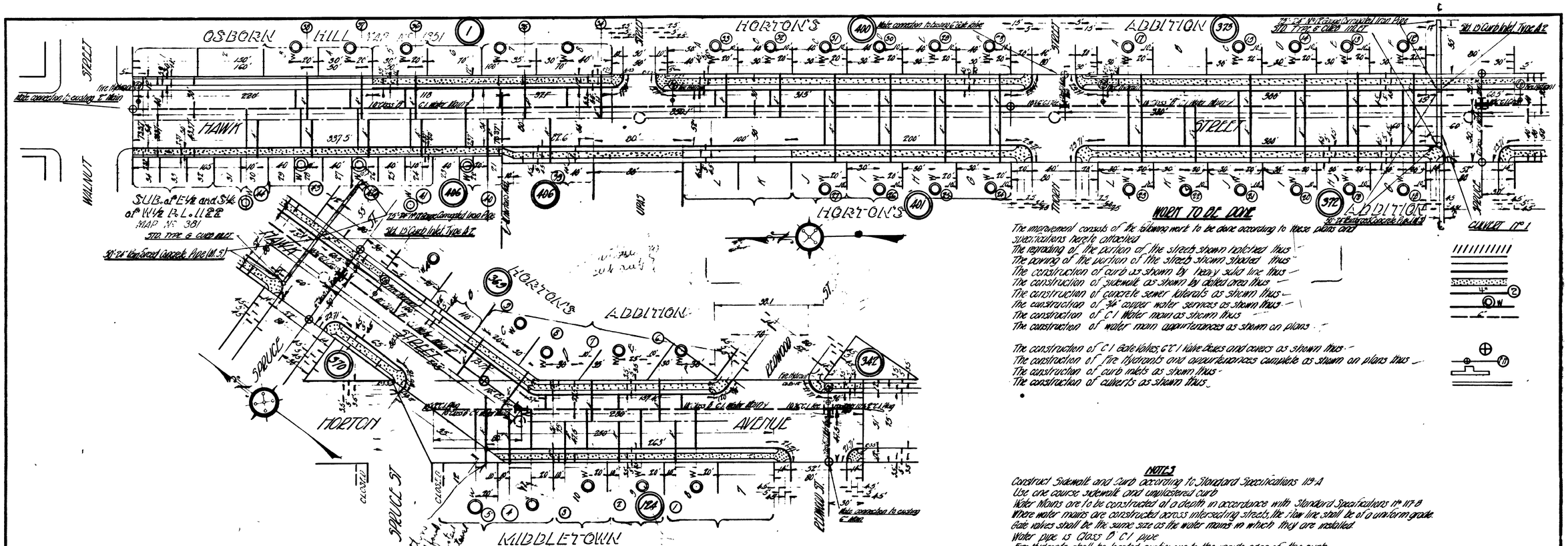


WORK TO BE DONE

The improvement consists of the following work to be done according to these plans and specifications hereto attached
The regrading of the portion of the streets shown hatched thus
The paving of the portion of the streets shown shaded thus
The construction of curb as shown by heavy solid line thus
The construction of sidewalk as shown by dotted area thus
The construction of concrete sewer laterals as shown thus
The construction of ¾" copper water services as shown thus
The construction of C.I. Water main as shown thus
The construction of water main appurtenances as shown on plans

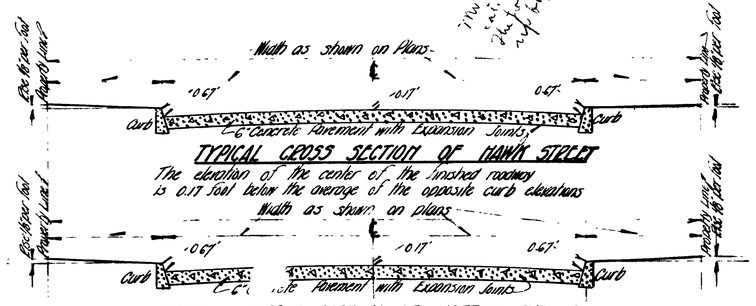
The construction of C.I. Gate Valves, C.C.I. Valve Boxes and covers as shown thus
The construction of Fire Hydrants and appurtenances complete as shown on plans thus
The construction of curb inlets as shown thus
The construction of culverts as shown thus

NOTES

Construct Sidewalk and Curb according to Standard Specifications 119-A
Use one course sidewalk and unplastered curb
Water Mains are to be constructed at a depth in accordance with Standard Specifications No. 117-B
Where water mains are constructed across intersecting streets, the flow line shall be of a uniform grade.
Gate valves shall be the same size as the water mains in which they are installed.
Water pipe is Class D C.I. pipe
Fire Hydrants shall be located contiguous to the inside edge of the curb
All reinforcing is steel
Plug open ends of all gate valves and water mains with C.I. Plugs.
C.I. = Cast Iron
Expansion joints shall be constructed according to Standard Specifications No. 123-B
M.S. = Medium Steel
All inside radii of Sidewalk returns to be 4.5 feet unless otherwise shown on plans.
Yardage is estimated to and will be paid for to subgrade.

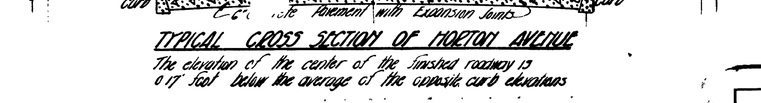
EXISTING WORK

Existing Manholes shown thus
Existing Sewer shown thus
Existing water mains shown thus
Existing gate valves shown thus



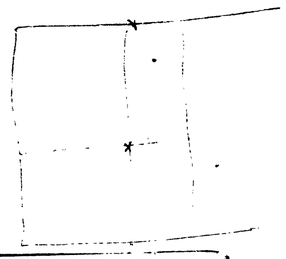
TYPICAL CROSS SECTION OF HAWK STREET

The elevation of the center of the finished roadway is 0.17 foot below the average of the opposite curb elevations



TYPICAL CROSS SECTION OF HORTON AVENUE

The elevation of the center of the finished roadway is 0.17' foot below the average of the opposite curb elevations



CITY DATUM
ADD 6.119 FEET
TO CONVERT TO
MEAN SEA LEVEL

REDUCED PLAN
USE SCALE BELOW
0 1 2 3 4
4" ON ORIGINAL SCALE

MICROFILMED
APR - - 1963

SHEET 1	CITY OF SAN DIEGO OPERATING DEPARTMENT	3 SHEETS

PLATS FOR THE IMPROVEMENT OF
HAWK STREET between the South line of Walnut Ave. and the N.E.ly Line of Horton Ave.
HORTON AVENUE between the S.E.ly line of Redwood St. produced N.E.ly and S.W.ly from the S.E.ly corner of the intersection of Spruce St. and Horton Ave. to the intersection of Horton Ave. and Hawk St.
SPRUCE STREET between the East Line of Hawk St. and a line parallel to and distant 55 feet East from the East Line of Hawk St.

APPROVED: F. M. Godwood, MGR. OF OPERATION — H. J. Jorgensen, CITY ENGINEER
DATE 5/2/28
SCALE 1" = 50'
DRAWN BY: Elder
TRACED BY: Elder
CHECKED BY: D.A.L.
FIELD BOOKS:
CHANGED DATE O.K.
DRAWING NUMBER 3251 - L

SEE PLAT No. 1289