

DIBBLE
D. C. C.

MINING

TRANSIT BOOK

No. 422F

#732

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

MICROFILMED
 Distances from Center of Roadway for Cross-Sectioning
 Roadway 16 feet wide. Side Slopes 1 on 1.
 For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1½ see inside of back cover.

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

3.8
 2.79
 1.01

10.1
 52.7
 78.5

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

Indexed to P. 29-M.P.V. 2/28/48

" " P 90-m 7/30/48

" " P 95-m 11/8/48

" " 56 ✓ 4/5/49

54716

Alignment & Properties Sorrento Pumping
Plant Road 1-10

Profile Sorrento Pumping Plant
Road 11-29

Alignment & Profile proposed line
La Jolla Mesa Drive from Tiquiseto to Colina 31-41

x-Sections Hodges Drop Inlet Bx. 44-45

FRONTO ST. - Profile & of Proposed Pipe Line 46-53 ✓
" " Details, etc.

Ties to Pipeline - Vicinity of Sorrento 56-59 ✓

6" TRANSITE MAIN - SORRENTO 60 ✓

PEPPER DR.
MARKETA, TULIP to 29th ST, Proposed WATER 65-66 ✓

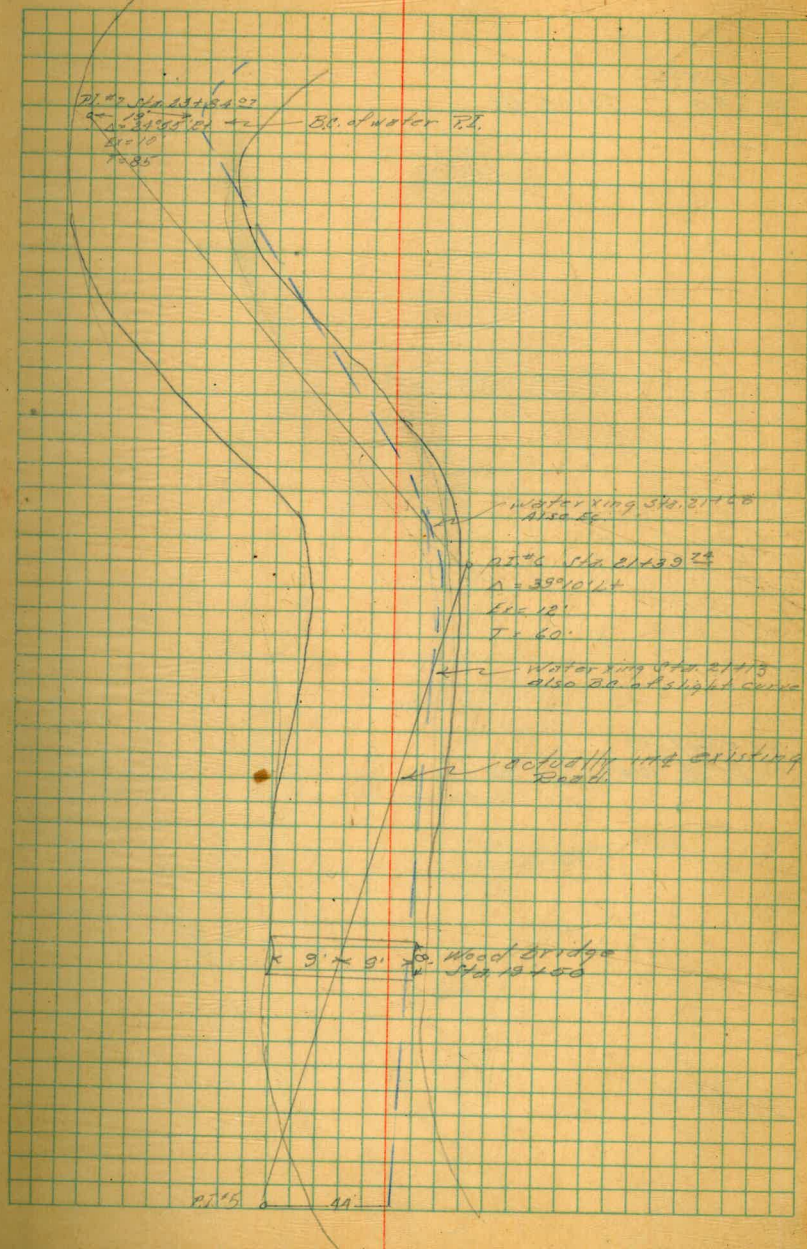
72nd ST Alley, N. of Marketa
Elevations of Existing Main 79 ✓
alice

PROPOSED PIPE LINE IN P.L. 1359. SORRENTO VALLEY 67-68 ✓
alice

h. y.

07
No. 23484
P.I. #7 24°55' R.L.

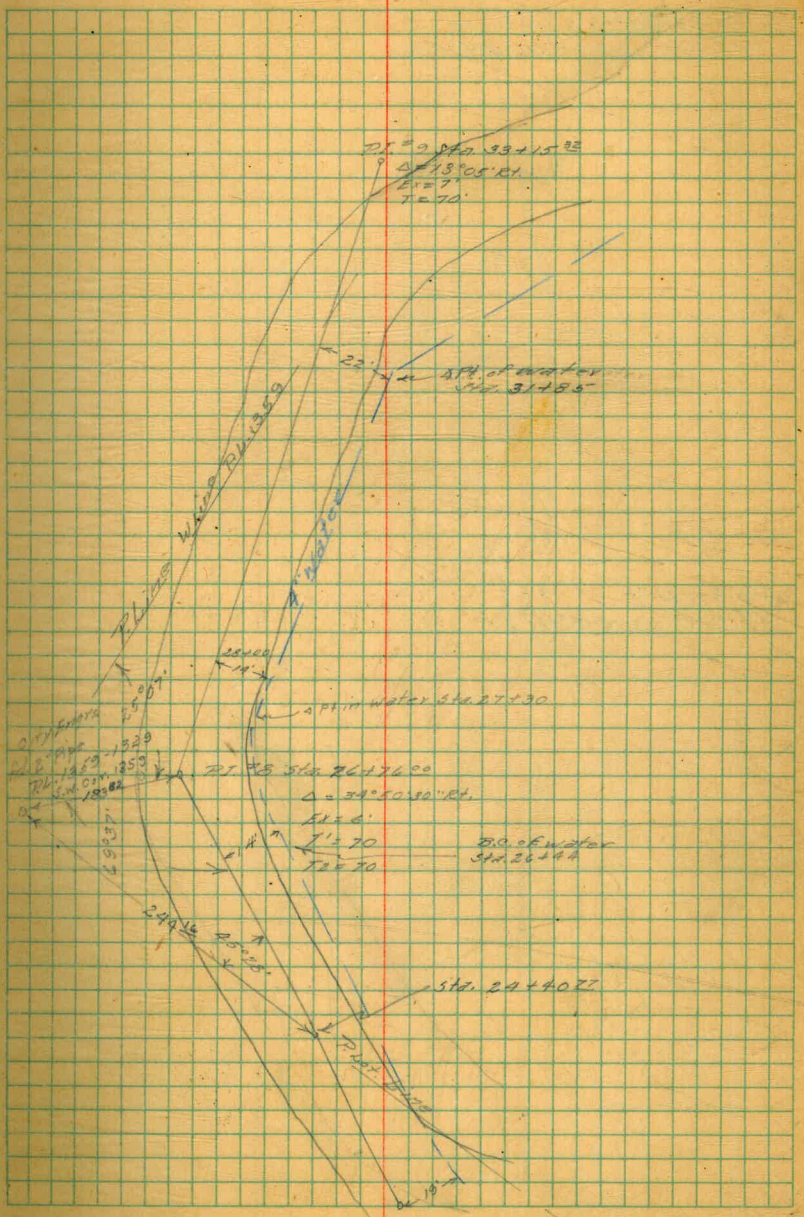
No. 21499
P.I. #6 39°10' L.L.



Mar 17, 1948
Fairley Baker
Shipman 4.

No 334582
PI #9 13°05'RT.

No 264762
PI #8 34°50'30"RT.



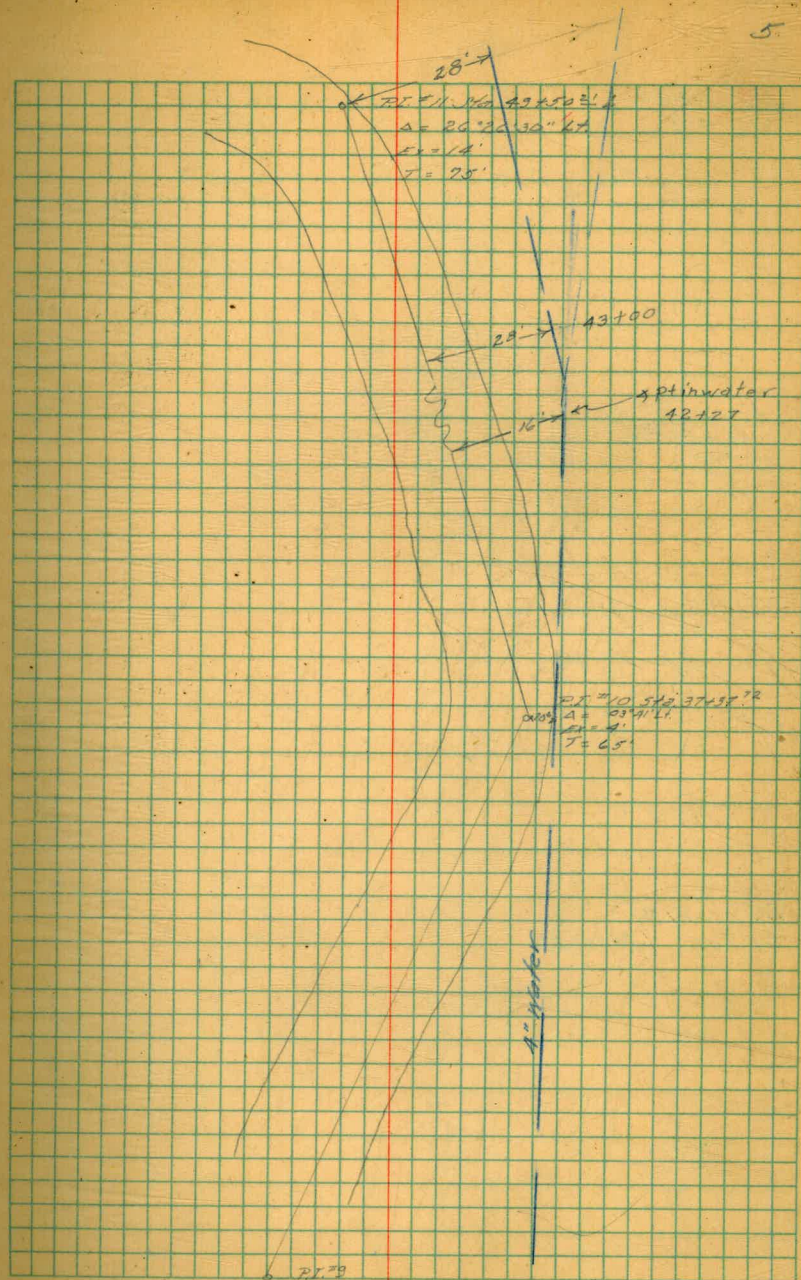
Al. Conc.
Mon.

Sta 49+50.21

PI #11 26°26'30" Lt.

Sta 37+37.22

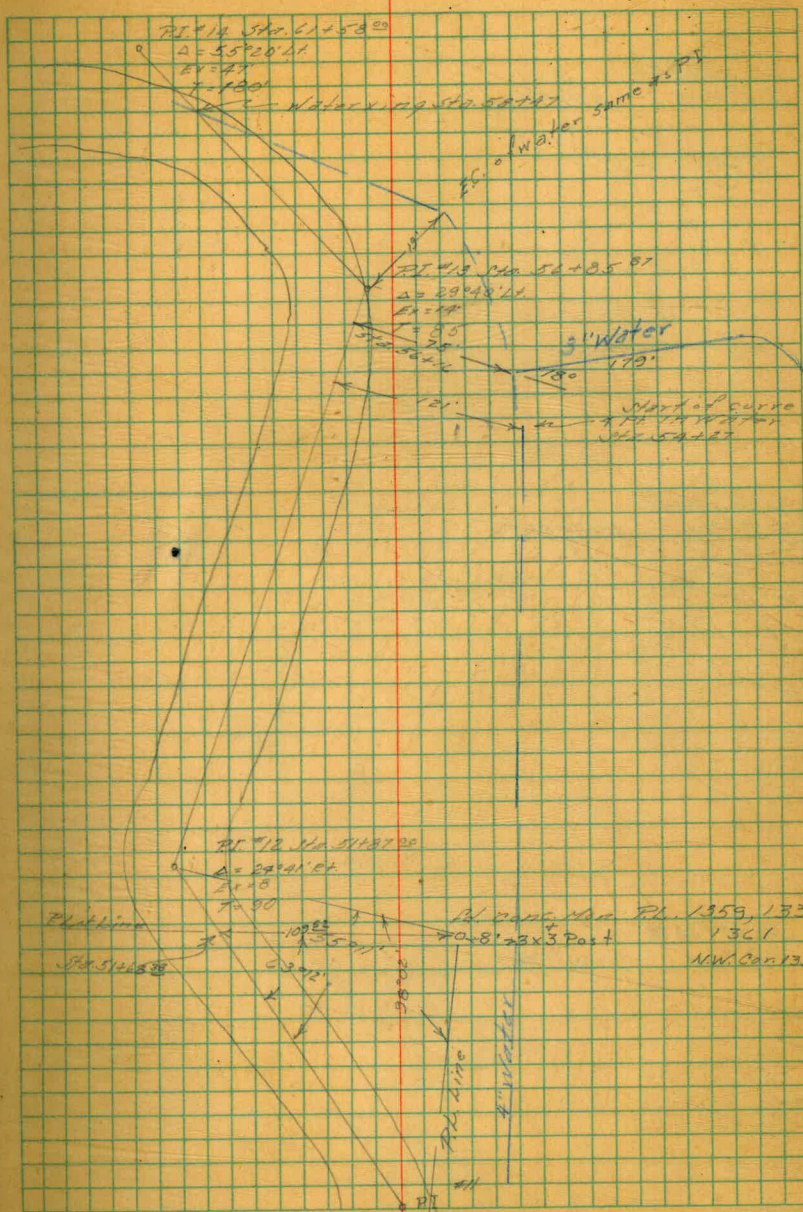
PI #10 03°41' Lt.

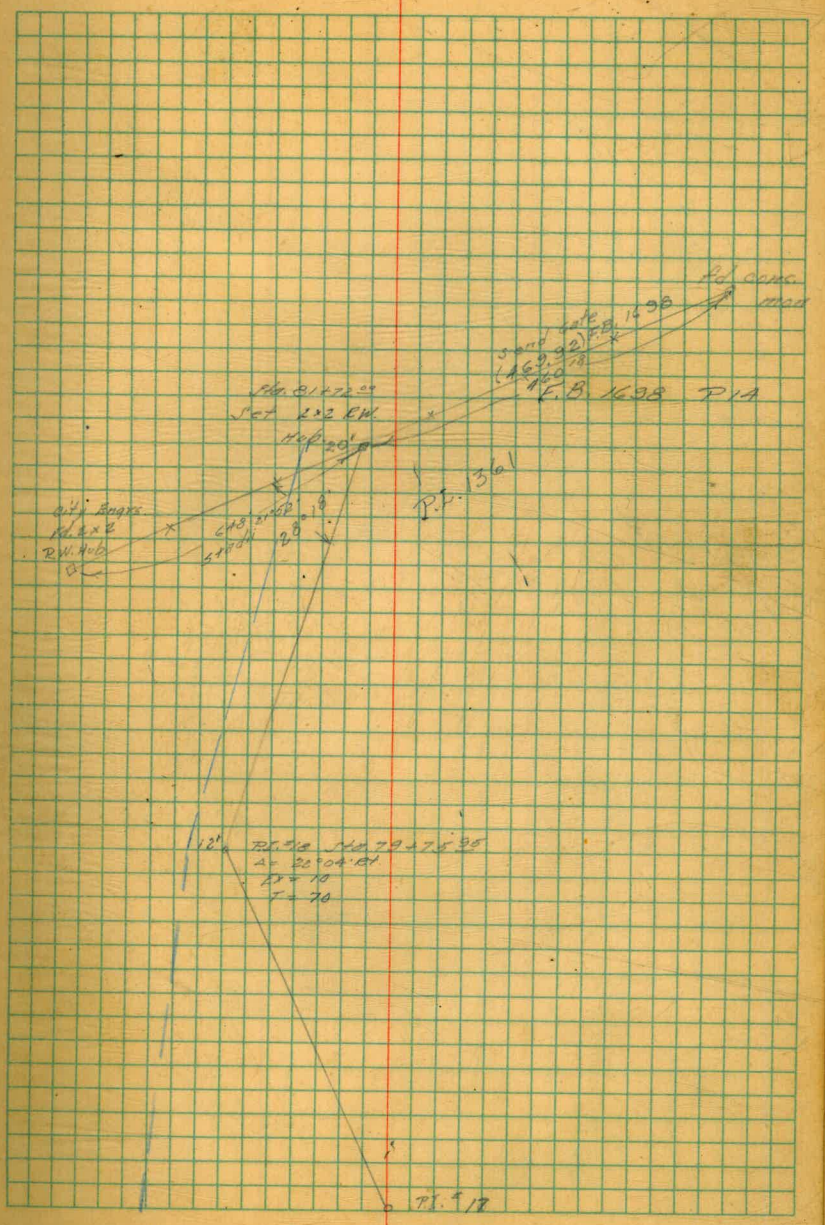


Sta. 61+58.00
PI #14 55°20' Lt.

Sta. 56+85.87
PI #13 29°40' Lt.

Sta. 51+87.00
PI #12 24°41' Rt.

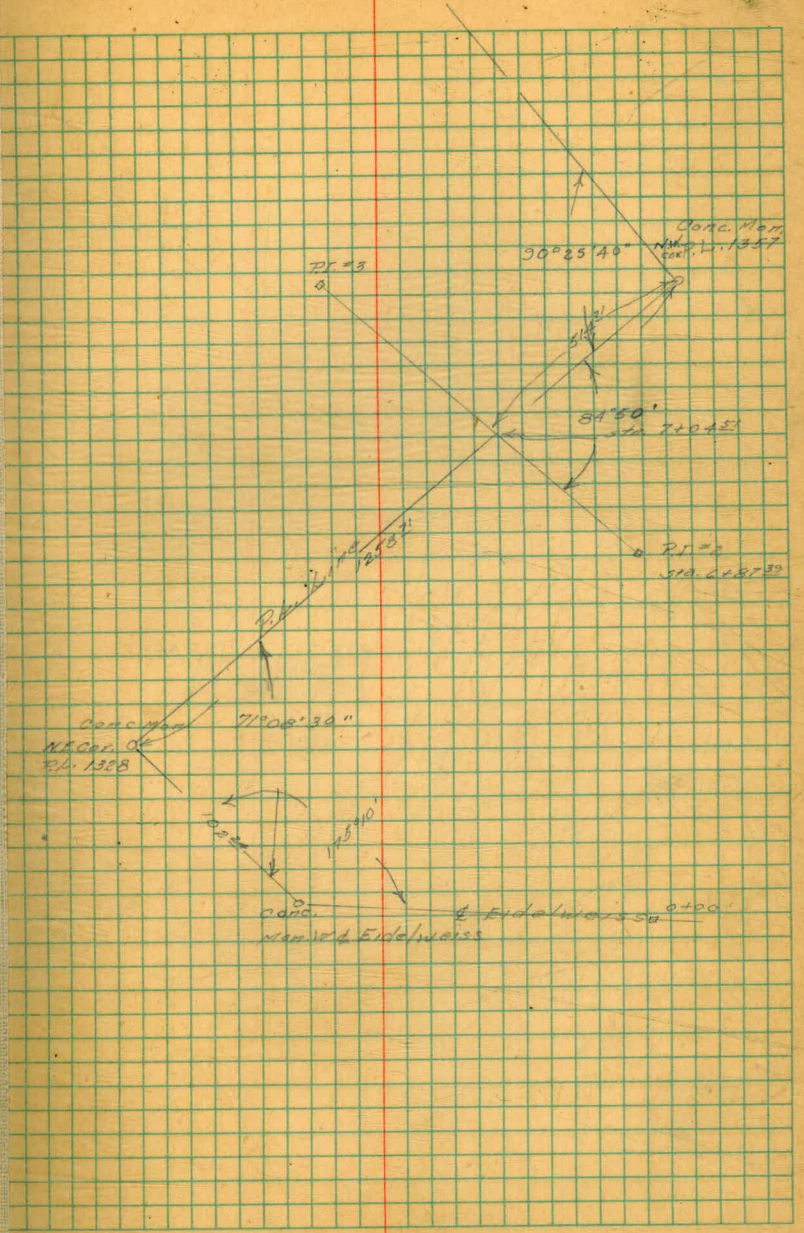


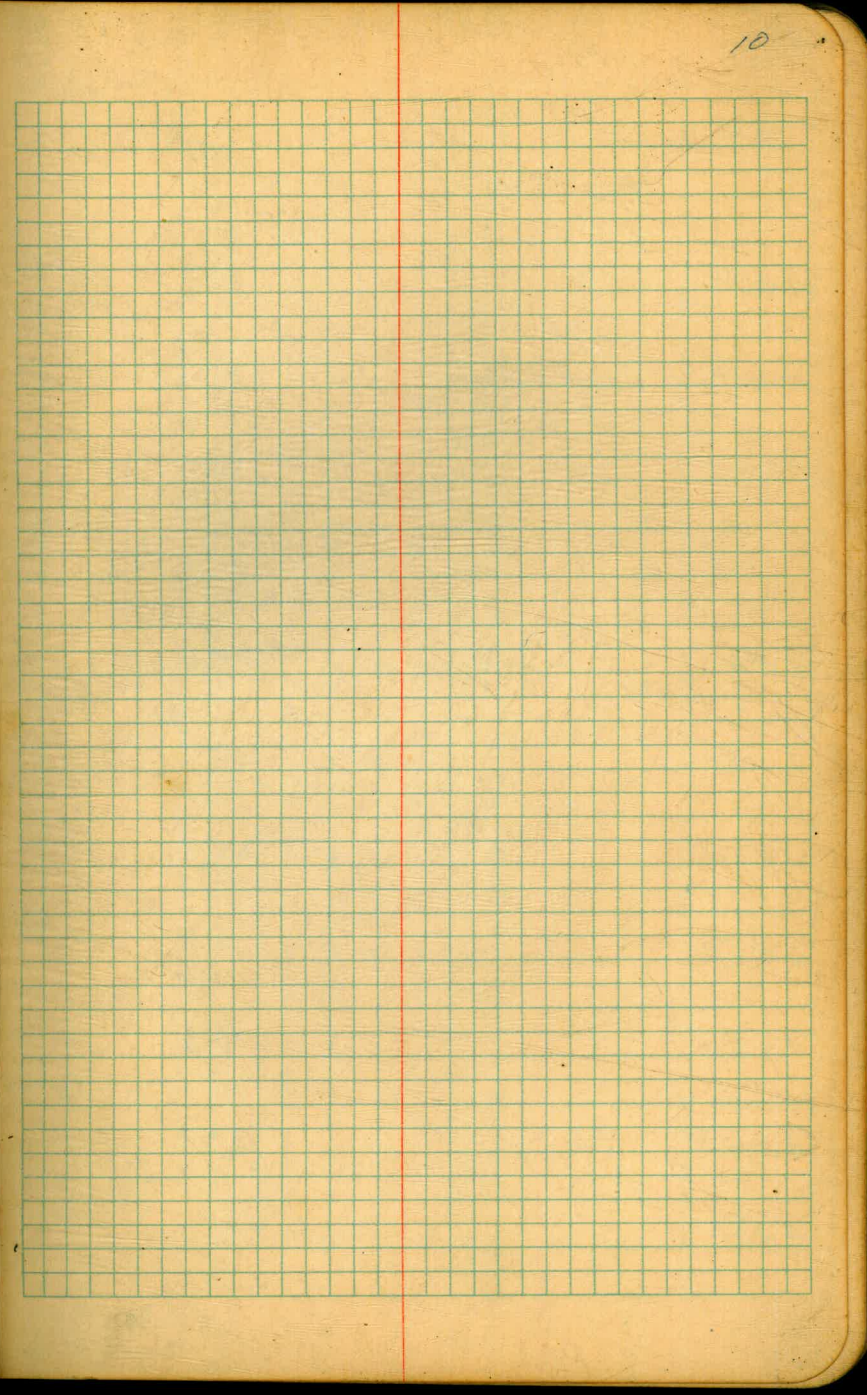
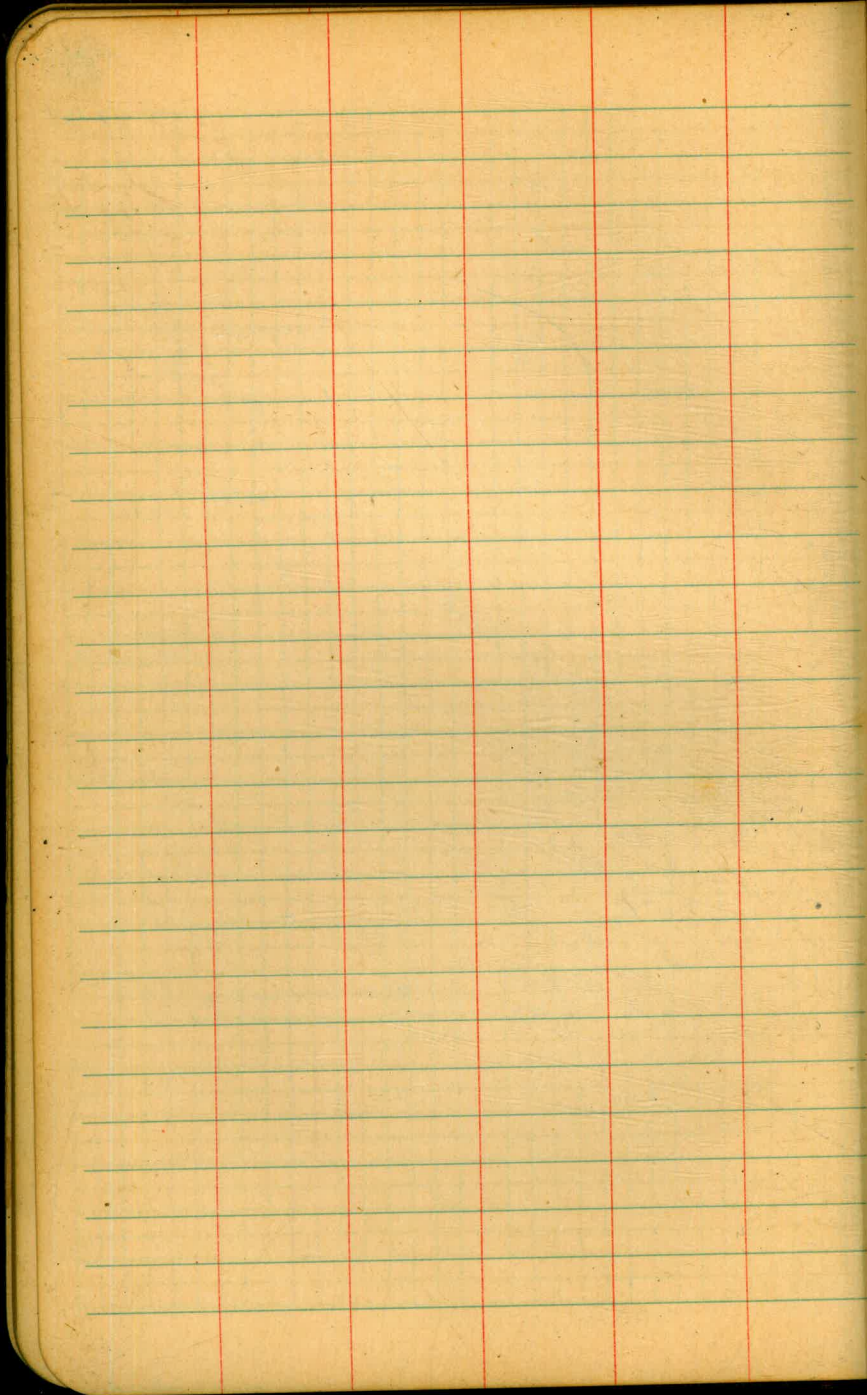


Pt. 13
 Bt. 79+75.95 22°04' Rt.

138
 Pt. 13 Bt. 79+75.95
 Δ = 22°04' Rt
 D = 10
 T = 76

Pt. 17





Profile

U.S. G.S. Datum
 B.M. Granite Mar 250 SW 0+00 40.42

0.12 40.59 ↓

0+00 2.3 38.3

0+50 20' wide 4.0 36.6

1+00 5.2 35.4

1+50 5.5 35.1

2+00 20' wide 5.6 35.0

2+50 5.3 35.3

3+00 5.5 35.1

3+50 5.9 34.7

4+00 6.3 34.3

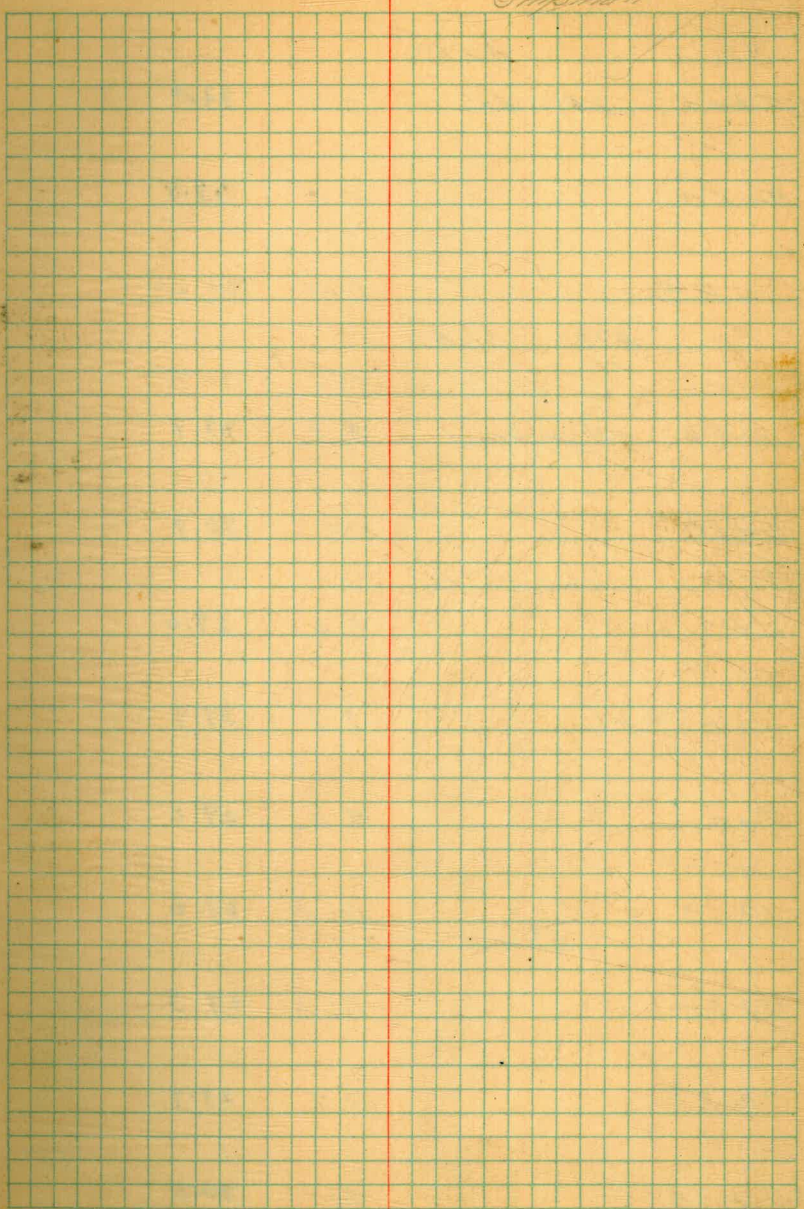
4+11.20 P.I. 6.3 34.3

4+50 6.5 34.1

Mar 22, 1948

Rainey
 Baker
 Shipman

11.

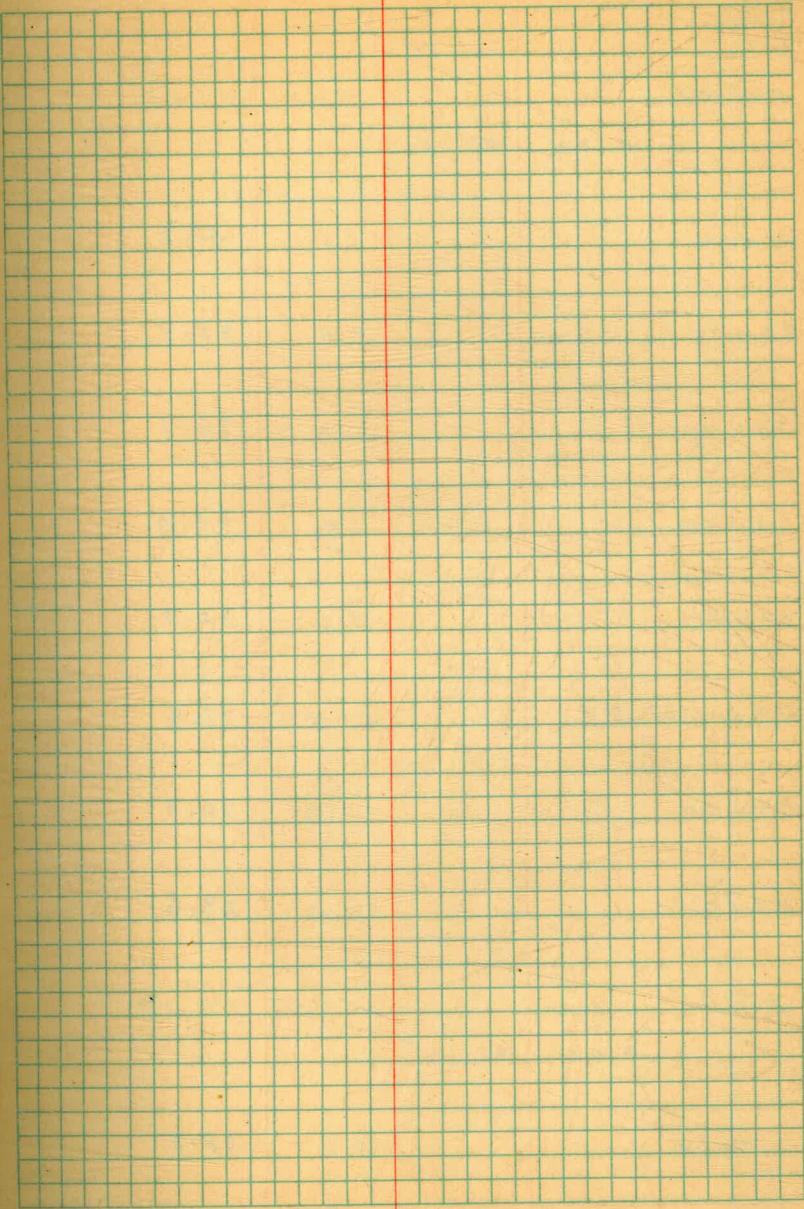


	40.59 ✓		
5+00	20' wide	6.6	34.0
5+50		6.7	33.9
T.P. #1		7.10	33.49 ✓
	4.12	37.51	
5+92	edge road	3.7	33.9
6+00		6.8	30.8
6+12		8.6	29.0
6+87 ³⁹	PI.	7.7	29.9
7+05		8.6	29.0
7+09		10.0	27.6
7+20		10.3	27.3
7+22		8.7	28.9
7+50		7.1	30.5

	37.61 ✓		
7+52	edge of road 5.9	31.7	
	Middle of curve 26' wide 5.0	32.6	
8+00	26' wide 6.8	30.8	
8+50	20' wide 7.1	30.5	
9+74.52	P.I. 7.2	30.4	
9+00	8.0	29.6	
T.P. #2	8.03	29.58 ✓	
	11.76 + 1.34 ✓		
9+50	12.0	29.3	
10+00	12.2	29.1	
10+50	12.6	28.7	
10+83	P.I. 12.6	28.7	
11+00	12.6	28.7	

	41.34 ✓		
11+50		11.9	29.9
12+00	20' wide	10.9	30.8
12+50		8.1	33.2
13+00		5.3	36.0
13+50		3.2	38.1
14+00		1.8	39.5
14+50		1.2	40.1
15+00	20' wide	0.4	40.9
J.P. #3		0.33	41.01 ✓
	7.77	48.78 ✓	
15+50		6.7	42.1
16+00		6.7	42.1
16+50		6.5	42.3

+S	HI	-S	100.00
	43.78		
17+00		6.2	42.6
17+43 ²⁵ PI		5.4	43.4
Middle of curve		5.7	43.1
18+00		5.1	43.7
18+50		4.8	44.0
19+00		5.2	43.6
19+50		5.3	43.5
20+00		5.2	43.6
20+50		4.8	44.0
21+00		5.7	43.1
21+39 ⁷⁴ PI		7.2	41.6
middle of curve		7.4	41.4



	48.78 ✓		
T.P. #4		7.33	41.45 ✓
	0.79	42.28 ✓	
21+50		1.0	41.2
22+00	20' wide	3.4	38.8
22+50		5.8	36.4
23+00		7.8	34.4
23+50		9.5	32.7
23+840 PI		10.8	31.4
24+00		11.3	30.9
24+50		12.6	29.6
T.P. #5		12.45	29.79 ✓
	3.00	32.79 ✓	
25+00		4.1	28.7

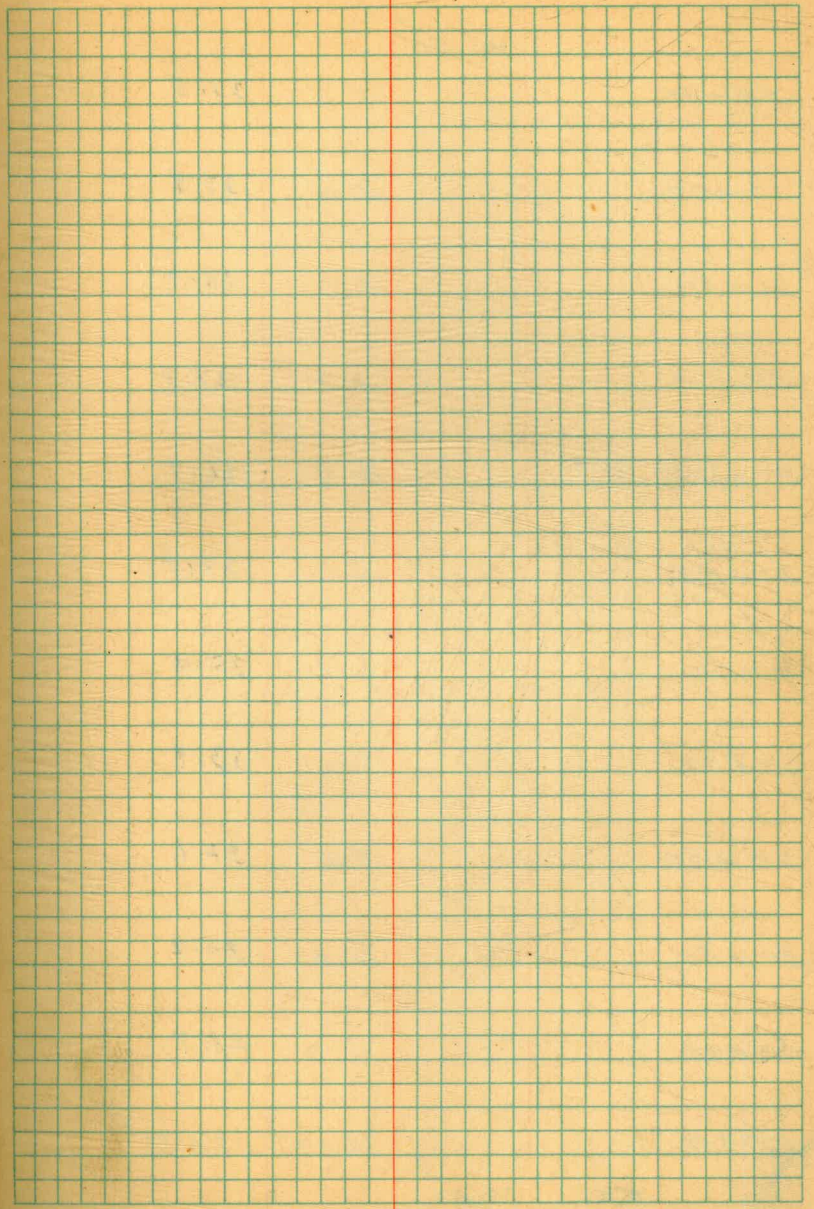
32.79 ✓

25+50	5.3	27.5
26+00	5.7	27.1
26+50	5.5	27.3
26+76 ⁰⁰ P.I.	5.5	27.3
Net T.B.M. 6' N.d. ^{Post} distance	4.20	28.59 ✓
7.19	35.78 ✓	
27+00	8.5	27.3
27+50	8.5	27.3
28+00	9.2	26.6
28+50	9.7	26.1
29+00	9.9	25.9
29+50	9.9	25.9
30+00	9.6	26.2

Mar. 23, 1948

Rainey
Baker
Shipman 17

	35.78 ¹		
30+50		9.2	26.6
31+00		8.8	27.0
31+50		8.2	27.6
32+00		7.2	28.6
32+50		5.6	30.2
33+00	20' wide	4.0	31.8
33+15 ³²	P.I.	3.6	32.2
33+50		2.4	33.4
34+00		1.2	34.6
34+50		0.0	35.8
T.P. # 7		0.23	35.55 ^v
	5.96	44.51 ¹	
35+00		4.4	37.1



	41.51 ¹		
35+50		3.7	37.8
36+00		3.6	37.9
36+50		3.1	38.4
37+00		3.7	37.8
37+37 ²³ P.I.		4.6	36.9
37+50		5.1	36.4
38+00		6.1	35.4
38+50		7.6	33.9
39+00		9.4	32.1
39+50		11.3	30.2
40+00		12.8	28.7
TP#8		12.53	28.98 [✓]
	5.41	34.39 [✓]	

	34.39 ✓		
40+50		7.1	27.3
41+00		8.7	25.7
41+50		10.1	24.3
42+00		10.8	23.6
42+50		11.0	23.4
43+00		10.7	23.7
43+50		8.4	26.0
44+00		5.4	29.0
44+50		4.8	29.6
45+00		4.8	29.6
45+50		5.4	29.0
46+00	20' wide	6.2	28.2

	34.39 ✓		
46+50	23' wide	6.7	27.7
47+00	Start 25' wide	6.8	27.6
47+50		6.9	27.9
48+00		7.0	27.4
48+50		7.4	27.0
49+00		7.7	26.7
49+50	21' PI.	7.3	27.1
TR #9		7.82	27.07 ✓
	0.00	27.07	
Middle of curve	25' wide	0.4	26.7
50+00		0.5	26.6
50+50		1.8	25.3
51+00		2.7	24.4

	27.07 ✓		
51+50		3.0	24.1
51+87 ⁰⁰ P.I.		3.3	23.8
Middle of curve		3.2	23.9
52+00		3.3	23.8
52+50		3.3	23.8
53+00		3.1	24.0
53+50		3.3	23.8
54+00		3.8	23.3
54+50		3.8	23.3
55+00		3.9	23.2
55+50		4.5	22.6
56+00		4.8	22.3

	27.07 ✓		
56+50	5.0	22.1	
56+80 edge road	5.0	22.1	
56+85 ⁸³ P.I.	6.2	20.9	
56+98 ³ edge road	5.0	22.1	
Middle of road	5.2	21.9	
57+00	5.1	22.0	
57+50	5.9	21.2	
58+00	6.1	21.0	
58+50	6.3	20.8	
59+00	6.0	21.1	
59+50	5.4	21.7	
60+00	5.3	21.8	

	27.07 ✓	
60+50 edge of road	6.2	20.9
60+55	5.5	21.6
61+00	5.4	21.7
61+58 ⁰⁰ P.I.	9.9	17.2
Middle of curve	8.1	19.0
T.P.#10	8.08	18.99 ✓
	12.19	31.18 ✓
62+00	13.0	18.2
62+50	11.1	20.1
63+00 edge of road	9.5	21.7
63+50 end 25' start 20'	6.5	24.7
64+00	2.4	28.8

T.P.#11 31.18 ✓
 0.84 30.34 ✓
 11.70 42.04 ✓

64+50 10.1 31.9

65+00 4.4 37.6

65+50 0.3 41.7

T.P.#12 0.32 41.72 ✓
 11.79 53.51 ✓

65+69²⁰ P.T. 10.6 42.9

66+00 9.1 44.9

66+50 8.0 45.5

67+00 6.4 47.1

67+50 4.3 49.2

68+00 0.9 52.6

	53.51 ✓		
TP#12		0.10	53.41 ✓
	13.11	66.52 ✓	
68+50		9.3	57.2
69+00		4.4	62.1
69+50		0.2	66.3
TP#13		0.08	66.44 ✓
	7.67	74.08 ✓	
69+70	edge of road	6.6	67.5
70+00		3.7	70.4
70+05		2.3	71.8
70+50 ⁰⁰	P.I.	0.0	74.0
Middle of curve		5.6	68.5
71+00		2.9	71.2
71+50		5.6	68.5

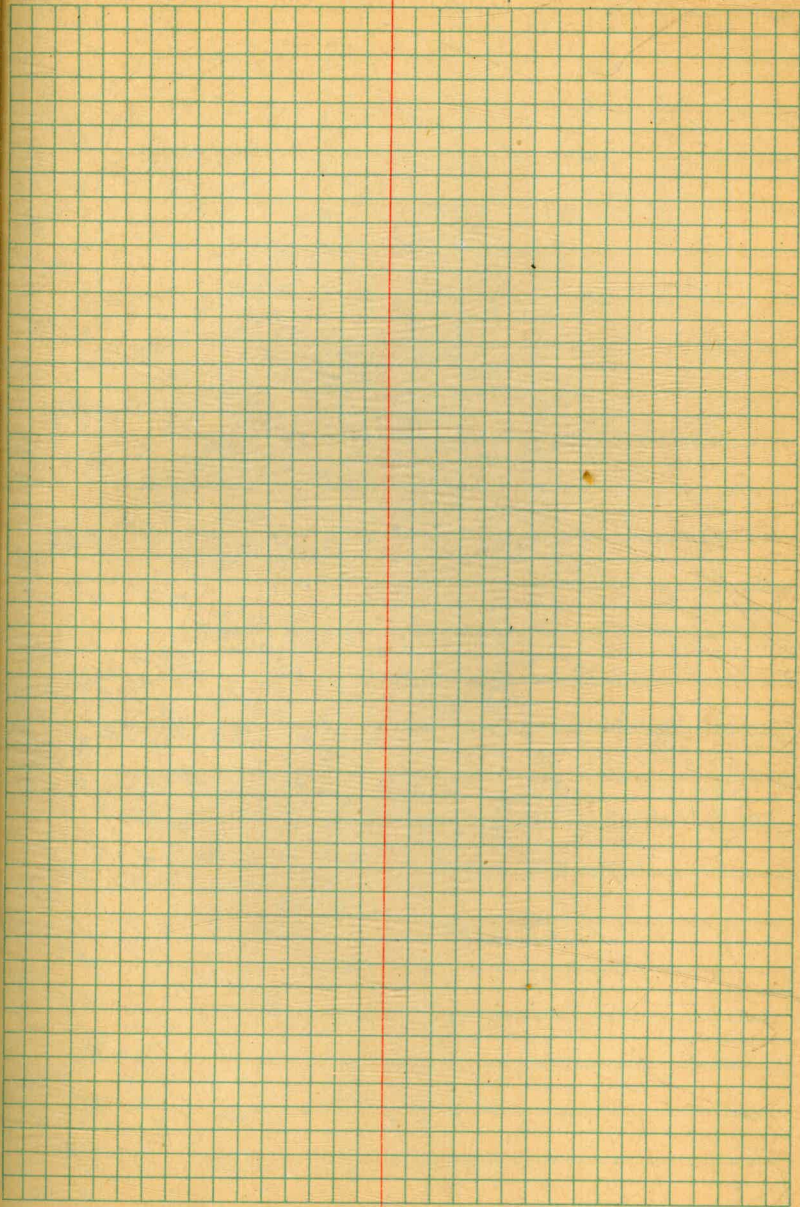
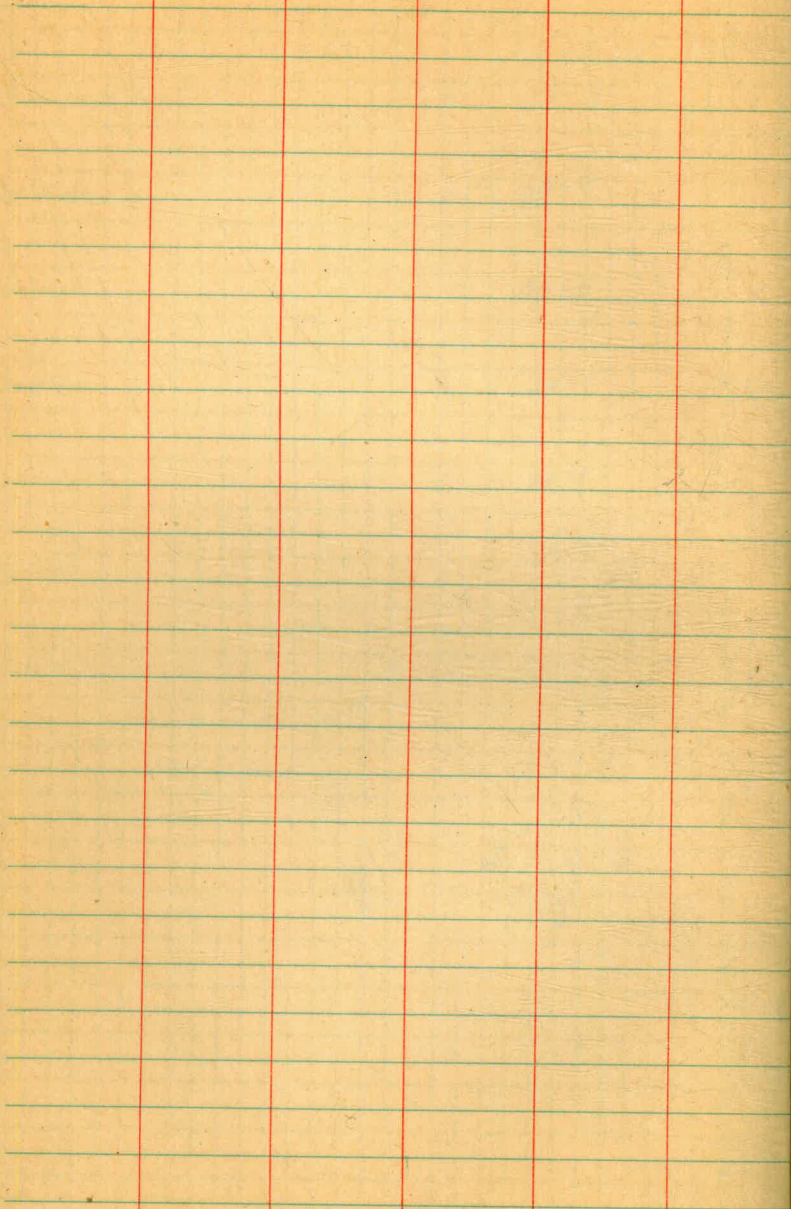
	74.08 ✓		
72+00		6.8	67.3
72+10	edge of road	8.5	65.6
72+50		9.3	64.8
73+00		12.4	61.8
T.P. # 14		18.75	61.33 ✓
	0.24	61.57 ✓	
73+50		4.7	56.9
74+00	18' wide	9.8	51.8
T.P. # 15		11.62	49.95 ✓
	0.23	50.18 ✓	
74+50		2.7	47.5
75+00		7.7	42.5
75+50		11.4	38.8

	50.18		
T.P. #16		12.68	37.50
	0.48	37.98	
76+00		1.2	36.78
76+35 edge of road		3.3	34.7
76+85 ⁵ -30 P.I.		5.1	32.9
Middle of curve		3.8	34.2
76+75 edge of road		4.2	33.8
77+00 20' wide		4.4	33.6
77+50		4.8	33.2
78+00		5.4	32.6
78+50		5.2	32.8
79+00		4.2	33.8
79+50		3.1	34.9

	37.98 ✓		
79+75 ⁹⁵ PI	2.7	35.3	
80+00	2.3	35.7	
80+50	2.0	36.0	
81+00	1.9	36.1	
81+50	1.9	36.1	
81+72	1.7	36.3 end	
T.P. #17	1.59	36.39 ✓	9
	12.67	49.06 ✓	
B.M. cane handwall	35-5000	0.74	48.32 ✓
752 F.B. 10981	U.S.G.S. Datum		48.28

$$\begin{array}{r} 48.28 \\ 6.12 \\ \hline 42.16 \end{array}$$

$$\begin{array}{r} 48.28 \\ 6.12 \\ \hline 42.16 \end{array}$$

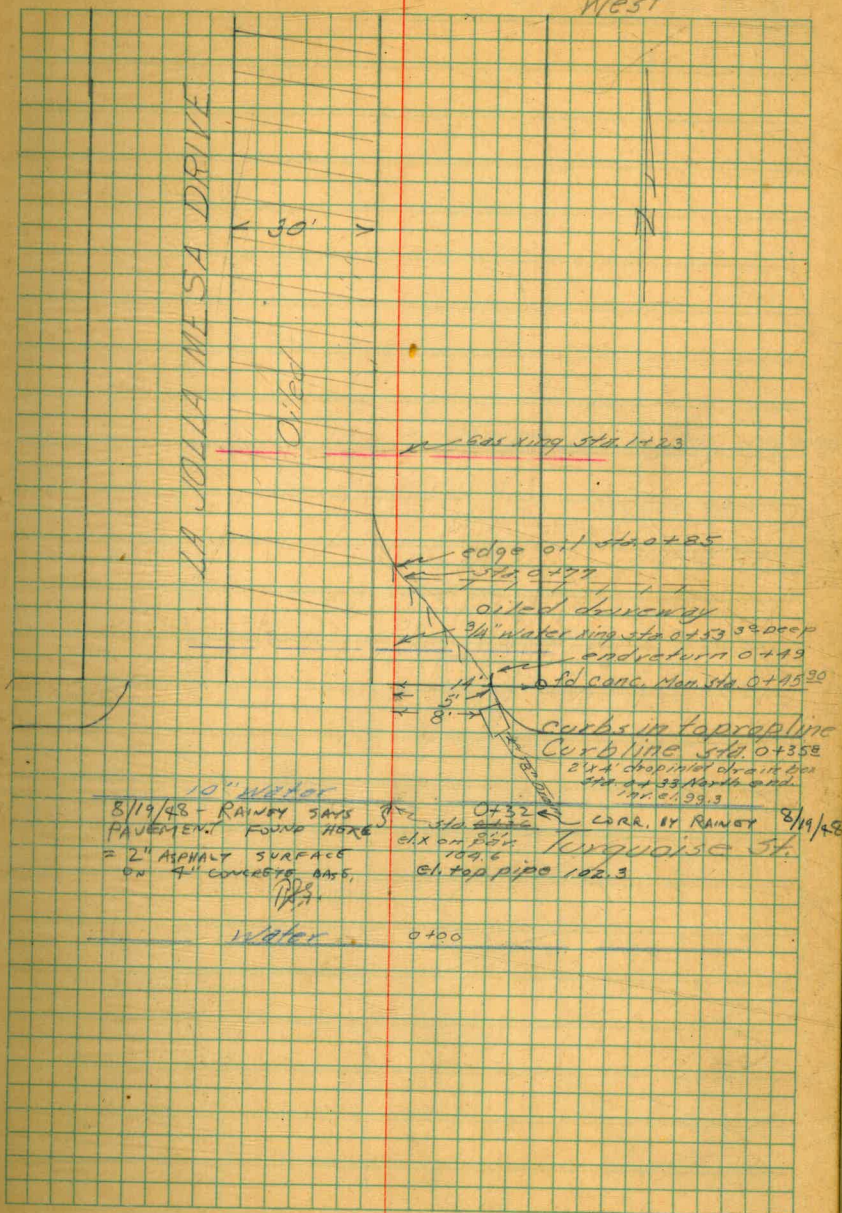


From Turquoise to Colima
 La Jolla Mesa Drive Pipeline

July 28, 1948

Rainey
 King
 West

31



Top Cas Xing Sta. 5+69
at top pipe 112.1

N

14'

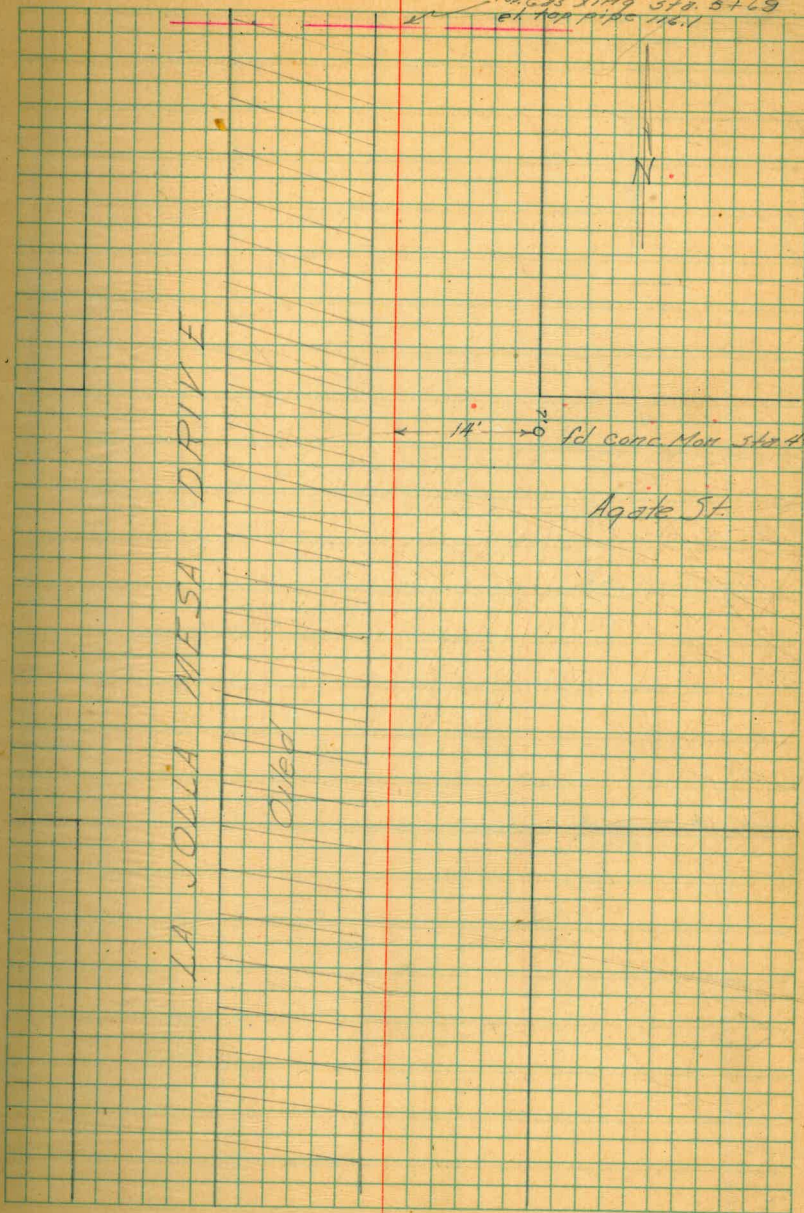
0.2

Pd Conc. Man Sta 4+21

Agate St.

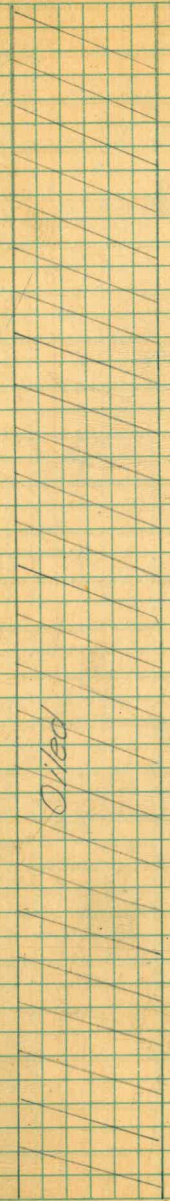
LA JOLLA MESA DRIVE

DIBEL



LA JOLLA MESA DRIVE

Oiled



2.5 ft 0.002' el

14' to fd conc. base str
10/39/00

Van Neys St



Profile MESA Drive
 La Jolla ~~Stores~~ Drive
 From Turquoise to ^{Start MESA}

BM. Mar. NW. Cor. Agates La Jolla 114.85

0.00 115.45

0+00	10.9	104.6	✓
+50	11.1	104.4	✓
+85	10.8	104.7	Edgpool
1+00	10.6	104.9	✓
1+0.1	10.5	105.0	✓
5' R BANK	10.0	105.5	✓
1+50	9.2	106.3	✓
2+0.1	9.1	106.4	✓
4' R BANK	8.6	106.9	✓
2+00	7.5	108.0	✓
2 1/2' Oil	7.6	107.9	✓
3' R BANK	2.0	108.5	✓
2+50	6.5	109.0	✓
3 1/2' Oil	6.4	109.1	✓
1' R BANK	5.4	109.7	✓
3+00	5.2	110.3	✓
3 1/2' Oil	5.2	110.3	✓
0' R BANK	4.9	110.6	✓
3+50	4.0	111.5	✓
3 1/2' Oil	4.1	111.4	✓
1' R BANK	3.8	111.7	✓

NOTES RECORDED 7/30/85 P.S.

Rainey King West 36

0+15 104.7 Crown
 0+40 104.4 gutter

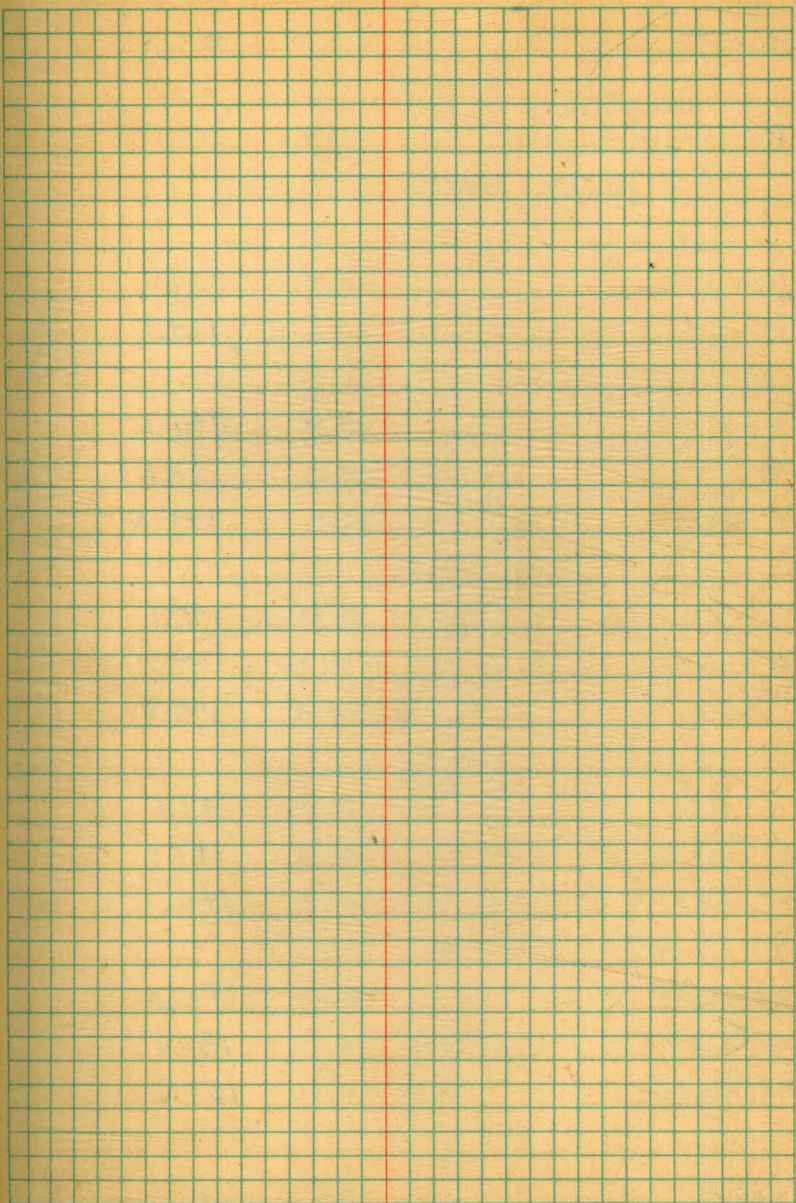
	126.76		
7+50		2.1	124.7 ✓
3 rd oil		2.2	124.6 ✓
T.P. #2		0.22	126.54 ✓
	12.35	138.89	
8+00		12.2	126.7 ✓
3 rd oil		12.0	126.9 ✓
1 st Bank		11.8	127.1 ✓
8+50		9.5	129.7 ✓
4 th oil		9.5	129.4 ✓
0.5 th bank		9.3	129.6 ✓
9+00		6.8	132.1 ✓
4 th oil		7.0	131.9 ✓
9+50		4.4	134.5 ✓
4 th oil		4.3	134.6 ✓
1 st Bank		4.2	134.7 ✓
10+00		1.8	137.1 ✓
4 th oil		1.6	137.3 ✓
3 rd Bank		1.3	137.6 ✓

8/6/48

8/6/48

REMOVED

NOTES



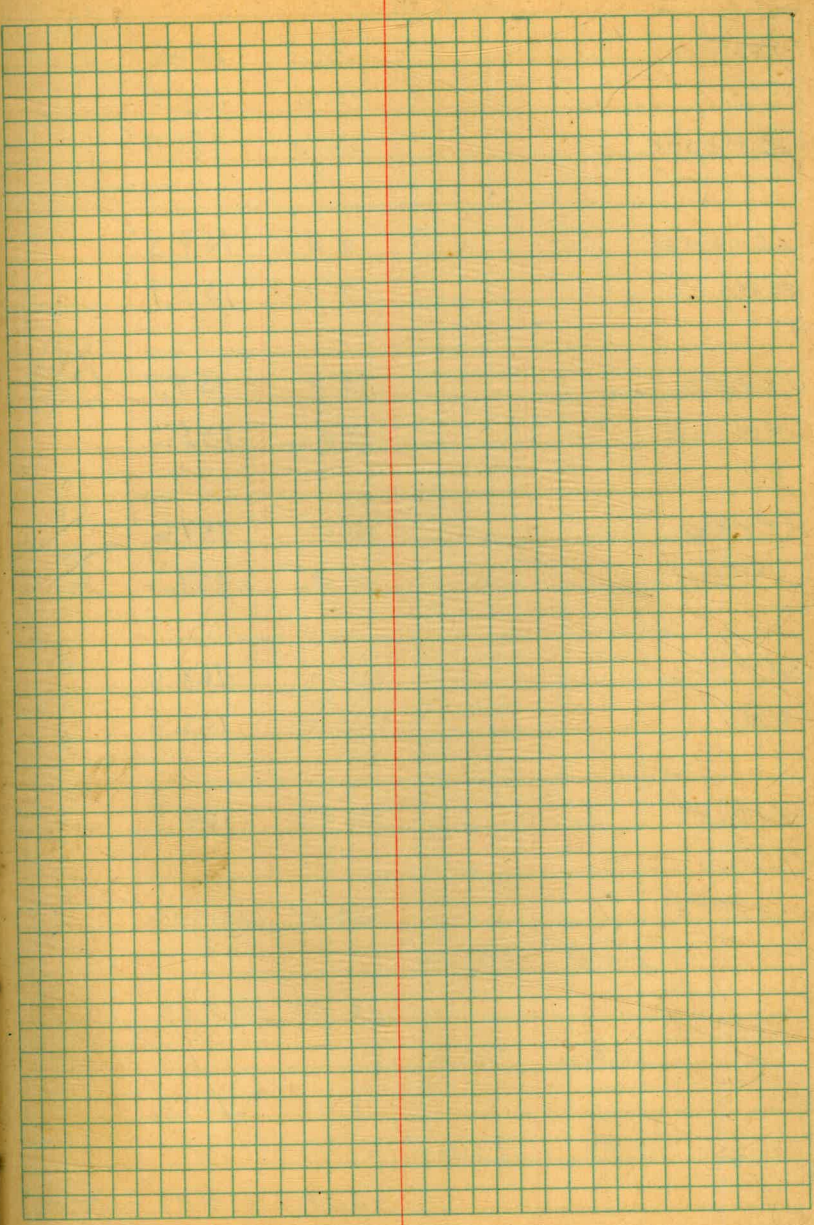
	138.89		
T.P.#3		0.60	138.29 ✓
	11.94	150.23	
Van Nuys + La Jolla			
T.P. on CONC. MAT.		10.72	139.51 ✓
	12.59	152.10	
10 + 50		12.5	139.6 ✓
40 th oil		12.2	139.9 ✓
11 + 00		10.4	141.7 ✓
50 th oil		10.0	142.1 ✓
10 th bank		9.9	142.2 ✓
11 + 50		8.0	144.1 ✓
45 th oil		7.6	144.5 ✓
20 th bank		7.3	144.8 ✓
12 + 00		5.0	147.1 ✓
50 th oil		5.0	147.1 ✓
05 th bank		5.4	146.7 ✓
12 + 50		2.4	149.7 ✓
42 th oil		2.0	150.1 ✓
15 th bank		1.5	150.6 ✓
T.P.#5		0.00	152.10 ✓
	11.46	163.56	

138

8/6/48

NOTES

RECORDED

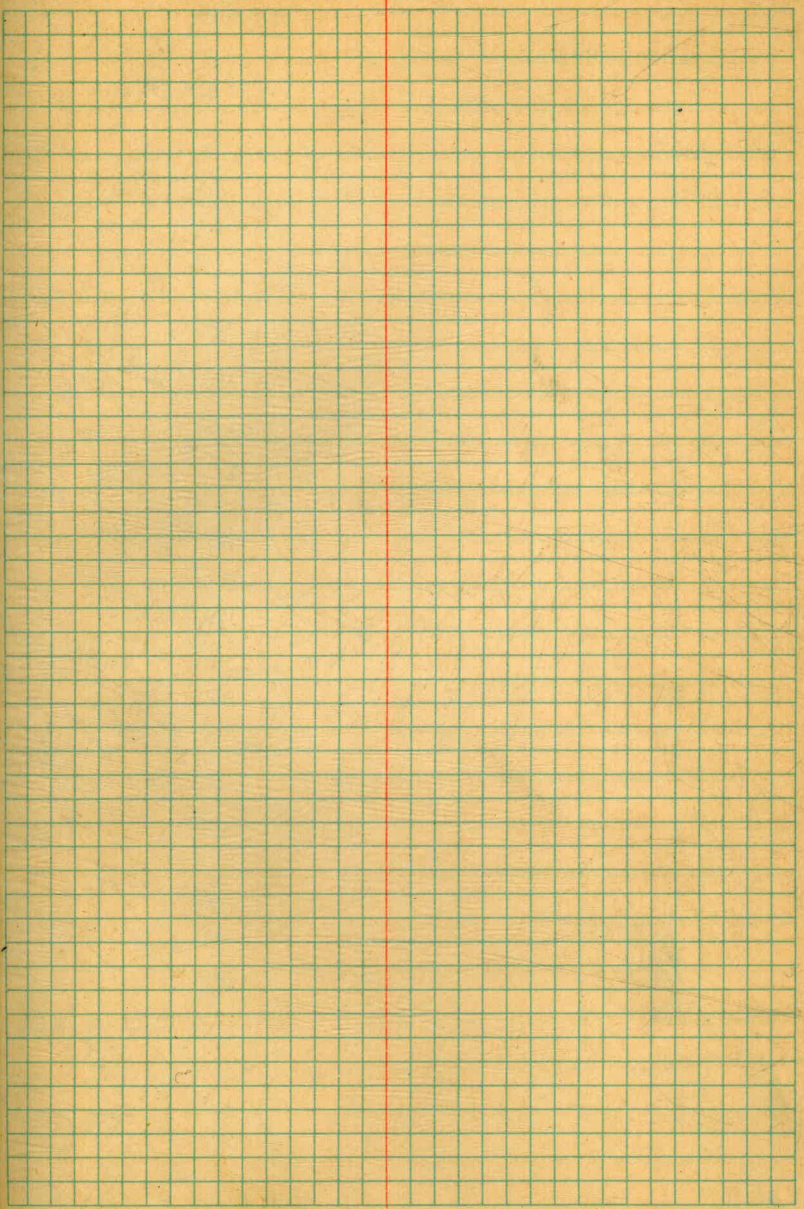


	163.56 ✓		
13+00		11.0	152.6 ✓
25 th oil		10.6	153.0 ✓
30 Rt bank		10.6	153.0 ✓
13+24.15		9.3	154.3 ✓
05 th oil		9.7	153.9 ✓
13+50		7.9	155.7 ✓
15 th oil		8.3	155.3 ✓
14+00		4.0	159.6 ✓
5 th oil		4.4	159.2 ✓
14+50		0.0	163.6 ✓
14 th oil		0.0	163.6 ✓
14+72.80		11.3	164.9 ✓
15 th oil	568	PK5, 91 ALSO	
TP#6		12.92	150.67 ✓
	1.14	152.08	
		12.86	139.22 ✓
	0.30	139.52	
		12.99	126.53 ✓
	0.39	126.92	
		12.09	114.83 ✓
			114.95

PK5

8/6/48

NOTES RECORDED



Profile

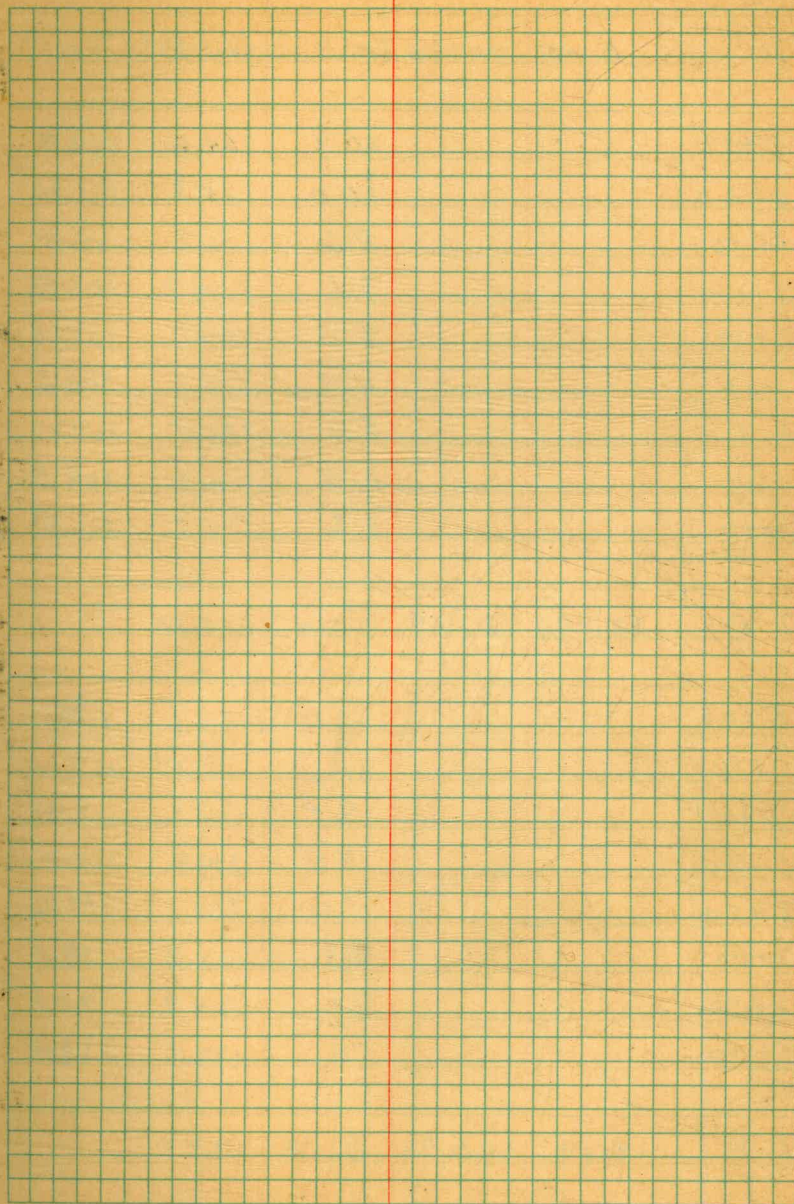
Additional data
La Jolla Mesa Drive

Sta 14+00		159.6	✓	
6.6	166.2			
14+88		0.7	165.5	✓
15+00		0.4	165.8	✓

Aug. 23, 1948

Rainey
West
Adams

41



Profile 046' offsets.
La Jolla - Mesa P.L.

B.M.	0.45	115.80		114.85
0+50			10.9	104.4
1+00			10.0	105.3
1+50			8.6	106.7
2+00			7.1	108.2
2+50			6.0	109.3
3+00			4.9	110.4
3+50			3.8	111.5
4+00			2.6	112.7
4+50			1.2	114.1

T.P. 12.99 128.09 0.20 115.10

5+00			12.4	115.7
5+50			10.6	117.5
5+70			9.9	118.2
6+00			8.8	119.3
6+50			7.0	121.1
7+00			5.3	122.8
7+50			3.3	124.8
8+00			1.0	127.1

T.P. 13.09 140.90 0.28 127.81

11-5-48 Karney Rogers
King Adams
Baker

42

Max. N.W. Cor. #gate & La Jolla - Mesa Drive

3.6

4.1

4.1

5.4

3.9

3.8

3.7

3.7

3.6

3.8

4.3

4.3

4.1

3.9

3.8

4.0

4.1

140.90

8+50		11.3	129.6	125.6
9+00		8.7	132.2	128.3
9+50		6.1	134.8	129.8
10+00		3.4	137.5	133.4
10+50		0.9	140.0	136.0
1				
T.P.	12.04	153.62	0.62	140.28

11+00		10.7	142.3	138.1
11+50		8.3	144.7	140.5
12+00		5.7	147.3	143.4
12+18		4.7	148.3	144.6
12+50		2.7	150.3	146.0

T.P.	12.34	164.55	0.81	152.21
------	-------	--------	------	--------

13+00		11.3	153.3	149.0
13+24 ⁵ BR		9.9	154.7	150.4
13+24 ⁵		9.8	154.8	150.4
13+50		8.4	152.2	152.0
14+00		4.8	159.8	155.1
14+50		1.3	163.3	158.2
14+71		0.2	164.4	159.5
14+88		+0.1	164.7	160.6

4.0

3.9

4.0

4.1

4.0

4.2

4.2

3.9

3.7

4.3

4.3

4.3

4.4

4.2

4.7

5.1

4.9

4.1

X section of excavation
Lake Hodges Pipeline

B.M. V. 302 Bernardo Bridge 327.54

8.75 336.29

T.P. 12.65 323.64

2.65 326.29

68+61

68+77

68+79

68+83

68+85

68+92

T.P. 4.59 321.70

0.39 322.09

A.P. 68+92¹³ 17 ditch 7.6

69+50 9.5

69+92¹³ 11.8

T.P. 8.79 313.30

2.71 316.01

70+58²⁴ BK = 70+73²⁴ Ah 7.9

71+20 8.3

Nov. 5, 1948

Rainey
Eing
Bater
Mant
Rogers

64

14

6

2.4 31 41 4.7 5.1
12.0 80 60 10

2.0 2.5 9.6 5.5 8.1
15 11 9 15

0.9 1.6 11.7 12.4 12.2 6.7 7.8
20 16 13 13 22 30

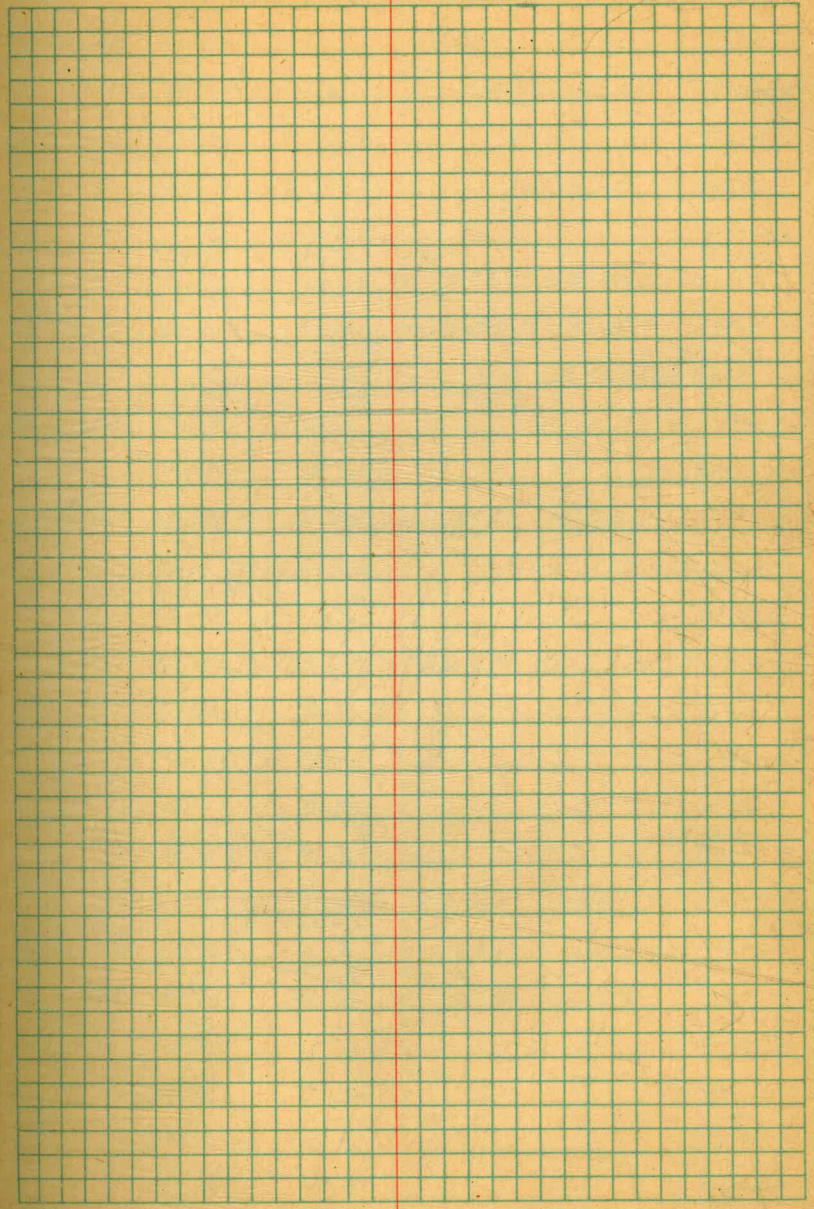
1.0 1.5 12.0 11.7 11.9 10.9 6.9 7.9
20 16 14 5 6 30 22 30

2.1 2.7 4.8 12.1 5.2 6.5
12 7 6 5 7 20

1.9 2.5 10.9 11.0 4.8 5.7
12 7 4 3 5 12

316.01

71+50	8.5	
72+00	10.6	
3 Pt. 72+37.85	12.8	
ck to 305.00	11.01	305.00

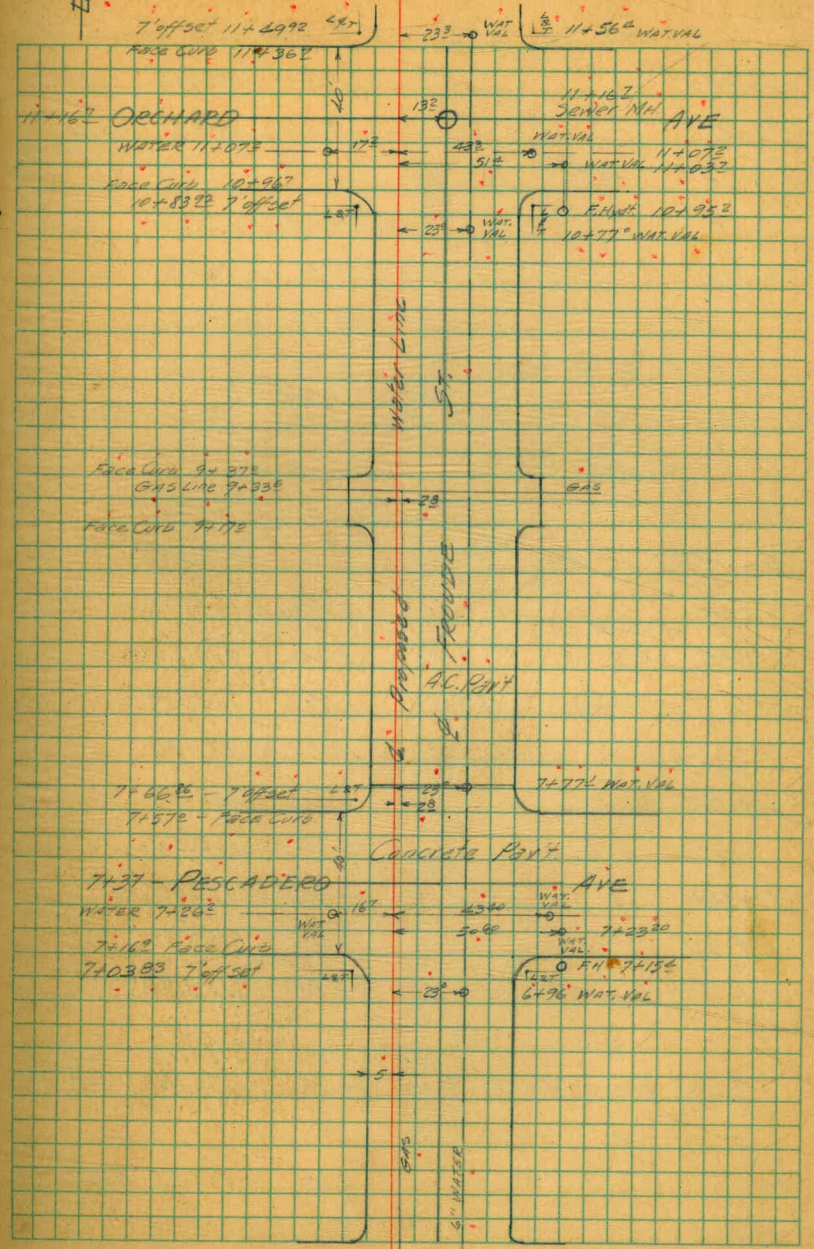


FEB. 15 1929

FROUDE ST - PROFILE & PROPOSED PIPELINE

Station	Description	Elevation	Profile Elevation	Proposed Elevation	Notes	
CR 13M		6.69	94.59		Gr. Pin SW Cor Descadero	
CR 13M		6.45	94.83		T offset SW Cor = 94.81	
7 +37	E Descadero	5.96	95.32			
+50		5.88	95.40			
+56.7		6.04	95.24			
+77.3	End Conc. Part Begin AC	5.53	95.75		on curb	
8 +00		3.61	97.67			
P 13.00		114.11	0.17	101.11	5' CLEAR STEP STONE BETWEEN CURB & SIDEWALK	
+50		12.26	101.75			
9 +00		8.35	105.76			
+27	E Sewer M.H. 123 RT 11W	5.62	108.29		50' 50% Pin Flow W { S N	
+27	E Sewer M.H. 315 LT 11W	30.29	89.82		Flow W { S N	
+27	E Sewer M.H. 315 LT 11W	38.09	76.04		Flow W { S N	
+50		2.76	110.35			
P on Curb		12.24	126.08	0.27	113.84	
10 +00		9.23	116.85			
+50		2.87	123.21			
P on Curb		12.70	138.35	0.43	125.65	
+82		11.44	126.91			
11 +00		10.54	127.81			
+16.7	E ORCHARD	10.34	128.01			
+16.7	E Sewer M.H. 132 RT 11W	9.92	128.43		Flow S { E N	
+16.7	E Sewer M.H. 132 RT 11W	17.82	120.53		Flow S { E N	
+50		9.41	128.94			
12 +00		2.86	135.29			
P on Curb		12.99	151.27	0.07	138.28	

2/17/49 47



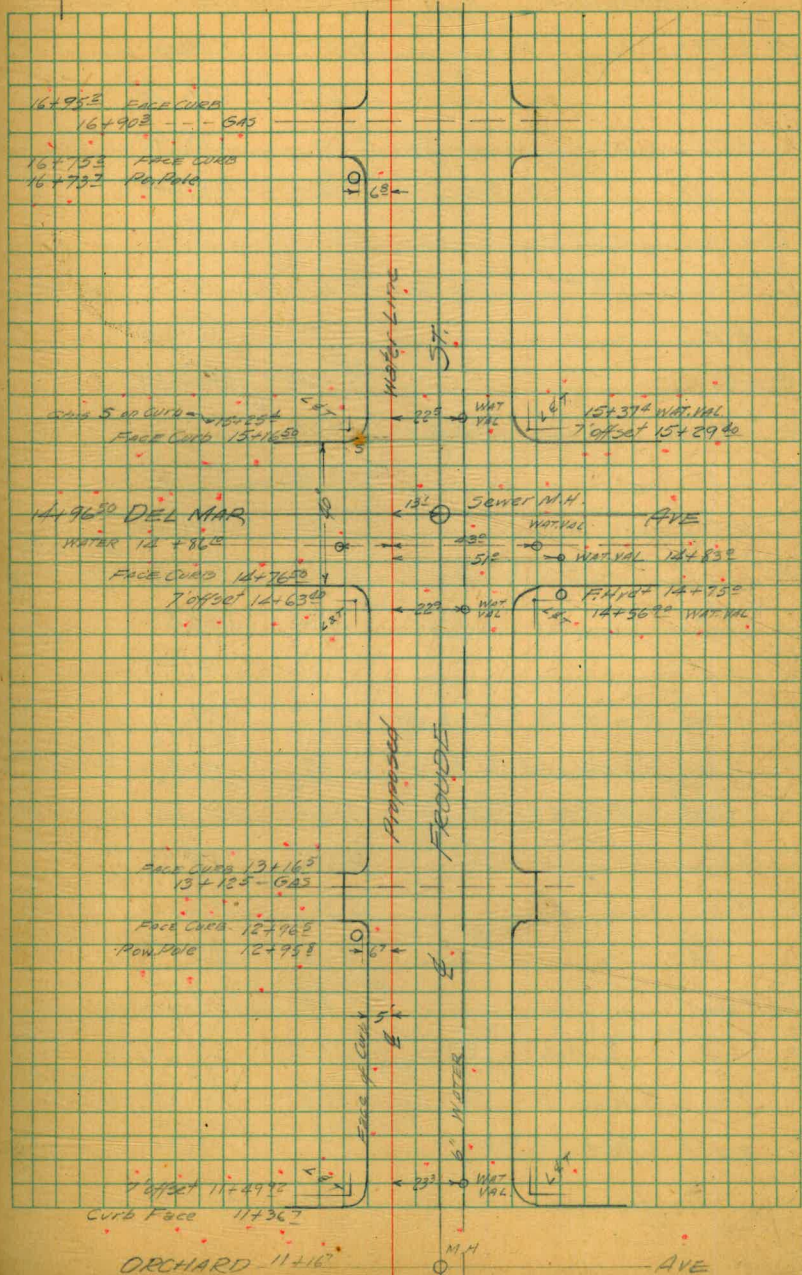
2/15/49

FROUDE ST. — PROFILE & PROPOSED PIPELINE
151.27

12+50			8.39	142.88	
13+00			2.26	149.01	
13	12.76	163.64	0.39	150.88	NW CURB END CURB, N. SIDE Align. WEST
+50			10.94	152.70	
14+00			8.31	155.33	
+50			5.27	158.37	
+96.5	of Del Mar		3.26	160.38	
+96.5	of Sewer M.H. 13-RT Inv.		Rim 2.66 Inn. 9.86	160.98 153.78	So. Edge R/W Flow S E W
15+26			2.16	161.48	
15	12.14	175.62	0.16	163.48	on curb
15+50			11.62	164.00	
16+00			4.80	170.82	
16	12.45	187.88	0.19	175.43	on curb
+50			10.52	177.36	
17+00 (P.O.T.)			5.55	182.33	
+50			5.36	182.52	
18+00			6.39	181.49	
+50			7.56	180.32	
+74.6	of Coronado Ave		8.00	179.88	
+74.6	of Sewer M.H. 13-RT Inv.		Rim 7.70 Inn. 14.40	180.18 173.48	Flow S E W
18M			5.63	182.25	Top F.H. NE CORONADO
19+00			8.80	179.08	

2/17/49

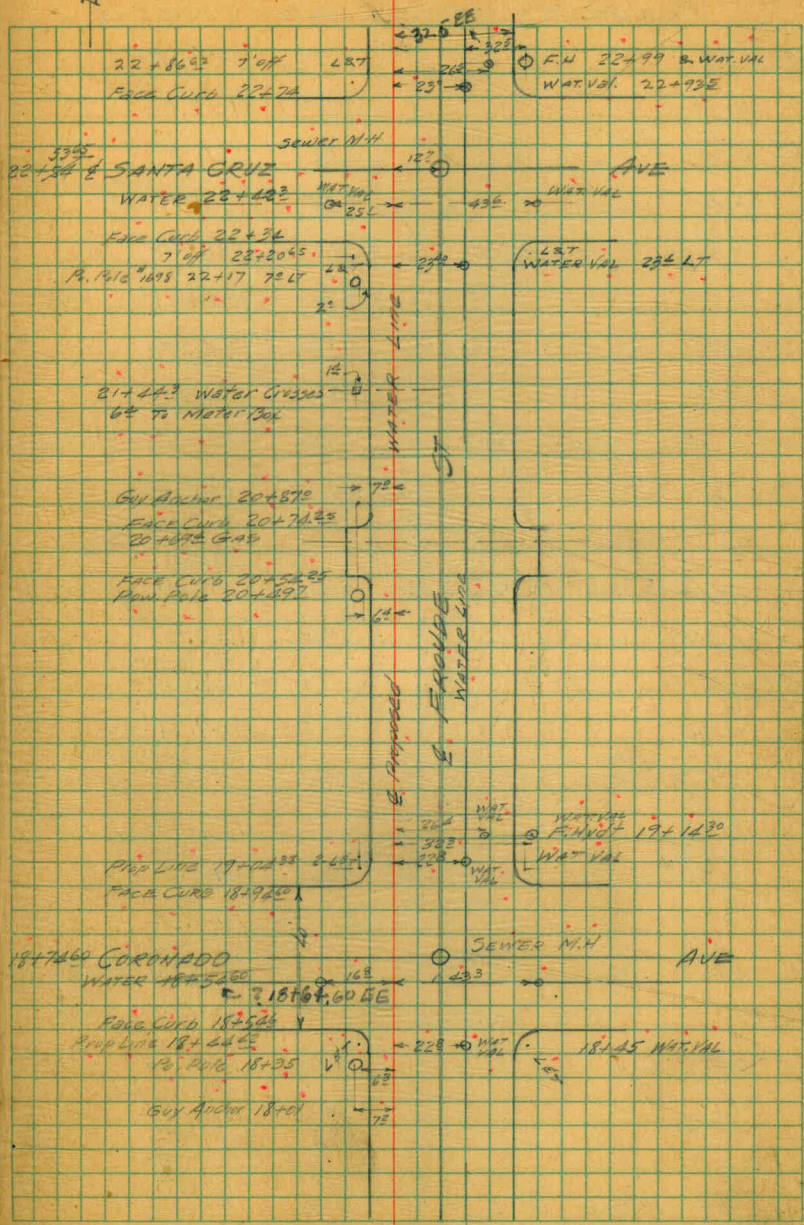
48.



2/15/49
 FROUDE ST - PROFILE & PROPOSED PIPE LINE
 187.88

19+14		9.27	178.41	
+20		9.54	178.34	
+25		9.40	178.48	
+50		10.24	177.44	
20+00 (POT)		13.53	174.35	
P on curb	0.22	175.36	12.74	175.14 (12+95)
+50		5.70	169.66	
21+00		11.57	163.79	
P on curb	0.17	162.69	12.84	162.52 21+5
+50		5.14	157.55	
22+00		11.23	151.46	
P	1.50	151.69	12.50	150.19 22+7 JACOBS 150 DISC. SW COR 75' 0" 21.4
+32		3.64	148.05	
+50		4.26	147.43	
+54		4.22	147.27	
+54		3.92	147.75	20' edge 11/11
+54		11.29	140.40	Flow W-N 1/2 E-S
+54		25.76	125.93	
+54		32.16	119.53	Flow W 1/2 E
23+00		6.86	144.83	
B.M.		5.35	146.34	Dr. Pin Near F.H. NE COR
+50		9.24	142.45	
24+00		11.84	139.85	
P	0.40	139.11	12.98	138.71 SW COR 2nd CURB SW ALLEY RETURN
+43		0.72	138.37	Flow W 1/2 E
+43		9.14	129.97	30' edge curb
+43		29.07	110.02	
+43		35.17	103.94	Flow W 1/2 E
+50		1.65	137.46	

2/17/49
 Same Party 3/2/49 49



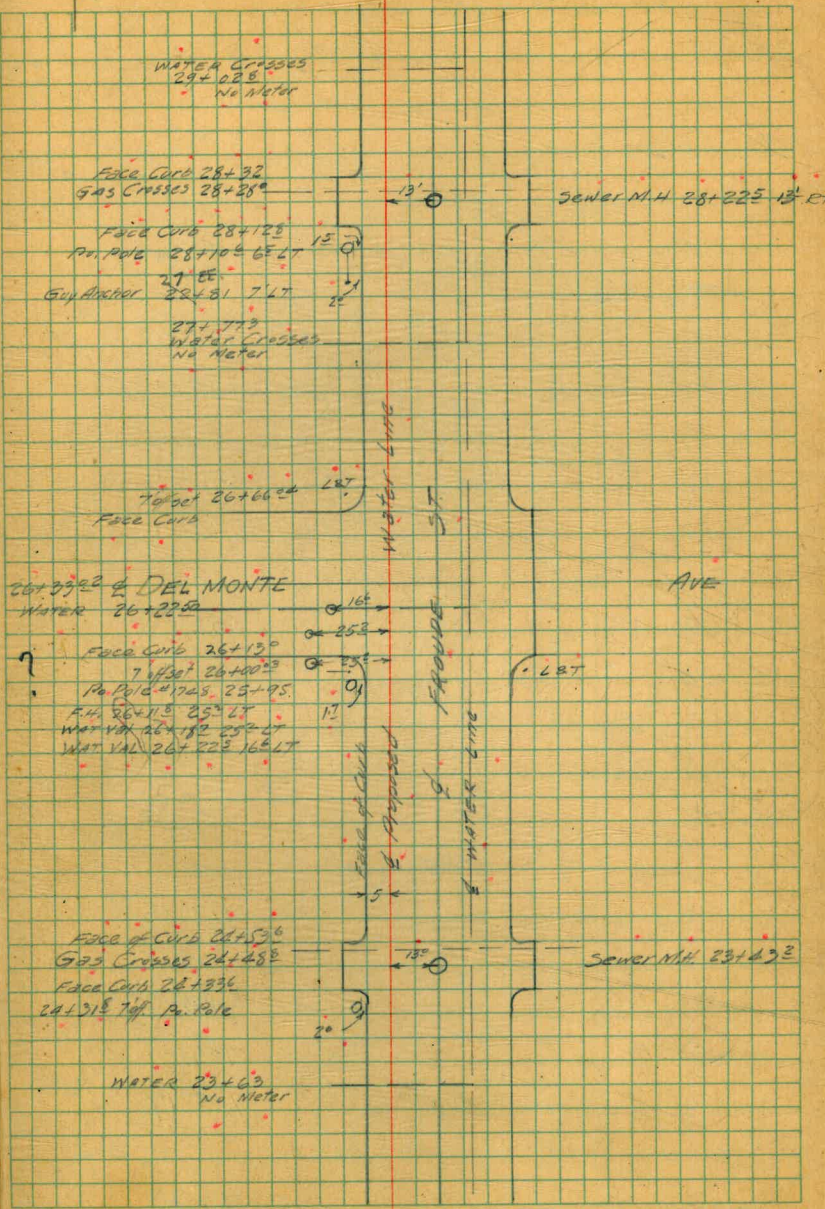
2/15/49

FROUDE ST - PROFILE & PROPOSED PIPELINE

25+00		4.32	134.79	
+50		7.05	132.06	
26+00		9.18	129.93	
+10		9.40	129.71	
+32.7	& Del Monte	8.97	130.14	
+50		8.84	130.27	
27+00		8.17	130.94	
+50		7.82	131.29	
TP	10.67	142.44	7.34	131.77
				on curb Nar. Drive West
28+00		10.39	132.06	
+225	C Sewer M.H. 13' RT. 170'	Rim 9.32	133.12	Flow W/S
		15.40	127.04	So edge 170'
+225	C Sewer M.H. 315' LT. Inv.	Rim 27.73	94.71	
		53.33	89.11	Flow W/S
+50		8.92	133.52	
29+00		6.87	135.57	
+50		4.53	137.91	
+73	End A.C. Pavt. Begin Conc. Pavt.	3.57	138.87	on conc Pav
30+00		2.52	139.92	
+129	& Narragansett Ave	2.08	140.36	
+315		2.10	140.34	
+533	End Conc Pavt. Begin A.C. Pavt.	0.77	141.67	on Conc Pav
TON.	12.76	154.18	1.02	141.42
				L&T 7' off NW Cor.
31+00		8.02	146.16	
+50		3.56	150.62	
+70		2.75	151.43	
32+00		2.74	151.44	
+032	C Sewer M.H. 12' RT. Inv.	Rim 2.20	151.98	So edge 111'
		10.50	143.68	Flow W/S
+033	C Sewer M.H. 315' LT. Inv.	Rim 38.13	116.05	Flow W/S
		46.10	108.08	

3/2/49

50.



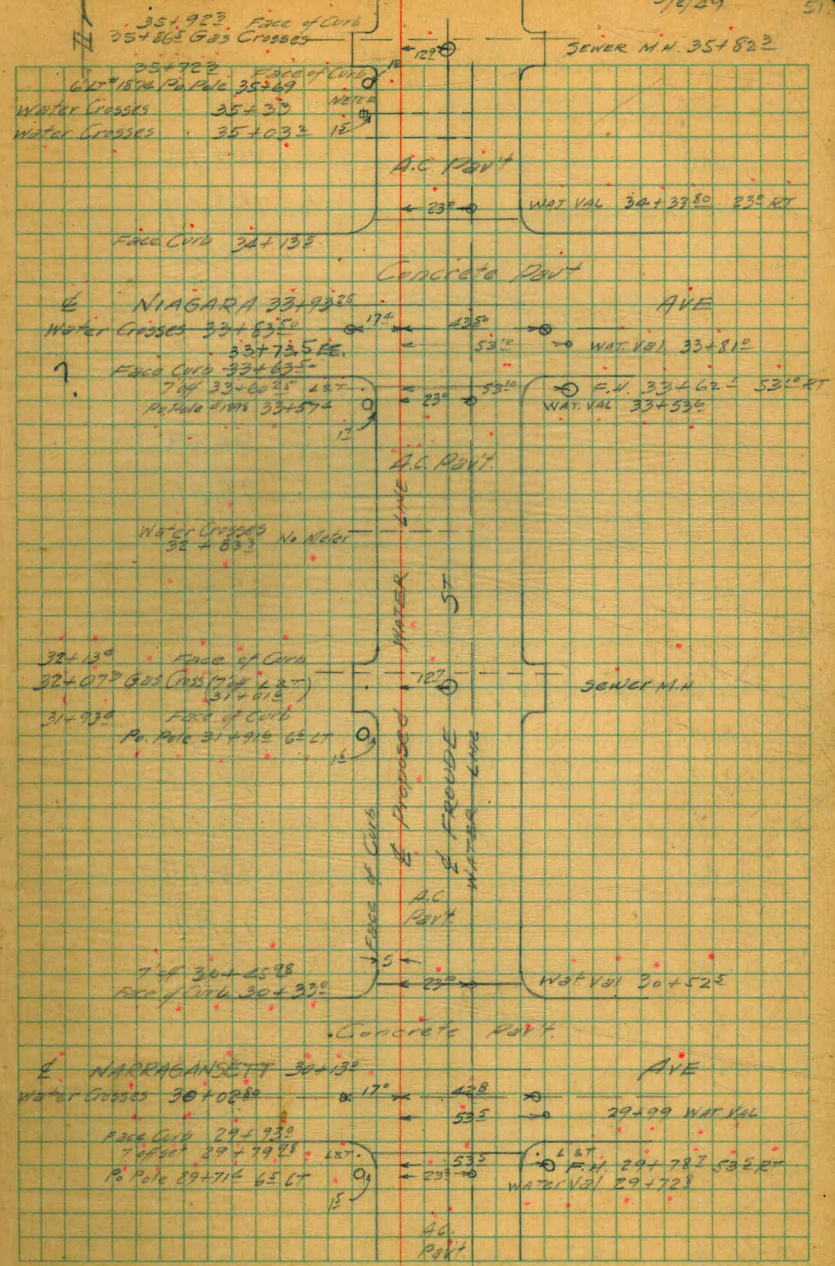
3/5/29

FROUDE ST. - PROFILE & PROPOSED PIPELINE
154.18

32+25		2.79	150.39	
+ 50		6.04	148.14	
33+00		11.81	142.37	
RP	115	143.22	12.11	142.07
+ 50		6.62	136.60	
+ 53.1	End A.C. Pavt. Begin Conc. Pavt.	7.03	136.19	on Conc Pavt
+ 74		8.74	134.48	
+ 93.25 + 93.4	NIAGARA AVE	9.13	134.09	
34+00		9.34	133.88	
+ 33.5	End Conc. Pavt. Begin A.C. Pavt.	11.41	131.81	on Conc Pavt
+ 50		12.81	130.41	
RP on curb	0.13	130.50	12.85	130.37
35+00		4.38	126.12	
+ 50		8.69	121.81	
+ 82.3	6 Sewer M.H. 12' RT 11W	10.80	119.70	50 edge rim flow WSE
	Rim 24.40	86.10		
+ 82.3	6 Sewer M.H. 3' 1/4' LT 11W	57.20	73.30	Flow WSE
36+00		13.06	117.44	
RP	0.13	118.23	12.60	118.10
+ 50		4.98	113.25	
37+00		9.28	108.95	
+ 31.6	End A.C. Pavt. Begin Conc. Pavt.	11.98	106.25	on Conc Pavt
+ 50		12.62	105.61	
+ 71.8	Newport Ave	13.06	105.17	
RP on curb	1.08	106.42	12.89	105.34
38+00		1.89	104.53	

3/6/29

51

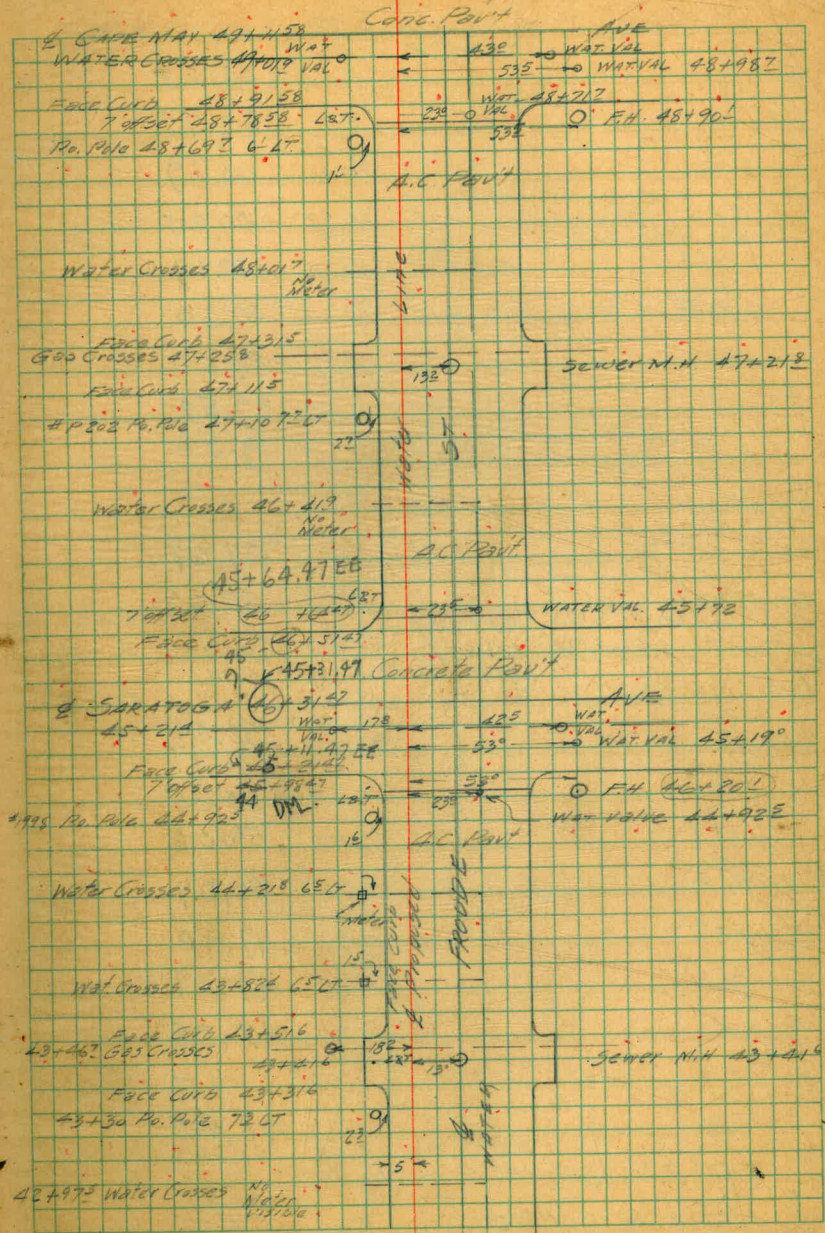


3/5/29

FRUDE ST - PROFILE & PROPOSED PIPELINE
91.88

45+12		2.75	89.13	
+31.47				
+31.45	of Saratoga Ave	2.89	88.99	
+50				
+71	End Conc Pavt Begin AC	3.62	88.26	on CONC
46+00		4.36	87.52	
+50		5.63	86.25	
47+00		6.96	84.92	
	Rim	6.80	85.08	So edge rim
+21.8	of Sewer MH 132 ^o RT 100	14.40	77.48	W ³ Secap
	Qum	36.97	56.91	
+21.8	of Sewer MH 315 ^o LT 100	40.70	51.18	w ³ E
+50		8.37	83.51	
48+00		9.53	82.35	
+20		10.26	81.62	
+50		12.20	79.68	
P on curb	1.27	81.04	12.11	9 ^o LT 48+58 BR IN SW COR. 75.98
CR. P.M.			5.00	76.04
+71.8	End A.C Pavt. Begin CONC	3.49	77.55	on CONC
+92		4.32	76.70	
49+00		4.30	76.74	
+115.8	of Cape May Ave	4.53	76.51	
+32.5		5.23	75.81	
+51.3	End Conc Pavt Begin AC	5.65	75.39	on CONC
50+00		8.13	72.91	
+50		10.61	70.43	
P. on curb	1.66	70.47	12.23	5 ^o COE SW Curb Ret
51+00		2.64	67.83	
	Rim	2.12	69.35	So edge rim
+01.2	of Sewer MH 12 ^o RT 100	9.10	61.37	Flow W ³ E
+01.2	of Sewer MH 313 ^o LT 100	26.10	50.24	Flow W ³ E
	Rim	20.23	50.24	
	LT 100	26.10	44.37	

3/2/29 53



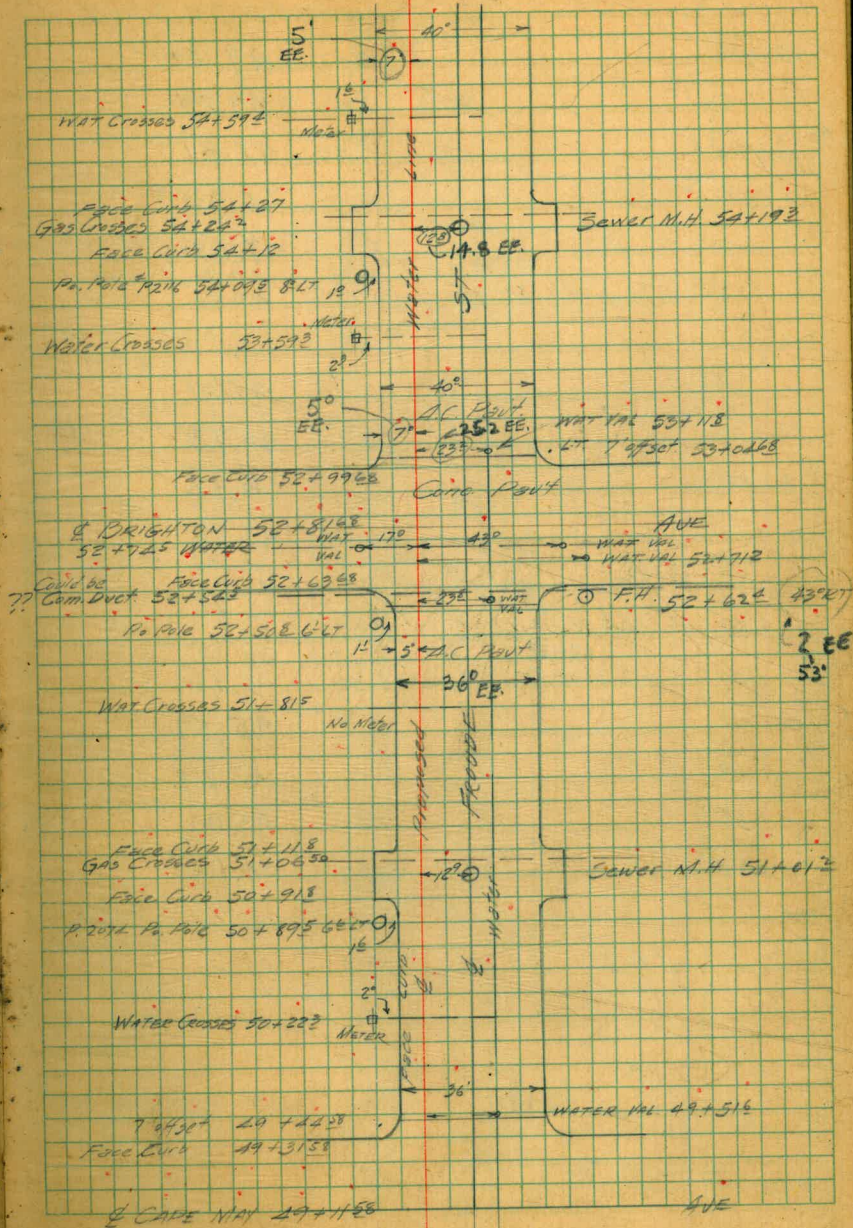
FROUDE ST - PROFILE & PROPOSED PIPE LINE
70.47

51+50		5.24	65.23	
52+00		7.68	62.79	
+50		10.08	60.39	
+52	End A.C. Pavt Begin Conc Pavt	10.22	60.25	on conc.
+64.8		10.28	60.19	
+81.25	& Brighton Ave	10.17	60.30	
+96		10.87	59.60	
53+00		10.95	59.52	
+113	End Conc Pavt Begin A.C.	11.11	59.36	on conc.
P on curb	1.14	60.79	10.82	59.65 7" LT 53+12
+50		3.12	57.67	
54+00		5.14	55.65	30 edge rim
+193	c Sewer MH 14.8 EE Rim 72" RT INK	5.38	55.41	Flow W { E
+193	c Sewer MH 315.1 CE Rim 317" LT INK	12.38	50.49	Flow W { E
+50		7.15	53.64	
55+00		9.32	51.47	
+27		10.44	50.35	
+38.5		10.71	50.08	
+51.8	& Long Branch Ave	10.72	50.07	
+64.4		11.39	49.40	
+76.6		11.55	49.24	
56+00		11.74	49.05	
P	3.41	52.68	11.52	49.27 3" RT 56+00
+50		4.23	48.45	30 edge rim
+82.8	c Sewer MH 14.8 EE Rim 72" RT INK	4.68	48.60	Flow W { E
+84.8	c Sewer MH 315.1 CE Rim 317" LT INK	12.08	42.18	Flow W { E
		18.40	40.60	
			34.28	Flow W { E

313.5 EE.

2/15/29
2/16/29

3/2/29
3/3/29 54.



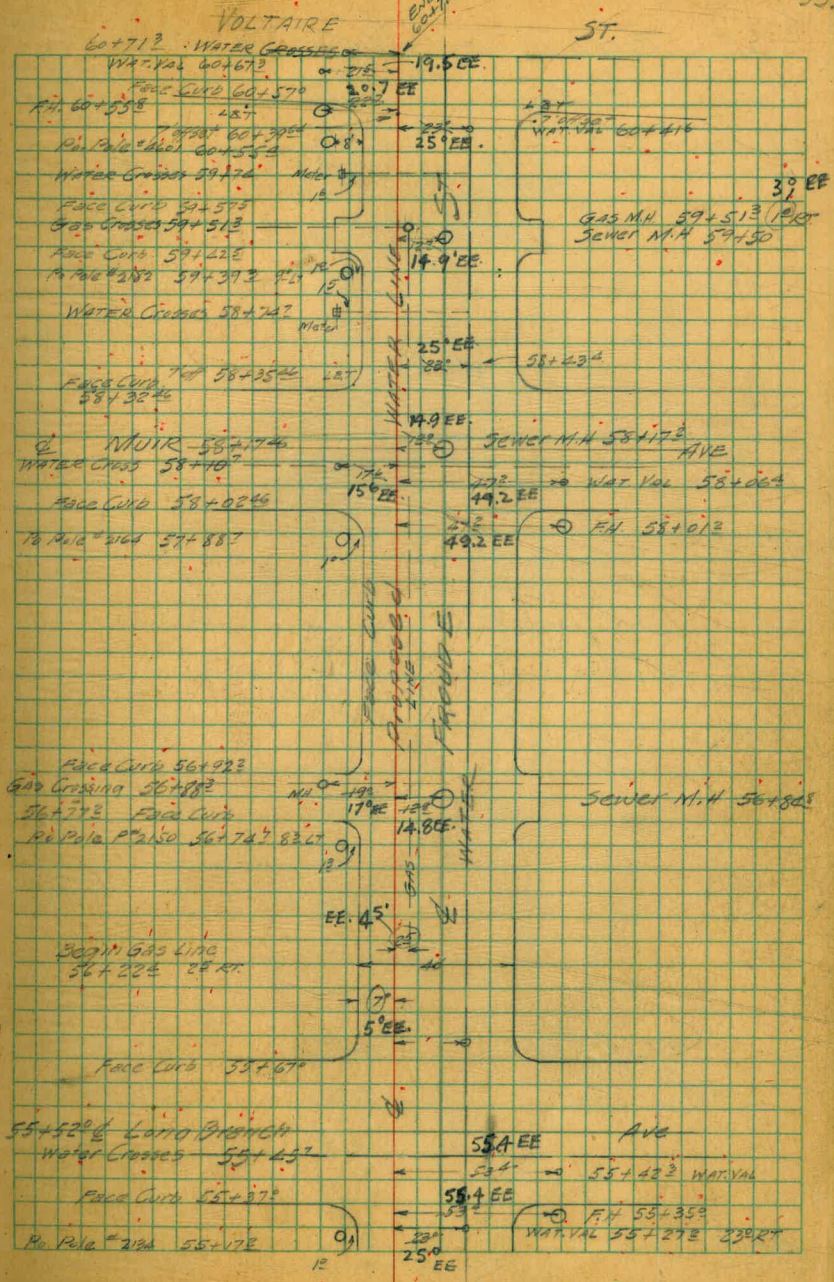
2/16/49

FROUDE ST. - PROFILE & PROPOSED PIPELINE

Station	Profile	Proposed	Notes
57+00	4.83	47.85	
+50	5.44	47.24	
+92.5	5.87	46.81	
58+00	5.78	46.90	
+172	5.62	47.06	
+172	5.28	47.40	So edge run
	9.88	42.80	Flow N 1/2 E
+226	5.87	46.81	
+50	5.90	46.78	
59+00	6.26	46.42	
+50	6.69	45.99	
+50	6.27	46.41	So edge run
+50	11.70	40.98	W. 1/2 = Flow
+50	16.27	36.41	W 1/2 = Flow
+50	22.50	30.18	So edge run
+51	6.66	46.02	
+51	8.30	44.38	
60+00	7.11	45.57	
+437	7.41	45.27	
+576	7.64	45.04	
+712	7.54	45.14	
+723			
P	0.16	47.71	Top FH 30' Cor
P	1.12	37.86	Voltaire Ave
OK BM	7.69	30.17	30' Pin 30' Cor

3/3/49

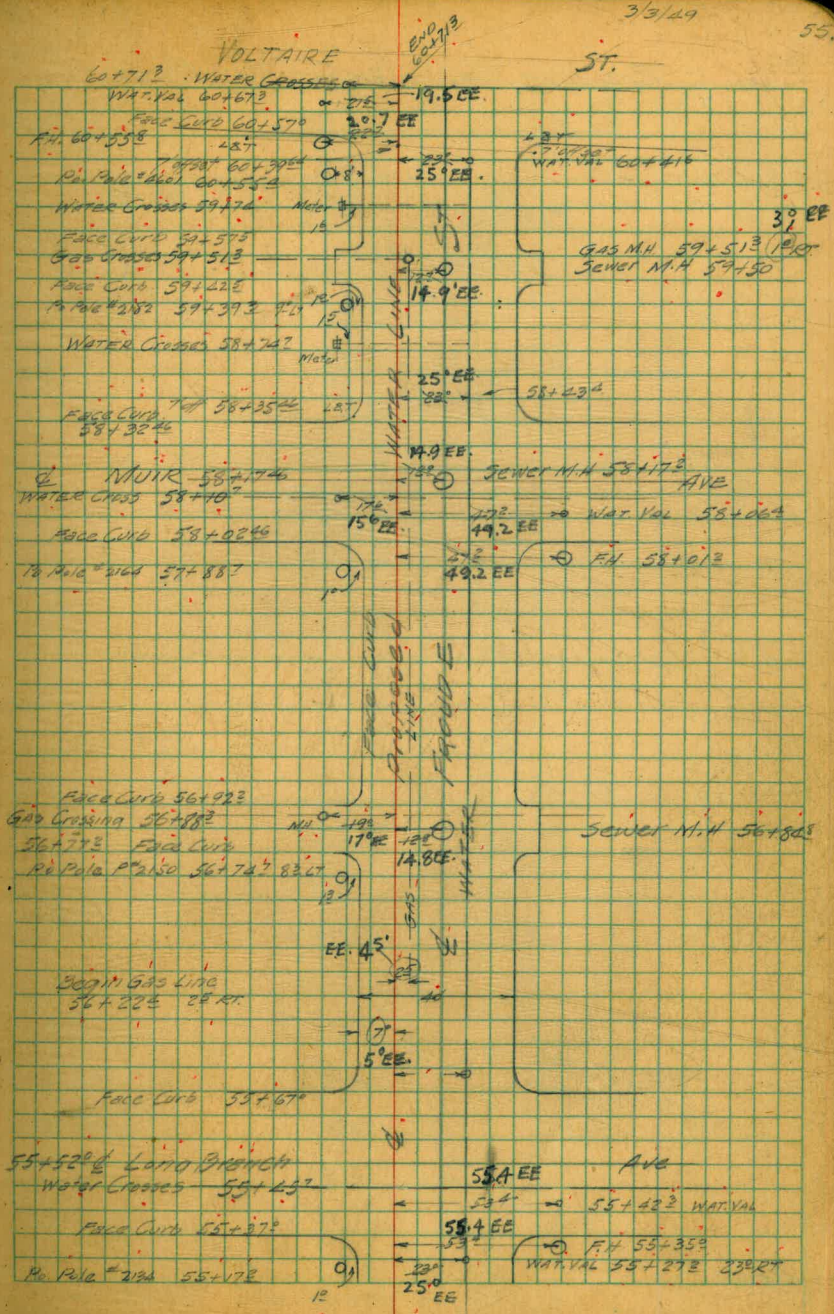
55.



FROUDE ST. - PROFILE & PROPOSED PIPELINE

Station	Profile	Proposed	Notes
57+00	4.83	47.85	
+50	5.44	47.24	
+92.5	5.87	46.81	
58+00	5.78	46.90	
+172	5.62	47.06	
+172	5.28	47.40	So edge run
+172	9.88	42.80	Flow N 1/2 E
+226	5.87	46.81	
+50	5.90	46.78	
59+00	6.26	46.42	
+50	6.69	45.99	
+50	6.27	46.41	So edge run
+50	11.70	40.98	W. 5/8 Flow
+50	22.50	30.18	W 1/2 E - Flow
+51	6.66	46.02	So edge run
+51	8.30	44.38	
60+00	7.11	45.57	
+437	7.41	45.27	
+576	7.64	45.04	
+713	7.54	45.14	
+723			
P	0.16	47.71	Top of H 3rd Cor Voltaire Ave
P	1.13	37.86	3rd Mn 3rd Cor Voltaire & Elmer = 30.12
OK BM	7.69	30.17	

2/16/49



3/3/49

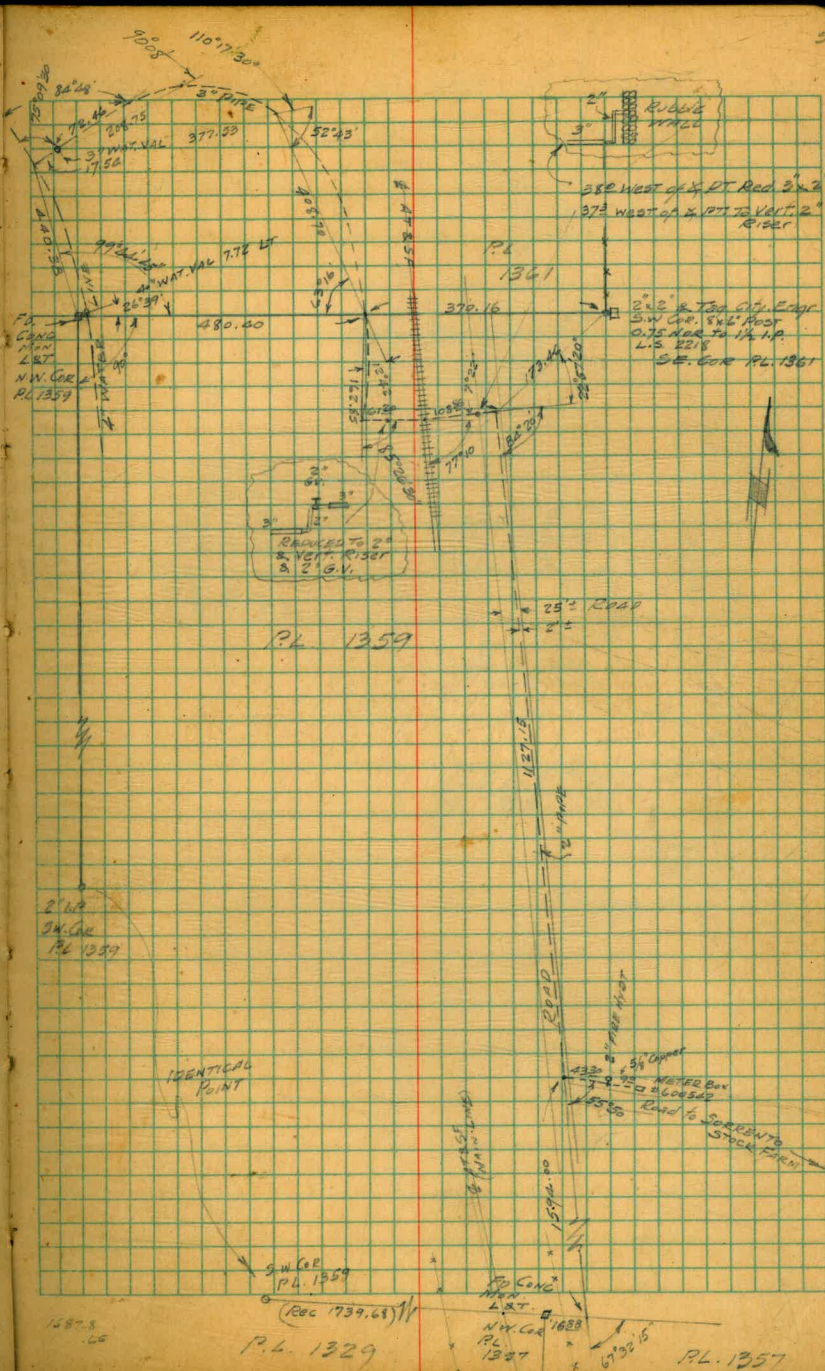
55.

PIPELINE TIES - VICINITY OF SERPENTO

Platteau File 3849 N. 1st
Feb. 1950

April 2, 1949
BRATTY
BAKER
ROGERS

36



	77°0' ERR	94.43
85°26'30"		61.20
12°22'		162.85
52°43'		208.20
110°17'30"		377.53
90°08'		208.75
84°48'		90.00
75°09'30"		17.54
90°		

0+00

1587.3
LS

P.L. 1329

P.L. 1327

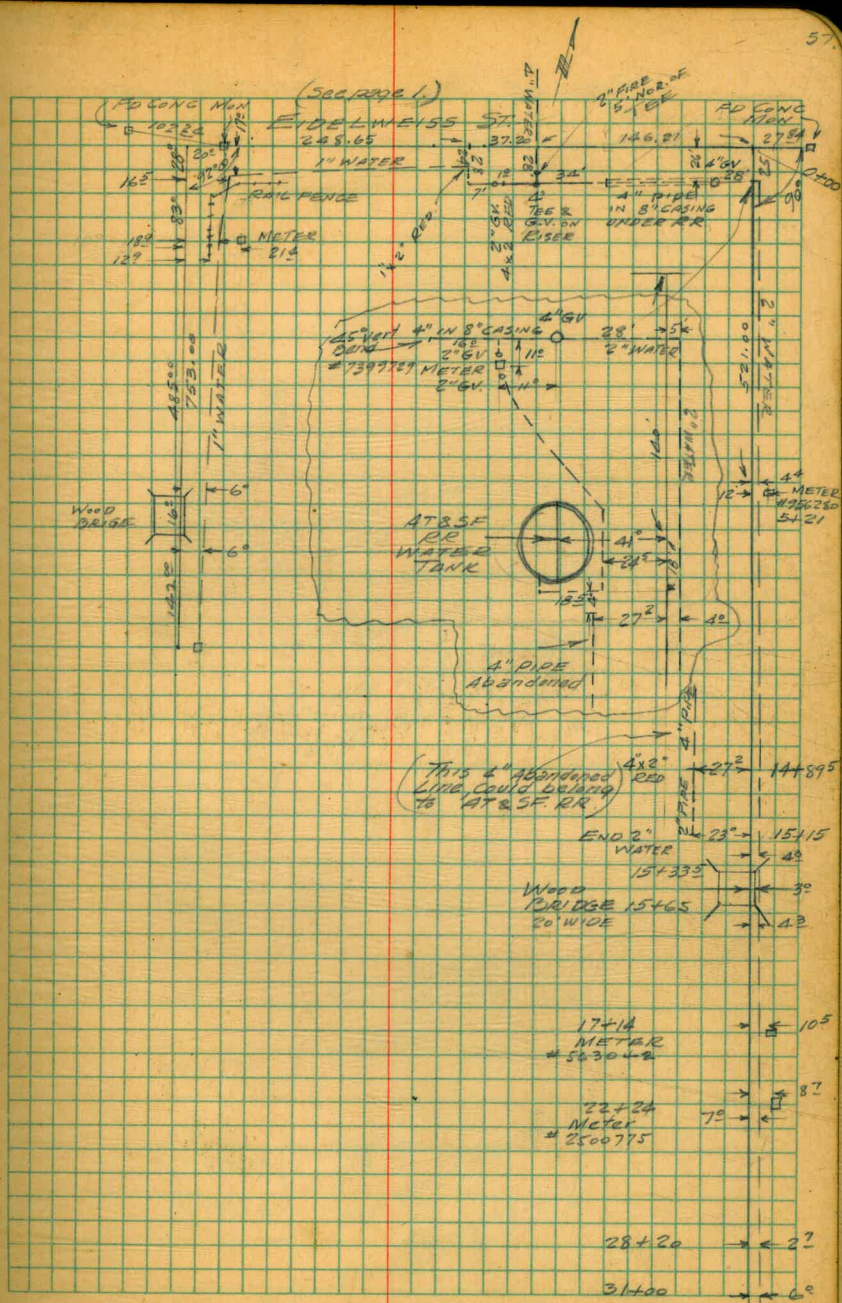
P.L. 1357

April 11, '49

PIPE LINE TIES — Sorrento (Cont'd)

27.84
 146.21
 37.20
 248.65

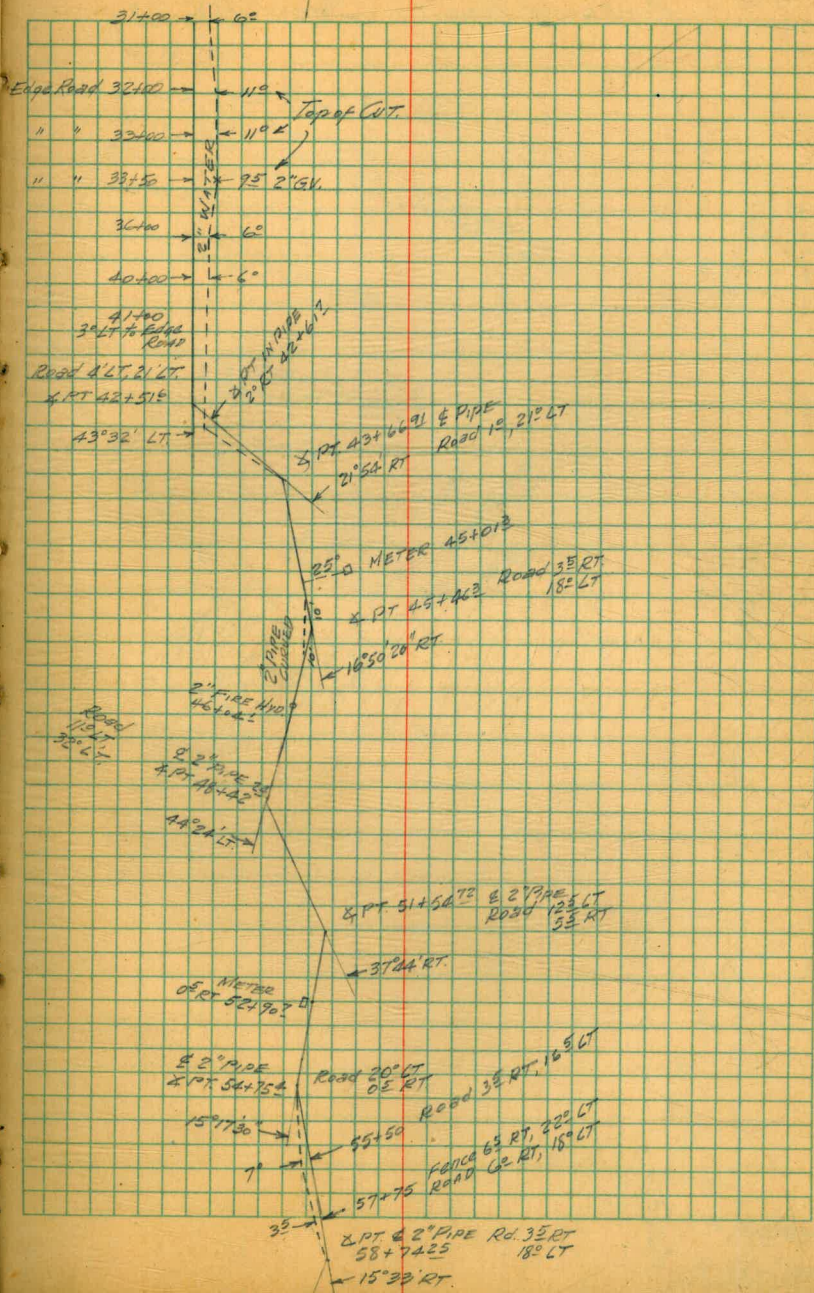
 459.90



April 14, 1949

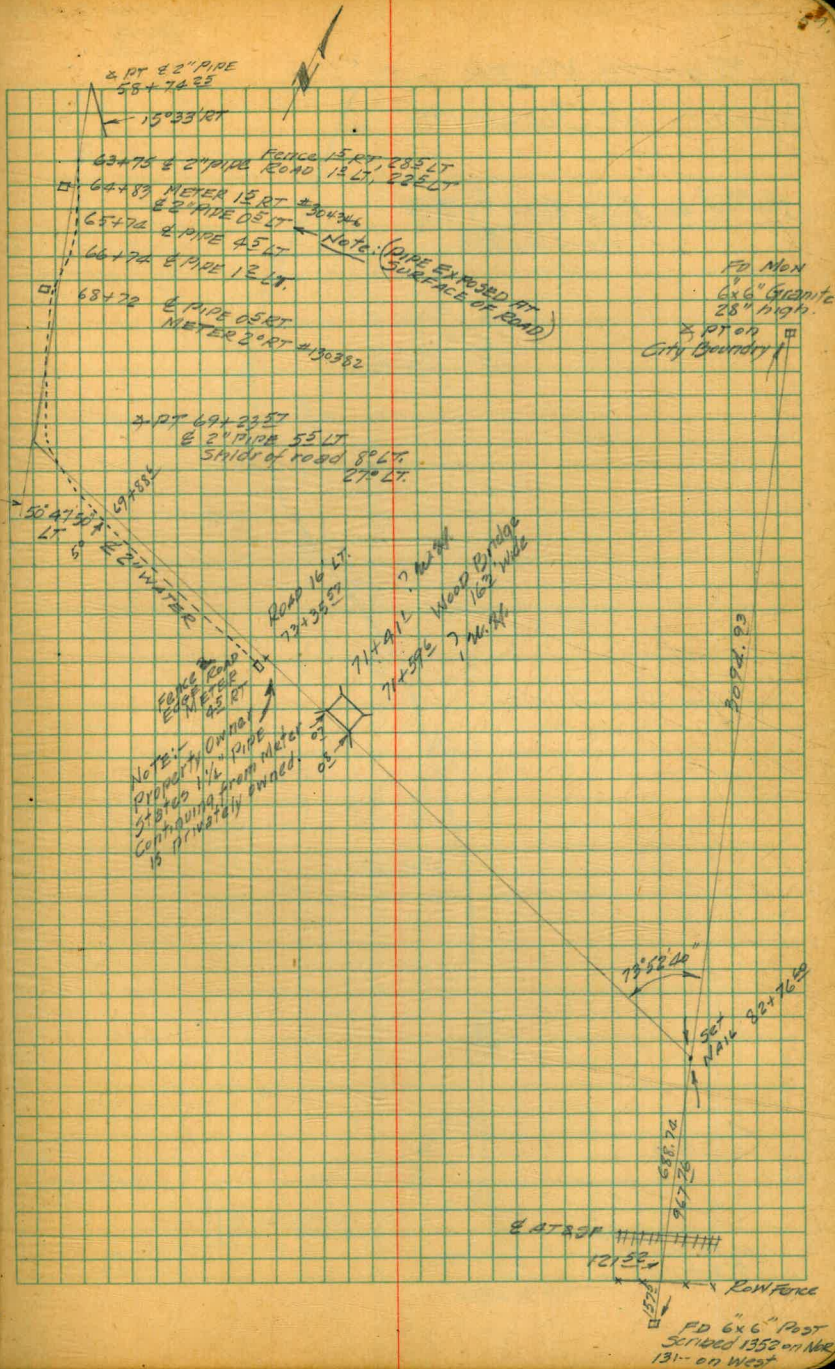
PIPELINE TIES — SORRENTO

58



April 22, 1949
Same Party

PIPELINE TIES - SORRENTO



Alignment 12" P.h. Sorrento P.P.H.A.N.T
To

4+45.3 Fence Xing

0+92.26 Ties to Pueblo lot lines

0+89 Fence xing

0+20 P.O.T.

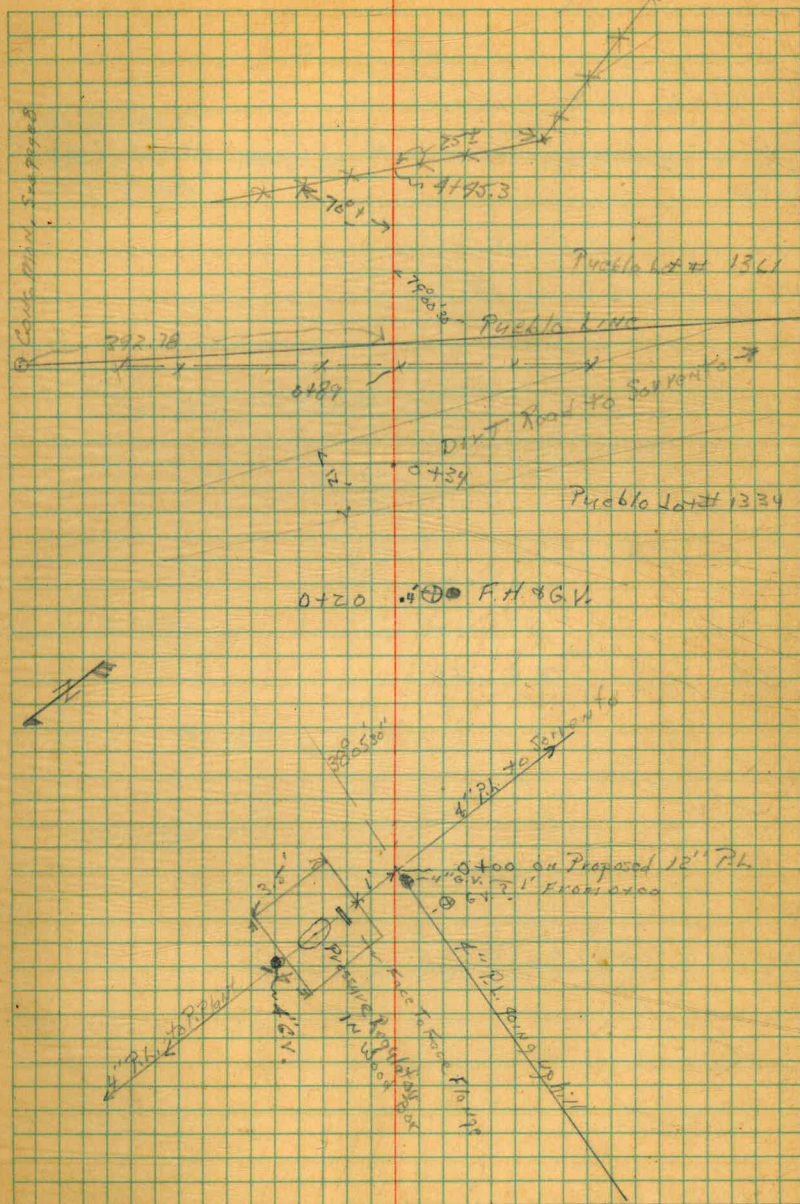
0+00 $38^{\circ}05'30''$ R. - B.S. on 4" line going West uphill

King
Baker
West

11-14-50

Rever # 15094

61



12" Sorrento P.L.

18+46.60 Δ 90° R.

14+82.55 AH
Equis. 18+35.23 BK
Beatty 11/55

18+20.6 Edge Oil Par.

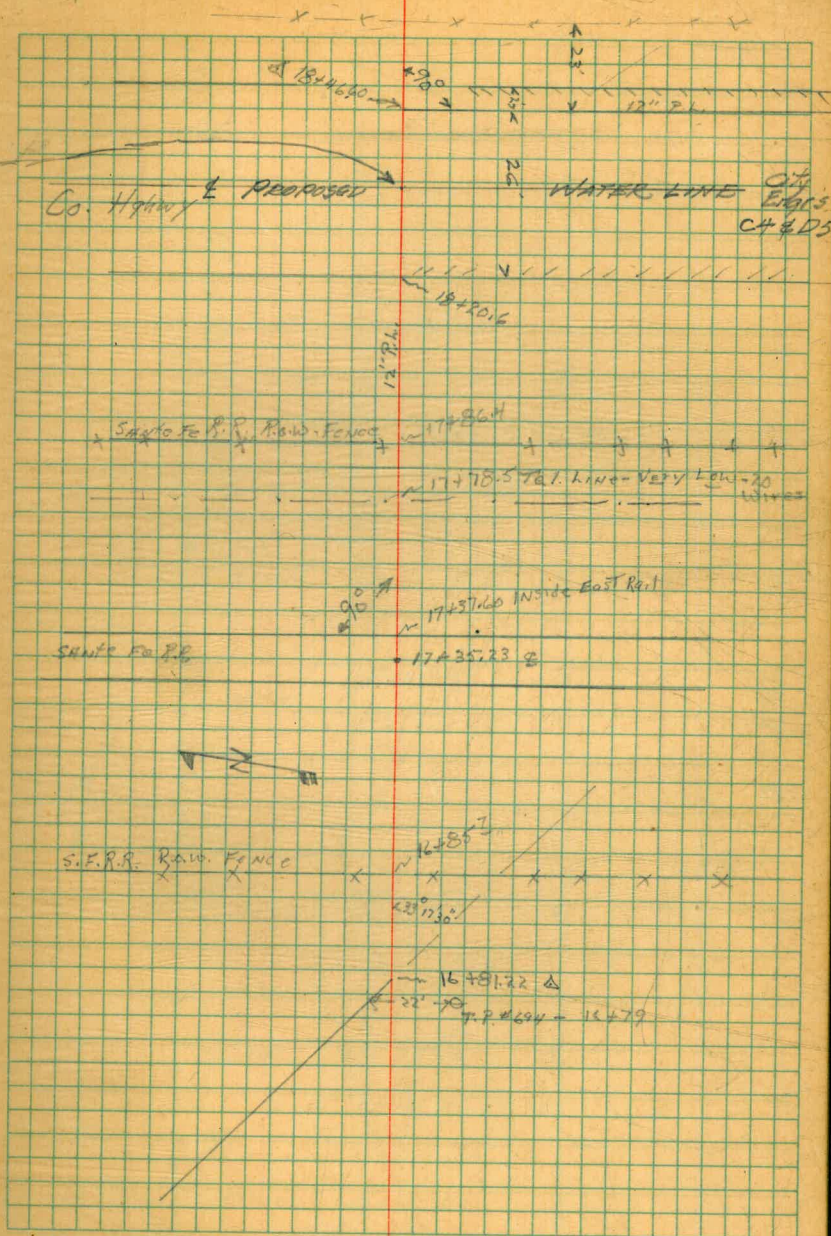
17+35.23 90° to S.F.R.R.

16+81.22 Δ 33° 17' 30" Lt.

King
Baker
West

11-14-50

62

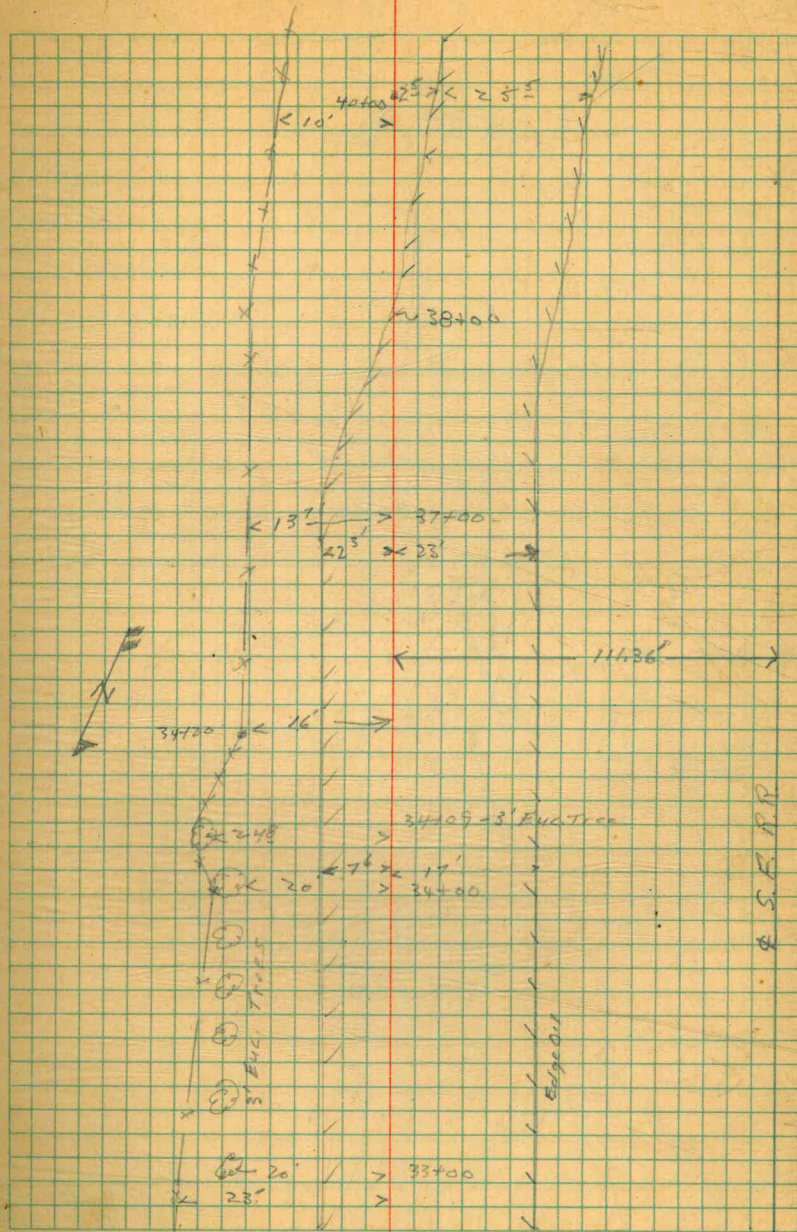


12" Sorrento P.L.

King
Baker
West

11-22-53

64



MANZANITA DRIVE
TULIP TO 39TH
& PROFILE PROPOSED WATER

TBM	4.46	266.53		262.07	
0+00 = (8+08 ⁷⁰)			5.7	260.83	255.6 ←
+38	Edge of Surfacing		7.2	259.33	
+50			7.2	259.33	
0+52. E.C.			7.3	259.23	
1+00			8.8	257.7	
+10	Edge of Surf.		9.0	257.5	
+50			9.6	256.9	
TBM	2.87	260.71	8.69	257.84 = 257.81	
2+00			4.6	256.11	
2+50			5.3	255.4	
2+54 ⁷⁰ B.C.			5.4	255.3	
3+00			5.1	255.6	
3+50	Edge of Surf		4.5	256.2	
3+90 ²³	" " "		5.4	255.3	
4+00			5.7	255.0	
4+50			7.6	253.1	
5+00			9.6	251.1	
5+25	Edge of Surf		10.1	250.6	
5+50			10.3	250.4	
5+79 ⁶⁰			10.8	249.9	
CE TBM			3.09	257.22 = 257.21	

3/18/53

66

NAIL IN STREET LIGHT POLE TRAIL @ Sycamore (FB 858 pg 27)

Grade set for Tee 8+08⁷⁰ (FB 858 pg 27)

NAIL IN Pa Pole 15' LT 1450

Nail in pole 15' LT 3445

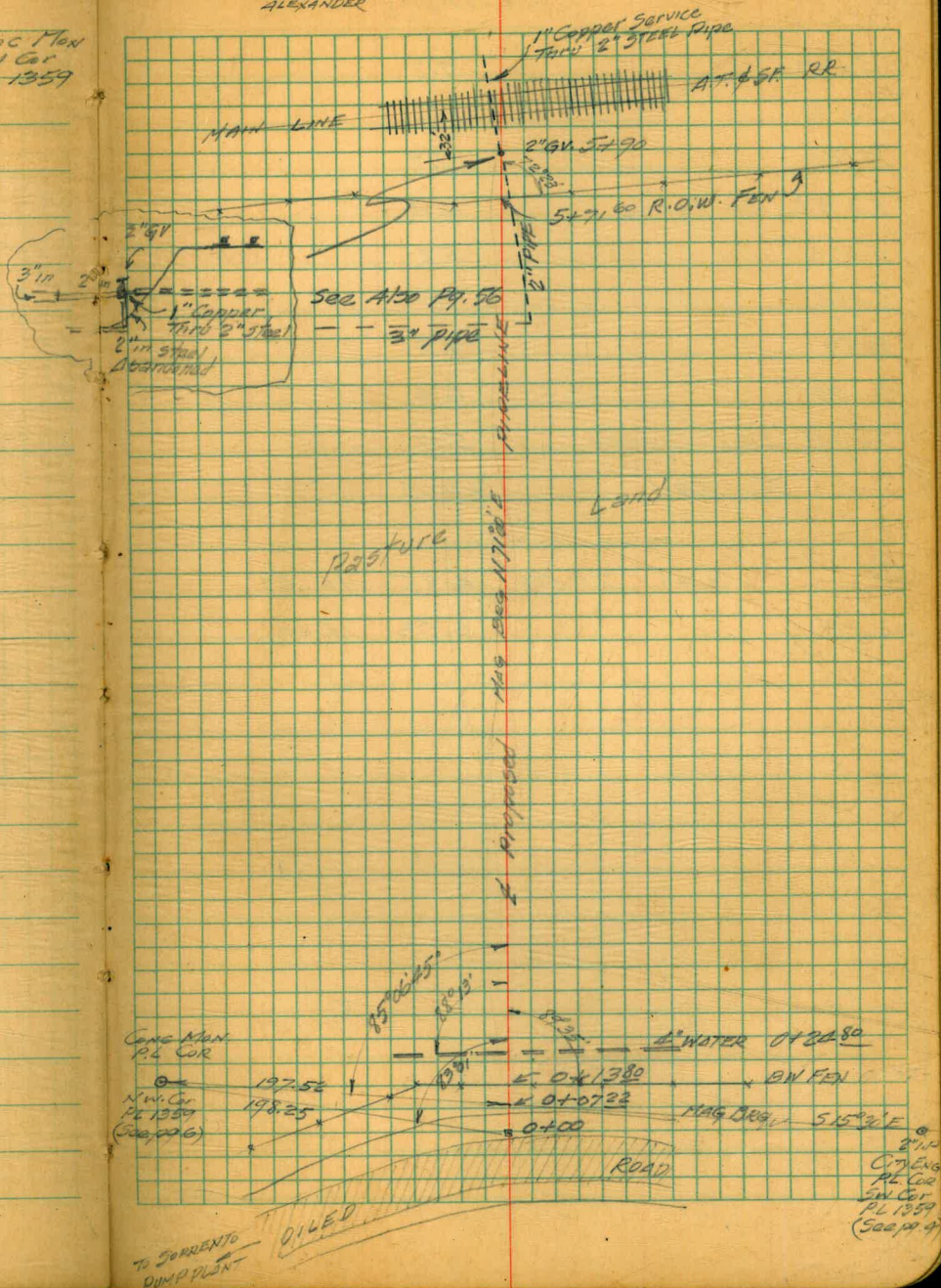
PROPOSED PIPELINE
IN P.L. 1359
SORRENTO VALLEY

BM	ASSUMED ELEV.	11.37	26.37	15.00	Conc Men N.W. Cor P.L. 1359
0-18	Edge oiled road		1.90		
0-11	" " "		1.45		
0-05	Edge " "		1.60		
0+00			1.8		
0+03	Sidwr of road		2.0		
0+09			3.1		
0+13			6.1		
0+17			6.8		
0+23			9.2		
0+50			10.0		
1+00			9.2		
1+50			9.4		
2+00			10.7		
2+50			10.5		
P	4.85	21.47	9.75	16.62	
3+00			5.1		
3+50			5.1		
4+00			5.0		
4+50			4.9		
5+00			4.9		
5+10			5.2		
5+16			6.4		
5+30			6.0		
5+31			6.6		

Nov. 17, 1954

BEATH
SHREVE
MARTELL
ALEXANDER

67



PROPOSED PIPELINE IN PL 1359
(Cont'd)

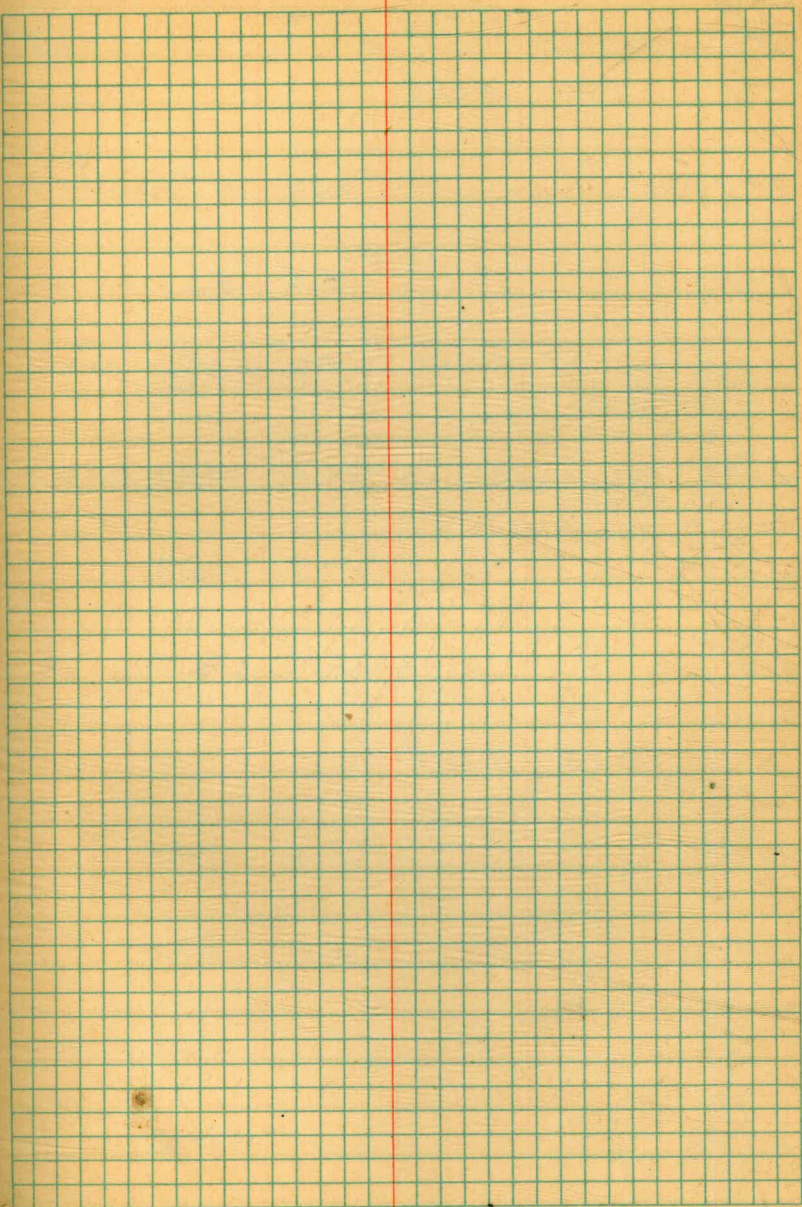
4/17/54

68

	21.27		
5+39		7.7	
5+50		7.2	
5+60		7.2	
5+71 ⁶ @ Fence		4.4	
5+75		5.2	
5+84		7.7	
5+89		7.5	
5+90		6.4	
5+90 ³ on 1" Copper		5.17	
Top Rail		+4.15	

P 4.91 21.53 4.85 16.62

CK BM 6.53 15.00



Profile of 12" Sorrento P.L.

B.M. Conc. Headwall ^{U.S.G.S. DATUM} 3-S-Sw Cor. 48.28
 0.71 48.99

0+00 9.51 39.49

0+00 6.3 42.7

0+27 9.0 40.0

0+45 10.2 38.8

0+50 10.7 38.3

T.P. #1 12.08 36.91

0.12 37.03

0+85 2.6 34.4

1+00 5.0 32.0

1+50 8.8 28.2

2+00 12.8 24.2

King
 Baker, π
 West, Rod

11-24-50
 clear-warm

69

Top
 Existing 4" O.D. PIPE

Natural Gr.

West edge of Rd. to Sorrento

East edge of Rd. to Sorrento

Top of fence post

Profile of 12" Sorrento P.L.
(Cont.)

37.03

T.P. #2 13.12 23.91

0.75 24.66

2+50 3.9 20.8

3+00 6.8 17.9

3+50 8.8 15.9

3+54 9.7 15.0

4+00 10.8 13.9

4+50 11.3 13.4

4+70 11.7 13.0

5+00 11.5 13.2

5+50 11.2 13.5

6+00 11.5 13.2

11-24-58

70

Bottom of small wash

Profile of 12" Sorrento P.L.
(Cont)

ⁿ
24.66

6+50

11.6

13.1

7+00

11.5

13.2

7+50

11.6

13.1

T.P. #3

11.48

13.18

4.90 18.08

8+00

5.1

13.0

8+50

5.1

13.0

9+00

5.5

12.6

9+50

5.4

12.7

10+00

4.8

13.3

10+50

4.9

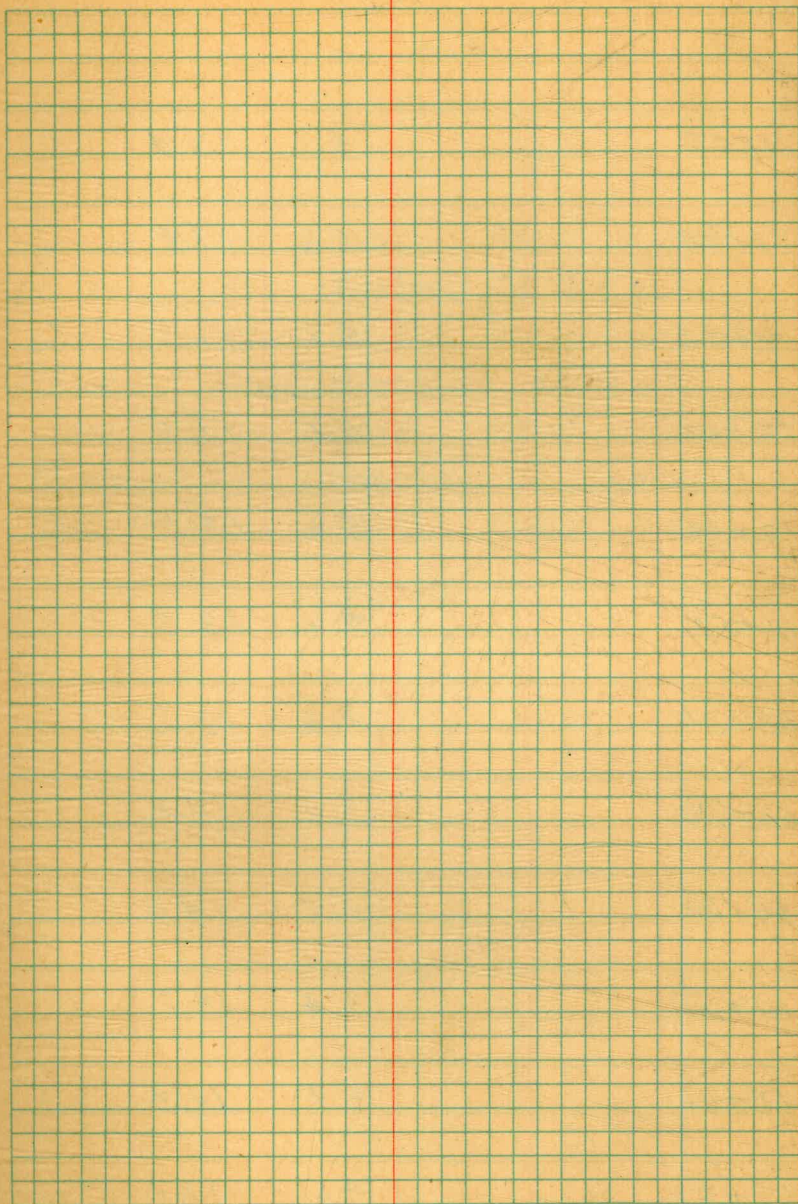
13.2

11+00

4.9

13.2

11-24-50 71



Profile of 12" Sorrento P.L.
(Cont)

18.08

11+50	4.7	13.4
11+94	5.3	12.8
11+95	6.8	11.3
12+00	6.6	11.5
12+01	5.6	12.5
12+50	4.6	13.5
13+00	4.4	13.7
13+50	3.8	14.3
14+00	3.5	14.6
14+50	3.4	14.7
15+00	3.8	14.3
15+50	4.4	13.7

11-27-50

72

Small Drain Wash west Bank
(General flow direction SE. To N.W.)

Small Drain Wash west edge Bot.
(General flow direction SE. To N.W.)

Small Drain Wash East edge Bot.
(General flow direction SE. To N.W.)

Small Drain Wash East Bank

Profile of 12" Sorrento P.L.

11-24-50 73

	ⁿ 18.08		
15+75		4.1	14.0
TP #4		2.79	15.29
	4.35	19.64	
15+90		2.8	16.8
16+00		4.8	14.8
16+50		4.8	14.8
16+81 ²² X Pt.		5.8	13.8
16+87		5.2	14.4
16+95		6.9	12.7
17+00		6.1	13.5
17+12		5.7	13.9
TP #5		1.27	18.37

Drainage Ditch west of AT&SF RR.

Toe of Slope, west toe of AT&SF RR.

on Rock

Profile of 12" Sorrento P.L.

11-24-50 74

		T.P. 18.37
	4.25	22.62
17+22	2.3	20.3
17+28	2.8	19.8
17+30	2.0	20.6
17+32 ⁸⁴	1.47	21.15
17+37 ⁰⁴	1.47	21.15
17+40	2.1	20.5
17+43	3.4	19.2
17+51	4.4	18.2
17+58	8.2	14.4
17+86	9.0	13.6
17+88	10.3	12.3

West edge of shoulder AT&SF R.R.
(Earth fill)

West edge of gravel road bed AT&SF R.R.
Toe of Slope

West edge of shoulder, gravel road bed
AT&SF R.R.

Top of west rail AT&SF R.R.

Top of east rail AT&SF R.R.

East shoulder of gravel road Bed
AT&SF R.R.

East toe of gravel road Bed
AT&SF R.R.

East edge of shoulder AT&SF R.R.
(Earth fill)

East toe of slope AT&SF R.R.
(Earth fill)

West bank of drainage ditch
west of Road

West toe of drainage ditch
west of Road.

P. Profile of 12" Sorrento PL
 & X'sect.

11-24-58 75

Lt.

Rt.

22.62

18+08 10.7 11.9

18+17 5.9 16.7

18+25⁶⁰ 5.97 16.65

18+36 5.38 17.24

18+46⁶⁰ Xpt. 5.69

T.B.M. 5.69 16.93

T.B.M. 16.93

5.45 22.38

18+46⁶⁰ Xpt. 5.45 16.93

17+00

19+00 5.32 17.06

+50 5.13 17.25

20+00 5.23 17.15

+50 5.14 17.24

21+00 5.12 17.26

+50 5.07 17.31

Toe of slope of Road fill

West shoulder of Road

Edge of Oil

C of Road (Approx)

ON Top of Spine at Xpt. 18+46⁶⁰

King 11-27-58

Boxer &
 West Rod.

H.I. = 22.38

Left.

Right

$\frac{78}{23}$	$\frac{75}{12}$	$\frac{65}{8}$	$\frac{55}{0}$
			2

$\frac{78}{23}$	$\frac{65}{12}$	$\frac{48}{8}$	$\frac{52}{0}$	$\frac{53}{20}$
			2	

$\frac{78}{23}$	$\frac{65}{12}$	$\frac{53}{8}$	$\frac{51}{0}$	$\frac{47}{21}$
			0	

Profile & X-section of 12" Sorrento
P.L.

11-27-50
Clear-Cool 76

	22.38	
22+00	4.82	17.56
+50	4.91	17.47
23+00	4.67	17.71
+50	4.12	18.26
T.P. ^d 6	4.06	18.32
	5.62	23.94
24+00	5.62	18.32
+50	5.46	18.48
25+00	5.52	18.42
+50	5.19	18.75
26+00	4.91	19.03
+50	4.83	19.11
27+00	4.75	19.19
+50	4.60	19.34
28+00	4.25	19.69
+50	3.86	20.08
29+00	4.87	19.07
+50	3.91	20.03
T.P. ^d 7	4.03	19.91
	5.16	25.07
30+00	5.16	19.91
+50	4.82	20.25
31+00	4.66	20.41
+50	4.71	20.36

H.I. = 22.38				Right
Left				
62	6 ^e	5 ^l	4 ^e	4 ^e
25	12	9	0	22
			0	
72	6 ^e	5 ^l	4 ^e	4 ^e
23	12	8	0	24
			0	
Top of Spike Sta. 24+00				
H.I. = 23.94				
82	8 ^e	5 ^l	5 ^e	5 ^e
23	12	7	0	26
			0	
94	8 ^e	5 ^l	5 ^e	5 ^l
23	11	7	0	25
			0	
83	7 ^e	5 ^l	4 ^e	4 ^e
23	12	7	0	25
			0	
88	8 ^e	4 ^l	4 ^e	4 ^e
23	15	7	0	25
			0	
83	7 ^e	4 ^l	5 ^e	4 ^e
23	15	7	0	23
			0	
78	7 ^e	4 ^l	4 ^e	4 ^e
23	15	10	0	23
			0	
on Spike Sta. 30+00				
H.I. = 25.07				
72	7 ^e	5 ^l	5 ^e	5 ^e
25	13	10	0	23
			0	
78	7 ^e	5 ^l	4 ^e	5 ^l
25	16	11	0	23
			0	

PROFILE & X' Sect. of 12" Sorrento P.L.

11-27-50
Clear-Cool 77

	$\frac{7}{25.07}$		
32+00		4.31	20.76
+50		4.31	20.76
33+00		3.85	21.22
+50		3.56	21.51
34+00		3.40	21.67
+50		3.05	22.02
T.P.#7		3.09	21.98
	5.84	27.82	
35+00		5.84	21.98
+50		5.91	21.91
36+00		5.94	21.88
+50		5.95	21.87
37+00		5.70	22.12
+50		5.41	22.41
38+00		5.50	22.32
+50		5.38	22.44
39+00		5.28	22.54
+50		5.21	22.61
40+00		4.82	23.00
+50		4.6	23.2
T.P.#8		4.12	23.70
	4.97	28.67	
41+00		5.6	23.1
+50		5.7	23.0

Left		HI = 25.07	Right
71	75	52 43	42
24	16	72 0	18
71	62	48 32	42
26	16	10 0	17
62		49 82	34
23		10 0	17
HI = 27.82			
102	96	64 58	52
29	16	10 0	18
	95	70 52	52
	13	10 0	21
95	85	62 52	52
13	11	6 10	23
85	81	52 55	50
13	5	3 0	20
92	72	54 52	42
11	4	7 0	28
82	82	50 48	43
13	7	4 0	28
HI = 28.67			
92	85	55 56	50
13	6	2 0	29

Profile & x' sect. of 12" Sorrento Pl.

78

	28.67		
42+00	5.4	23.3	
+50	5.9	22.8	
43+00	4.7	24.0	
T.B.M #2	3.34	25.33	

Left	HI=28.67	Right
92	9±	60.5±
13	6	1
		0
7±	4±	4±
25	0	3
Spike in South gate post near top of post.		Sta. 43+05 25' Left.

72nd St Alley N of Mohawk
 Elev of Water Main Xing

0+61^E 6" OV

0+20 existing 6" CI Tee 15' RT existing 6" OV

0+00 East Prop Line 72nd St

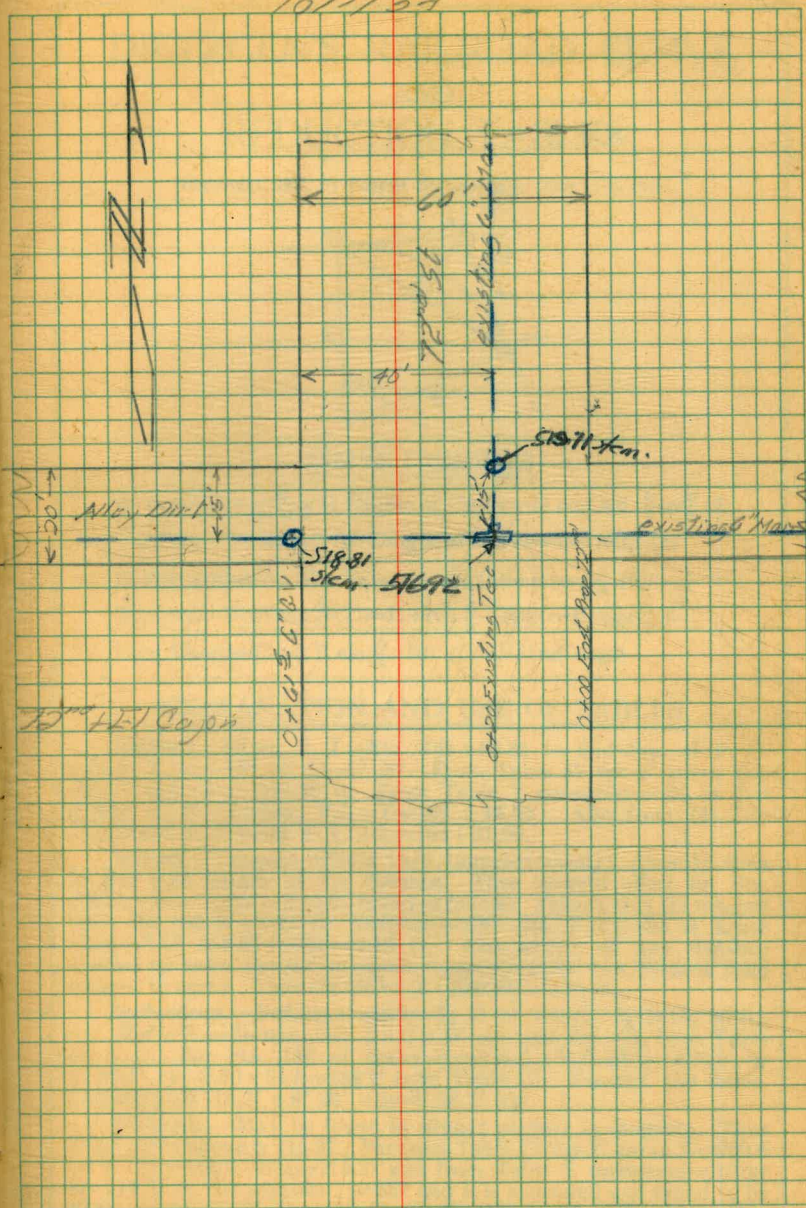
Profile

11.4	491.60		480.46	SW BP
12.18	503.68	0.10	491.50	
12.60	516.23	0.05	503.63	
10.13	525.65	0.71	515.52	
0+20		8.73	516.92	Top 6" CI Tee
0+20 15' RT		5.94	519.71	Top 6" OV
0+61 ^E		6.84	518.81	
0.22	513.36	12.51	513.14	
0.18	501.07	12.47	500.89	
1.09	489.26	12.90	488.17	
		8.78	480.49	= 480.46

West
 Williams
 Kallhofer

79

10/1/57



1643
111.0
533

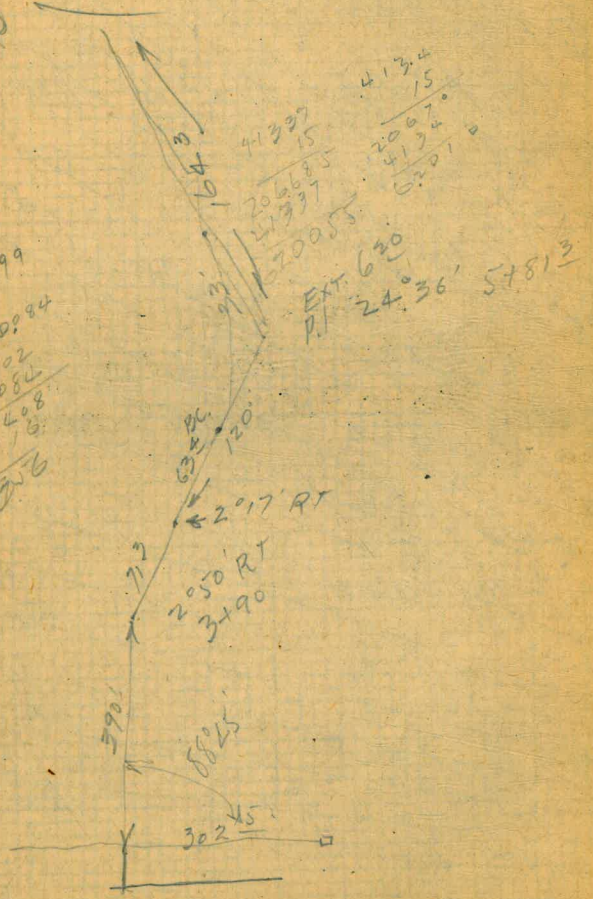
67 - 22 - 15
27 - 27 - 45

1643
33.0
1313

1.0821
52.105
0.821
142.315

153
219
30

1.99
0.084
102
0.082
81.08
0.26

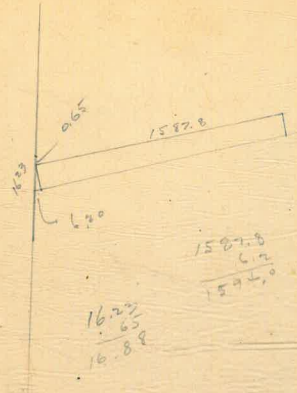


300.15
126.10
174.05
37.20
248.45
459.70

2° 24' 25" 372° 172.5 2497
459.90

174.05
126.10
147.95

124.97
49.13
174.10
37.20
248.60
459.90



16.22
62
16.89

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

14.5
390.
71.3
67.4
284.3
760.1
755.

120
1643
2843

