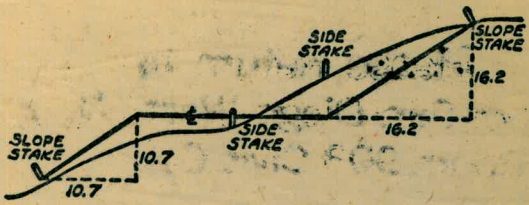


W 919



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.

Please Return to
City of San Diego Water Dept.
Room 903 Civic Center

Joe Gray

1.00 3497

1.104

66240

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.91
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

INDEX

Pel'm Group 26
 MAIN ST Sigbee St To 175' N.W. 1-2 *alice*

Pel'm Group 26
 20th ST Commercial St to 150' South 3-4 ✓

Pel'm Group 26
 EVANS ST Harrison St to 170' S.W. 5-6 ✓

Pel'm
 ARDATH RD Hidden Valley Rd S.E. 200' 7-16 ✓
alice

ALLEY BLK. 64 No. MONROE E. of 33rd PELIM. 17-19 ✓

34th ST. PkL TO LINCOLN AVE. PELIM. 20-22 ✓
alice

34th ST. PkL TO LINCOLN AVE. - ALTERNATE LINE 23-24 ✓
Pel'm Group 29

ALLEY BLK 13 N of Catalina West of Volfone 27 ✓
 26

SEA BREEZE DR. - ROANOKE TO WINCHESTER - PELIM. 28-30 ✓

ALLEY BLK. 134 - E. MARLBOROUGH PELIM. 31-34 ✓
 {NO. LEXINGTON}

PITTA ST, MARKET ST 400' N.W. STAKES for 8" A.C. 35 ✓
 CHECKING DEPTH OF 4" MAIN *alice*

MAPLE CT & 30th ST 36 ✓

BALBOA AVE PACIFIC HWY 37 ✓
 TO ROSE CANYON CREEK *41*

ALLEY BLK 13, UNIVERSITY - 47th ST - EUCLID - PELIM. 42-44 ✓
alice

LANDIS ST, 39th to 40th Prelim 45-47 ✓

DICKENS ST, WILLOW to PLUM, Prelim 48-50 ✓

POE ST. Capistrano to Chatsworth, Prelim 51-53 ✓

CALLE GAVIOTA, Winchester to Roanoke, Prelim 54-57 ✓
alice

LANDIS ST., ALLEY W. of 39th ST. to
ALLEY E. of 39th. PRELIM.

✓
58-60
Alice

MAIN ST SIGSBEE TO 175' NW 1/4
Pelim Group 26

West
Williams
Varonfakis
Alexander

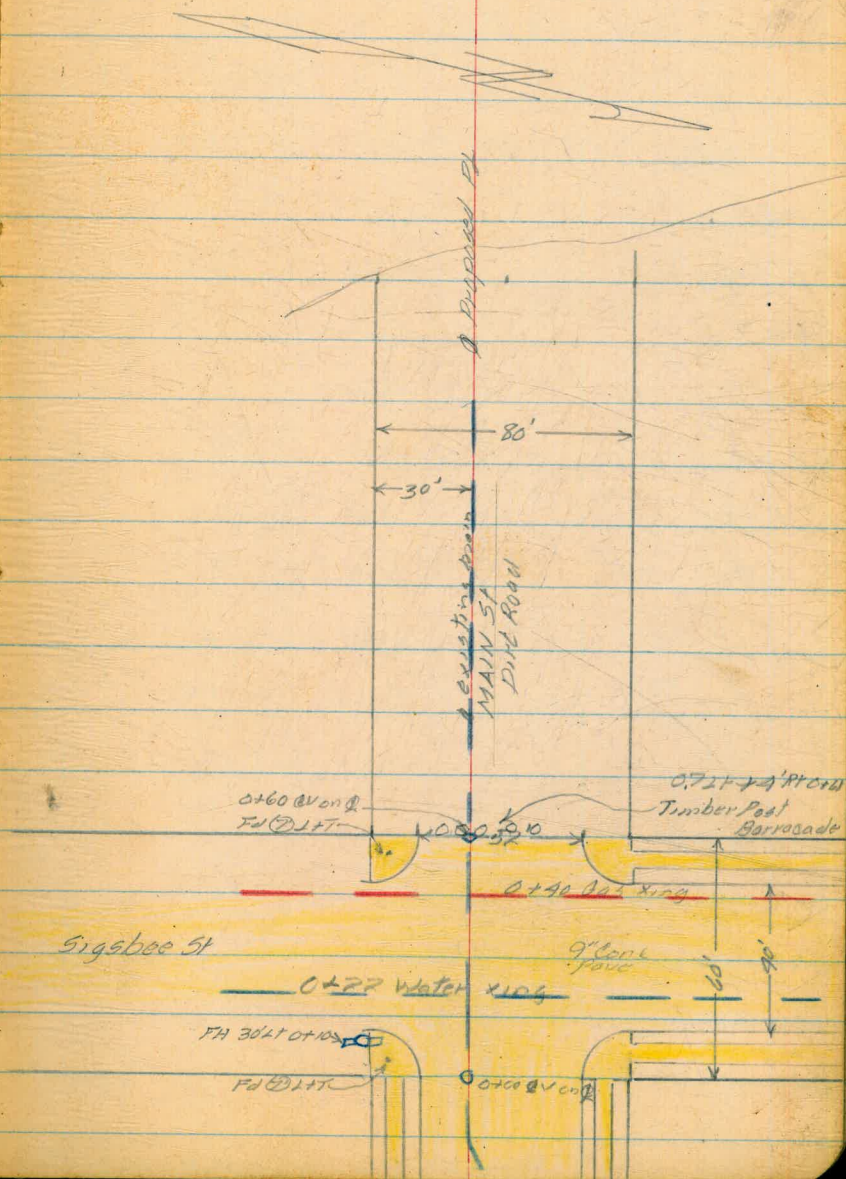
1

8-25-55

1+91 ± Core retaining Wall

0+53 POT

0+00 S.E. 1/4 prop Line Sigsbee St



Main St

Q profile

0.82 24.81 23.94

0.07 18.47 6.41 19.40

2.15 16.87 3.75 14.72

D+00 4.54

+30 4.93

+50 5.61

+60 5.43

1+00 5.5

+50 5.8

+91 6.4

7.56 21.49 2.94 13.93

5.75 26.42 0.82 20.67

2.51 23.91 = 23.94

2

NE BP Sigsbee + National

Top FA Sigsbee + Main SE Cor.

S Fly prop line Main St

Q Main St

Gutter Line

end done pave

Bratty 12/24/57

Please locate
14" Sewer on Plan
View of 20th
South of Commercial
refer. Field Book
919 pg 3 &
Sewer line check

h. K.

checked out
12/24/57
Beatty

BALBOA
AVE

20th ST COMMERCIAL ST

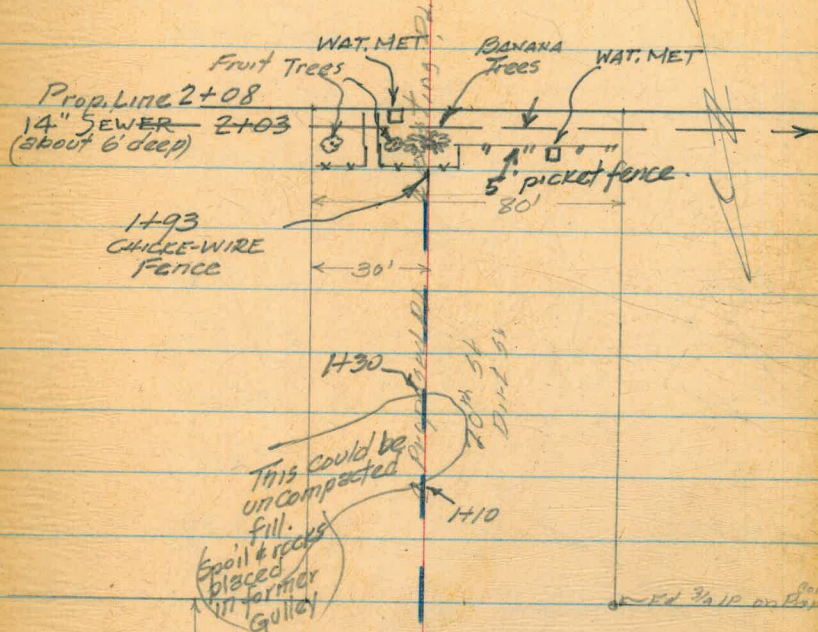
TO 150' South

Pelion Group 26th

West
Williams
Voronfakis
Alexander

3

8-25-55

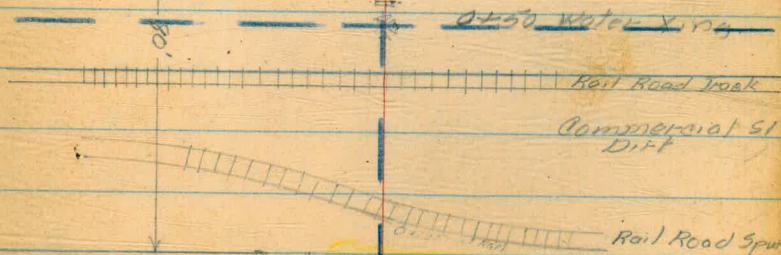


0+73 POT

0+339 }
0+298 } RR Rail Xing
0+166 }
0+113 }

0+00

North prop line Commercial



20th St

Q Profile

4

	0.40	57.43		57.03
	0.45	44.87	13.01	44.42
				+5.7 to flow
0-09			9.64	35.23
0+00			9.96	34.91
+113			9.82	35.05
+166			9.81	35.06
+290			9.76	35.11
+332			9.78	35.09
0+50			10.7	34.17
+61			11.7	33.17
1+00			11.0	33.87
+50			12.9	32.0
+93			12.6	32.27
	12.14	56.62	0.39	44.48
	3.10	59.24	0.48	56.14
			2.19	57.05 = 57.03
2+03				
2+03				25.1

BM NE BP 20th + Imperial

Top Ely 4" HD Sewer MH 10' RY

end AC pave

Top Rail Road Rail

" " " "

" " " "

" " " "

end of work of existing
chicken wire
fence.± 14" Sewer
ft of sewer (approx.)Beatty
12/23/57

EVANS ST
HARRISON TO 170' SW
Pelim Group 26

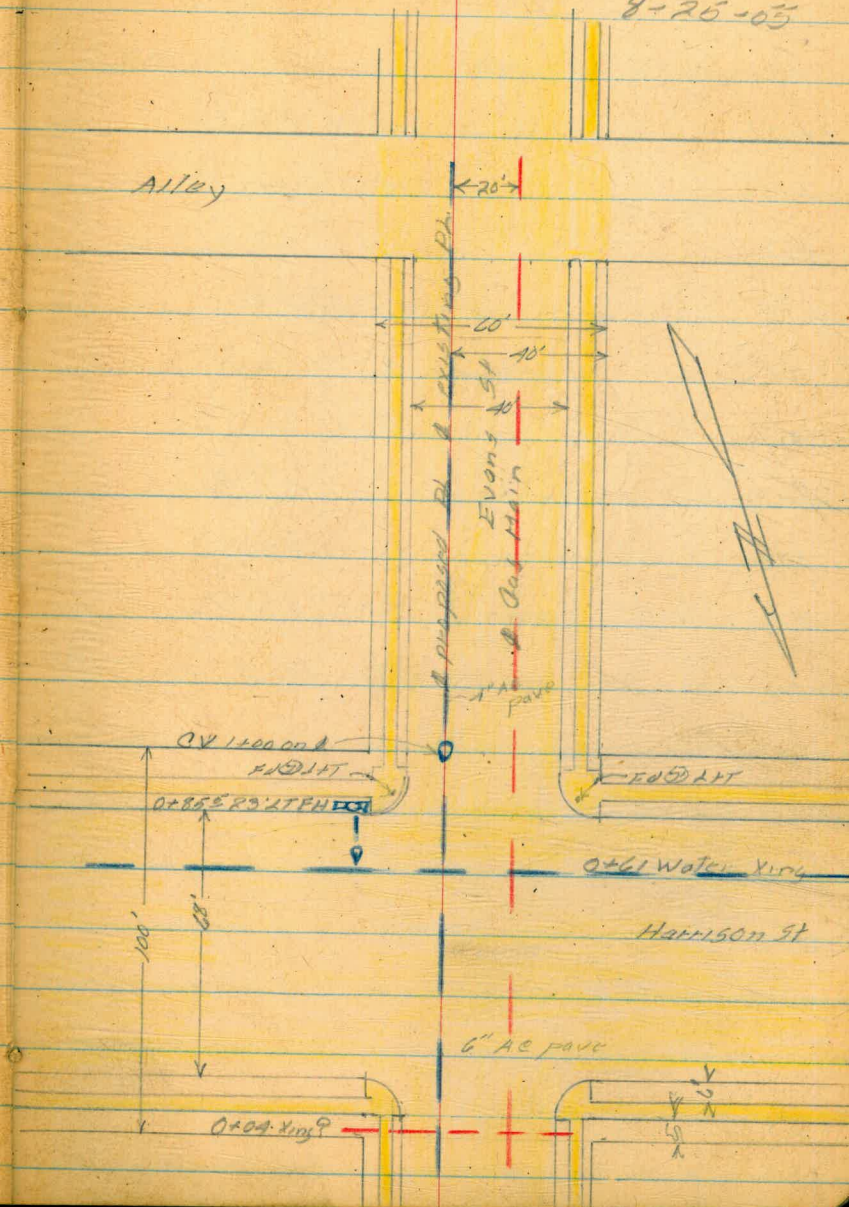
West 3
Williams
Varonfakis
Alexander

W/O Group 31
47172
5
4+73 8/24 11 15 20
11 wing. 80' 51 52 Ch 100
8-26-05

2+61± Sly Line Alley

Alley

0+93 P.O.T



0+00

NEM

Profile
Evans St

	4.82	91.33	86.51
0+00			4.97 86.86
+16			4.85 86.48
+50			4.12 87.21
+84			4.35 87.0
1+00			4.44 86.89
+50			4.71 86.62
2+00			5.37 85.96
+50			6.03 85.30
+61 ±			6.13 85.20
			4.81 86.52 = 86.51

BM NW BP Harrison + Evans

Nly line Harrison St

cutter line

cutter line

Sty line Alley

ARDATH ROAD
 HIDDEN VALLEY ROAD
 To 2400' SFH

Pulim REF 8560L

5+28⁹³ POT = 8474⁰⁶ 8560L STC

0+78⁹³ Δ 23° 35' 30" RT

0+30 POT I Road

0+00 Wly prop line Hidden Valley Rd.

West
 Williams
 Varonakis
 Kellhofer

7

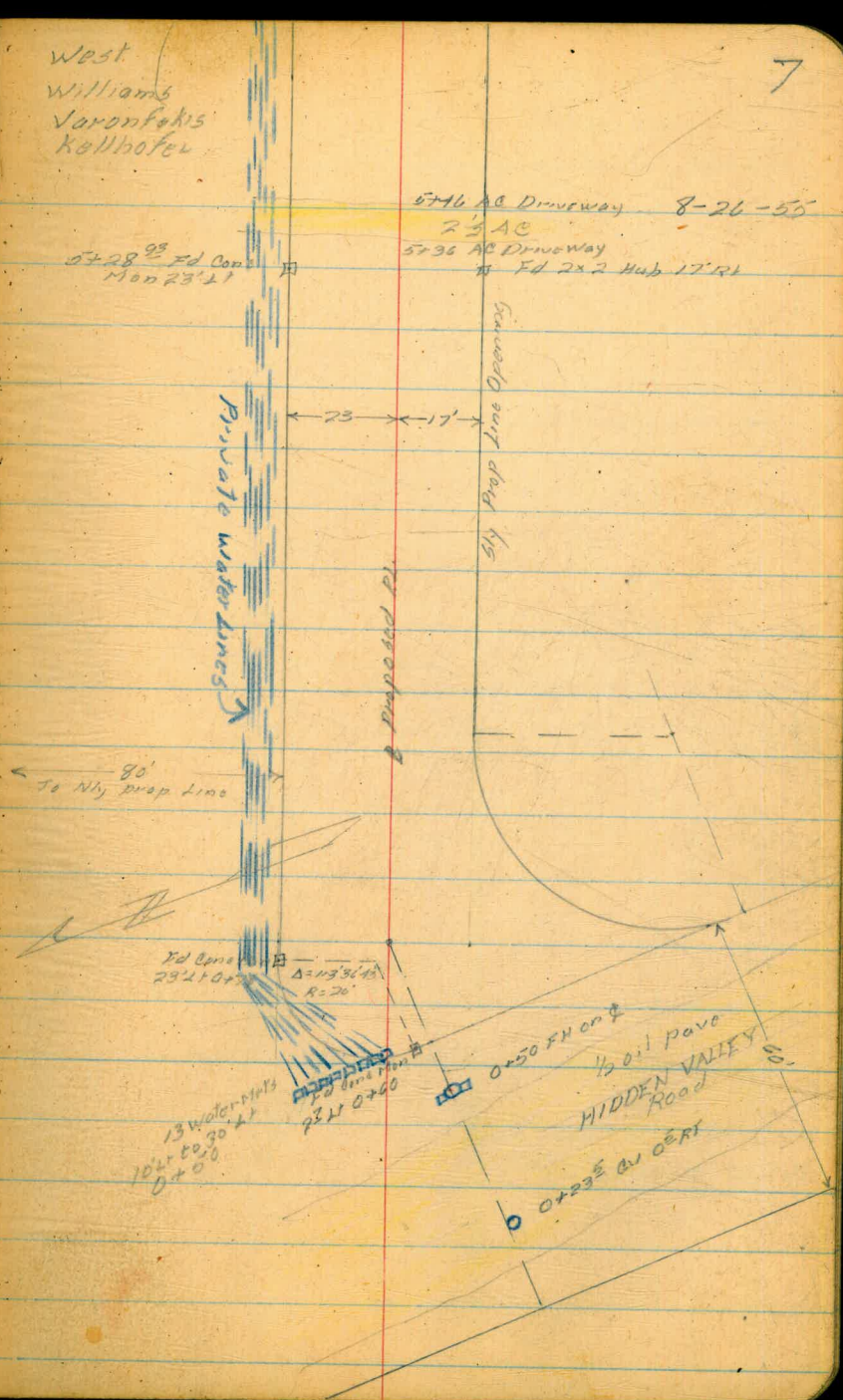
5746 AC Driveway 8-26-55

2 1/2 AC

5736 AC Driveway

Fd 2x2 Hub 17' RI

5+28⁹³ Fd Corp
 Mon 23' L1



ARDATH RD cont

9+00 POT

~~9+00~~ 11+05 Large Hedge 8' high

10+90 Begin 10' Dirt Road

10+79 7' Dia

10+93 end AC Driveway

10+50
Ligustrum 1' Dia
Taxodium 7' Dia
10' Dia

10+62 Begin AC Drive

9+84 3' Ornamental Tree 8'
9+76 end 2nd Drive way

9+59 Begin Cone Driveway

Small Shrubs
& plants

W

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

120'
To NY Prop Line

23'

11'

X

X

9+76

end AC Driveway

8+66 Begin AC Driveway

Small Barberry plants
1/2 to 5/8"

Proposed Pl.

Sh Prop

7+19 Edge AC Driveway

7+10 edge AC Driveway

6+80 3" Pine tree 20' H

6+76 End Corn Hedge 2' H

6+25 Begin Corn Hedge 2' H

12+50 POT

13+21 Ed 3/4" 0
22.73 Lt

13+20 4" Olive

2 1/2 Lt

13+28 2" Lt

6" AC 10A Tr

13+30 Hedge Xing 4" High

13+25 Split Rail Xing

13+15 6" Acacia 4" Pt

13+27
Flag Pole 6" Lt

12+55 Split Rail

12+55 Climbing Rose Bush Xing

12+47 edge AC Drive Way

1° cone skid

12+45 edge AC Drive Way

12+28 Ornamental Hedge

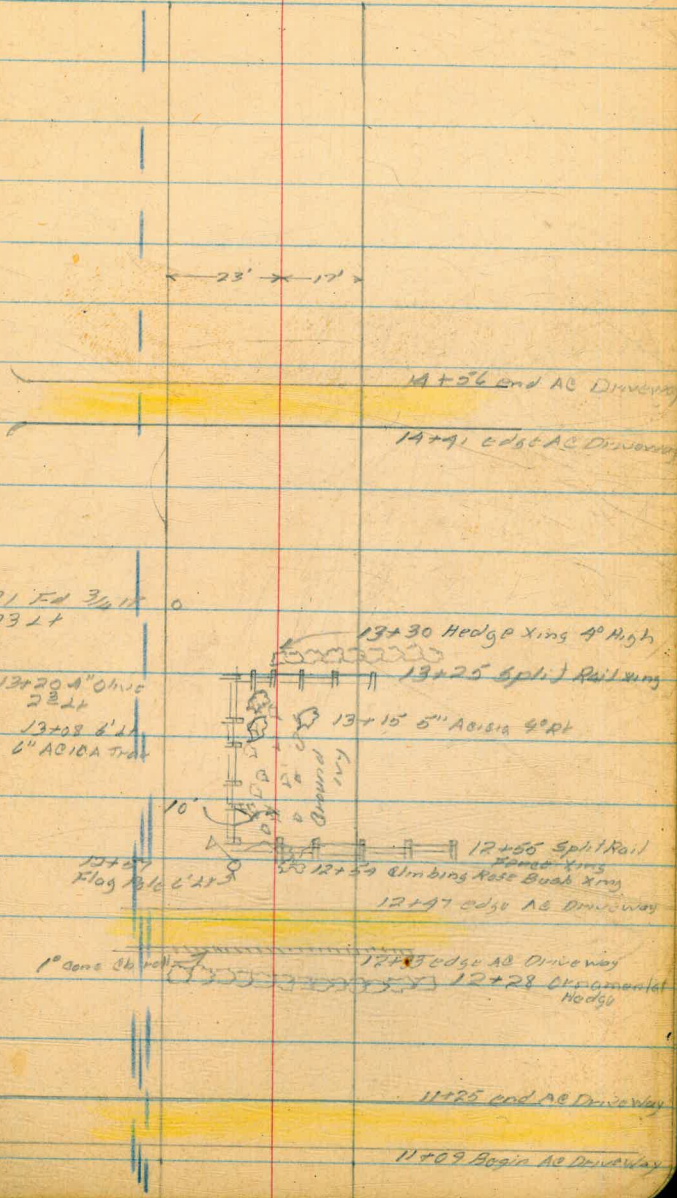
11+25 end AC Drive Way

11+09 Begin AC Drive Way

← 23' × 17' →

14+56 end AC Drive Way

14+41 edge AC Drive Way



ARDATEH RD Cont

24+00[±] end of work

EC = 20+04.91

$\Delta = 2^{\circ} 20' \text{ RT}$
 $R = 4957 \text{ RT}$
 $L = 201.87$

BC = 18+03.04 = 2148.17 = 8561.2

West
Williams
Varenfoks
Alexander

8-29-59

10



← 23 → ← 17 →

Profile Ardath Rd

1.64	56.33	57.69
7.76	58.45	56.4 50.69
12.07	69.68	0.84 57.61
		7.23 62.45
0+00		7.35 62.33
+14		5.7 64.0
+23		5.28 64.4
+40		4.59 65.1
+50		4.6 65.1
+78 ⁸⁵		3.8 65.9
1+00		3.2 66.5
+50		1.2 68.5
11.37	80.57	0.48 69.20
2+00		10.0 70.57
+50		7.9 72.7
3+00		6.0 74.57
+50		3.9 76.7
4+00		1.3 79.3
13.11	93.29	0.39 80.18

62.45
8.32
70.77
3.72
67.05

8-29-55

11

NEAR Torrey Pines Rd & Calle De La

plata

62.46 1/2 sq spike in Tel pole NW Cor Ardath Rd

Torrey Pines Rd &

Wly prop line Hidden Valley Rd

begin Cal Rd

end Out Rd

93.29

4+50 11.2 82.1

5+00 8.5 84.8

+36 6.16 87.1

+46 5.71 87.6

+50 5.7 87.6

6+00 2.5 90.8

+25 1.0 92.3

11.46 103.29 1.46 91.83

6+30 8.5 94.8

+50 2.4 95.9

7+00 6.1 97.2

+10 5.55 97.7

+19 5.38 97.9

+28 4.5 98.8

+36 1.9 101.4

+50 12.71 115.00 1.00 102.29

8+00 10.6 104.4

+50 8.8 106.2

+66 8.26 106.7

begin 3" AC drive

end " " "

begin 3" AC drive

end " " "

begin 3" AC Driveway

115.00

8+76		2.86	107.1	end AC driveway
9+00		4.6	110.4	
+50		3.3	111.7	
+59		3.15	111.8	Begin 3" cone driveway
+74		3.08	111.9	end " " "
10+00		2.7	112.7	
6.76	121.31	0.45	114.55	
+50		5.8	115.5	
+62		5.14	116.2	Begin 3" AC Drive
+73		5.00	116.3	end " " "
11+00		3.6	117.7	
+09		3.28	118.0	Begin 3" AC Drive
+25		2.39	118.9	end " " "
+50		1.4	119.9	
11.06	132.22	0.15	121.16	
12+00		10.2	122.0	
+33		2.33	124.9	Begin 3" AC drive way ^{west side} 13 cone
+47		7.39	124.9	" " " drive
+50		6.5	125.7	

	132.22		
13+00		2.7	129.5
+50		3.7	128.5
14+00		1.8	130.4
11.75	143.83	0.14	132.08
+41		11.50	132.3
+50		11.38	132.4
+56		11.3	132.5
15+00		8.0	135.8
+50		6.6	137.2
16+00		5.7	138.1
+50		3.9	139.9
17+00		2.2	141.6
+50		1.1	142.7
12.34	155.72	0.45	143.38
18+00		11.9	143.8
+03 ^{0A} _{BE}		11.8	143.9
+50		10.4	145.3
19+00		8.8	146.9
+50		6.9	148.8

Begin 2" AC driveway

end 2" AC driveway

155.72

20+04 ² EC	4.3	151.4
+50	3.4	152.3
+57	3.9	151.8
+71	2.3	153.4
+97	1.7	154.0
21+00	0.9	154.8

11.66 166.44 0.94 154.78

+51	11.3	155.1
+69	11.1	155.3
+70	9.5	156.9
22+00	5.5	160.9

12.24 176.61 207 164.37

+25	11.0	175.6
1		165.6

+50	6.9	169.7
-----	-----	-------

+75	2.8	
-----	-----	--

12.75 187.35 201 174.60

23+00	7.9	
-------	-----	--

Bulley

Dry Wash

$$\frac{2.8}{3.8}$$

$$\frac{9.7}{10.11}$$

$$\frac{12.1}{10.11}$$

$$\frac{5.9}{10.11}$$

$$\frac{8.7}{10.11}$$

$$\frac{+1.6}{13.11} \quad \frac{0.3}{10.11} \quad \frac{2.0}{5.11}$$

$$\frac{4.1}{10.11}$$

$$\frac{5.7}{10.11} \quad \frac{4.6}{8.11}$$

$$\frac{11.1}{10.11}$$

edge dirt Road Ardath Rd

187.35

10.34 197.24 0.45 186.90
North Pole
edge Dirt Road

23+50

7.1 190.1

$\frac{8.9}{10' RT}$

$\frac{8.3}{05' RT}$

$\frac{7.7}{6.5' RT}$

$\frac{9.8}{10' RT}$

24+00

23

$\frac{3.1}{10' RT}$

$\frac{20.1}{15' RT}$

$\frac{11}{2' RT}$

$\frac{4.4}{10' RT}$

036 184.57 1303 184.21

South edge Dirt Road

040 172.10 1287 171.70

2.10 161.18 1302 159.08

5.55 155.63 =

155.70

pole # 61519

21+00

Nail in power pole 20' RT

ALLEY BLK. 64
N. of MONROE E. of 33rd
PRELIMINARY

7462⁶⁰ N/K.

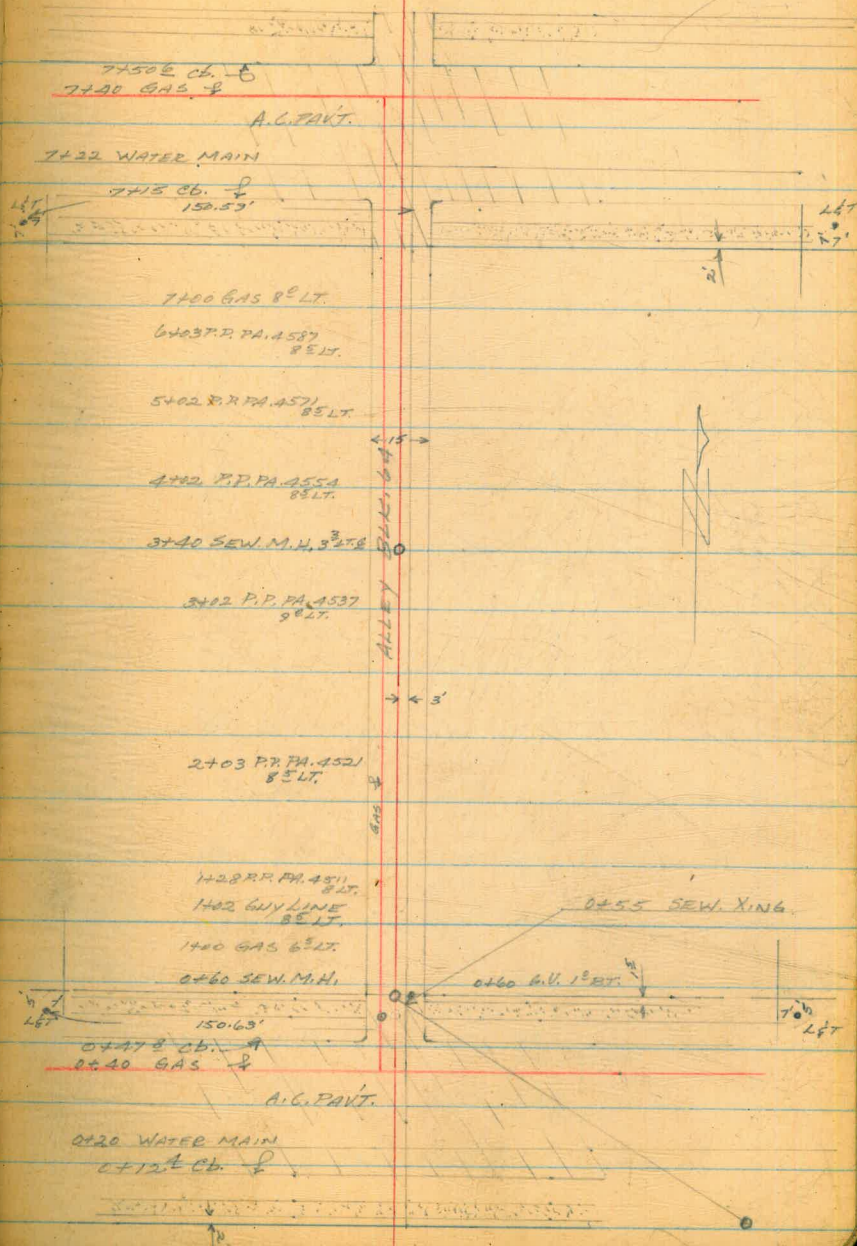
7402⁶⁰ S/L MADISON

0460 N/K

0400 S/L MONROE ST.

9/28/55

11



(CONT'D)

18

BM.	1.74	385.23	380.29	S.E.R.P. MONROE & 33 rd ST.		
0+00			4.4	380.8		
0+02			4.6	380.6	Edge Sidewalk	
0+06			4.6	380.6	"	
0+12 ³			4.9	380.3	TOP Ob.	
0+12 ²			5.4	379.8	GUTTER	
0+30			4.7	379.5	E. MONROE	
0+47 ²			5.0	380.2	GUTTER LINE	
0+55			5.0	380.2	SEW. XING	
0+60			4.9	380.1	LT.	RT.
				4.5	4.6	4.5
				10.5		
			6.1	379.1	TOP G.V. STEM 1 ² RT	0+60
			4.23	380.30	TOP SEW. M.H.	0+60 3' LT.
			2.00	376.2	" " " "	"
1+00			4.6	380.6	4.6	4.4
					10.5	4.5
1+50			4.4	380.8	4.1	4.2
					10.5	4.5
2+00			4.7	380.5	4.2	4.6
					10.5	4.5
2+50			4.6	380.6	4.7	4.3
					10.5	4.2 FENCE
3+00			4.5	380.7	4.1	4.4
					10.5	4.1 FENCE
			4.23	381.0	TOP SEW. M.H.	3+40 ⁴ 3 ² LT. TO G
			7.7	377.5	" " " "	"

Reduced by J Gray 11-A-55

(CONT'D)

19

		385.23			LT		RT
TP	6.12	387.12	4.23	381.00	Edge	SEW. M.H.	
3+50			6.0	381.1	5.9		5.8
					10.5	X	3.6 FENCE
4+00			5.4	381.7	5.5		5.4
					10.5	X	4.5
4+50			5.1	382.0	5.2		5.0
					10.5	X	4.5
5+00			5.0	382.1	5.0		4.7
					10.5	X	4.5
5+50			4.6	382.5	4.7		4.6
					10.5	X	4.2 FENCE
6+00			3.6	383.5	3.8		3.7
					10.5	X	3.6 FENCE
6+05	BEGIN CONC. DRIVE		3.25				
6+34	END		4 ² RT.	2.88			
6+50			3.2	383.9	3.1		2.9
					10.5	X	4.5
7+00			3.4	383.7	3.2		2.9
					10.5	X	4.5
7+02 ⁶	Edge A.C. PAVT		3.4	383.7	3.4		3.2
					10.5	X	4.5
7+15			3.6	383.5			
					GUTTER LINE		
7+32 ⁶			2.9	384.2			
					E. MADISON		
7+50 ⁶			3.3	383.8			
					GUTTER LINE		
7+62 ⁶	Edge A.C. PAVT		2.9	384.2			
					N/L MADISON		
SET TBM.	2.58	386.67	3.01	384.11			
					END OF Ch. 7+12 ⁶⁰		4 ⁵ RT.
TP	4.78	385.36	6.11	380.58			
CK. B.M.			5.07	380.29 = 380.29			

34th ST.
 POLK TO LINCOLN AVE
 PRELIMINARY

0+00 = N/H. POLK ST.

ALTERNATE LINE

0+00 = N/H. POLK ST.

6+29 Δ PT. 45° RT.

6+50⁸⁷ Δ PT. 62° 53' 30" RT.

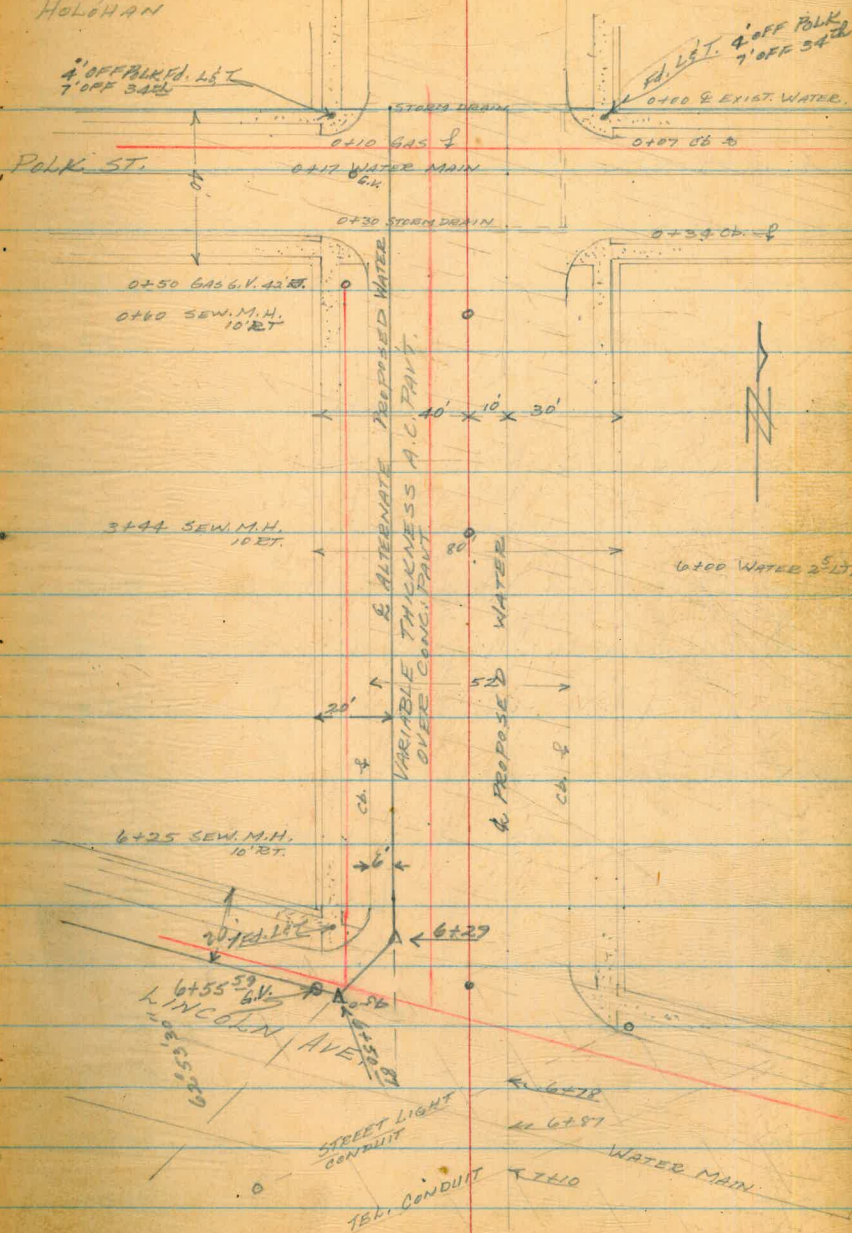
6+55⁵⁹ EXISTING G.V. ?

S/H. LINCOLN AVE. ?

SHOREY
 MARTELL
 KEMP
 HOLOHAN

9/23/55

20



(CONT'D)

B.M.	7.85	374.60		366.75
TP	0.68	373.71	1.57	373.03
	1.52	365.87	9.36	364.35

N.W.B.P. ORANGE & 32RD ST

0+00 1.5 364.4

0+20 1.5 364.4

0+50 2.0 363.9

2.41 363.46

TOP S.W.M.H. 0+60 10' RT.

8.90

" " " "

1+00 3.2 362.7

1+50 4.4 361.5

2+00 5.5 360.4

2+50 6.6 359.3

3+00 7.8 358.1

Reduced by J. Gray
11-3-55

TP 1.47 358.24 9.10 356.77

TOP S.W.M.H. 3+44 10' RT

15.6 342.6

" " " "

3+50 1.4 356.8

4+00 2.6 355.6

4+50 3.8 354.4

5+00 5.1 353.1

5+50 6.2 352.0

6+00 7.2 351.0

(CONT'D)

22

358.24

7.66

TOP SEW. M.H. 6+24.5 10' BT

14.16

" " " "

6+50

8.1

350.1

6+78

8.9

349.3

ST. LIGHT CONDUIT XING.

7+00

9.5

348.7

7+10

10.1

348.1

TEL. CONDUIT XING.

7+25

10.8

347.4

TP

0.30

349.83

8.71

349.53

N.W. 2^d T. LINCOLN \angle 34th

TP

0.08

337.18

12.73

337.10

TP

2.82

327.77

12.23

324.95

CK. BM.

5.62

322.15 = 322.15

S.W. B.P. NILE \angle W.W.V.

(CONTID) 34th ST.
ALTERNATE LINE - 6' OFF WEST
CURBLINE

11-8-55
SHOREY
MARTELL
KEMP
HOLAHAN

23

SEE PG. 21

TP	3.38	367.73	364.35
0+00			3.9 363.8
			4.33 363.4
			5.06 362.6
0+07			3.9 363.8
0+20			3.8 363.9
0+34			4.1 363.6
			5.65 362.0
			4.76 362.9
0+50			4.8 362.9
1+00			6.1 361.6
1+50			7.2 360.5
2+00			8.3 359.4
2+50			9.5 358.2
3+00			10.7 357.0
3+50			11.9 355.8
TP	2.44	359.23	10.94 356.79
4+00			4.7 354.5
4+50			5.8 353.4
5+00			6.9 352.3
5+50			8.0 351.2

✕ GUTTER DRAIN 0+00 46' LT.

" " " 6' RT.

STORM DRAIN XING

♀ FOLK ST.

STORM DRAIN XING

GUTTER DRAIN 0+50 6' RT.

" " " 46' LT.

34th ST.
(CONT'D)

24

359.23

6+00	9.1	350.1
6+29 Δ PT. 45° RT.	9.6	349.6
6+50 ⁷⁸ Δ PT. 62° 53' 30" RT.	10.3	348.9
6+55 ⁵⁹ EXISTING G.V.?	10.5	348.7
CK. TBM	9.67	349.56 = 349.53

SEE PAGE 22

Alley Blk 13 N of Catalina
West of Voltaire St

Proposed PL Palm Group 29

6+37± westerly side of Cross Alley

4+74 POT

0+66.24

NWly prop Voltaire

0+00

West
Williams
Varonakis
Kellhofer

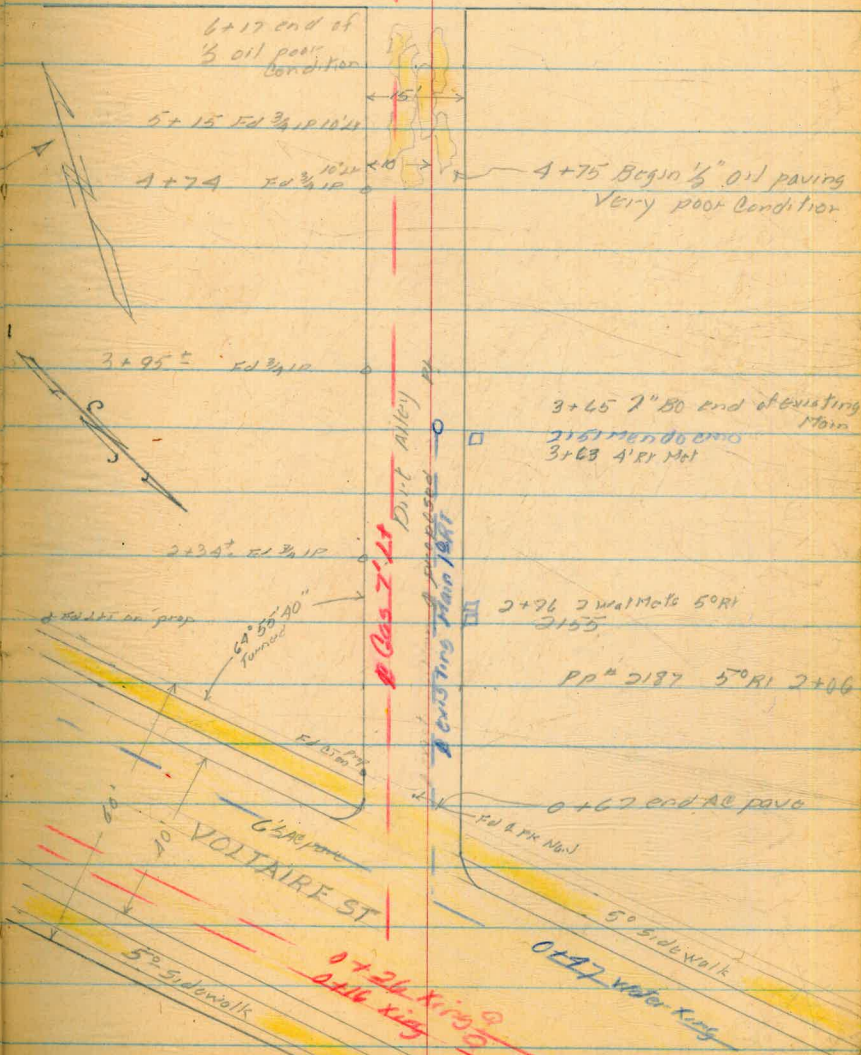
25

Clear + Warm
12/20/55

Alley

Section 99

No. arrow?



Q Profile

Rede id
by Rocky

24

0.33	73.66	73.33	73.33	SW Top FH Jan Clemente + Valtorre
7.41	69.44	11.63	62.03	
0+00		5.0	64.4	El. prop line Valtorre
+12		5.38	64.1	Top RL
+12		5.80	63.4	Bottom of gutter line
+33		5.17	64.3	Q SL
+50		5.65	63.8	
+67		5.90	63.5	end of para
1+00		5.5	63.9	5.53 63.9 10.24
+50		5.1	64.3	5.0 64.4 10.24
2+00		4.1	65.3	4.2 65.2 10.24
+50		2.6	66.8	2.9 66.5 10.24
3+00		1.2	68.2	1.4 68.0 10.24
12.33	80.89	0.88	69.56	
+50		11.6	69.3	11.6 69.3 10.24
4+00		9.8	71.1	9.3 71.6 10.24
+50		2.3	73.6	2.0 73.9 10.24
5+00		3.64	77.3	4.0 76.9 10.24
+50		1.16	79.7	1.3 79.6 10.24

1/8" 0.1

Alley Blk 13 Cont

Redc'd
by Rocky

27

80.89

7.26 88.09 0.06 80.83

6+00 6.2 81.9

6+32 5.2 82.9

6+91 3.5 84.6

6+37 3.1 85.0

0.45 80.12 8.42 79.67

5.46 79.66

6.6 81.5
10.2

end of work.

SE 8P Udall + Catalina
Udall,

SEA BREEZE DRIVE
 ROANOKE TO WINCHESTER
 & PROFILE
 PRELIMINARY

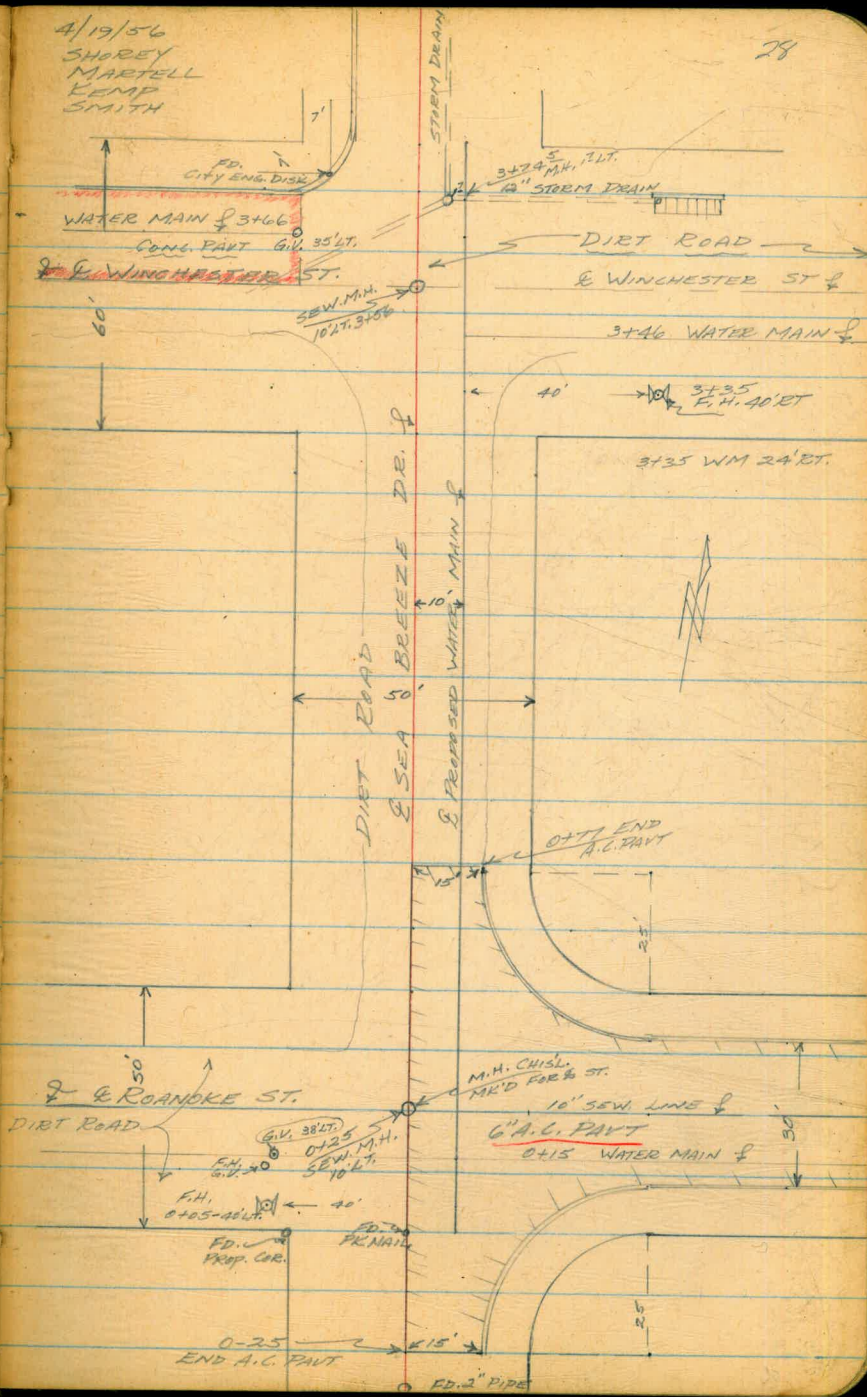
3+85⁸⁵ = N/L WINCHESTER ST.

3+25⁸⁵ = S/L WINCHESTER ST.

0+00 = S/L ROANOKE ST.

4/19/56
 SHOREY
 MARTELL
 KEMP
 SMITH

28



SEA BREEZE DR.
CONT'D

4/19/56
SHOREY
KEMP
MARTELL
SMITH

W.C. 55427

29

LT

RT

BM 4.00 253.72 249.72

SPIKE IN P.P. # 88463 - SW. COR. SEABREEZE 1/2 RANOKE

0+25 END A.C. PAVT. 3.9 249.82

3.8
10 EDGE A.C. PAVT * 4.0 3.6
5 GUTTER 5 Top Cb.

0+00 3.1 250.62

3.3
10 EDGE A.C. PAVT * 2.8 2.3
15 GUTTER 15 Top Cb.

0+25 SEWER XING 2.6 251.12

12.61 2.71
10 SEW. 10 EDGE SEW. M.H. * 2.5
10

0+50 2.7 251.02

2.9
10 EDGE A.C. PAVT * 2.7 2.2
15 GUTTER 15 Top Cb.

0+77 END A.C. PAVT 3.2 249.82

Reduced by
S.V.S.

250.52
~~249.82~~

1+00 3.9 249.82

4.1
10 * 3.6
10

1+50 5.1 248.62

5.4
10 * 4.5
10

2+00 5.2 248.52

5.2
10 * 5.2 4.7 4.2
2 4 10

2+50 4.9 248.82

5.0
10 * 4.5 4.0
3 10

3+00 6.1 247.62

6.1
10 * 5.5 5.0
3 10

SEA BREEZE DR.
CONT'D

253.72

3+50

8.2 245.52

3+55⁸⁵ SEW. M.H. 10' LT. 8.65 245.07
" " " " 15.85 237.87

REDUCED BY
15.11 LEE

3+74⁵⁰ STORM DRAIN XING 9.2 244.52

3+85⁸⁵ C N/W WINCHESTER 9.9 243.82

SET TBM 8.69 252.76 9.65 244.07

CR. BM 4.06 248.70 = 248.72

4/19/56
SHOBEY
KEMP
MARTELL
SMITH

LT

RT

30

8.3
10

8.1
10

18.0 9.2
17 11.7 EIM
12" STORM DRAIN
STORM DRAIN M.H.

17.7
STORM
DRAIN

19.1
10

9.9
10

SET TBM ON 2' OFF T&D N.W. COR. WINCHESTER & SEA
BEACH

SPIKE IN P.P. 88095 APPROX 2+25

ALLEY BLK. 134
Nor. of LEXINGTON, E. of MARLBOROUGH
& PROFILE
PRELIMINARY

4+23⁸⁸ = N/L REDWOOD ST.

0+84⁵² = N/L LEXINGTON AVE

0+00 = S/L LEXINGTON AVE

4/20/56
SHREY
MARTELL
KEMP
SMITH

FD. 2x2 HUB & TACK

4+12 G.V.
3' RT.

4+12 F.H.
7' RT.

No ROAD

& REDWOOD ST.

FD. 2x2 HUB & TACK
& ALLEY 7' OFF S/L
REDWOOD ST.

SEW. M.H.
3+22 5' LT.

2+38 W. WM

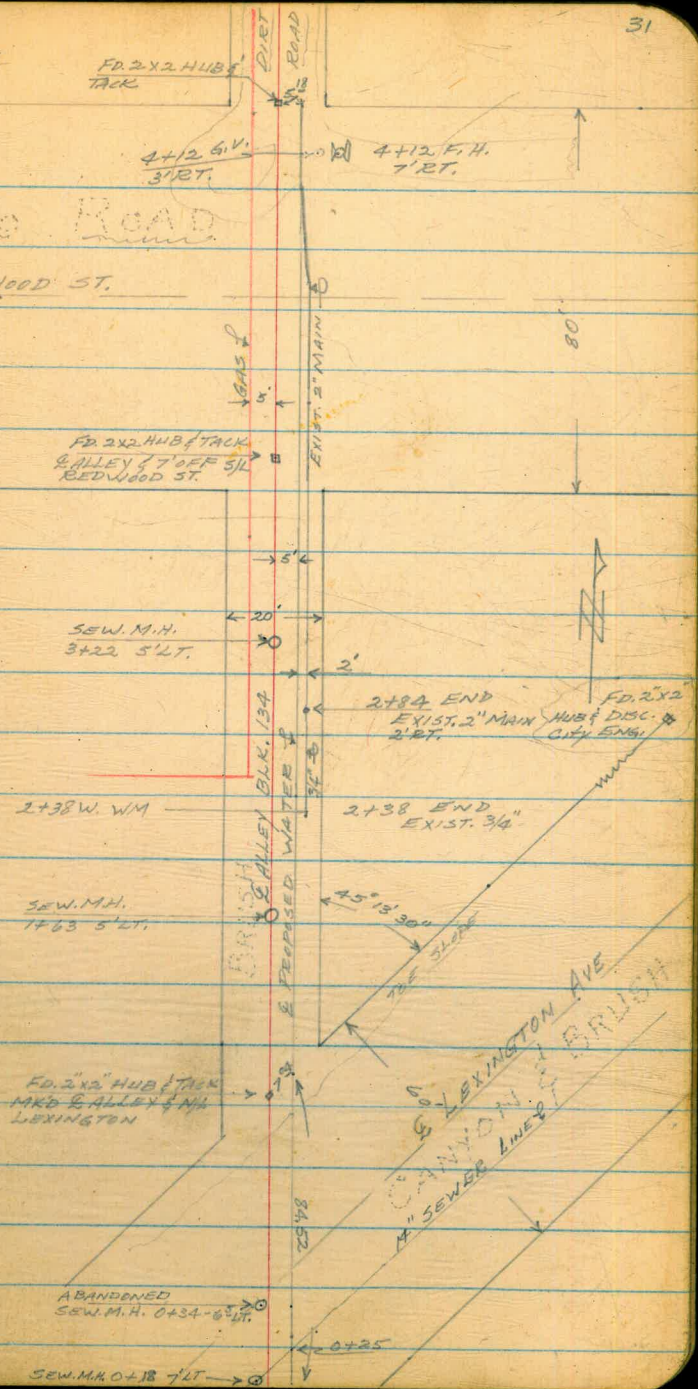
SEW. M.H.
1+63 5' LT.

FD. 2x2 HUB & TACK
MKD. & ALLEY & N/L
LEXINGTON

ABANDONED
SEW. M.H. 0+34-6' LT.

SEW. M.H. 0+18 7' LT.

31



ALLEY BLK. 134
(CONT'D)

Redid
by
Pocoy

4/20/56
SHREY
MARTELL
KEMP
SMITH

32

± of Proposed Main

N.W.B.P. MARLBOROUGH & THORN

BM	2.32	304.14	301.82
TP	1.17	300.95	4.36 299.78
TP	0.67	288.46	13.16 287.79
TP	0.35	275.98	12.83 275.63
TP	0.30	263.37	12.91 263.07
TP	0.16	250.43	13.10 250.27
TP	0.07	237.92	12.58 237.85
0+00			2.5 228.4
0+04			2.7 228.2
0+05			11.1 226.8
0+10			11.1 226.8
0+11			9.9 228.0
0+18 SEW. M.H. E. RIM		7.98	7.98
0+18 " " #		15.88	15.88
SET TBM	7.98	237.92	7.98 229.94
0+25 SEW. LINE XING.		9.0	228.9
0+50		7.3	228.6
0+53		7.1	228.8
0+55		8.1	229.8
0+61		8.9	229.0
0+75 TOE OF SLOPE		7.7	230.2

226.8
11.1 11.4 9.8
15 10 5

228.5
9.4
5

TBM SEW. M.H. E. RIM 0+18 7' LT.

229.1
8.8 8.5 9.5
15 6 5

229.1
8.8
5

233.5
4.4 6.6
15 10

231.3
2.4 230.5
5

ALLEY BLK. 134
(CONT'D)

Redc'd
by Rocky

4/20/56
SHIBEY
MARTELL
KEMP
SMITH

± of Proposed
Main

LT

RT

237.92

TP 12.28 250.81 0.19 237.73

1+00 9.7 240.3

246.4
3.6
15

240.5
3.5
5

239.1
10.9
5

TP 12.89 262.70 0.20 249.81

1+35 6.4 256.3

1+50 3.3 259.4

260.8
1.9
15

261.6
1.1
10

258.7
4.0
5

TP 12.62 275.12 0.20 262.50

1+63 SEW. M.H. E. RIM 5' LT. 11.83 264.29

SEWER M.H. FROZEN SHUT - COULDN'T OPEN

1+64⁰¹ P.O.T. 12.3 262.8

2+00 5.7 269.4

270.6
4.5
15

268.7
6.4
5

TP 12.42 287.05 0.49 274.63

2+50 10.7 276.4

277.8
9.2
15

276.0
11.1
5

3+00 6.3 280.8

281.0
6.1
15

280.3
6.8
5

3+22 SEW. M.H. 5' LT. E. RIM 4.80

3+22 " " " # 15.20

3+50 2.9 284.2

283.7
3.4
15

284.1
3.0
5

TP 13.32 300.16 0.21 286.84

4+00 12.8 287.4

287.1
13.1
15

287.8
13.4
5

4+23⁸⁸ N/L REDWOOD 10.9 289.3

288.8
11.4
15

289.1
12.5
5

291.0
22
5

567 TBM 9.45 300.03 9.58 290.58

TOP E.H. N.E. COR. REDWOOD & ALLEY BLK. 134

ALLEY BLK. 134
(CONT'D)

300.03

TP 4.22 303.94 0.31 299.72

CK.BM 2.14 301.80 = 301.82

4/20/56
SHOREY
KEMP
MARTELL
SMITH

34

N.W.B.P. THORN & MARLBOROUGH

PITTA ST.
 MARKET ST. TO 400' NORTH
 @ STR'S & GRD. 8" A.C. MAIN

4/23/56

SHOREY
 KEMP
 SMITH

35

BM	9.99	191.82		181.83			S.E.B.P. COR. PITTA & MARKET
	BEGIN WORK						
0+20	8" CROSS		10.0	181.8	178.2	C3 ⁶	NOT MK'D
0+25	G.V.		9.9	181.9	178.2	C3 ⁷	" "
0+50			10.1	181.7	178.0	C3 ⁷	
1+00			2.3	189.5	184.6	C4 ⁹	
TP	12.13	203.60	0.35	191.47			
1+50			8.8	194.8	191.0	C3 ⁸	
2+00			4.3	199.3	195.2	C4 ¹	
2+50 TP	12.00	215.29	0.31	203.29	199.6	C3 ⁷	
2+62			11.1	204.2	200.7	C3 ⁵	
3+00			8.8	206.5	202.5	C4 ⁰	
3+50			6.3	209.0	205.0	C4 ⁰	
4+00			3.6	211.7	207.4	C4 ³	
4+50	END WORK - 2" B.O. ASSY.		2.5	212.8	209.9	C2 ⁹	16
TP	0.42	202.58	13.13	202.16			
TP	6.77	190.08	13.27	189.31			
CK. B.M.			8.18	181.90	= 181.83		

WATER METERS

0+50 E.	191.82	9.9	181.9	181.1	C0 ⁸	
1+31 E.	203.60	11.2	192.4	190.9	C1 ⁵	SET & VERT. RISER. 9' RT.
1+99 E.		4.8	198.8	198.2	C0 ⁶	

MAPLE CT & 30TH ST.

Check. Depth of 4" Man

West
Williams
Kullhofer X
Paulson &

36

9/20/56

SUNNY

B.M. 3.45 293.16 289.71

BM SE BP Kalmia + 30th St

T.P. 5.57 286.73 12.00 281.16

0+00 Is WEST PROP. LINE 30TH ST.

0-06 9.47 277.26

TOP SO. SIDE TEE NOT ON BELL

0-06 6.79 279.94

TOP GROUND (A.C. PAVE.)

0+34 7.54 279.19

TOP 4" A.C.

0+34 3.66 283.07

TOP GROUND (A.C. PAVE.)

T.P. 12.81 293.34 6.20 280.53

CHECK

B.M. 3.64 289.70 = 289.71

BALBOA AVE. PACIFIC HWY. TO ROSE CANYON CREEK
PROFILE

WEST
WILLIAMS
KELLHOFFER

37-

9-20-56

B.P.	3.32	23.08	19.76
0+00		3.45	19.63
			+ 11" To Flow
0+10		3.52	19.56
+50		4.19	18.89
1+00		5.35	17.73
+50		6.58	16.5
2+00		7.76	15.32
+38			
+50		8.61	14.47
3+00		9.08	14.0
+50	1.55	18.16	9.97
	IP on road		13.61
4+00		4.57	13.59
+50		4.61	13.55
5+00		4.64	13.52
+50		4.72	13.44
6+00		4.67	13.49
+50		4.69	13.47
7+00		4.82	13.34
+54	73 5.28	18.58	4.86
	2		13.30

S.E.B.P. BALBOA & Pacific Hwy.

Ely prop Line Pacific Hwy

10' At Top South rim Sewer M11

8.46 Top Cone pod
02 Lt of Traffic Control

8.46 Top Cone pod
15 Pt of Traffic Control

19.58

8+00		5.30	13.28
+50		5.30	13.28
9+00		5.22	13.36
+50		5.19	13.37
10+00		5.20	13.38
+38 ⁸¹ Δ		5.18	13.40
+30		5.17	13.41
11+00 Δ		5.29	13.29
+50		5.40	13.19
12+00		5.44	13.14
+50		5.42	13.16
13+00		5.37	13.21
+ 15 ⁰²		5.28	13.30
4.24	17.96	4.86	13.72
4.69	18.28	4.37	13.59
9.38	25.68	1.98	16.30
		5.87	19.81 = 19.76
11.10	20.86	1.976	
		1.22	29.64 = 29.64

End of Work ^{Balboa} Beginning of Curve on
 Turn brass plug in ^{Bridge} Ch on SE. end of

of positive ^{Hydro} on South side Balboa
 Chis \square base of core Gate post 200' East

BALBOA AVE cont

7+54 23

0° 11' 20" H

7+59 23 Fd Cone 30'

Bond 52

7+09 Tel Conduit Xing

7+15 FH
41 1/2 ft

7+98 Cav Xing 39'

7+18 50V 10' RT

7+19 30V 6' RT

7+12 50V 8' RT

7+10 0V 10' RT

7+0 Tel MH 34' RT

90' or 92'

7+38 Traffic Signal Pads 0' 11' 15" RT

56'

3+63 10' RT 10V

40' RT FI

1+00 35' RT 30" Sewer

1+00 75' RT 8" Water

0+95 Cav Xing

AC Pave 15'

Traffic Island

PACIFIC HWY
Signal Island

0+22 Water Xing

0+16 50V 10' RT

Traffic Island

0+10

0+45 50V 10' RT

0+31 Xing

8+00

Ely prep line Pacific Hwy

Out Sidewalk

30'

70'

13+15.02

End of Work Beginning of Curve on Balboa

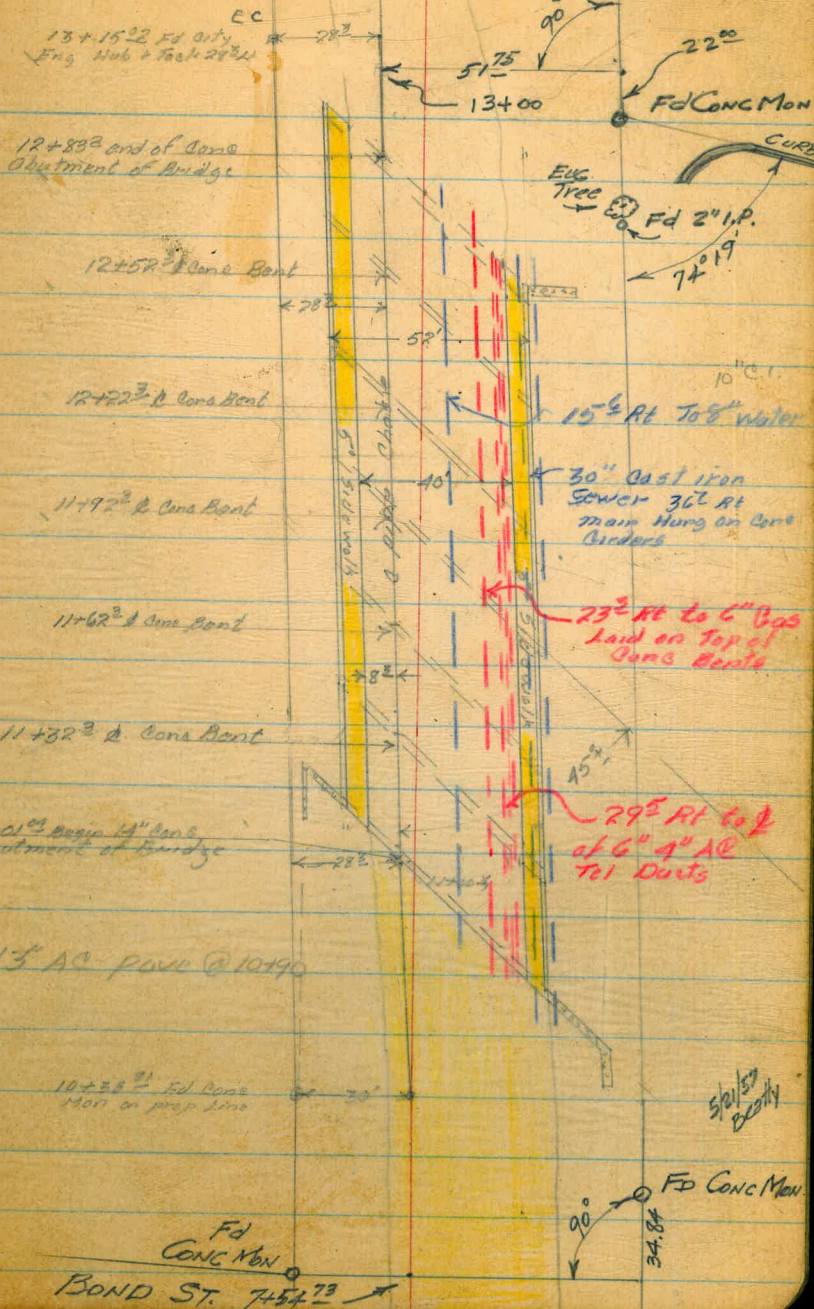
11+00

1° 36' 40" Rt

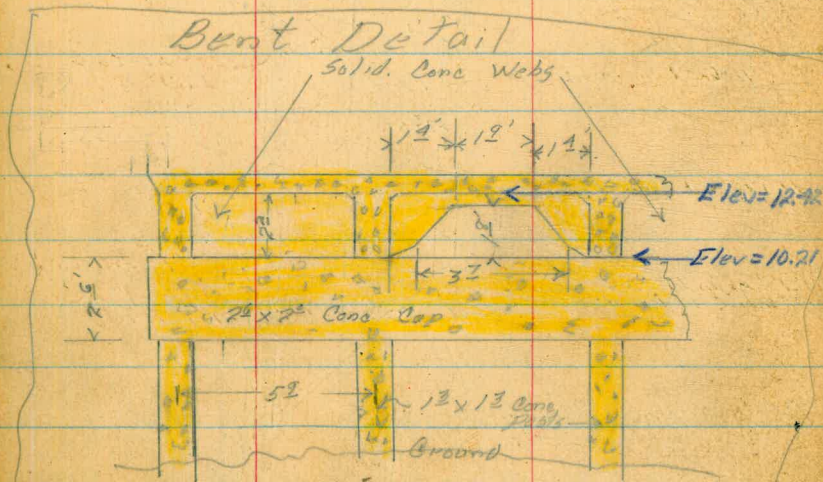
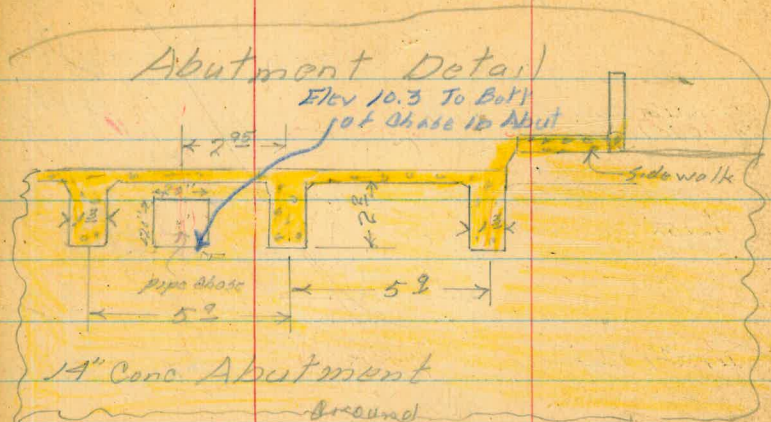
10+39

1/2 inch pipe base
30' 08" LL

15' 10" 32'
angle in prop line



BALBOA AVE. Bridge Detail



West
Williams
Poulton

12. 48. Collins
10 21 Top at 86m.

12. 42 41
10 21

52 9/21/56

Note each span of Bridge contains 3 pairs of $\frac{3}{4}$ steel bars spaced about 8' on center

The steel bars are O^2L and O^2R of \emptyset of pipe chase

The bars in the first 3 spans are about 23' long. Those of the last 3 spans 13'

Water Meters

3+27	252L	Southward Ho Motel	1+75	12' RL	4709 Hwy 101
			2+53	47' RL	2772 Balboa Meter Vault
5+43	292L	2729 Balboa	2+84	43' RL	2772 Balboa
7+98	252L	2669 Balboa	3+05	41' RL	2770 "
9+50	262L	2667 "	4+71	39' RL	2736
9+64	262L	2659 "	5+37	38' RL	No Number
10+53	262L	2651 "	6+66	37' RL	2710
11+06	262L	2695 "	7+10	37' RL	No Number
11+44	262L	2600 number	8+39	42' RL	2690
			9+50	53' RL	2650
			12+45	60' RL	
			12+48	60' RL	No Number
			12+78	60' RL	

ALLEY BLK 13
 UNIVERSITY TO WIGHTMAN
 Between 47th & EUCLID
 PRELIM. for 6" WATER

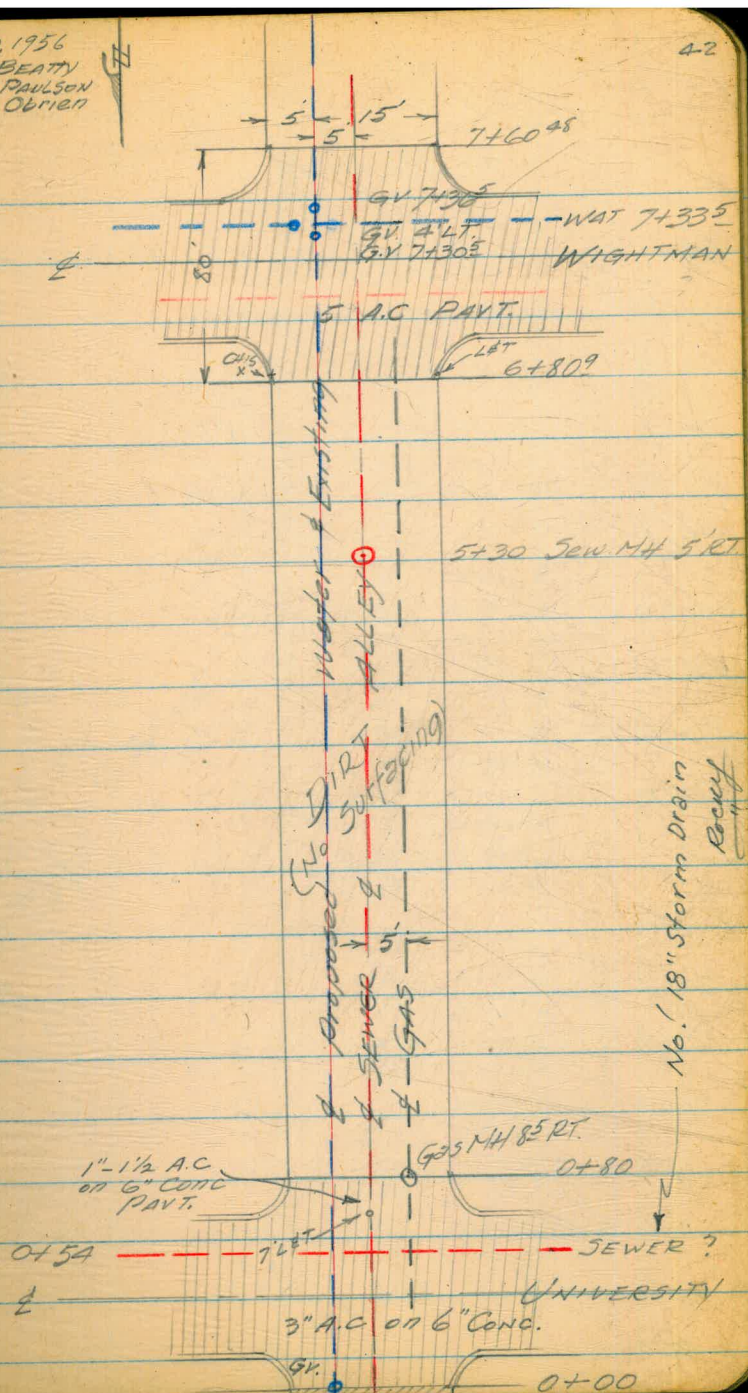
DEC. 0, 1956
 BEATTY
 PAULSEN
 O'Brien

7+60.48 Sly R DWIGHT

6+80.9 Nly R DWIGHT

0+80 Sly R UNIVERSITY

0+00 Nly R UNIVERSITY



ALLEY BLK 13.
UNIVERSITY TO WIGHTMAN,
Between 47th & EUCLID.
& Profile

12/13/56

43

Red'd
by Rocky
1/19/57

BM.	4.05	345.60	341.55
0+00	Ny @ Univ. Ave	4.81	340.8
0+15		5.25	340.4
0+20		5.35	340.3
0+65		5.55	340.1
0+80		5.10	340.5
1+00		5.40	340.2
1+50		5.9	339.7
2+00		6.9	338.7
2+50		6.4	339.2
3+00		4.3	341.3
IP	5.68	347.46	3.82 341.78
3+50		4.1	343.4
4+08		3.2	344.3
4+50		3.2	
5+00		4.3	
5+50		5.2	
Rim		4.96	
		-8.00	
Inv. 6" Sew.		12.96	
6+00		5.7	

NW. BR. Univ. @ 47th

0+00 G.V. RT &

0+80⁵ 8' RT GAS MH

WM 1+18 E
WM 1+27 W
WM 1+28 W
WM 1+29 W
WM 2+17 E
WM 2+31 W
WM 2+46 E
WM 3+06 W
WM 3+29 E
WM 3+37 E
WM 3+58 W

NOTE:-
End of this
job is at
2+70 +, see
Drawg. W, GR. 106
Rocky

WM 2+08 W
WM 2+19 E
WM 2+32 E

WM 4+55 W
WM 4+59 W
WM 4+83 E
WM 5+05 W

WM 5+58 E
WM 5+71 W

5+30 Sew MH 5' RT

WM 6+05 E
WM 5+97 W

ALDEY BLK 13

(Contd)

12/13/56

24

347.46

6+50

6.1

WM

6+33 W

6+80²

Nly R Dwight

6.66

WM

6+35 W

6+96

Gutter

6.98

WM

6+48 E

7+21

E

6.76

7+46

Gutter

7.65

7+30⁵ GV on E7+33⁵ GV d'LT7+36⁵ GV on E7+60⁵

Sly R Dwight

7.51

P

5.03

346.02

6.47

340.99

CK BM.

6.32

339.70 = 339.66

SW BR Wightman & EUCLID

LANDIS ST.
39TH to 40TH
Prelim. for 6" WATER

3+82⁰³

End Line

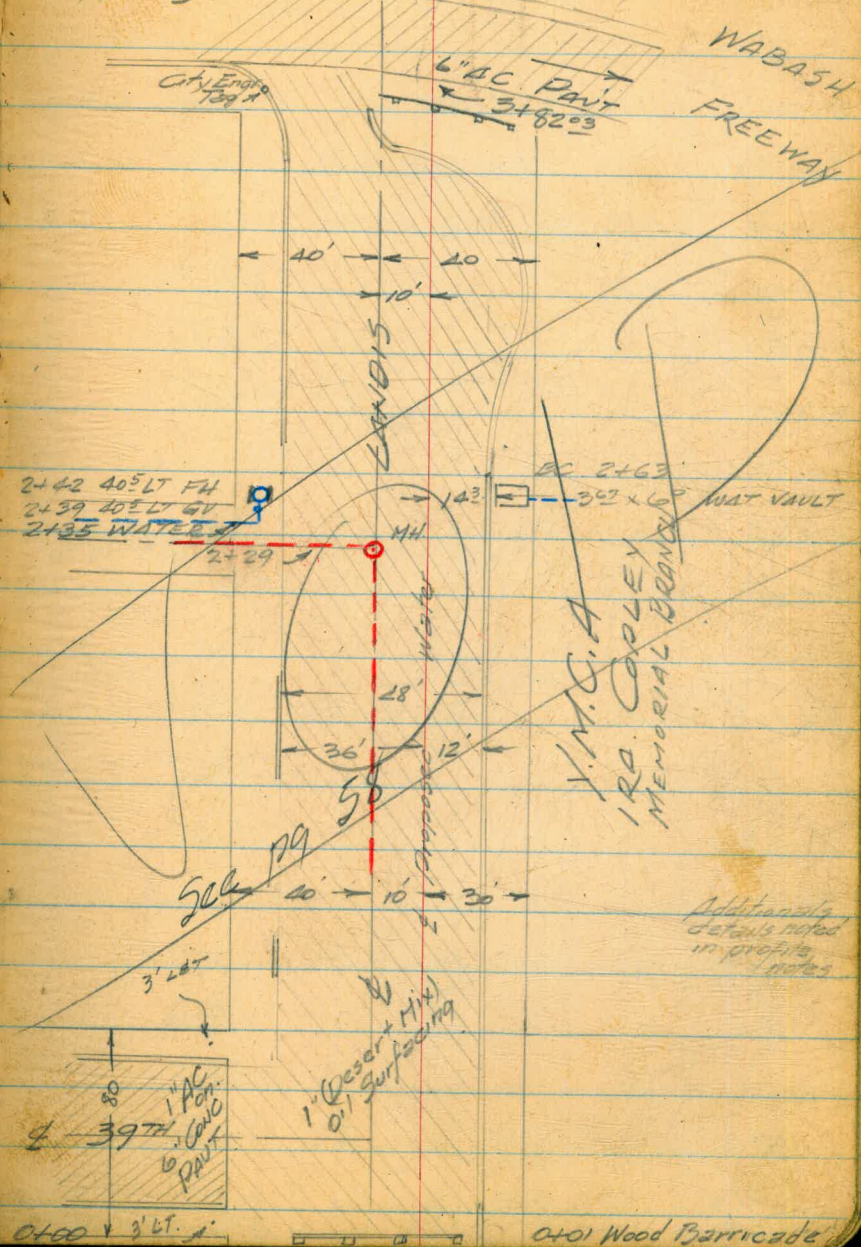
NOTE: SEE PG'S. 58-60 FOR
ADDITIONAL DETAIL & PROFILE

0+80 Ely of 39TH

0+00 = Wly of 39TH

DEC. 13 1956
BEATTY.
PAULSON.
O'BRIEN.

40TH ST



LANDIS ST.
± Profile
Proposed 6" Water

12/13/56

46

GROUP 207

BM.	3.15	334.45	331.30
Set TBM	5.90	335.04	5.31 329.14
0+00	Wly to 39 th	6.5	328.5
0+01	Begin oil surf.	6.5	328.5
0+50		6.1	328.9
1+00		5.8	329.2
1+50		5.7	329.3
2+00		5.7	329.3
	Rim Sew. MH. In. 8" Sew.	5.12	329.91
2+50		5.5	329.5
			325.89
3+00		5.2	329.8
3+41.87	Gutter	5.85	329.19
3+41.87	Top curb	5.35	329.69
3+43		5.0	330.04
3+50		5.0	330.04
3+72.5	Metal Barricade	5.0	330.04
3+75		5.4	329.6
3+78		8.8	326.2
3+82.0	Edge of AC Paving	8.78	326.26
Set TBM	3.22	332.99	5.27 329.77
CR. BM		0.61	332.38

Reduced by Palomino 1-7-56

P. Pole PA 3725 in Alley W. of 39th St.

3' L&T NW Cor 39th & LANDIS

0+00 175 RT P. Pole # 12 3899
St. Light

Curb 12 RT

36 LT

2+18 125 RT P. Pole P 3949
3 2+29 10' LT Sewer MH.
2+43 103 RT 36" x 6" MET & Sprink Vault
2+47 135 RT

2+39 405 LT FH. GV.

2+42 405 LT FH

3+70 18' RT P. Pole P. 3999
St

7' CE Tag NW Cor Landis @ 40th { on Curve
RP NE Cor Landis @ 40th { on curb

LANDIS ST.

12/13/56

47.

	332.99		
TP	5.75	338.52	0.22 332.77
CK BM		1.27	337.25 =

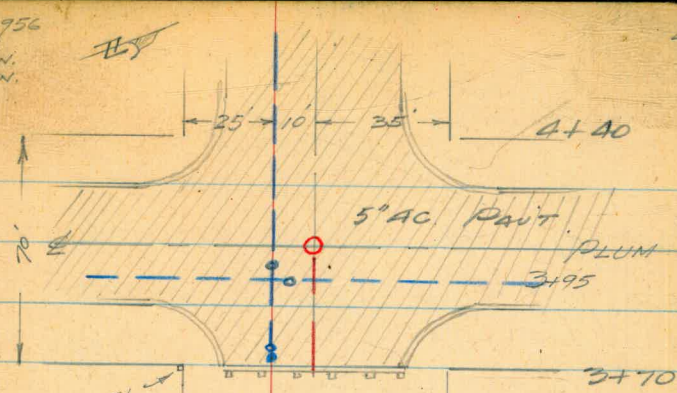
BP NW Cor 1st & Landis

DICKENS ST.
WILLOW TO PLUM
PRELIM. for 6" WATER

4+40 NWly R PLUM

3+70 SEly R PLUM

DEC. 12 1956
BEATTY,
PAULSON,
OBRIEN.



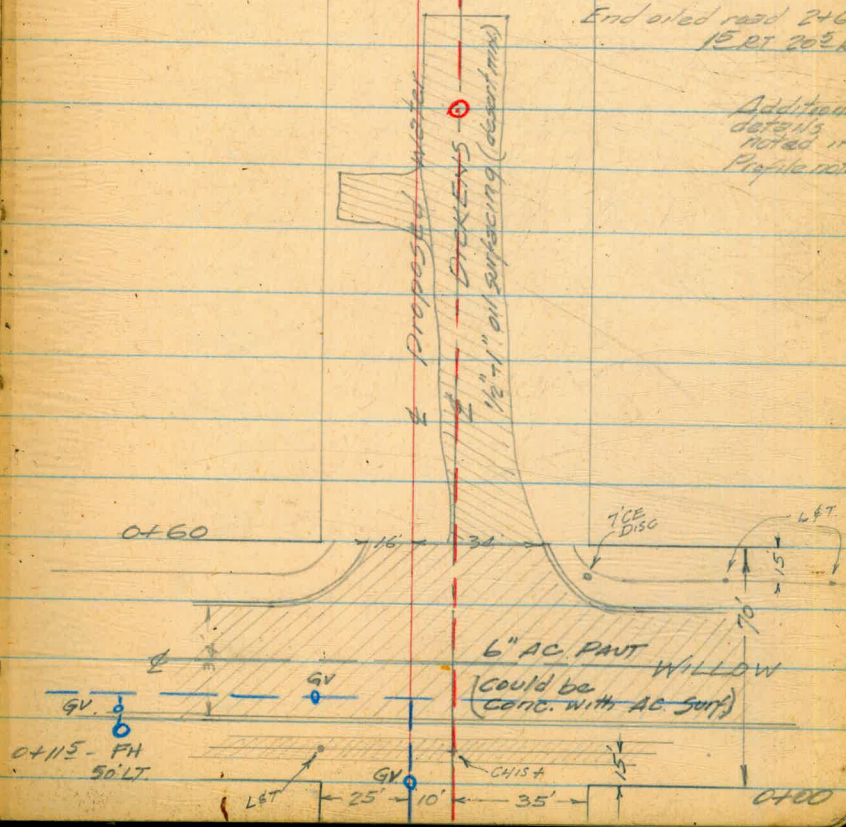
N 54° W
Mag. Brq.

End ailed road 2+61
Rt 205 RT

Additional
details
noted in
Profile notes

0+70 NWly R Willow

0+00 SEly R Willow



DICKENS ST.
 & Profile
 proposed WATER

12/14/56

49.

B.M.	4.31	80.61	76.30
0+00		8.5	72.1
0+12		6.75	73.86
0+18 Top Curb		6.80	73.81
0+18 Gutter		7.57	73.04
0+35 & st.		6.81	73.80
0+50		6.46	74.15
0+70		5.66	74.95
1/1 Peak	12.57	92.95	1.13 79.48
1+00		2.6	89.4
1+06		1.3	90.7
1+17		2.6	89.4
1+35		1.2	90.8
1/1 Peak	13.29	105.24	0.10 91.95
1+50		10.3	94.9
1+78 edge oiled driveway		3.4	101.8
2+00 on " "		1.3	103.9
2+09 edge oiled "		0.7	104.5
2/1 Peak	12.59	117.81	0.02 105.22
Rim 12" 8" Sew		22.85	105.01
			92.96

Reduced by Palomino 1-7-56

BR. SW. Cor Willow & Dickens

0+00 GV on &

0+11.5 50' LT FH
 0+23 50' LT FH GV

25' LT GV

0+77 3' RT ST Sign Post (No Thru St)

7.3 9.7
 9.5 " edge oiled road
 2.6 7.1 8.0
 3 10 " " " "
 2.9 " " "

12.4 1.1

Sew MH 10' RT 2+21

DICKENS ST
(Cont.d.)

12/2/56

50

117.81

2+37	edge oiled road	12.7	105.1
2+50		11.0	106.8
2+61		11.3	106.5
2+75		7.0	110.8
3+00		7.0	110.8
3+13		6.4	111.4
TP rock	12.92	129.94	0.79 117.02
3+50		6.3	123.6
3+56		4.3	125.6
3+68.5	Edge 5" AC (new)	2.70	127.24
3+88	Gutter line	2.97	126.97
3+95	@ cross	2.77	127.17
4+05	Plum	2.54	127.40
4+23	Gutter line	2.58	127.36
4+20	Newly Pl. Plum	1.92	128.02
SET TBM	1.31	127.96	3.29 126.65
TP	1.21	115.92	13.24 114.72
TP	0.26	103.18	13.01 102.92
TP	0.00	89.92	13.26 89.92
TP	2.37	79.72	12.37 77.35
TP			3.22 74.13

Reduced by Palomino 1-7-56

Top	6.9		
Bank	7	c	
"	6.2	c	11.2
"	5	c	1 edge oiled road
2+61	End oiled road - 13' RT, 20' RT		
5.0	c	11.3	
5		5	
5.4	c	8.8	9.0
5		3	5
3+67.5	Wooden Barricade 95' LT, 30' RT		
3+23	13.0		
3+24	GV.		
3+95	GV. 2' RT		
Sewer M.H.	10' RT		

End curb (inside edge) SET by Cor. Plum & Dickens

TP 0.00 89.92 13.26 89.92
 TP 2.37 79.72 12.37 77.35
 TP 3.22 74.13 76.30

POE ST.
 CAPISTRANO to CHATSWORTH
 PRELIM. for 6" WATER

6+38.48 NWly $\frac{1}{2}$ CHATSWORTH

5+68.48 SEly $\frac{1}{2}$ "

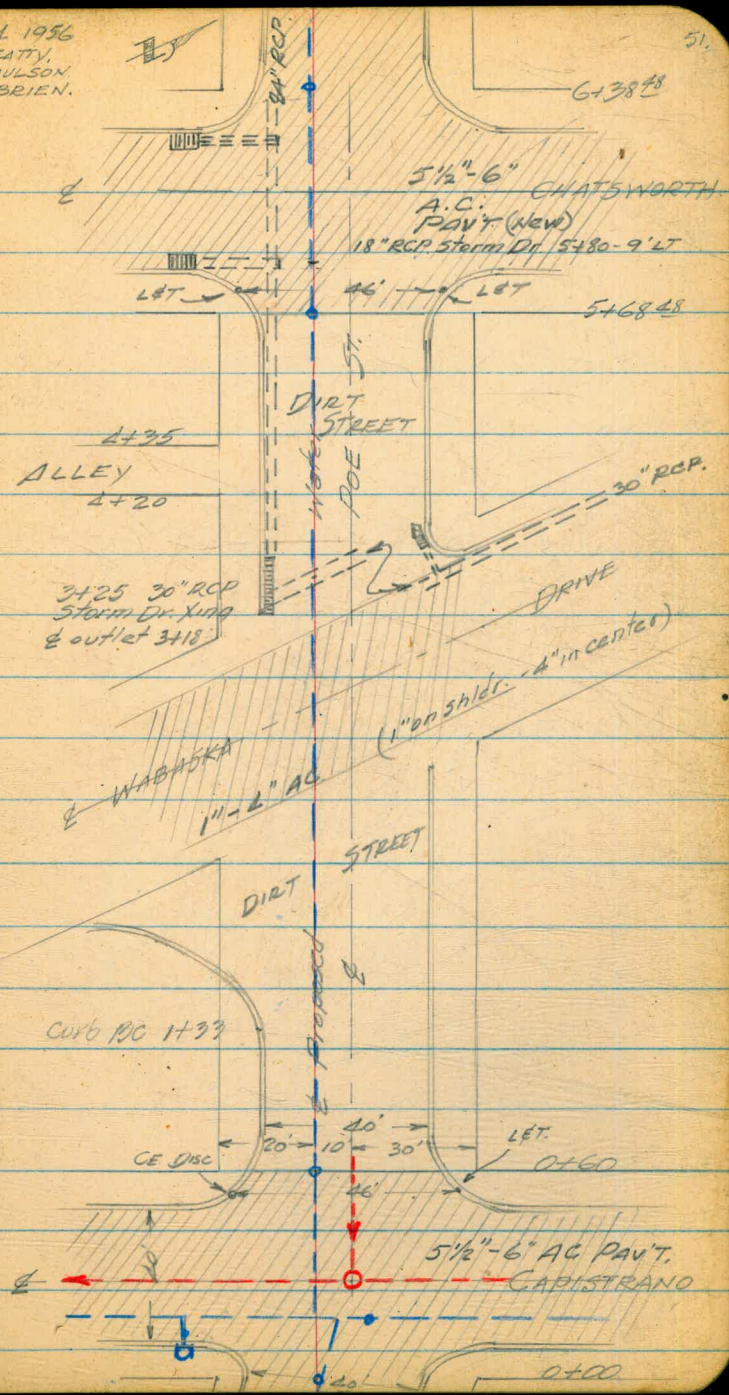
3+12 } Edge of A.C. WABASKA DR
 3+54 }

0+60. NWly $\frac{1}{2}$ CAPISTRANO

0+00 SEly CAPISTRANO $\frac{1}{2}$

DEC. 14 1956
 BEATY,
 PAULSON,
 O'BRIEN.

51.



N 53° W
 Mag. Beg

3+25 30" RCP
 Storm Dr. X 100
 & outlet 3+18

ALLEY
 4+20

4+25

5 1/2" - 6" CHATSWORTH
 A.C. PAVT. (NEW)
 18" RCP Storm Dr. 5+80 - 9' LT

5+68.48

DIRT STREET
 POE ST.

WABASKA
 1" - 2" AC

DIRT STREET

Curb RC 1+33

CE Disc

5 1/2" - 6" AC PAVT.
 CAPISTRANO

0+00

POE ST.
 CAPISTRANO TO CHATSWORTH
 & PROFILE

12/17/56

52

BM	3.31	75.01 ✓	71.70 ✓
0+00	on	"AC	4.90 70.11
0+10		gutter line	5.12 69.87
0+30			4.65 70.36
	Rim.		4.35 70.66
			6.5
	INV. 8" Sew.		10.85 64.16
0+40		gutter line	4.62 70.39
0+50			4.55 70.46
0+60	End	"A.C.	4.43 70.58
1+00			4.6 70.41
1+50			4.6 70.41
2+00			4.8 70.21
2+50			4.6 70.41
2+51	Begin	"AC	4.61 70.40
2+82	& St. ?		4.62 70.39
3+00			4.94 70.07
3+12	End	"A.C.	5.15 69.86
3+50			4.9 70.11
4+00			4.2 70.81

NWBR Capistrano & Poe

0+00 GV on & ✓
 0+08 28' LT. F.H. ✓
 0+16 28' LT. F.H. GV ✓
 0+20 13' RT GV ✓
 0+20 WAT CROSSING ✓
 0+30 10' RT Sew. M.H. ✓

} 8" Sew; MH 10' RT 0+30

0+60 GV on & ✓
 0+81 WM RT ✓
 1+13 WM RT ✓
 1+27 WM RT ✓

2+01 WM RT ✓

2+72 WM RT ✓

3+34 WM LT ✓

3+63 WM LT ✓

4+15 WM LT ✓

POE ST.
(Cont'd)

53

75.01

		9.27		65.74
4+50		2.9		72.11
5+00		0.8		74.21
4)	6.40	81.08 ✓	0.33	74.68 ✓
5+50		4.9		76.18
5+76	Begin	" A.C	3.66	77.42
6+00		2.75		78.33
6+25	gutter line	2.81		78.27
6+38 ⁴⁸		2.47		78.61
	Rim	2.73		78.35
	Inv.			

CK BM. 0.68 78.89 ✓ 2.87 78.21 ✓
 CK BM. 7.21 71.68 ✓ = 71.70

outlet # 30" RCP Storm Drain 7' LT 3+18 ✓

Inlet # 30" RCP " " RT

4+15 WM LT ✓

4+20 Alley ✓

4+35 Alley ✓

4+07 12' LT ✓

4+13 12' LT ✓

4+38 12' LT ✓

Guyana
Sub P. Pole
P. 3675 - P. Pole

5+68 GV on E ✓

Storm Dr. Junc MH 9' LT 6+25

BP SE Cor Poe & Chatsworth

BP NW Cor Poe & Capistrano

CALLE GAVIOTA
 WINCHESTER TO ROANOKE
 PRELIM. for 6" water

3+9120 Sly R ROANOKE

3+6120 E ST.

3+3120 Nly R ROANOKE

0+60 Sly R WINCHESTER

0+00 Nly R WINCHESTER

DEC. 18 1956 - FAIR
 BEATTY,
 PAULSON,
 O'BRIEN.

54

B.O. 2+17 on E
 G.V. 2+16 on E
 4+132 END AC PAVT.

3+7250 GV

3+672 GV

10' RT 3+6120 SEW MH.

3+09 Begin 5" A.C.

3+062 GV on E

3+12 WM LT 11'

3+13 WM " "

3+14 WM " "

3+15 WM " "

MAG. BRG

519° E

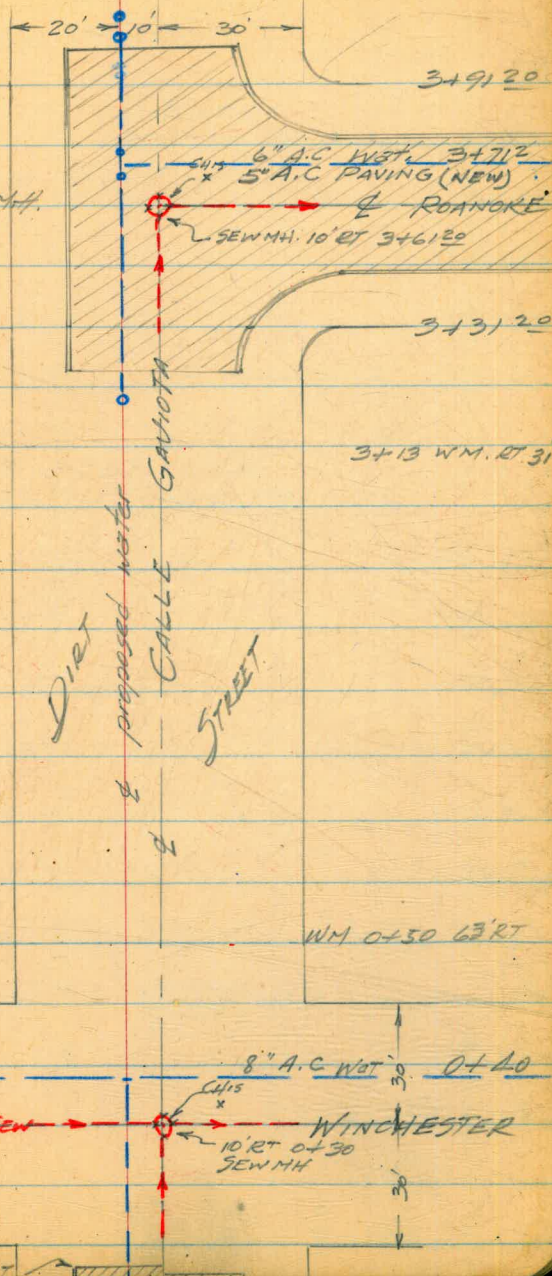
WM 0+595 25' LT

WM 0+30 63' RT

0+60

0+00

0-25 AC PAVT



CALLE GAVIOTA
& Profile
Proposed Wat.

12/18/56

55

BM	11.45	1262.60 / 264.14		251.14 252.69	OK OK with City Engr.
0-25		End A.C PAUT	0.58	263.56 262.02	
0+00			0.8	261.8 263.34	
0+06			0.8	261.8 263.34	
0+30		& Winchester	0.4	262.2 263.74	
		Rim	0.60	262.00 263.54	
		Inv. 10" SEW	7.55	255.05 256.59	
0+50			0.3	262.3 263.84	
1+00			0.9	261.7 263.24	
1+50			3.8	258.8 260.34	
2+00			7.4	255.2 256.74	
2+50			10.6	252.0 253.54	
3+00			12.3	250.3 251.84	
3+09		Begin "A.C	12.66	249.94 251.48	
①	2.08	253.73 252.19	12.49	250.11 251.65	
3+50			3.91	248.28 249.82	
3+61 ²⁰		& ROANOKE	4.4'	247.78 249.32	
		Rim	3.97	248.22 249.76	
		Inv. 8" SEW	10.00	252.19 243.73	

Nail in pole #184073 NW Cor ROANOKE & Calle Gaviota

Now GONE

262.88

SEW MH 10' RT 0+30

SEW MH 10' RT 3+61²⁰

CALLE GAVIOTA
(Cont'd)

12/18/56

56

	$\frac{253.73}{252.19}$ ✓		246.31
3+91.20		5.88	247.85
4+13.20	END 5" AC pout.	7.00	245.19 246.73
CK BM.		3.48	248.71 ✓ 250.25 = 248.71 OR
CK BM.		1.05	252.68 = 252.69

Nail
P.P. # 184058 SW Cor Roanoke & Gaviota

Nail
P.P. # 184073 NW Cor Roanoke & Gaviota
Now GONE

this BM
is .65 too
high

4+16 G.V on E
4+17 13.0 on E

These BM's don't
check each other.
Don't know which
is in error? -B

LEVEL CHECK

BM	13.35	262.06		248.71
CK BM		12.33	249.73	= 249.72
BM	13.24	261.95		248.71
IP	6.50	267.35	1.10	260.85
CK Rim of Sew Mth.	4.35	263.00		
0+30 10' RT INV.	11.30	256.05		
0-25	4.31	263.02		
0+00	4.5	262.9		
0+30	4.2	263.2		
0+50	4.1	263.3		
1+00	4.6	262.8		
1+50	7.6	259.8		

2/21/56
Nail in P.P. # 184058 SW Cor Roanoke & Gaviota

C.K. Survey
B.M. SW Spike in P.P. 88463 Roanoke &
Sea Breeze El 249.72'

2/21/57

	267.35		
2+00		11.2	256.2
①	0.92 256.40	11.87	255.48
2+50		3.4	253.0
3+00		5.2	251.2
3+09	Begin AC	5.55	250.85
3+50		7.12	249.28
3+61 ²		7.55	248.85
	Rim of M.H.	7.16	249.24
	Inv.	6.03 13.19	243.21
3+91 ²⁰		9.09	247.31
4+13 ²⁰		10.17	246.23
CK BM		7.68	248.72 = 248.71
BM:	13.25 261.96		248.71
①	13.02 274.08	0.90	261.06
①	12.63 286.23	0.48	273.60
CK BM		2.39	283.84 = 283.69 (4011-D)

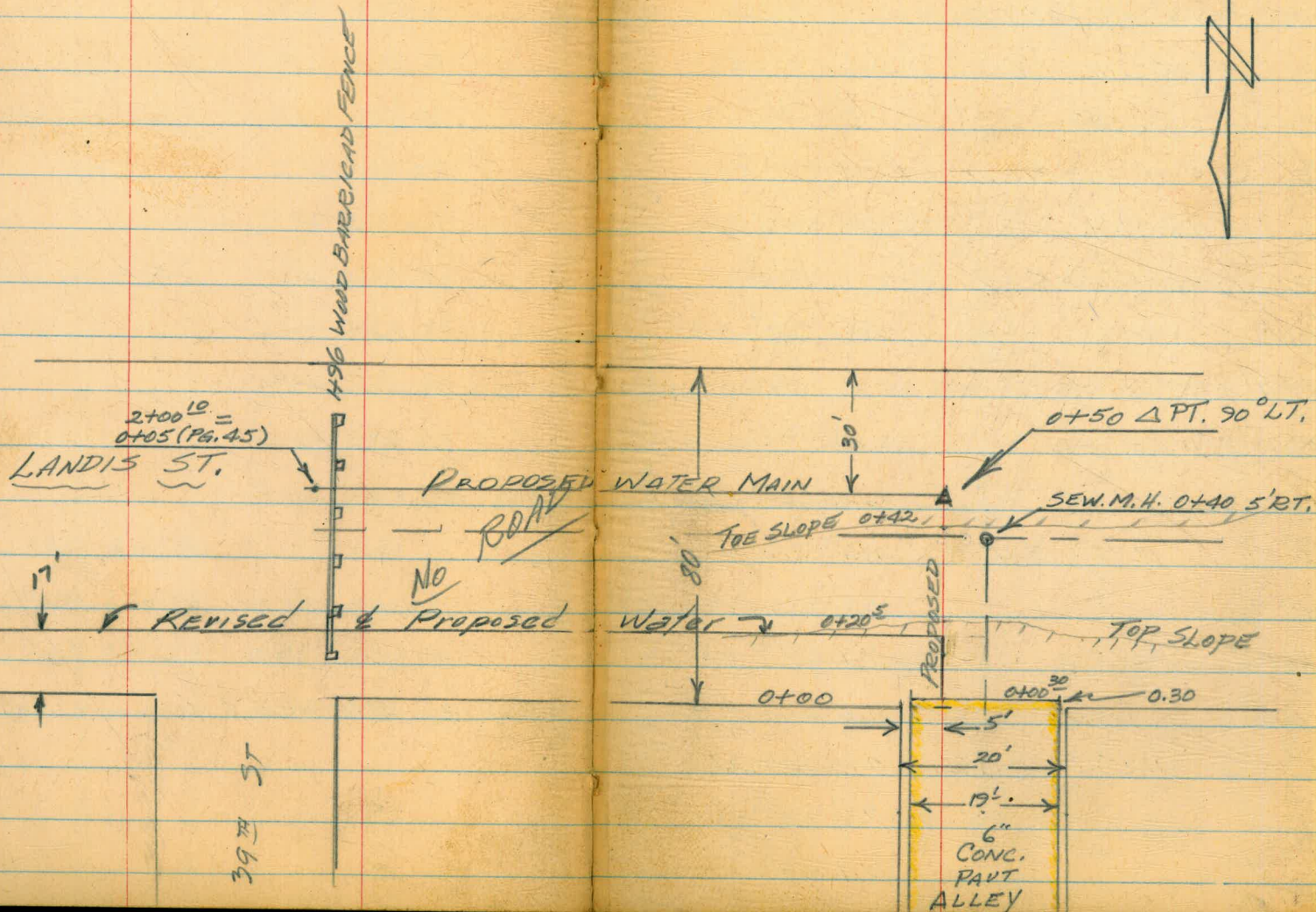
CP15 □ Roanoke & Winchester

LANDIS ST.
 Q PROFILE
 (CONT'D FROM PG'S 45-47)

5/14/57
 SHORREY
 KEMP
 O'BRIEN

FA. 75' LT 4+03
 FA. GV. 75' LT 4+00?
 SEW. MH. 23' RT 3+91.3

3+96.18
 ALLEY



LANDIS ST.
 & PROFILE
 (CONT'D FROM PGS 45-47)

5/14/57
 SHOREY
 KEMP
 O'BRIEN

PPole PA. 3725 IN ALLEY W. OF 39th ST. (Pg. 46)

BM	0.25	331.55	331.30
TP	0.24	318.47	13.32 318.23
0+00	ON 6" CONC. PAVT.	4.97	313.50
0+00 ³⁰	EDGE CONC. PAVT.	5.01	313.46
0+20 ⁵	TOP SLOPE	6.3	312.17
TP	5.98	311.90	12.55 305.92
	SEW. M. H.	11.60	300.30
0+42	TOE SLOPE	13.3	298.60
0+43		10.8	301.10
0+50	ΔPT. 90° LT.	10.0	301.90
0+50	ΔPT. 90° LT.	10.0	301.90
0+62		2.2	309.70
TP	9.85	320.90	0.85 311.05
0+83		9.0	311.90
1+00		7.1	313.80
1+15		1.6	319.30
TP	11.15	331.42	0.63 320.27
1+50		9.6	321.82
1+57		9.1	322.32

P2 from 1 in 0 5-16-57
 Reduced by

FH. 75' LT 4+03



RT.

0+40 5' RT.

10.2 11.3 13.3 16.3
 12.5 8 8 15

2.6 4.5 10.8 17.0
 13 7 8 15

90° TO BK. TAN. x 13.6 17.5
 6 9

90° TO FWD. TAN. x 11.2 12.2
 11 17

10.4 3.5 2.2 4.0 5.0
 8 6 8 7 13

3.8 6.3 7.1 7.2 7.9
 13 7 8 6 17

8.5 10.3 8.6 9.6 9.7 10.1
 13 10 7 8 5 10

LANDIS ST.
 & PROFILE
 (CONT'D FROM PG'S 45-47)

331.42

1+65	4.9	326.52
1+24 77	3.7	327.72
2+00 ¹⁰ BK.	2.8	328.62
=		
0+05 AH. EQ.		
CK. B.M.	1.95	329.47 =
CK. TBM.	2.31	329.11 =

Reduced by Palomino 5-16-57

& Profile Revised Alignment

B.M.	0+11 331.41	331.30
T.P.	1.37 319.64	13.14 318.27
0+00		6.2 313.44 ✓
+17		7.3 312.34
+33		5.9 313.74
+43		3.7 315.94 ✓
+50		2.6 317.04
T.P.	12.52 330.62	1.54 318.10
1+00		2.7 321.92 ✓
+18		6.7 323.92
+20		5.8 324.82

Reduced by Palomino 6-25-57

5/14/57
 SHOREY
 KEMP
 O'BRIEN

329.47 NAIL IN P. POLE # 3899 1498 18' RT.
 329.14 3' LET N.W. COR. 39th & LANDIS (PG. 46)

P. POLE P.A. 3725 IN ALLEY W. OF 39th ST

END CONC. ALLEY

RT 90° LT

RT	
TOP SLOPE	
8.5	10.5
7'	11'
TOP SLOPE	
7.2	10.0
7'	7.5'
RT	
4.7	6.7
11'	7.6'

330.62

1+50 3.3 327.32

2+00 2.3 328.32

+50 1.9 328.72

3+00 1.7 328.92

+50 1.2 329.42

T.P. 4.84 335.12 0.34 330.28

3+96.18 5.2 329.92

CK BM 5.65 329.47 = 329.47

Reduced by Palomino
6-25-57

INTERSECTION WITH W. LINE IN ALLEY E. OF 39TH ST

NAIL IN P.P. #3899 1+62

19597
 Please Return to
 City of San Diego Water Dept.
 Room 903 Civic Center

253.72
 8.69 252.76 9.65 244.07

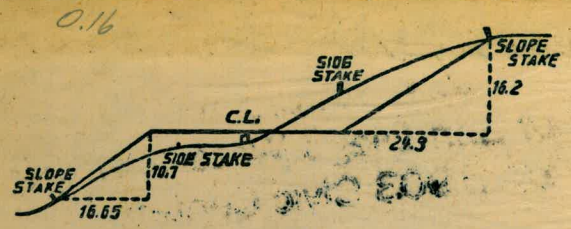
Top Ch.
 @ STORM 8.1
 DRAIN STREET 168 ft 236.0

3785 85
 30
 2455 85
 9.0 LT RT
 9.2 9.0
 10 10

CK. BM. R.P. # 88095 406-248.70 = 248.72

167
 27
 100

2+12.18
 2 34
 4+46.18
 1+67.18
 2 34
 4+01.18
 50.00
 2+17.18
 2 00.00
 1+67.18
 32.82



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
 SLOPE 1 1/4 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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