 ✓		46.12 ✓
TP	12.56	~~58.54~~	0.21	~~46.04~~
64			11.9	46.7 ✓
+50			9.5	49.1 ✓
65			6.9	51.7 ✓
+50			4.5	54.1 ✓
66			2.3	56.3 ✓
+17			2.0	56.6 ✓
+43.68 ℄			2.4	56.2 ✓
67			5.3	53.3 ✓
+26.93 ℄			6.0	52.6 ✓
+50			5.8	52.8 ✓
68			4.3	54.3 ✓
		54.75 ✓		54.16 ✓
B.M.	0.59	~~54.67~~	4.46	54.08 ✓
+50			0.7	54.1 ✓
69			1.0	53.8 ✓
+50			1.7	53.1 ✓
70			2.9	51.9 ✓
+50			4.5	50.3 ✓
71			6.4	48.4 ✓

Set B.M. Nail in power pole 26' Rt 68+18

		54.75			
		54.67			
71+50			8.4	46.4	
72			11.0	43.8	
+29.8			12.6	42.2	Edge Pave.
+44			13.2	41.6	
+70			12.9	41.9	
		44.52		44.12	
B.M.	0.40	44.44	10.63	44.04	Top of Fire Hyd. S.E. Cor 35th & National. Rec Elev. 44.19
					(+and- rods checked to here)
72+96			4.0	40.5	
73+09.2			3.4	41.1	Edge Pave.
+50			4.2	40.3	
74			5.3	39.2	
			6.6	37.9	Rim of Sew. M.H. 5' Rt 74+60.6
			12.2	32.3	Fl. line
75			7.3	37.2	
76			10.0	34.5	
+17			10.3	34.2	
+50			10.2	34.3	
+89.2			10.7	33.8	Edge Pave.
77			10.7	33.8	
+50			10.1	34.4	
		37.58		35.48	
B.M.	2.10	37.50	9.04	35.40	Set B.M. Top of Fire Hyd. S.W. Cor 35th & Newton
78			3.7	33.9	
			4.1	33.5	Rim Sewer Manhole 5.2 Rt 78+39.7
			9.6	28.0	Fl. line
78+50			4.4	33.2	
79			5.2	32.4	

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		37.58 ~~37.50~~		
79+50			5.8	31.8
80			6.3	31.3
+50			6.9	30.7
81			7.5	30.1
+50			8.2	29.4
82			8.9	28.7
			8.5	29.1
			13.7	23.9
			12.9	24.7
82+39	89 K.		9.2	28.4
TP	0.23	28.57 28.49	9.24	28.34 28.26
82+50			0.5	28.1
83			2.0	26.6
+50			3.2	25.4
84			4.8	23.8
			4.9	23.7
			11.4	17.2
+50			6.8	21.8
85			8.5	20.1
+50			9.7	18.9
86			10.9	17.7
+50			10.6	18.0
B.M.	1.77	21.29 21.21	9.05	19.52 ~~19.44~~
87			2.7	18.6
+50			1.4	19.9

Rim of sewer M.H. 5" Lt. 82+19
Fl. line
Top of 6"(?) gas main (C.I. Cross) see Gas Co. (Sta 82+30)

Rim of Sew. M.H. 5' Rt 84+12
Fl. line

Set B.M. Top of Fire Hyd. S.E. Cor. Rigel + Birch

		21.29 ~~21.21~~		
88			0.9	20.4
+50			1.4	19.9
89			2.7	18.6
+50			4.6	16.7
+94 45 Lt.			6.4	14.9
90+50			9.1	12.2
91			11.8	09.5
TP	1.48	9.87 ~~9.79~~	12.90	08.39 ~~08.31~~
+50			2.9	7.0
92			5.1	4.8
+50			6.9	3.0
93			8.5	+1.4
+39				−0.3
+50			10.5	−0.6
+78			12.3	−3.4
94			11.0	−1.1
			6.2	+3.7
			16.5	−6.6
			10.2	−0.3
			5.9	+4.0
			16.3	−6.3
94+25			9.7	+0.2
+50			9.4	+0.5
95			9.0	0.9
+50			8.9	1.0
96			8.8	1.1

Rim Sew. M.H. 49' Lt 94+03 (10³ deep)
Fl. line
℄ Intersection with Sewer line - Sta. 93+39
Rim Sew. M.H. (See sketch, transit notes)
Fl. line

		9.87			
		~~9.79~~			
96+50			7.8	2.1 ✓	
97			5.4	4.5 ✓	
+23'			3.8	6.1 ✓	Edge of Pave.
			3.7	6.2 ✓	Rim of manhole 4' Lt 97+23'
			11.9	−2.0 ✓	Fl. line.
97+63'			3.5	6.4 ✓	
97+83'			3.9	6.0 ✓	
B.M.			7.44	2.43 ✓ ~~2.35~~	3 nails in power pole 30' Rt 97+33
		11.09 ✓		6.57 ✓	
TP	4.52	~~11.01~~	3.30	~~6.49~~	
			2.91	8.18 ✓ ~~8.10~~	B.P. in curb East end of Bridge, South side (Main St) Rec. El. 5.00
		10.35 ✓		6.57 ✓	
TP	3.78	~~10.27~~		~~6.49~~	
TP	6.39	12.05 ~~11.98~~	4.69	5.66 ✓ 11.85 ~~5.58~~	
		12.97		~~11.77~~	
TP	6.56	18.41 ~~18.33~~	0.30	12.77	
		~~19.33~~		13.47 ~~13.39~~	
			4.94	~~14.39~~	B.P. in curb. S.E. Cor. Main & Una. Rec. El. 13.46

Soil samples, 35th St. location

Approx. Chainage

0+10 - Adobe, sandand gravel to 1½
As per 1st sample - 1½ to 3½
As per 2nd sample - 3½ to 6±

12+00 - Adobe to 1± (These samples taken from side of bank)
As per 1st sample 1± to 3½ (Sta 11+00 - 13+50±)
As per 2nd sample 3½ to 6±
(Approximate 35° cut Sta 13+50 - 20+00)

26+25 - Adobe and rock to 1½ (Sta. 20+00 - 35+00)±
As per 1st sample, 1° to 5°
As per 2nd sample 5° to 6±

42+50 - Red adobe to 1± (Sta 35+00 - 50+00±)
As per 1st sample 1° to 5°
As per 2nd sample 5° to 6°

57+00 Red sandy adobe to 1½ (Sta 50+00 - 63+00±)
As per 1st sample 1½ to 3±
As per 2nd sample 3° to 6±

77+00 - Adobe to 1½ Sta 63+00 - 86+00±)
As per 1st sample 1½ to 5½
As per 2nd sample 5½ to 6±

90+00 - Adobe to 2± (Sta 86+00 - 94+00±)
Cemented gravel, 2° to 3°
As per 1st sample - 3° to 4½
As per 2nd sample - 4½ to 6

96+00 - Red adobe to 2° (Sta 94+00 to 98+)
As per 1st sample 2± to 3±
As per 2nd sample 3° to 6±

4/10/41
Soper
Brooks
Hodgeson

Continued in

~~Profile - 36th St. Location~~ Book #291 - Page 49

B.M.	1.26	57.88		56.62
TP	7.84	59.92	5.80	52.08
0+00			1.5	58.4
1+00			2.4	57.5
2+00			2.5	57.4
3+00			3.2	56.7
3+90 Lt.			3.7	56.2
4+00			1.5	58.4
TP	12.57	72.05	0.44	59.48
4+06			11.6	60.5
TP	12.54	84.40	0.19	71.86
5+00			8.4	76.0
+30 Lt.			3.7	80.7
TP	12.88	97.05	0.23	84.17
6+00			6.3	90.8
TP	12.63	109.19	0.49	96.56
7+00			4.9	104.3
TP	12.73	121.78	0.14	109.05
8+00			1.2	120.6
TP	12.94	134.50	0.22	121.56
8+75 Lt.			1.4	133.1
TP	12.54	146.81	0.23	134.27
9+00			10.5	136.3
TP	7.18	150.36	3.63	143.18
10+00			5.3	145.1

B.P in conc. mon. N.W. Cor 35th & Broadway

		150.36		
11+00			4.5	145.9
12+00			4.1	146.3
TP	1.71	150.35	1.72	148.64
13+00			4.5	145.9
14+00			12.1	138.3
TP	0.64	137.98	13.01	137.34
15+00			8.4	129.6
TP			12.34	125.64
4/11/41				
	1.88	127.52		
15+55			4.5	123.0
16+00			5.0	122.5
+45			4.7	122.8
+77			1.0	126.5
TP	12.64	139.65	0.51	127.01
TP	12.45	151.91	0.19	139.46
TP	9.59	161.22	0.28	151.63
17+05			7.9	153.3
+32			5.1	156.1
+72			3.8	157.4
18+00			6.7	154.5
TP	0.55	148.87	12.90	148.32
TP	0.46	136.28	13.05	135.82
19+00			2.5	133.8
+58			11.8	124.5
TP	0.38	124.21	12.45	123.83

		124.21		
19+61			1.5	122.7
+80			1.7	122.5
+83			2.8	121.4
20+00			4.8	119.4
21+00			10.1	114.1
PI	1.84	113.24	12.81	111.40
22+00			4.0	109.2
23+00			7.7	105.5
+66			10.1	103.1
PI	1.28	101.65	12.87	100.37
24+00			2.2	99.5
25+00			7.0	94.7
+32			4.9	96.8
+50			7.4	94.3
26+00			5.9	95.8
PI	2.27	91.01	12.87	88.78
27			6.5	84.5
+25 ∠ 90°±			8.2	82.8
+50			14.1	76.9
+60			12.8	78.2
PI	3.74	94.54	0.21	90.80
+95			2.6	91.9
28+00			2.3	92.2
28+13 ∠ 90°±			1.5	93.0
29+00			4.7	89.8

		94.54		
30+00			6.8	87.7
31+00			11.8	82.7
TP	0.27	82.14	12.67	81.87
32+00			5.3	76.8
33+00			10.9	71.2
TP	1.51	71.18	12.47	69.67
34+00			4.8	66.4
+77			8.5	62.7
35+00			12.1	59.1
TP			12.67	58.51
TP	3.89	70.25	4.82	66.36
ck on B.M.			5.21	65.04
TP	0.71	59.22		58.51
35+45			8.4	50.8
TP	0.41	46.92	12.71	46.51
+60			3.9	43.0
36+00			4.4	42.5
+11			8.0	38.9
+64			9.0	37.9
+72			11.8	35.1
+83			11.4	35.5
+84			8.5	38.4
37+00			8.2	38.7
38+00			5.9	41.0

TP for continuation of profile levels

TP for checking on B.M.

Top of Fire Hydrant S.E. Cor. 35th & Thompkins
Rec. Elev. 65.04

Bottom of wash

" " "

4/14/41
Soper
Brooks
Madgeson

		46.92		
TP	12.96	56.37	3.51	43.41 ✓
38+30			14.1	42.3 ✓
+50			10.1	46.3 ✓
TP	12.89	69.14 ✓	0.12	56.25 ✓
39+00			8.1	61.0 ✓
TP	13.07	82.13 ✓	0.08	69.06 ✓
39+50			12.4	69.7 ✓
+95			6.8	75.3 ✓
40+00			5.0	77.1 ✓
TP	12.82	94.74 ✓	0.21	81.92 ✓
40+15			11.1	83.6 ✓
40+40 L			10.5	84.2 ✓
41+00			6.6	88.1 ✓
41+17 L			5.4	89.3 ✓
42+00			0.6	94.1 ✓
TP	7.92	102.43 ✓	0.23	94.51 ✓
43			5.9	96.5 ✓
44			5.4	97.0 ✓
45			5.4	97.0 ✓
46			5.8	96.6 ✓
+50			4.8	97.6 ✓
47			6.0	96.4 ✓
48			8.2	94.2 ✓
49			6.6	95.8 ✓
50			8.1	94.3 ✓

Nail in pole 30' Rt 38+00

		102.43		
51+00			11.4	91.0 ✓
TP	0.81	90.82 ✓	12.42	90.01 ✓
52			5.1	85.7 ✓
53			10.8	80.0 ✓
TP	0.11	77.96 ✓	12.97	77.85 ✓
54+00			12.5	65.5 ✓
TP	0.23	65.10 ✓	13.09	64.87 ✓
54+24			3.1	62.0 ✓
55+00			3.1	62.0 ✓
56+00			5.6	59.5 ✓
57+00			12.4	52.7 ✓
TP	0.04	52.07 ✓	13.07	52.03 ✓
58+00			8.3	43.8 ✓
58+35			13.2	38.9 ✓
59+00			14.7	37.4 ✓
+30			14.5	37.6 ✓
+82			9.5	42.6 ✓
60+00			10.1	42.0 ✓
+60			11.1	41.0 ✓
61+00			7.5	44.6 ✓
+15			7.0	45.1 ✓
TP	9.75	48.82 ✓	13.00	37.07 ✓
62+00			13.1	35.7 ✓
+20			14.7	34.1 ✓
63			5.0	43.8 ✓

(So. Pr. Line of Ocean View Blvd.)

		48.82		
TP	11.86	60.07 (60.1)	0.61	48.21
64			7.9	52.2
65			6.7	53.4
66			4.9	55.2
67			3.9	56.2
68			4.6	55.5
TP	0.04	55.08 (55.1)	5.03	55.04
69			2.9	52.2
70			6.4	48.7
71			10.4	44.7
TP	1.55	43.70	12.93	42.15
72			3.7	40.0
73			5.4	38.3
73+50			5.8	37.9
TP	8.13	47.43	4.40	39.30
74+00			10.5	36.9
75+00			5.2	42.2
76			4.4	43.0
77			1.4	46.0
TP	3.77	50.82	0.38	47.05
78			2.2	48.6
78+80 L			1.9	48.9
79+00			2.1	48.7
80+00			2.8	48.0
80+13 L			2.9	47.9

Top of F. Hyd S. F. Cor 36th & National

		50.82		
81+00			6.7	44.1
82			12.3	38.5
PI	0.23	38.47 (38.5)	12.58	38.24
83			1.0	37.5
84			4.2	34.3
85			6.8	31.7
86			10.2	28.3
87			12.0	26.5
PI	4.74	31.27 (31.3)	11.94	26.53
87+87 ∠ 90°			8.1	23.2
88+00			7.3	24.0
89			6.8	24.5
89+50 ∠			8.7	22.6
90			10.1	21.2
PI	0.69	18.89 (18.9)	13.07	18.20
91			1.7	17.2
92			4.6	14.3
92+50			7.3	11.6
93			9.3	9.6
PI	4.42	10.56 (10.6)	12.75	6.14
94			5.6	5.0
95			6.2	4.4
96			6.7	3.9
97			7.3	3.3
98			6.8	3.8

		10.56 (10.6)			
99+00			7.0	3.6	✓
+90			7.2	3.4	✓
100+02			11.2	−0.6	✓
+10			11.2	−0.6	✓
+25			9.5	1.1	✓
+40			3.0	7.6	✓
+45			7.4	3.2	✓
101+00			7.9	2.7	✓
102			8.2	2.4	✓
103+00			8.8	1.8	✓
+79			8.7	1.9	✓
+85			6.0	4.6	✓
+92			6.0	4.6	✓
104+32			5.7	4.9	✓
TP	6.57	12.15 ✓	4.98	5.58	✓
TP	7.32	18.72 ✓	0.75	11.40	✓
B.M.			5.24	13.48	✓

(✓ by C.H.M 4/16/41)

℄ Main St.

B.P. in curb S.E. Cor Main & Una 13.47

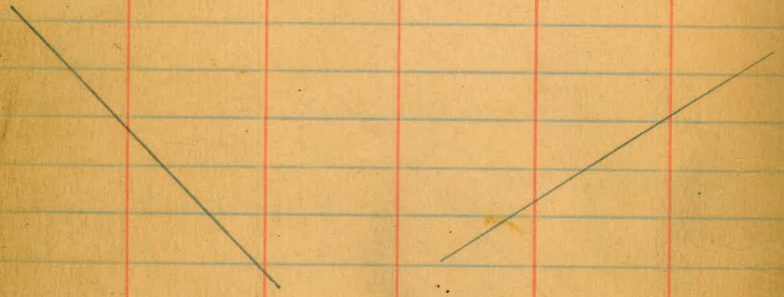
Alignment 36th St. Loc. See Next Page

3+90 ℄ Lt.
5+30 ℄ Lt.
8+75 ℄ Rt.
15+93 ℄ & Market St.
27+25 ℄ 90°± Rt } 4' N. of So. Pr. Line K St.
28+13 ℄ 90°± Lt }
33+82± ℄ & Thompkins St.
40+40 ℄ Lt
41+17 ℄ Rt
41+83± So. Pr. Line Imperial Ave
55+00 So. Pr. Line Ocean View Blvd.
59+73 - ℄ Hemlock
73+66.5± ℄ National Ave.
78+80 ℄ Rt
80+13 ℄ Lt
80+88± No. Pr. Line Boston Ave.
87+87 ℄ 90°± Rt
89+50 ℄ Lt
104+32 ℄ & Main St.

36th St. Alignment - Broadway to Main St.

5/14/41
Hill
Soper
Brooks
Hodgesen

3+64.35 P.O.T.



Revised - page 77 - this book

℄

2+49.20 Nail in edge of Pave.

Edge of Conc. Pave

Federal Blvd.

2+21.35 ℄ Pave.

1+93.45 Nail in edge of Pave

Edge of Conc. Pave

1+13.50 ½" Iron pipe
(See Tie Sheet)

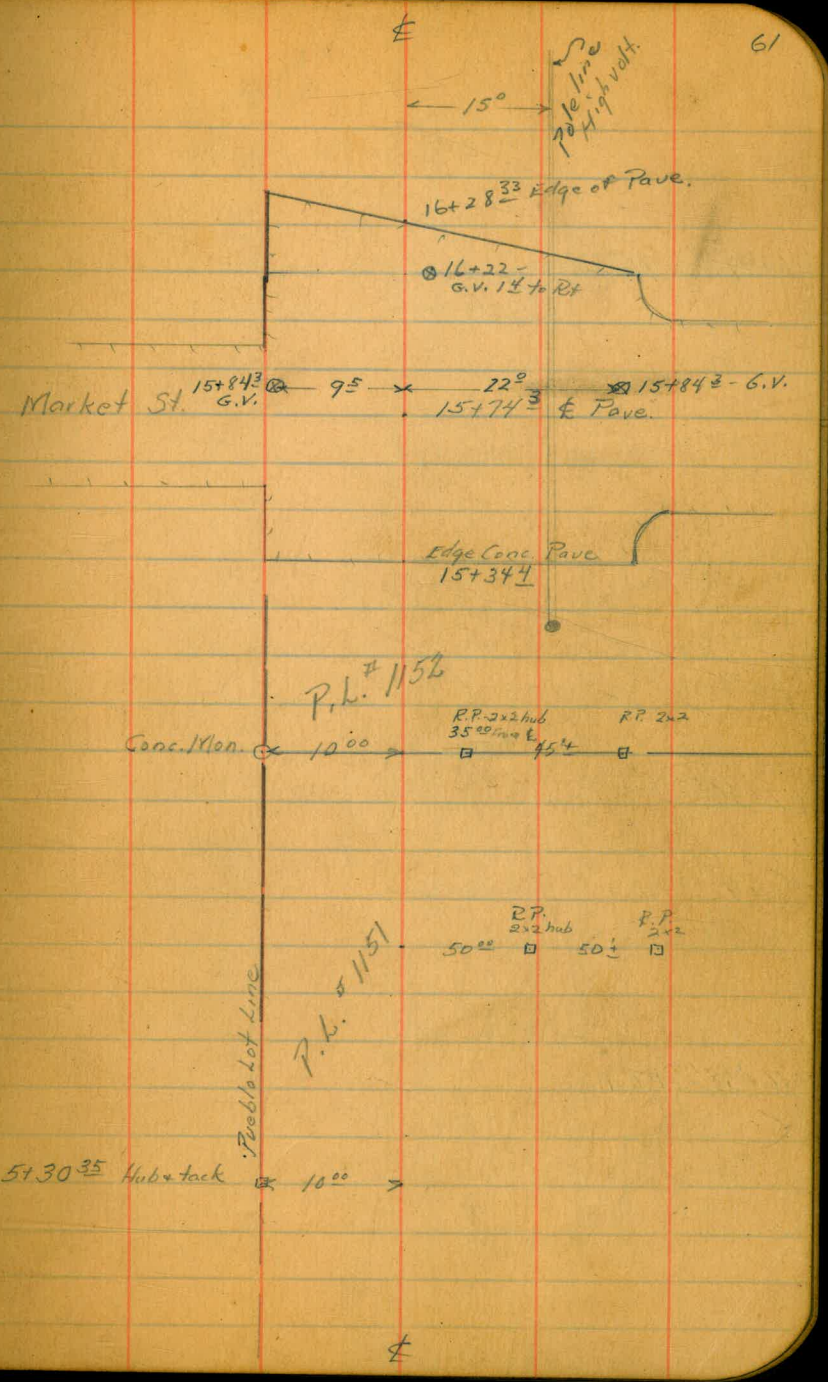
10.00

89°33'

Pueblo Lot Line

℄ Bonita Steel Line

Flow



13+94.69 ℄ 0°02' Rt.

10+32.90 P.O.T.

Cont'd from Book # 295 page 52

5+30.35 P.O.T.

5/15/71
Hill
Soper
Brooks
Hodgeson

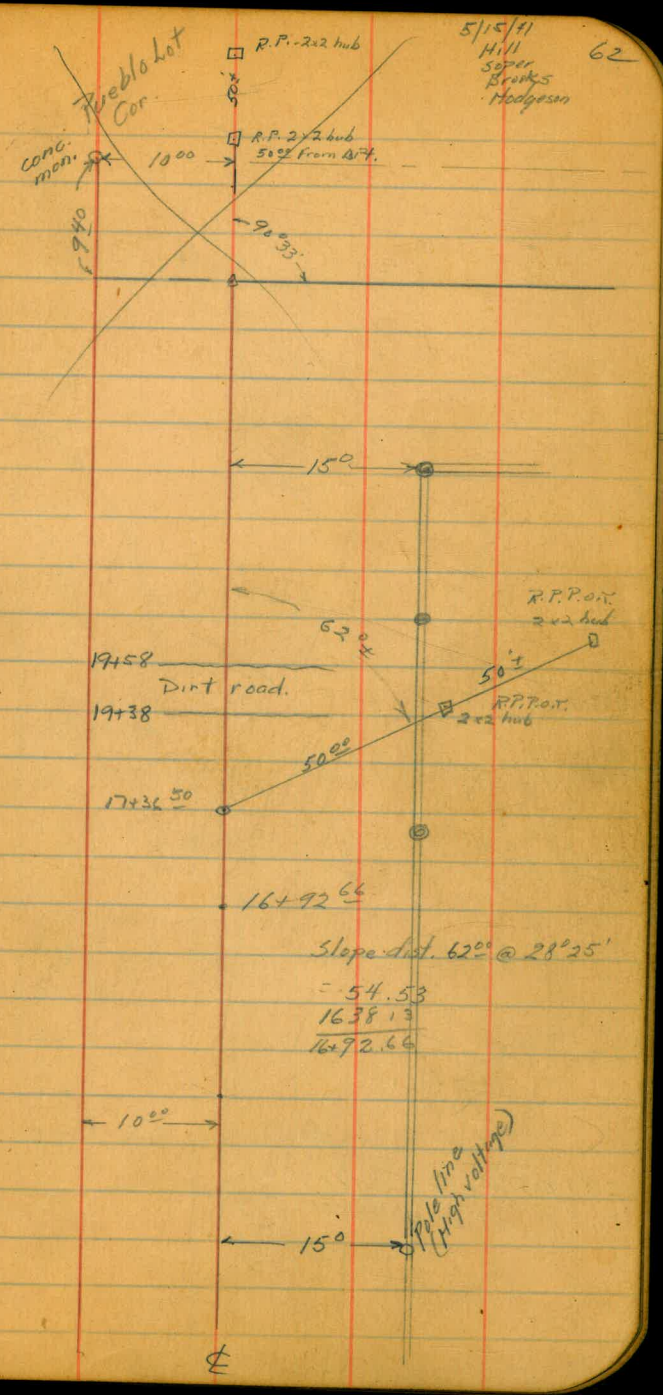
26+97.77 ∠ 90°33' Rt

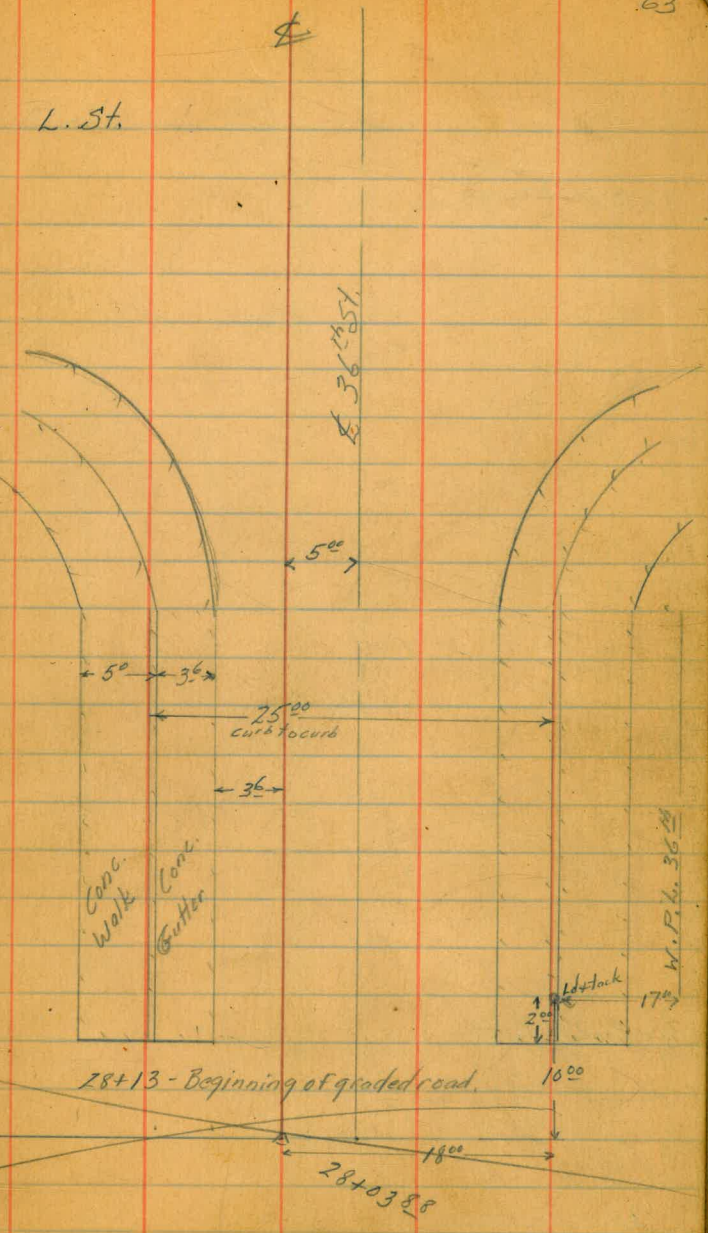
Book 295 - 71

17+36.50 P.O.T.

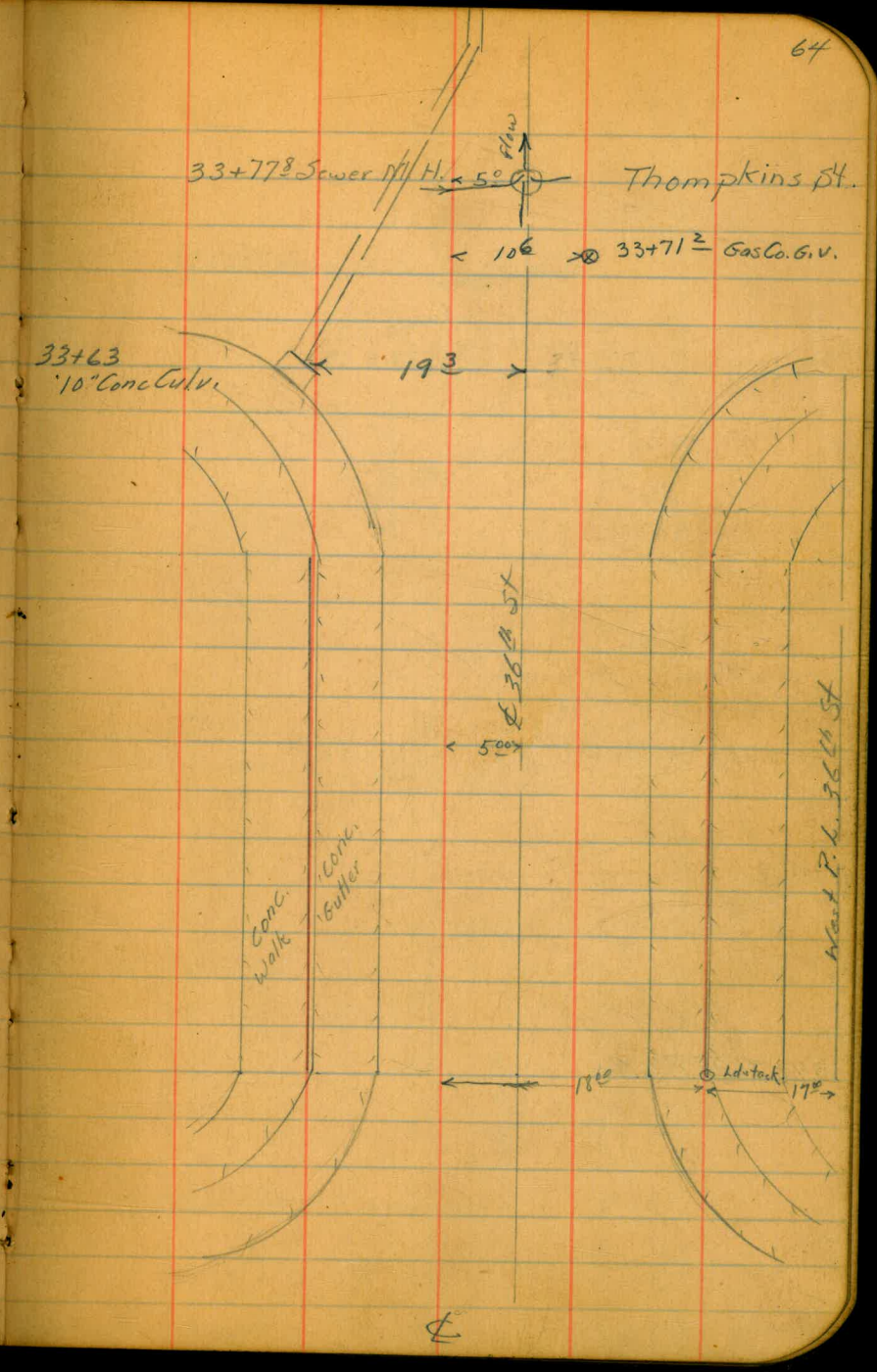
16+92.66 P.O.T.

16+38.13 P.O.T.

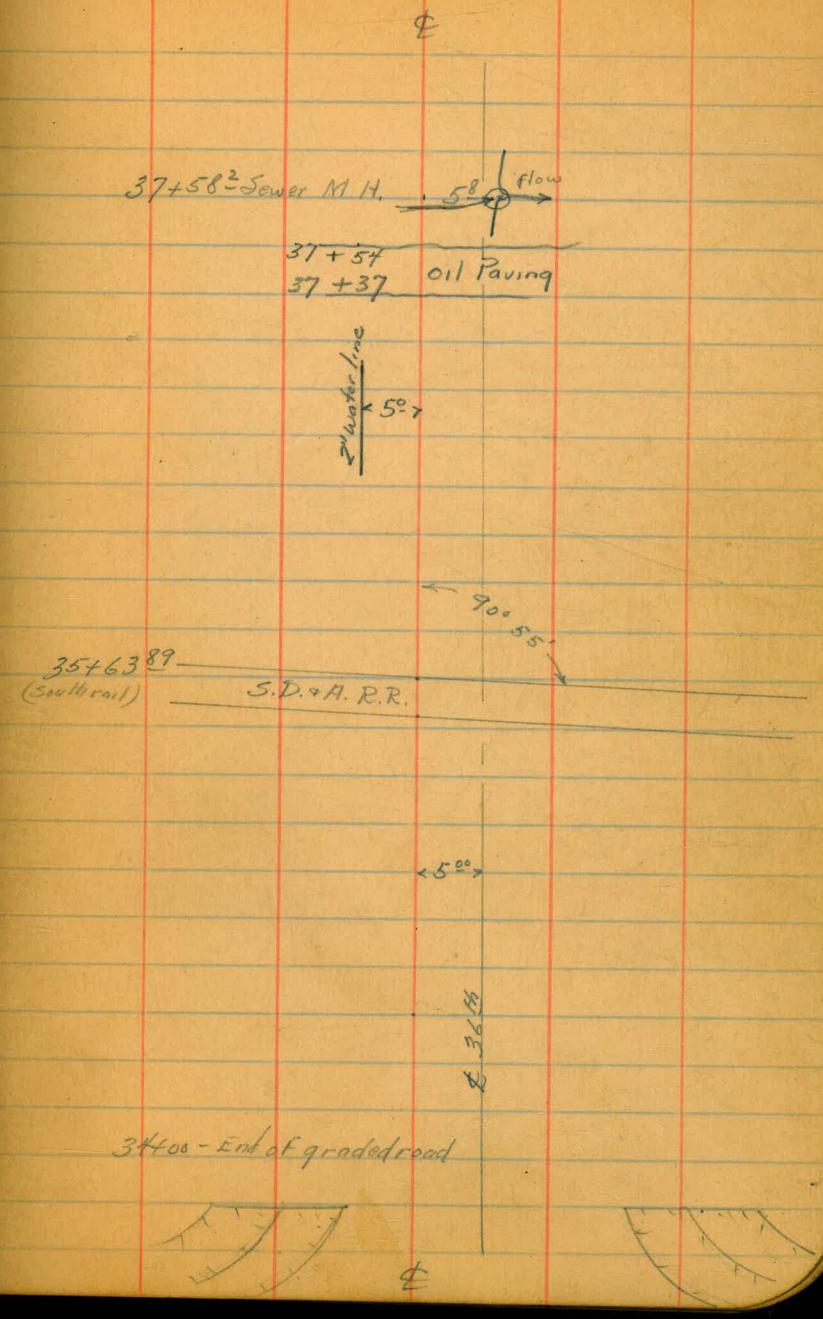




28+03.88 ~~℄ 90°00' Lt.~~

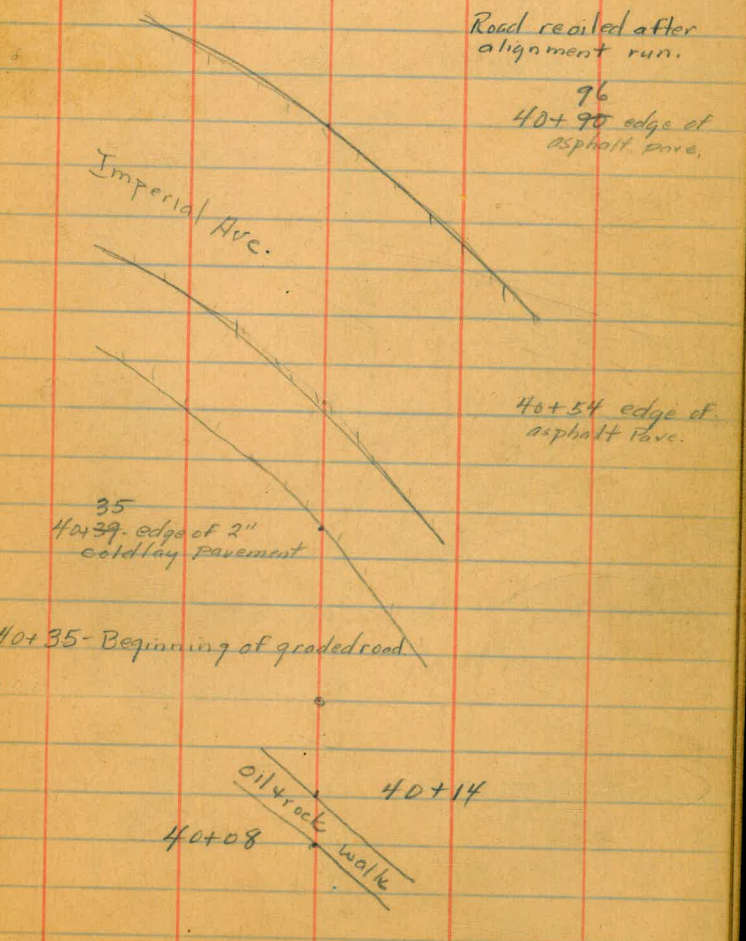

33+77.8 Sewer M.H.
5°
Thompkins St.
106
33+71 ± Gas Co. G.V.
33+63
10" Conc Culv.
19 ±
℄ 36' St
50' ±
Conc. Walk
Conc. Gutter
West P.L. 36' St
18'
Ld+tack
17'
℄

30+37.34 P.O.T.


℄
37+58 Sewer M.H.
5.8
flow
37+54
37+37
oil Paving
Sewer Line
5°-7
90°
35+63.89
(South rail)
S.D.&A. R.R.
<5°-0>
℄ 36th
34+00 - End of graded road
℄

34+76.55 P.O.T.

℄

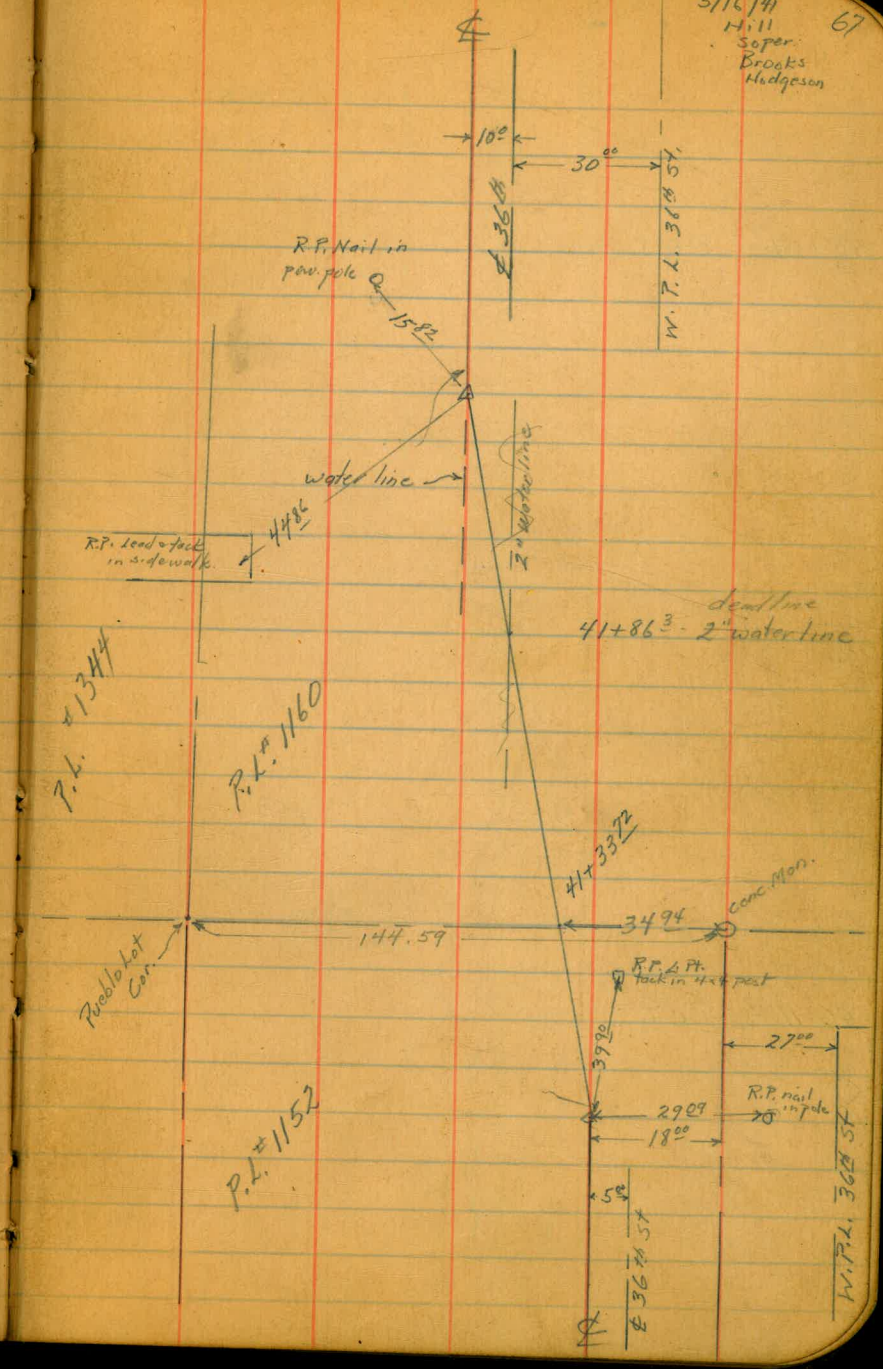

Road re-oiled after alignment run.
96
40+90 edge of asphalt pave.
Imperial Ave.
40+54 edge of asphalt pave.
35
40+39. edge of 2" cold lay pavement
40+35 - Beginning of graded road.
40+14
oil rock
40+08
walk

40+25.89 P.O.T.

℄

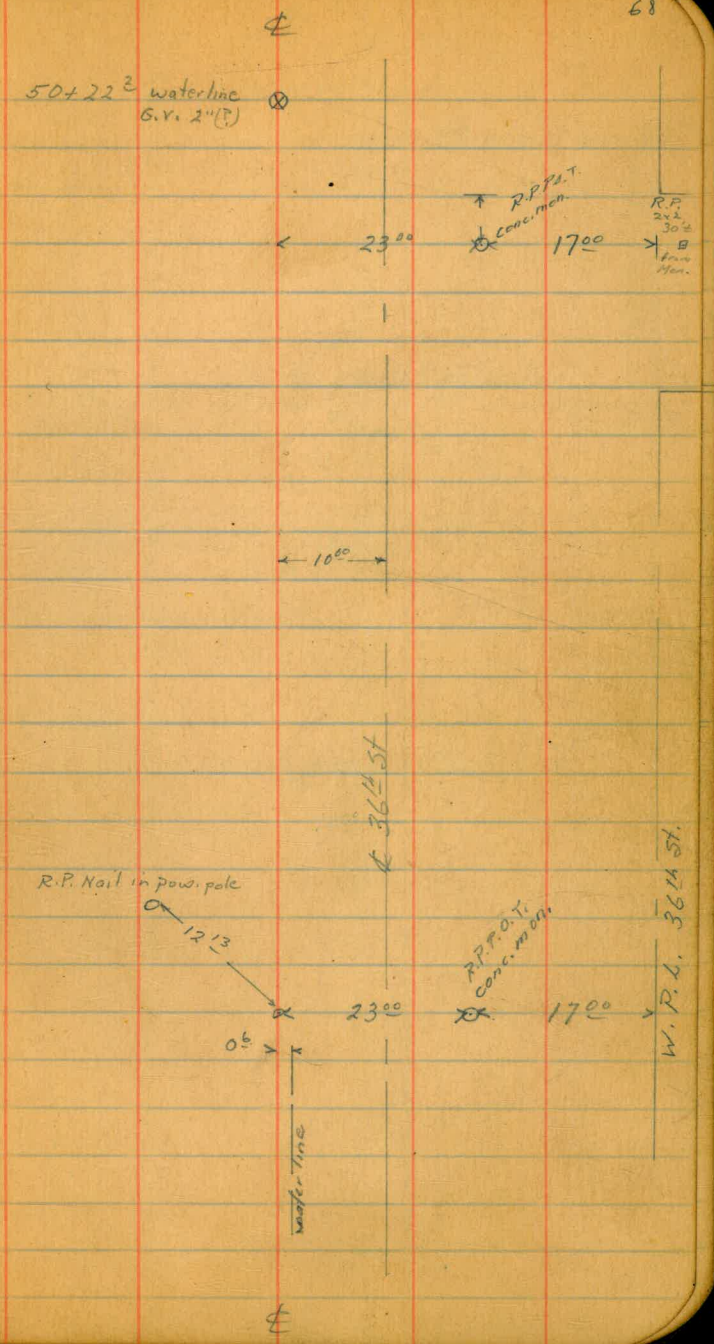
42+08.55 L. 30°42' Rt.

41+01.40 L. 31°38' Lt

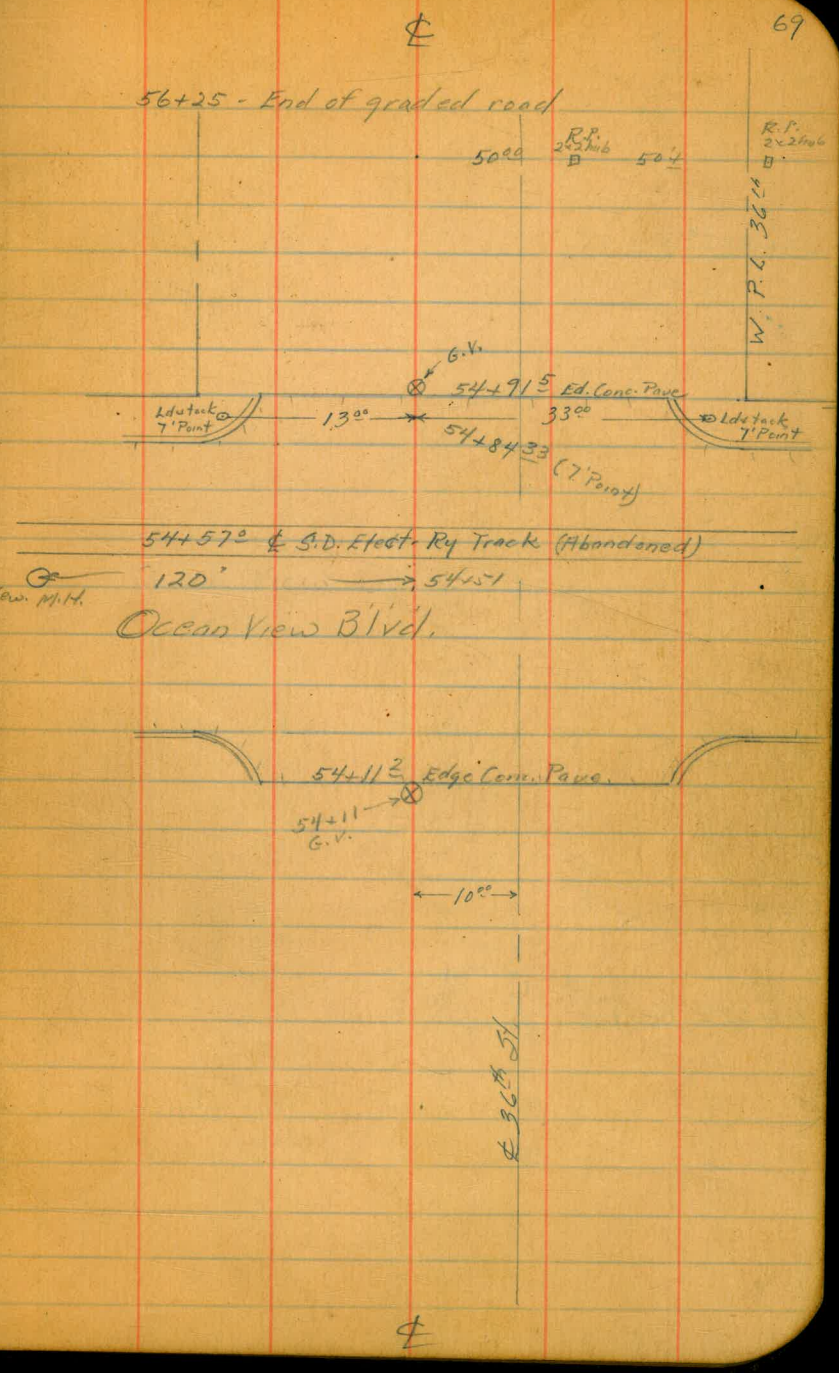


50+09 7/2 P.O.T.

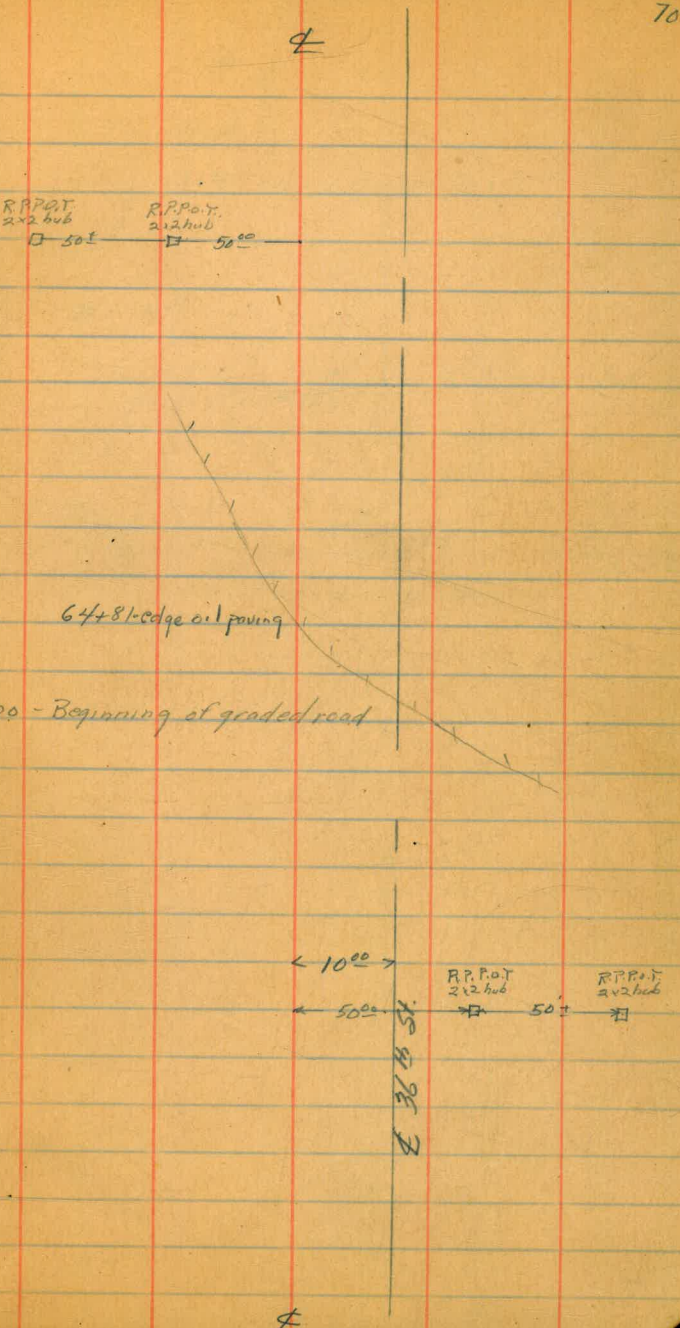
46+11 6/2 P.O.T.



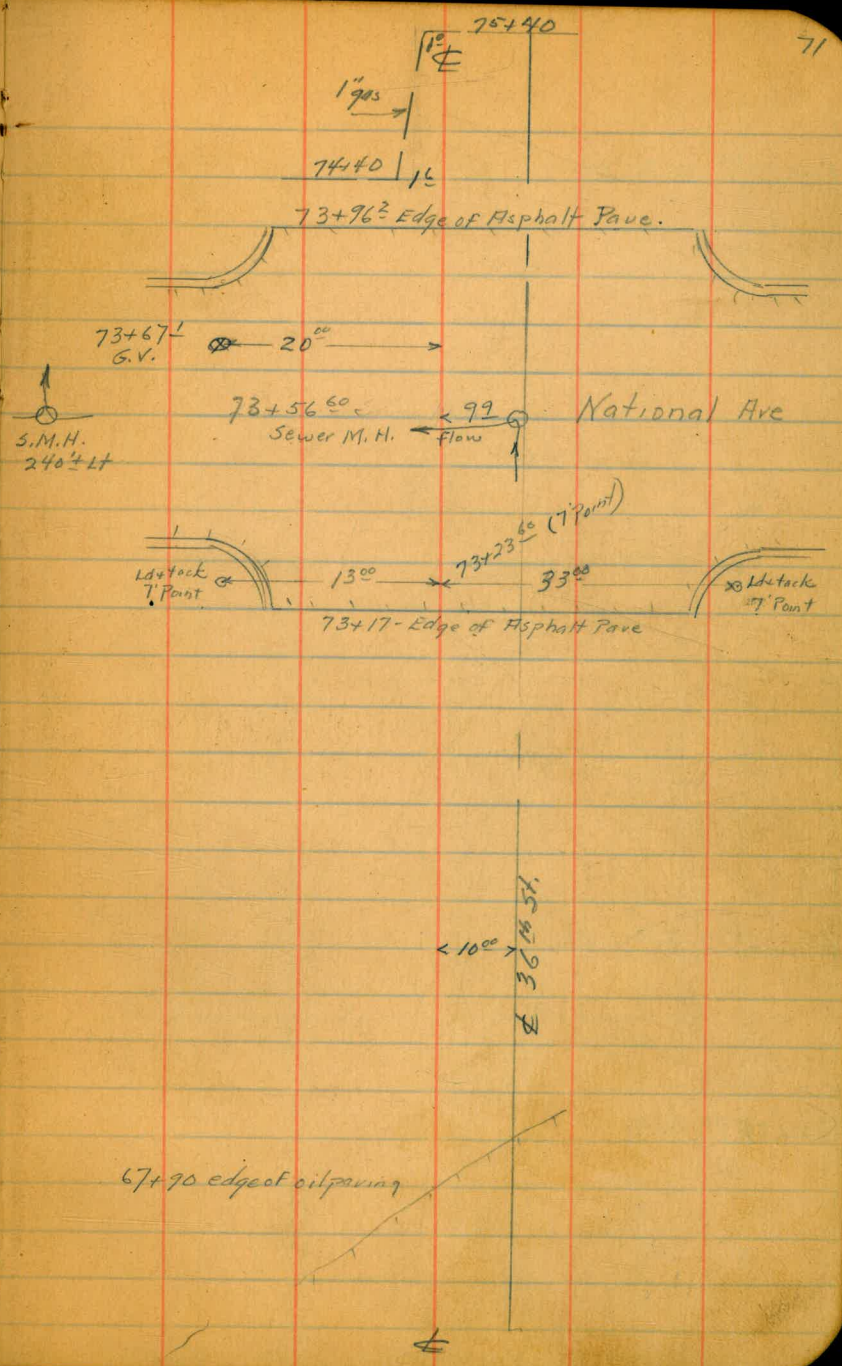
56+16.67 P.O.T


℄
56+25 - End of graded road
50.9
R.P. 2"x2"x6"
50.4
R.P. 2"x2"x6"
W. P. L. 36.4
G.V.
54+91.5 Ed. Conc. Pave
Ldetrack 7' Point
13.0°
33.0°
Ldetrack 7' Point
54+84.33 (7' Point)
54+57.2 ℄ S.D. Elect. Ry Track (Abandoned)
120'
54+51
Sew. M.H.
Ocean View Blvd.
54+11.2 Edge Conc. Pave.
54+11
G.V.
10.0°
℄ 36.4 W. P. L.
℄

66+73 60 P.O.T.



61+02 88 P.O.T.

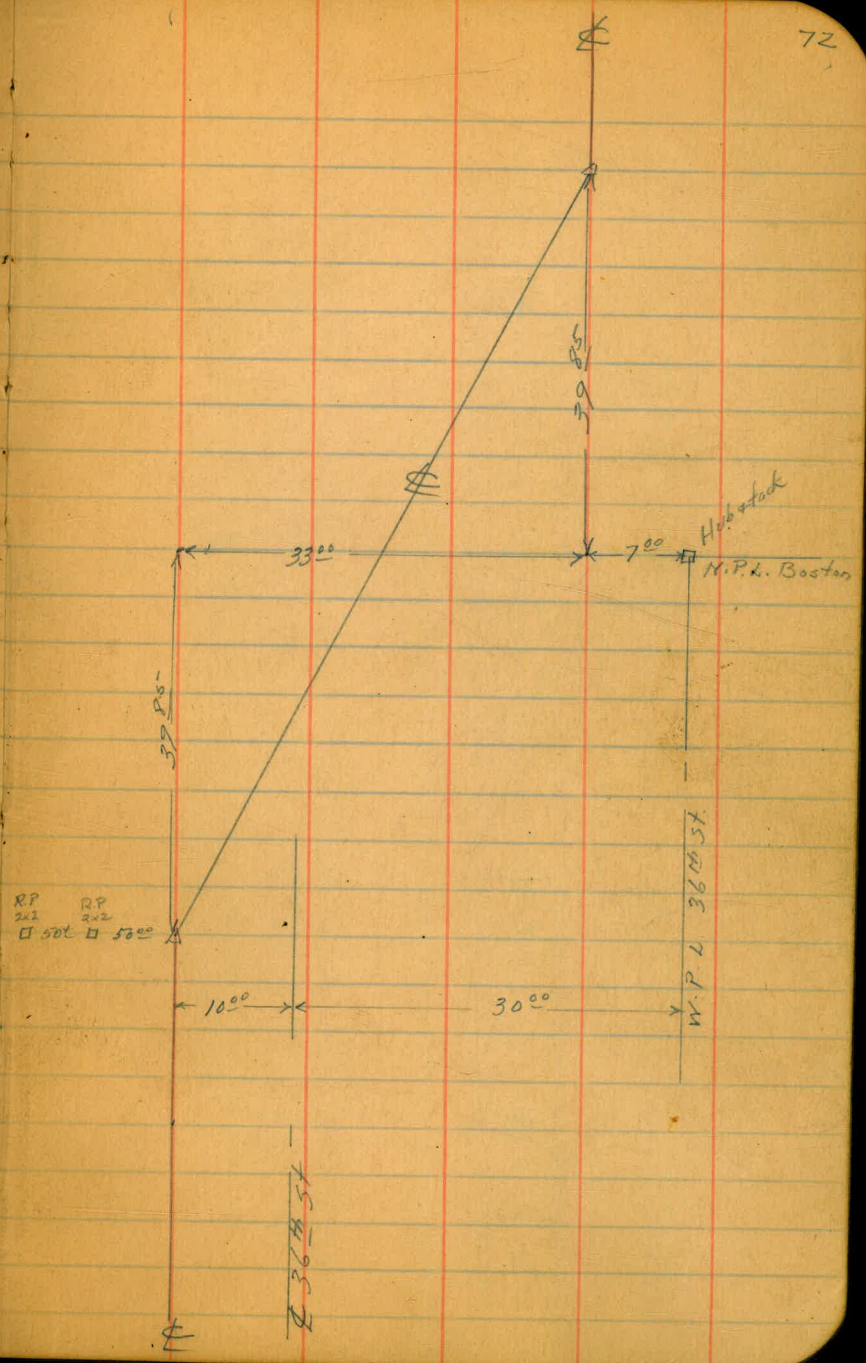

75+40
℄
1" gas
74+40
℄
73+96± Edge of Asphalt Pave.
73+67± G.V.
20.00
S.M.H. 240±Lt
73+56.60 Sewer M.H.
99 Flow
National Ave
73+23.60 (T Point)
Ld tack T Point
13.00
73+23.60
33.00
Ld tack T Point
73+17 - Edge of Asphalt Pave
10.00
36' Pk St.
℄
67+90 edge of oil paving
℄

73+23.60

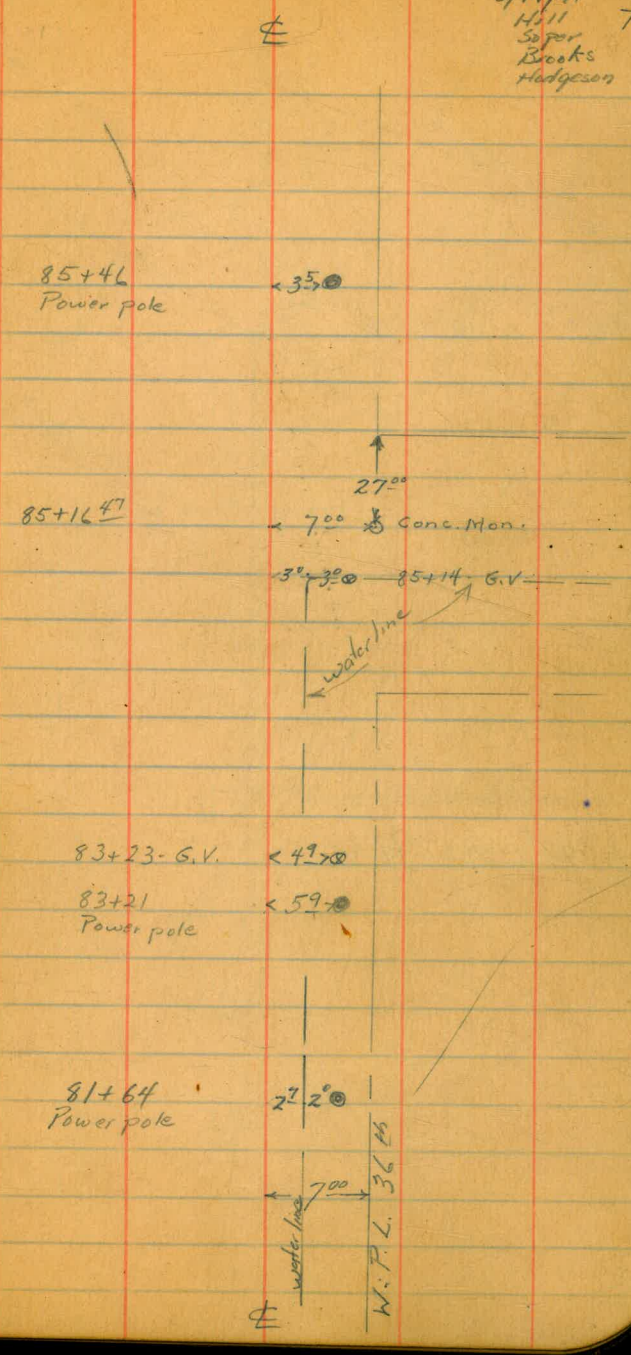
81+22.91 22°30' Lt

80+36.65 L. 22°31' Rt

79+34.40 P.O.T.

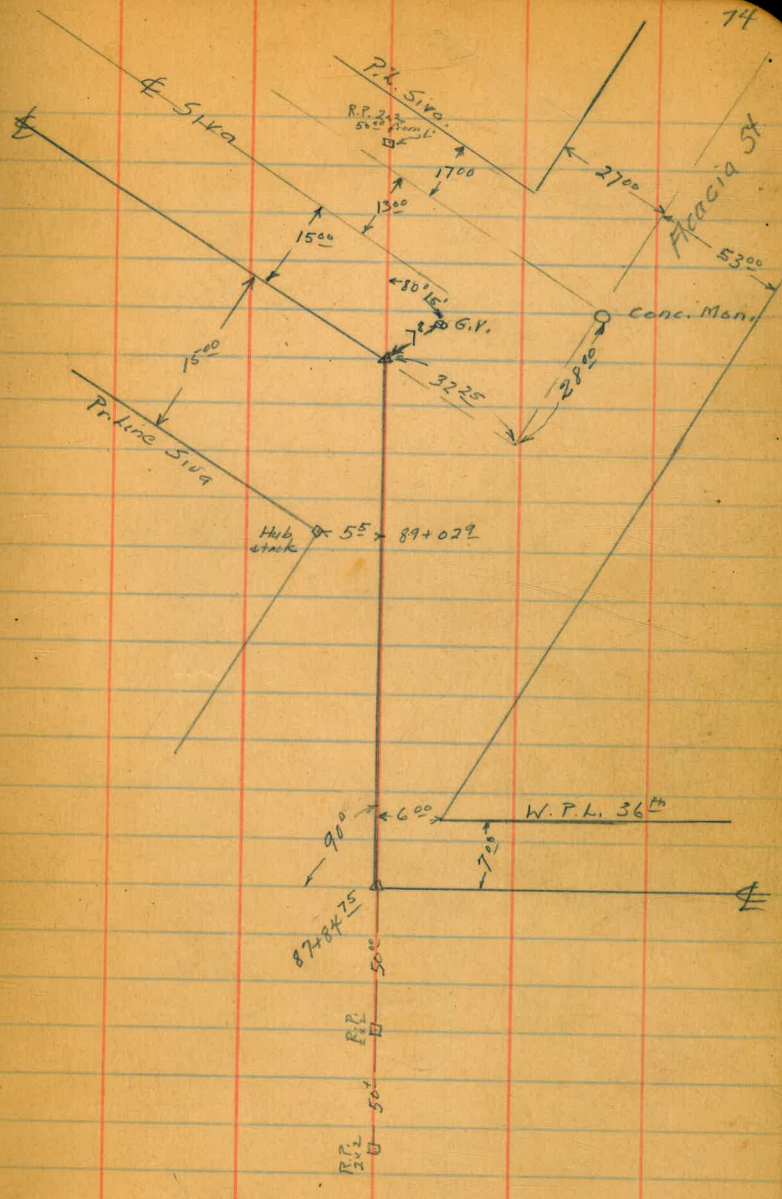


5/19/41
Hill
Soper
Brooks
Hodgeson



89+17 62 L. 50°15' Lt

87+84 75 L. 90°00' Rt.



℄

98+22.6 — 15° — Sewer Manhole

96+45.16 — 28.00 — Conc. Mon.

92+65.65 — 28.00 — Conc. Mon.

15.00

℄ Silva St.

92+50

Dirt road.

92+37

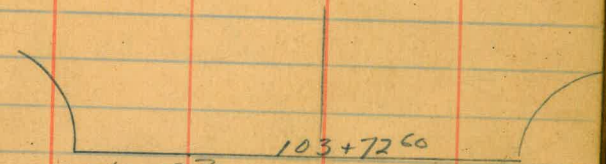
45° 92+13 - 6 V.

89+50 End of graded road

℄

℄

Existing line ℄ Main st. 104+32.6 104+12.60



102+23 < 15° ⌀ Sewer Manhole

102+22 < 7½° ⌀ Sewer Manhole

100+50 < 11.5 ⌀ Sewer Manhole

100+35.56 < 28.00 ⌀ Cond. Mon.

< 15.00

℄ Sewer

℄

N.B. Profile notes of this loc. in P.B. 2 p. 1

100+19.20 P.O.T.

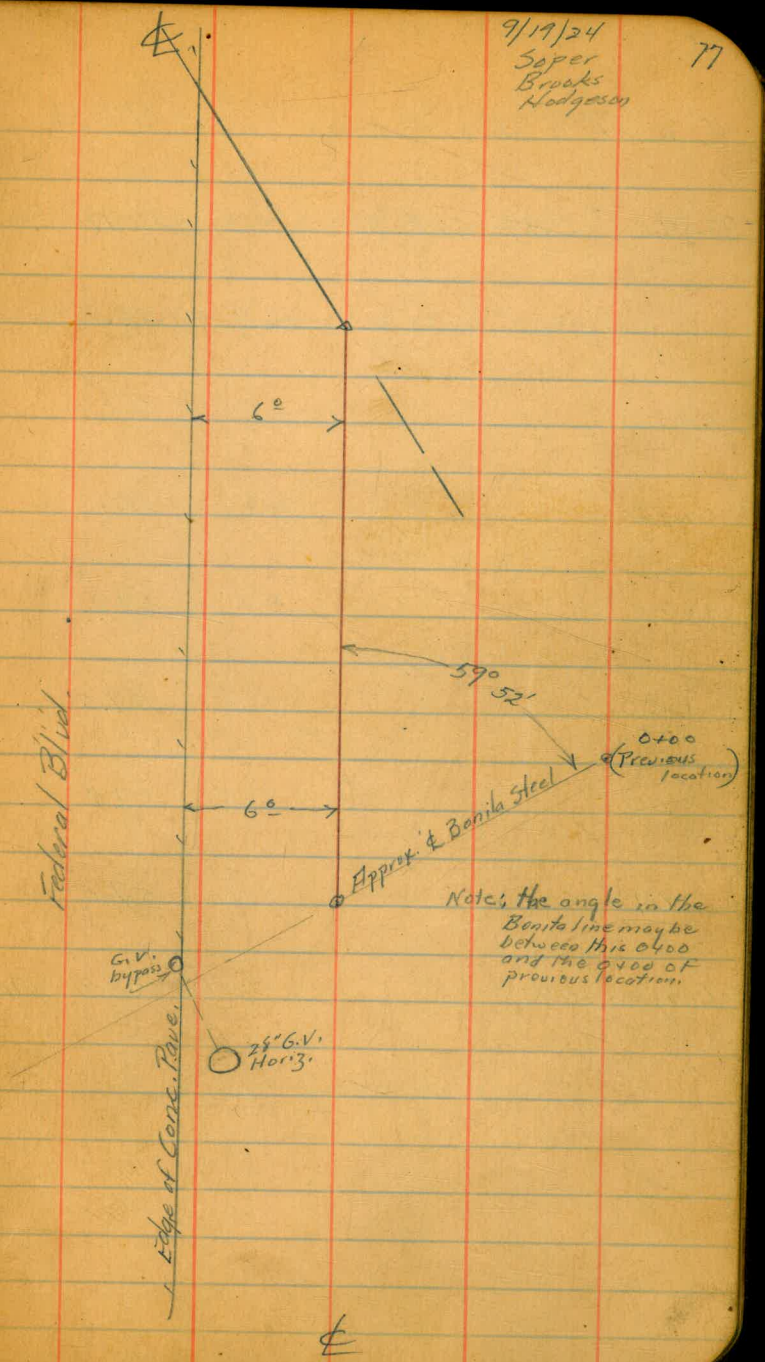
9/19/24
Soper
Brooks
Hodgeson

Alternate - 36th St at junction of Bonita Steel. Federal Blvd.

~~Cont'd on page 60~~ Cont'd in Book 295 page 51.

(1+84.11 ahead)
2+09.73 back ∠ 40°10'24" P.O.I.

0+00



9/19/41
Soper
Brooks
Hodgdon

℄ profile of alternate line - 38th St.

B.M.	11.99	62.93 ✓	50.94	
		10.4	52.5 ✓	
0+00		4.3	58.6 ✓	
0+50		4.8	58.1 ✓	
1+00		5.1	57.8 ✓	
+50		5.4	57.5 ✓	
2+00		5.5	57.4 ✓	
+09 73		5.4	57.5 ✓	
ckon pave - 1+93 45		5.5	57.4 ✓	Elev. 57.4

Cont'd in Book 295 page 54

Top of 1/2" pipe 10'H 1+13 ± (prev. loc.)

Stem of horiz. G.V. (approx ℄ of 28" pipe)

11/5/41
Soper
Brooks
Hodgeson

0+10 - on line revision Federal Blvd.	Fill material (yellow D.G. & loam)	0° to 2½
	As per 1st sample	2½ to 3⅜
	" " 2nd " (with river bottom gravel)	3⅜ to 6°
	Not hard for machine	
7+00 on line revision in draw.	Sandy loam	0° to 1°
	As per 1st sample	1° to 5°
	" " 2nd "	5° to 6°
	Med. hard	
15+00 -	Adobe & rock	0° to 1°
	As per 1st sample	1° to 5½
	" " 2nd "	5½ to 6°
	Not hard	
34+67	Adobe	0° to 1°
	Loam & rock	1° to 2½
	As per 1st sample	2½ to 4°
	Yellow adobe	4° to 5½
	As per 2nd sample	5½ to 6°
	Not hard	
84+05 -	As per 1st sample ↑	0° to 3°
	" " 2nd " (Soft)	3° to 6°
94+15	As per 1st sample ↑	0° to 4°
	Red adobe	4° to 5½
	As per 2nd sample (soft)	5½ to 6°
103+50 -	As per 1st sample ↑	0° to 5°
	" " 2nd " (soft)	5° to 6°

Excavation - salvage steel pipe & appurtenances

Trenches bet. 34 & 35 avenues by road

City BM's on & near 35th St.

B.P. in conc. Mon. N.W. Cor 35th & Broadway	56.62
Mon. S.E. Cor 34th & Imperial (inside fence)	26.41
B.P. N. rail of Bridge on Imperial (near 34th)	29.57
Hydrant S.E. Cor. 35th & Ocean View	68.38
Top of Hydrant S.E. Cor. 35th & National	44.19
Spike in pole S.W. Cor. Rigel & Main	0.815
B.P. in curb, East end of Bridge, South side (Main St)	5.00
B.P. in curb, S.E. Cor. Una & Main	13.46
B.P. " " N.W. Cor. Vesta & Main	15.52

Note quite a discrepancy was found in some of the above BM's

IMPROVED TABLES AND INFORMATION

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1½ 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.

TABLE No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

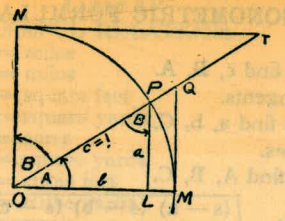


TABLE II

TRIGONOMETRIC FORMULÆ.

$\angle A = \angle MOP \qquad \angle B = \angle PON = \angle OPL$

$R = OB = c = 1$

$$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$$

$$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$$

$$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$$

$$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$$

$$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$$

$$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$$

$$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B \#$$

$$\text{covers } A = \frac{OP - LP}{OP} = OP - LP = \text{vers } B$$

$$\text{exsec } A = PQ = \text{coexsec } B$$

$$\text{coexsec } A = PT = \text{exsec } B$$

$$\sin \tfrac{1}{2} A = \sqrt{\frac{1 - \cos A}{2}} \qquad \cos \tfrac{1}{2} A = \sqrt{\frac{1 + \cos A}{2}}$$

$$\sin 2A = 2 \sin A \cos A \qquad \cos 2A = \cos^2 A - \sin^2 A$$

$$\text{Law of Sines} \quad \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$$

$$\text{Law of Cosines} \quad c^2 = a^2 + b^2 - 2ab \cos C$$

$$\text{Law of Tangents} \quad \frac{a+b}{a-b} = \frac{\tan \tfrac{1}{2}(A+B)}{\tan \tfrac{1}{2}(A-B)}$$

183.29
9.40
173.89

26+99.77
1 73.89
25+25.88

25+25.88 Δ 90°36 Rt

26+28+07 Δ 90°05 Lt

28+02.99 P.O.T. Back

28+03.88 Ahead

33.55

179.60
31.038
148.562
24.11

3.8
1.5
2.3
0

43.50
4.71
48.71