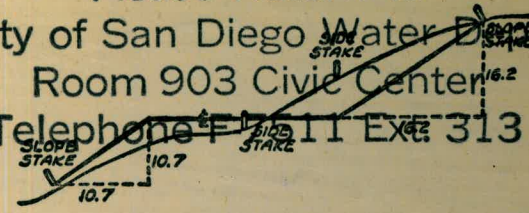


795

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 City of San Diego Water Dept.
 Room 903 Civic Center
 Telephone F-7511 Ext. 313



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.

MICROFILMED
 JAN 14 1965

Please Return to
 City of San Diego Water Dept.
 Room 903 Civic Center
 Telephone F-7511 Ext. 313

#2
K.M.P.L. - Const. Notes

1-57-

Indexed 7/19/50 com

Bay View Res.-by Pass

58-60 ✓

Check Depth of Kearney Mass Pipe line

@ Chalcedony St

63 ✓
also ✓

K.M. P.L. #2
 Sante Fe R.R.
 For CASING JACKING

KING A
 SHIPPER
 WEST

5-12-50

clear

(1)

B.M.	409	71.27		67.18	Top East Rail on Pipe
				Gr.	
Hub 5' offset East side		6.30	64.97	54.90	10.07 - Bottom casing
Hub 5' offset West side		5.15	66.12	57.90	11.22 " "

K.M.P.L. # 2
Grades - Casing 1/19/50

King
Shipman
West

4-50

2

B.M. 4.03 25.81 21.78

Top E Highway 1st

5' OFF
343430 6.11 19.70 6.90

12.80 Bottom Casing

10' OFF
342430 6.84 18.97 6.90

12.07 " "

Check on casing - 5-10-50

342425

.33 low

75

.5 to Far North

Check on casing 6-2-50

King

East End

2.01 OFF Line to the No

61' low for Elev.

X.M.P.H.#2
5' OFF FEET

5-16-50

cloudy
Cold

3

B.M. 11.01 185.47 174.46 Spike in Cor F.P. 40' R# 315425

314+26⁵⁴ 0.5 185.0 178.9 6.1

314+16²¹ 3.1 182.4 175.8 6.6

314+75⁰⁷ 6.7 178.8 172.6 6.2

315+05⁵² 10.4 175.1 169.3 5.8

T.P. 0.09 172.91 172.65 172.82

315+35³⁵ 1.6 171.3 166.7 5.2

315+65⁰⁹ 4.9 168.0 162.9 5.1

315+94⁷⁵ 8.5 164.4 159.6 * 4.8

316+24³⁰ 12.5 160.4 155.9 4.5

K.M.P. 2.72

King
West
Shipman

5-16-50

4

172.97

T.P.	0.42	161.12	12.47	160.44	8 N 91 N 104	
316 + 480			4.1	157.0	151.4	5.6
316 + 683			7.3	153.8	148.1	5.7
316 + 874			10.2	150.9	144.8	6.1
T.P.	0.29	148.53	12.88	148.24		
317 + 073 ⁰			0.9	147.6	146.4	6.2
317 + 282 ⁰			4.4	144.1	137.0	7.1
317 + 483			8.0	140.5	133.1	7.4
317 + 77 ¹			12.8	135.7	126.2	9.5
T.P.	0.31	136.02	12.82	135.71		

K.M. 9.2.72

King
West
Shipman

5-16-50

5

136.02

317+95⁹³

4.0

132.0

120.1

11.9

318+25

9.6

126.4

108.7

17.7

T.P.

0.27

~~123.31~~
124.31

12.98

~~123.04~~
124.04

13.9

318+57¹²

3.5

119.8

105.9

~~13.9~~318+76⁰⁶

7.6

115.7

104.5

11.2

T.P.

0.30

~~111.06~~
112.06

12.55

~~110.76~~
111.76319+0³⁷

1.8

109.3

100.9

8.4

319+35⁶⁵

8.6

102.5

95.1

7.0

T.P.

0.04

~~98.14~~
99.14

12.94

~~98.12~~
99.12319+54⁹³

0.6

97.6

90.7

6.9

319+83⁶⁸

7.8

90.4

82.5

7.9

K.M.P. #2

King
West
Shipman

5-17-50

6

9816

T.B.M		5.97	92.19	92.28	25' Lt. 319+80
B.M.	6.00	261.36		255.86	N. IN Cor F.P. 25' Lt
296+29 ²²		13.0	248.4	245.4	6.0
296+54 ⁵⁶		11.0	250.4	244.4	6.0
+71 ²		9.4	252.0	245.3	6.7
+94 ¹⁰		7.7	253.7	245.3	8.4
297+13 ²⁵		6.1	255.3	245.3	10.0
+33 ¹⁵		5.0	256.4	245.3	11.1
+53 ¹³		4.8	256.6	245.3	11.3
+73 ¹⁰		4.5	256.9	245.3	11.6

K.M.P.L. #2

King
Shipman
West

5-17-50

>

297+93 ²⁰	261.36	50.	256.4	245.3	11.1 ^v
298+13 ¹²		5.7	255.7	245.3	10.4 ^v
+43 ⁰⁵		8.8	252.6	245.3	7.3 ^v
+72 ⁷⁷		11.7	249.7	245.3	4.4 ^v
299+02 ⁸⁰		13.0	248.4	245.3	3.1 ^v
+32 ⁷²		13.2	248.2	245.3	2.9 ^v 3.9
+62 ⁶³		13.0	248.4	245.3	3.1 ^v
+82 ⁵⁴		11.7	249.7	245.4	4.3 ^v
300+02 ⁴⁴		10.2	251.2	246.3	4.9 ^v
+32 ²²		7.5	253.9	249.2	4.7 ^v

K.M.P. #2

King 5-17-50
Shannon
West.300+62⁰² 261.36 4.7 256.7 252.0 4.7^v+91⁷⁸ 1.2¹²⁵ on Binney 260.2 254.8 5.4^vT.P. 304 263.15^{267.15} 1.25 260.11301+11⁶⁵ 1.5 261.7 255.8 5.9^v+41⁵² 0.5 262.7 255.8 6.9^v
7.9^v+71²¹ 1.3 261.9 255.8 6.1^v+91⁰² 2.5 260.7 254.2 6.5^v302+20⁷³ 5.2 258.0 250.8 7.2^v+50⁴⁴ 8.4 254.8 247.4 7.4^v+80¹⁵ 12.0 251.2 244.0 17.2^v+90⁰⁰ 12.9 250.3 242.8 17.5

K. M. P. L. H. 2

King
West
Shipman

5-17-50

9

30	303+09 ²¹	267.15	13.5	249.7	241.9	7.8 [✓]
	+39		14.5	248.7	241.9	6.8 [✓]
7						
30	169 ⁴⁰		14.0	249.2	241.9	7.3 [✓]
	+99 ⁵⁰		12.8	250.4	241.9	8.5 [✓]
	304+29 ³⁰		12.4	250.8	241.9	8.9 [✓]
	+59 ³²		11.5	251.7	241.9	9.8 [✓]
3	+89 ²⁶		10.4	252.8	241.9	10.9 [✓]
	⁸⁰ 305+13 ²⁸		10.6	252.6	241.9	10.7 [✓]
	+40 ⁸²		10.1	253.1	241.9	11.2 [✓]
	+60 ⁶⁵		10.3	252.9	241.9	11.0 [✓]

KMP L#2

KING
West
Shipman

5-17-50

18

305+80⁴⁸ 267.15 10.3 252.9 241.9 11.0

306+00³¹ 10.3 252.9 241.9 11.0

+19²⁴ 11.0 252.2 241.9 10.3

+ 49¹⁶ 11.55 ^{0.97} 249.60
251.60 241.9

8' offsets

F.B.M 10.70 113.20 102.56

ginney 319435⁶⁵

319+06³⁷ 2.9 111.3 100.9 10.4

T.P. 12.73 128.79 0.14 113.06

318+76⁸⁹ 9.5 116.3 104.5 11.8

318+59 6.8 119.0 105.9 13.1

K.M. 2.1 #2

4149
Shipman
West

5-18-80

11

125.79

T.P.	12.25	138.04	000	125.79	1	
318 + 25			12.2	125.8	108.7	17.1
+95.93			5.6	132.4	120.1	12.1
+77 ¹³			0.9	137.1	126.2	10.9

K.M.P.L.#2

King
Shipman
West

5-18-50

12

319+54⁹³

4.71

102.31

97.6

1311
6
1311319+35⁶⁵

6.7

95.6

95.1

CO.5

1285

108.50

6.66

95.65

319+88

9.4

99.1

100.9

F1.8

13.76

112.89

9.37

99.13

318+76⁸⁴

9.3

103.6

104.5

F0.9

318+54

7.5

105.4

105.9

F0.5

318+26

4.5

108.4

108.7

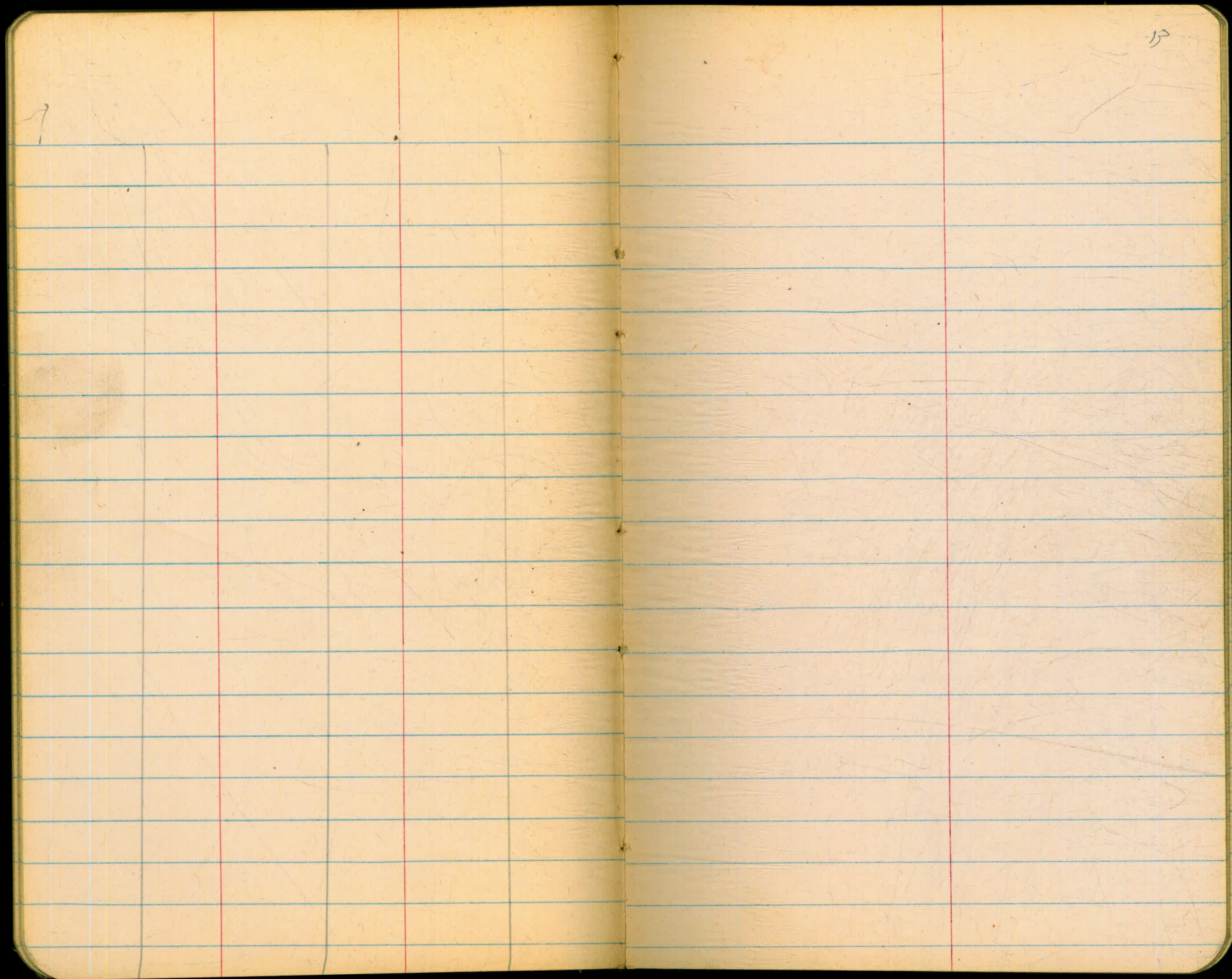
F.25

317+95

7.1
+120.0

120.0

120.1



7

7

K.M.P.L. #2

King 5-19-50
West
Shipman

14

B.M.	1.12	93.40			92.20	
320+124 ³			12.4	81.0	74.2	6.8 ^v
T.P.	1.43	92.41	12.42	80.98		
320+21 ⁹¹			4.1	78.3	71.4	6.9 ^v
320+51 ⁷⁴			11.1	71.3	65.7	6.2 ^v
T.P.	2.03	73.36	17.08	71.33		
320+70 ⁹⁴			5.1	68.3	62.4	5.9 ^v
321+00 ⁵⁹			7.3	66.1	59.2	6.9
321+30 ⁷³			9.2	64.2	55.9	8.3
321+50			10.7	62.7	53.7	9.0

K.M.P. 2.F.2

KING
West
Shipman

5-19-50 12.72

5

7334

721+60			11.6	61.8	52.4	9.2 [✓]
721+65			12.0	61.4	52.4	8.8 [✓]
722+04 ⁹⁶			11.4	62.0	54.2	7.8 [✓]
+34 ⁹⁰			10.2	63.2	56.0	7.2 [✓]
+54 ⁸⁰			9.1	64.3	57.3	7.0 [✓]
723+94 ²			8.5	64.9	58.5	6.4 [✓]
+13 ⁹⁰			7.8	65.5	59.1	6.5 [✓]
+43 ⁸⁰			8.0	65.4	59.7	5.7 [✓]
T.P.	4.34	69.78	7.94	65.42		
B.M.1			7.49	62.29	62.32	

0.912111

K.M.P. 2 #2

KING 5-18-50
West
Shipman

B.M.	8.56	70.88		62.32	
323+73 ⁷¹		5.1	65.8	59.9	5.9
324+0243		5.2	65.7	60.1	5.6
324+33 ⁵⁵		4.8	66.1	60.4	5.7
53 ⁴⁷		4.4	66.3	60.6	5.7
43 ³⁹		5.4	65.5	60.6	4.9
32503 ¹⁵		6.0	64.9	60.6	4.3
433 ⁰¹		7.1	63.8	58.8	5.0
325+53 ⁸⁹		7.7	63.2	57.6	5.6
782 ⁷¹		8.4	62.5	56.9	5.6

K.M.P.L.#2

King
West
Shipman

5-19-52

17

70.88

326+1262

9.9

62.0

52.1

5.9

+3257

9.0

61.9

53.6

6.3

+3249

9.3

61.6

55.4

6.2

+3244

8.8

62.1

55.2

6.9

327+6240

8.2

62.7

55.2

7.5

+3240

7.7

63.2

55.2

8.0

+6222

6.6

64.3

55.2

9.2

+9219

5.4

65.3

55.2

10.1

T.P
Top Rail

3.72

65.16

65.17

K.M.P. #2
5' OFF-LT

KING
SHIPMAN
WEST

5-19-52

25

	1.48	72.17		70.69	Top Conc. Max 24.3324
333+45 ⁰⁷		4.6	67.6	61.0	6.6 7.6
+74 ⁰⁸		6.4	65.8	59.4	6.4
334+00 ⁰⁸		7.7	64.5	57.8	6.7
+30 ⁰⁹		8.7	63.5	56.2	7.3
+49 ¹⁴		9.1	63.1	55.4	7.7
+79 ¹⁶		9.3	62.9	55.4	7.5
335+09 ²⁰		9.0	63.2	55.4	7.8
+39 ³⁰		7.9	64.3	55.4	8.9
+69 ²²		6.3	65.9	55.4	10.5

K.M.P.L. #2

KING
WEST
SHIPMAN

5-19-50

19

72.17

	499 ¹⁴	5.3	66.9	55.4	11.5
3	336 + 290 ⁶	4.3	67.9	55.4	12.5
	+35 ⁸⁹	3.9	68.3	55.4	12.9
	+48 ⁰¹	3.9	68.3	55.4	12.9
	337 + 18 ⁷³	4.8	67.8	55.4	12.0
	+48 ⁶⁵	6.0	66.2	55.4	10.8
	Burrstrap +71 ¹³	7.3	64.9	55.4	9.5
3	338 + 01 ¹³	9.8	62.4	55.4	7.0
	+21 ⁰⁴	11.9	60.3	55.4	5.2
	+40 ⁸⁵	13.0	59.1	54.4	4.5

K.M.P. 2: #2

King
West
Shipman

5-22-50

25

72.7

338+60⁸⁰

15.0 57.2 53.4

3.8

13.09 59.06

ONGINNEY 5' L. - 338+40⁸⁵

3.41

74.10

70.69

330+08⁸²

11.5 62.6 53.2 7.4

+38⁶⁸

10.6 63.5 52.1 6.4

+68²⁰

9.4 64.9 52.0 5.7

+98²¹

7.3 66.8 60.9 5.9

331+28⁸⁸

5.1 69.0 61.0 8.0

+58

3.1 71.0 61.0 10.0

+88²²

3.0 71.1 64.0 10.0

K.M.P.L.#2

King
Shipton
West

5-22-50

51

74.10

332+17²⁴

4.6

69.5 61.0

8.5

+47²⁶

5.3

68.8 61.0

7.8

+77²⁷

5.8

68.3 61.0

7.3

333+07²⁰

6.0

68.1 61.0

7.1

+35⁶³

6.5

67.6 61.0

6.6

3.41

70.69

B.M.

4.07

71.25

67.18

Top East Rail

328+220⁸

5.1

66.2
~~67.2~~ 55.211.0
~~12.0~~

+52.12

7.4

63.9 55.2

8.7

329+51⁸⁰

4.8

66.5 55.2

11.3

+71.80

4.9

66.4 55.2

11.2

330+61⁷⁰

8.6

62.7 55.2

7.5

4.07

67.18

K.M.P.L. #2
5' off - left

King
west T
Shupman

5-23-32

22

B.M.	2 PZ	19.91		17.09	Top F.H. level 34540.5
343473.40		4.6	15.3	7.2	8.1
344403 ³		5.2	14.7	7.2	7.5
433 ^{2.4}		5.3	14.6	7.2	7.4
153 ³¹		5.9	14.0	7.2	6.8
783 ¹⁵		5.0	14.9	7.2	7.7
345412 ⁹⁸		4.7	15.2	7.2	8.0
442 ⁹⁸		5.1	14.8	7.2	7.6
472 ⁸³		4.5	15.4	7.2	8.2
34402 ⁷⁴		4.5	15.4	7.2	8.2

K.M.P.L. #2

King
Shipman
West

5-23-50

23

19.91

+32 ⁶⁶	4.5	15.4	7.2	8.2
+62 ⁵⁰	5.1	14.8	7.2	7.6
+92 ⁵⁰	4.9	15.0	7.2	7.8
347+22 ⁴²	5.0	14.9	7.2	7.7
+52 ⁵⁴	5.2	14.7	7.2	7.5
+82 ²⁴	5.2	14.6	7.2	7.4
344+12 ⁰⁹	5.3	14.6	7.2	7.4
+42 ⁰¹	5.3	14.6	7.2	7.4
+71 ⁹²	5.5	14.4	7.2	7.2
344+01 ⁸⁵	5.6	14.2	7.2	7.1

K.M.P.L.#2

King
Shipman
West

5-23-50

29

1991

↓377	5.4	14.5	7.2	7.3
↓669	5.9	14.0	7.2	6.8
↓9161	5.5	14.4	7.2	7.2
358+2153	5.5	14.4	7.2	7.2
↓5745	5.6	14.3	7.2	7.1
↓8137	6.0	13.9	7.2	6.7
35141120	6.0	13.9	7.2	6.7
↓4172	5.5	14.4	7.2	7.2
↓7104	5.6	14.3	7.2	7.1
352+85 ⁹⁶	5.8	14.1	7.2	6.9

K.M.P.L #2

King
Shippman
West

5-23-52

55

19.91

352+85

5.3

14.6

8.5

6.1

+45⁷⁴

4.8

15.1

9.8

5.3

+65⁶⁴

4.1

15.8

~~10.6~~
10.0~~5.2~~ 5.8 lowered acct Sewer King+85³¹ B.C.

3.2

16.7

~~11.5~~
10.8~~5.2~~
5.9

T.P.

11.68

28.44

3.15

16.76

ON 9/11/52 352+85³¹!353+05¹⁴

9.7

18.7

~~12.3~~
11.3~~6.4~~
7.4+25⁰²

8.0

20.4

~~13.2~~
12.3~~7.2~~
8.1+44⁷⁶

6.8

21.6

~~11.8~~
14.5~~6.8~~
7.1+64⁵⁹

5.7

22.7

16.4

6.3

+84⁴²

4.6

23.8

18.0

5.8

354+04²⁵

3.9

24.5

19.5

5.0

+24⁰²

2.8

25.6

20.0

5.6

+43⁸⁵

1.7

26.7

20.0

6.7

+59⁹⁵

1.3

27.1

20.0

7.1

1.07

B.M. 6.22 44.50 38.28

Top F.H. Hyd L. 3597

358+08²¹ 6.0 38.5
~~37.9~~ 33.0 5.5

+3817 5.9 38.6
~~43.~~ 33.0 5.6

+6814 6.1 38.4 33.0 5.4

+9811 6.1 38.4 33.0 5.4

359+2804 5.5 39.0 33.0 6.0

+5805 4.9 39.6 33.0 6.6

+88 3.9 40.6 ~~34.8~~ 33.4
~~33.8~~

~~5.8~~ 7.2 - Lowered acct Sewer Xing 6359+66
" " Elevation El 55.6

360+0794 3.4 41.1 ~~35.4~~
~~35.6~~ 36.1 5.5
~~5.0~~ 5.7

+4412 1.7 42.8 38.0 4.8

		44.50				
T.P.	12.95	57.39	0.06	44.44		
360+73 ⁸⁹			12.3	45.1	40.0	5.1
361+03 ²⁵			9.6	47.8	41.9	5.9
+33 ⁶²			7.7	49.7	43.6	6.1
+63 ⁴⁹			5.8	51.6	45.3	6.3
+93 ³¹			5.0	52.4	46.0	6.4
362+23			3.6	53.8	46.0	7.8
362+53 ⁰⁹			1.2	56.2	46.0	10.2
T.P.	2.14	59.42	0.13	57.26	+	
+83 ⁰¹			0.6	58.8	46.0	12.8

		59.42				
T.P	0.29	59.71	0.00	59.42		
363+12.95			0.4	59.8	46.0	13.3
+42.81			7.2	52.5	46.0	6.5
+72.64			7.9	51.8	46.0	5.8
364+02.56			8.0	51.7	46.0	5.7
+32.44			7.6	52.8	46.0	6.1
+52.40			7.1	52.6	46.0	6.6
+82.30			5.8	53.9	47.2	6.7
365+12.22			4.3	55.4	48.4	7.0
+42.12			8.5	56.2	49.7	6.5

59.71

365+720²

2.5 57.4 50.9 6.7

366+01.92

0.4 59.3 52.1 7.2

T.P. = 9.06

68.40 0.37 59.34

ON 91X Noy 366+01.92

366+31⁰³

7.7 60.7 53.3 7.4

366+41⁶³

6.7 61.7 54.5 7.2

+91⁵⁵

5.7 62.7 55.8 6.9

367+21⁴³

4.7 63.7 57.0 6.7

+41³³

2.0 66.4 59.3 7.1

367 T.P.

9.24 76.82 0.84 67.56

367+70⁹¹

6.0 70.8 63.7 7.4

Box 4 Side out lots
327 + 88 +

King
Shiplow
West

5-30-50

30

B.M. 3.57 70.75 67.18 Top Rail-

N.E. 6.25 64.50 52.84 11.66 F050

S.E. 6.96 63.79 52.67 11.12 F121

N.W. 5.61 65.14 52.54 12.60

S.W. 5.53 65.22 52.13 13.09

76.82

368+100 ³⁰		3.7	73.1	65.1	8.0
368+130 ⁴		3.6	73.2	66.6	6.6
T.P.	1186	8505	3.63	73.19	
368+6034		10.5	74.6	68.0	6.6
+90 ⁴		8.2	76.9	69.5	7.4
369+1995		6.0	79.1	70.9	8.2
+4975		4.5	80.6	72.4	8.2
+7953		3.8	81.3	72.9	8.4
370+6939		3.3	81.8	73.4	8.4
+3925		2.4	82.7	73.8	8.9

		85.85				
370+69 ¹⁰			1.5	83.6	74.7	8.9
+98 ⁹⁴			1.1	84.0	75.9	8.1
371+287 ⁸⁰			0.5	84.6	77.1	7.5
T. P.	10.34	94.94	0.45	84.60		
371+386 ²			9.9	85.0	78.3	6.7
+88 ⁴⁶			8.3	86.6	79.5	7.1
372+182 ⁴			6.4	88.5	81.2	7.3
+48 ⁰⁷			5.0	89.9	82.9	7.0
+77 ⁷⁹			3.6	91.3	85.1	6.2
373+075 ⁴			3.4	91.5	86.3	5.2

		9494				
T. P.	6.71	98.27	3.38	91.56		914 Neg 373707
373+37			5.5	92.8	86.6	6.2
+69 ²			4.8	93.5	86.9	6.6
+97			4.1	94.2	87.2	7.0
374+29 ³⁵			3.5	94.8	87.5	7.3
+59			2.8	95.5	88.3	7.2
89 ²			1.9	96.4	89.9	6.5
378+116 ²			1.3	97.0	90.6	6.4
+46			0.6	97.7	90.6	7.1
T.T	12.65	110.92	0.00	98.29		

	110.92				
375+76		12.7	98.2	90.6	7.6
376+05		12.3	98.6	90.6	8.0
+36 ⁴⁵		11.9	99.0	90.6	8.4
+66 ²⁷		11.7	99.2	90.6	8.6
+96 ²⁹		11.3	99.6	90.6	9.0
372+26 ²⁴		11.1	99.8	90.6	9.2
+56 ⁰⁴		9.5	101.4	92.7	8.7
375+1 +84 ⁰²		7.2	103.7	94.6	8.1
378+150 ³		3.6	107.3	102.2	5.1

		11092	1			
T.P	1208	122.96 110.92	104	109.88		
377+4436			10.9	112.1	167.1	5.0
+7396			7.5	115.5	110.1	5.4
379+032			4.7	118.3	113.1	5.2
+33			0.4	122.6	117.9	4.7
T.T	11.66	134.31	0.31	122.65		
379+62			6.3	128.0	122.7	5.3
+9232			0.7	133.6	127.5	6.1
TP	12.29	146.34	0.26	134.05 122.96		
380+218			8.1	138.2	132.6	5.6

		146.34			
3845130			4.0	142.3	137.6
					4.7

		154.87		144.40	
T.P	10.40	155.87	1.94	145.40	

				147.0	
+9629			0.9	148.0	142.7
					4.3
					5.3

				152.8	
38171020			2.1	153.8	147.7
					5.1
					6.1

				152.76	
T.P			2.11	153.06	
					38171020

K.M.P.L. # 2
5' offsets

King
Shipman
West

6-8-50

37

T.B.M.	12.20	39.30		27.10	
354+897		11.0	28.3	20.0	8.3
355+096		18.1	29.2	20.0	9.2
4395		8.3	31.0	23.9	7.1
4692		7.6	31.7	26.4	5.3
49904		6.2	33.1	27.7	5.4
356+2892		4.8	34.5	29.2	5.2
44882		4.0	35.3	30.1	5.2
47876		3.8	35.5	30.9	4.6
357+026		2.5	36.8	31.3	5.2

39.30

357735²

1.6

37.7

32.3

5.4

+5837

1.3

38.0

32.8

5.2

+8829

1.0

38.3

33.0

5.3

8.9

38.40

T.P.

11.96

164.72

152.76

91.429 381410

381+3976

8.2

156.5

157.8

4.7

+6944

5.1

159.6

154.3

5.3

+9927

2.9

161.8

156.8

5.0

382+2898

1.0

163.7

157.1

6.6

+5890

0.4

164.3

157.4

6.9

T.P.

9.04

173.39

0.37

164.35

K.M.P.A.#2
5' OFFSETS

39

173.39

382+8892	9.2	164.2	157.4	6.9
383+1034	9.8	163.6	157.4	6.2
+4866	10.5	162.9	157.4	5.5
+7858	10.7	162.7	157.4	5.3
384+0844	10.8	162.6	157.4	5.2
+3833	10.4	163.0	157.4	5.6
+6824	10.3	163.1	157.8	5.3
+9815	9.8	163.6	158.5	5.1
385+2805	8.7	164.7	159.6	5.1
+5797	7.3	166.1	160.7	5.4

173.39

385 + 177.85

5.1 167.3 161.8 5.5

386 + 177.5

5.1 168.3 162.9 5.4

476.5

3.9 169.5 164.0 5.5

477.6

2.2 171.2 165.1 6.1

B.m

2.30 171.09 171.13

173.39
230

Final X-sec Back Fill
K.M.P.L. #2

King 6-9-50
West
Shipman

clear

41

B.M.			
	1.92	285.17	283.25
205700		4.5	280.7
204750		5.0	280.2
204700		5.2	280.0
203775		5.6	279.6
Another draw			
202750		5.3	279.9
202400		5.9	279.3
201750		5.2	280.0
201725		4.5	280.7

L+

R+

Top Conc. Mon. 2057 40.86

281.6	280.7	278.3	277.3
$\frac{3.6}{20'}$	$\frac{4.5}{20'}$	$\frac{6.9}{30'}$	$\frac{7.9}{31'}$ - old ground
280.40	280.20	278.2	273.4
$\frac{4.8}{20'}$	$\frac{5.0}{20'}$	$\frac{7.0}{13'}$	$\frac{11.8}{28'}$
280.20	280.0	277.9	270.60
$\frac{5.0}{20'}$	$\frac{5.2}{20'}$	$\frac{7.3}{13'}$	$\frac{14.5}{27'}$
280.30	279.9	278.3	274.5
$\frac{4.9}{20'}$	$\frac{5.3}{20'}$	$\frac{6.9}{10'}$	$\frac{10.7}{23'}$
279.6	279.3	276.0	261.8
$\frac{5.6}{20'}$	$\frac{5.9}{20'}$	$\frac{9.3}{15'}$	$\frac{23.4}{48'}$
280.3	280.0	277.6	270.3
$\frac{4.9}{20'}$	$\frac{5.2}{20'}$	$\frac{7.6}{12'}$	$\frac{14.9}{35'}$

oo station

oo station

F. J. V. Sects Backfill
K. M. P. L. # 2

King
Shipman
West.

6-9-50

42

285.17

Lt.

200425

4.3

280.9

281.2

280.9

280.6 Rx.

277.7

274.0

$\frac{40}{15'}$

$\frac{4.5}{10'}$

$\frac{4.6}{10'}$

$\frac{7.5}{28'}$

$\frac{11.2}{35'}$

200400

5.7

279.5

280.0

279.5

277.5

267.8

$\frac{5.2}{15'}$

$\frac{5.7}{17'}$

$\frac{7.7}{19'}$

$\frac{17.4}{39'}$

199+50

4.8

280.4

281.0

290.4

278.4

272.7

$\frac{4.2}{13'}$

$\frac{4.8}{0}$

$\frac{6.8}{22'}$

$\frac{12.5}{32'}$

T.P.

5.58

288.72

2.03

283.14

285.02

283.92

282.22

279.92

Another draw

198+25

4.8

283.9

$\frac{3.7}{13'}$

4.8

$\frac{6.5}{19'}$

$\frac{8.8}{23'}$

284.02

282.82

282.32

281.12

279.42

269.72

198+50

5.9

282.8

$\frac{4.7}{13'}$

$\frac{5.9}{4'}$

$\frac{6.4}{7'}$

$\frac{7.6}{20'}$

$\frac{9.3}{34'}$

$\frac{19.0}{36'}$

284.82

283.22

282.32

281.42

278.72

277.62

262.82

197+00

6.4

282.3

$\frac{3.9}{12'}$

$\frac{5.5}{8'}$

6.4

$\frac{7.2}{5'}$

$\frac{10.0}{12'}$

$\frac{11.1}{23'}$

$\frac{25.7}{45'}$

283.9

283.3

282.4

281.5

280.4

279.8

275.4

$\frac{4.8}{8'}$

$\frac{5.4}{7'}$

6.3

$\frac{7.2}{8'}$

$\frac{8.3}{12'}$

$\frac{8.9}{27'}$

$\frac{13.3}{26'}$

T.P.

1.60

284.84

5.48

283.24

B.M.

1.58

283.26

283.24

T.P.	4.25	210.25		206.00		
399447 ⁵¹			9.0	201.3	196.4	4.9
+7569			0.4	209.9	205.8	4.1
T.P.	12.23	222.10	0.38	209.87		
400404 ⁴⁵			2.7	219.4	213.4	6.0
T.P.	12.20	234.04	0.26	221.84		
400432 ⁸⁶			5.1	228.9	222.8	6.1
T.P.	12.95	246.94	0.05	233.99		
+6127			8.4	238.5	232.2	6.3
T.P.	12.02	258.74	0.22	246.72		
+8968			10.6	248.1	241.6	6.5
401718 ⁴³			3.2	255.5	249.3	6.2
T.P.	13.25	271.56	0.43	258.31		

K.M.P. #2
5 OFFsets

King
Shipman
West

6-14-50

44

271.56

401447⁴⁰ 8.7 2629 256.1 6.8

401476² 0.3 271.3 264.5 6.8

T.P. 12.23 283.50 0.29 271.27

402201⁷⁴ 3.6 279.9 274.6 5.3

T.P. 5.55 288.91 0.14 283.36

402433²³ 3.7 285.2 280.4 4.8

3.65 285.26

T.R.M. 0.33 206.33 206.00

2.01

T.P. 6.36 199.20 13.03 193.30
398174⁹⁴ 6.8 192.8 184.0 8.0

282.9

398466³⁸ 7.4 192.2 179.2 13.0

288.9

1.5

287.4

398431⁶³ 14.9 184.7 178.0 6.7

398401 12.0 187.6 183.3 4.3

5.3

47173 8.8 190.8 187.0 3.8

199.60

397+42 ⁰³	6.8	192.8	190.6	2.2
397+12 ³⁴	4.7	194.9	191.8	3.1
398+82 ⁴	3.8	195.8	193.1	2.7
398+52 ⁵	3.5	196.1	194.0	2.1
398+22 ⁵	2.7	196.9	194.0	2.9
395+92 ⁶	2.2	197.4	194.0	3.4
395+62 ⁹	2.0	197.6	194.0	3.6
395 +430 ²	2.3	192.3	192.7	4.6
395+13 ²	4.6	195.0	196.5	4.5
394+93.7	6.5	193.1	188.2	4.9

	199.60		9.8	189.8	184.4	5.4
474.35						
T.P						
495.5	182	191.61	9.81	189.79		
+45.5			6.8	184.8	176.3	8.5
394.167			12.0	179.6	168.2	11.4
393.494 ⁵			14.5	177.1	167.8	9.3
464.6			15.2	176.4	167.8	8.6
434.7			14.3	177.3	167.8	9.5
393.404 ⁷			12.7	178.9	167.8	11.1
474.8			10.8	180.8	167.8	13.0
+45.0			9.4	182.2	167.8	14.4

	191.61				
415.1		10.1	181.5	167.8	13.7
485.1		11.4	180.2	167.8	12.4
+55.3		12.5	179.1	167.8	11.3
391425.3		12.7	178.9	167.8	11.1
T.P.	0.32	179.18	12.75	178.86	
+95.3		1.9	177.3	167.8	9.5
+65.6		3.3	175.9	166.6	9.3
+35.7		5.1	174.1	166.0	8.1
390+05.8		5.7	173.5	166.0	7.5
+75.88		6.5	172.7	166.0	$\frac{6.7}{5.8}$

K.M.P. 1. #2

King
Shipman's
West

6-16-50

48

179.18

+46.0		6.6	172.6	166.0	6.6
389+16.13		6.9	172.3	166.0	6.3
+86 ²¹		-6.4	172.8	166.0	6.8
+564		6.4	172.8	166.0	6.8
+315		5.7	173.5	166.0	7.5
+068		5.4	173.8	166.0	7.8
+81.8		4.4	174.8	166.0	8.8
+56 ⁹		3.0	176.2	166.0	10.2
+32 ¹⁴		3.1	176.1	166.0	10.1
387+073 ⁶		5.1	174.1	166.0	8.1 +2.1
B.M.		8.02	171.16	171.13	

K.M.P.L. #2
5' OFFSETS

King
Ship on
Wort

6-16-50

49

T.P.	12.95	298.21			285.28	402+33
402+62 ⁶			9.0	289.2	284.3	4.9
31						
+92 ³⁹			5.6	292.6	287.1	5.5
403+22 ¹⁷			2.7	295.3	290.0 28	5.5
T.P.	11.38		0.00			
451 ²			9.09 8.7	298.2	292.8	5.4
T.P.	11.34	309.59	0.00	298.21		
+81 ²			8.4	306.2	295.7	5.5
464+11 ⁵			5.8	303.8	298.5	5.3
441 ²			3.2	306.4	301.3	5.1
471 ¹			1.1	308.5	303.7	4.8
T.P.	11.54	321.11	0.02	309.57		
405+00 ⁹			10.5	316.6	305.5	5.1
3						

K.M.P.L.#2
5'OFF

321.11

405+30 ⁷			8.8	312.3	307.4	4.9
+60 ⁶			6.6	314.5	308.3	5.2
+90 ⁴			3.7	317.4	311.6	5.8
T.P.	12.82	333.93	0.00	321.11		
406+30 ²			12.7	321.2	313.9	7.3
+50 ¹			9.0	324.9	316.3	8.6
+79 ⁹			6.7	327.2	318.6	8.6
407+30 ⁷			6.0	327.9	320.9	7.0
+39 ⁹			4.7	329.2	323.3	5.9
+69 ⁴			2.3	331.6	325.4	6.0
T.P.	11.50	345.43	0.00	333.93		
+99 ⁵			10.8	334.6	329.0	5.6

King
Shipman T
West

6-16-50

50

345.43

408482			6.9	338.5	332.5	6.0
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408460 ³			3.3	342.1	336.0	6.1
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T.P.	12.67	354.83	3.27	342.16		9111104 408460
------	-------	--------	------	--------	--	----------------

408480			10.4	344.4	339.4	5.0
--------	--	--	------	-------	-------	-----

4093180 ⁵			8.1	346.7	342.4	4.3
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+47 ⁸⁴			5.3	349.5	344.9	4.6
-------------------	--	--	-----	-------	-------	-----

477 ⁶⁷			2.1	352.7	347.3	5.4
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T.P.	13.11	367.93	0.01	354.82		
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410407 ⁴⁷			11.9	356.0	350.0	6.0
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+77 ²²			8.1	359.8	353.2	6.6
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+66 ⁹⁴			4.8	363.1	356.3	6.8
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R.M.P.L #2
5' OFF

King West X
Shipman 6-16-50

52

T.P.	0.88	59.94		59.06	338142			
338400 ^R		5.4	54.5	50.7		3.8		
338494		9.2	50.7	47.8		2.9		
339400 ⁰		12.1	47.8	44.3		3.5		
T.P.	0.71	47.55	13.10	46.84				
ea.								
338457 ¹		3.1	40.5	39.9		4.6		
								+ H.
338775 ⁵		7.6	40.0	32.8		7.2		
338493 ⁵		12.9	34.7	24.2		10.5	6.75	35.32 911
T.P.	0.45	35.14	12.86	34.69				
339422		10.1	25.0	13.0		12.0	390	25.6 16.58 120

40.0 TP
 21.67 HI
 -13.13
 28.52 TP
 + 86
 59.38 N
 -13.98
 16.40
 + 388
 2028

K.M. Plot 2
15' offset
35.14

King West
Shipman
6-16-50

53

T.P.	0.87	23.05	12.94	22.18
339 (48)			7.4	15.6
458?				2.4
339480		9.5	13.5	2.0
34010		9.5	13.5	3.1
J.B.M.		4.6	18.89	18.97

13.2 12.80 16.40 c 14.0 ✓ 20.38 H¹

11.5 6.4 13.9 c 11.9 ✓ 1.33

10.4 6.6 13.7 c 10.6 ✓ 18.95-18.97

6.7 13.6 c11.5

6.3 14.0 c10.9

392	17.40	13.50	on Gintney
340139	3.6	13.8	3.1
340169 ²	4.3	13.1	3.1
340189 ⁴	4.3	13.1	3.1
341109 ²	4.6	12.8	3.1
158 ¹⁴	5.3	12.1	3.1
158 ⁹⁹	7.8	9.6	3.1
341175	9.4	8.0	3.1
	11.35	6.07	

340110	10.7 ✓	6.7	13.6	c105	6.0 14.3
	10.0 ✓	7.0	13.3	c102	6.6 13.7 c106
	10.0 ✓	7.3	13.0	c99	6.7 13.6 c102
	9.7 ✓	7.5	12.9	c97	7.0 13.3 c102
	9.0 ✓	7.9	12.4	c93	7.6 12.7 c96
	6.5				
	4.9	11.6	08.7	c56	
		9.5	10.8	c01	

		367.93				
41019 ⁷			2.1	365.8	359.5	6.3
T.P.	12.00	379.91	0.02	367.91		
41126 ³⁵			11.2	368.7	362.7	6.0
+57 ⁰⁹			8.2	371.5	366.0	5.7
+85 ⁴³			4.3	375.6	369.1	6.5
41210 ⁶²			2.6	377.3	371.6	5.7
T.P.	11.04	388.32	2.63	377.28		0.4912121212121212
412+35 ³			8.8	379.5	374.1	5.4
+65 ⁶			5.8	382.5	377.10	5.4
412+93 ³⁷			2.7	385.6 387.6	380.1	5.5
T.P.	11.57	399.89	0.00	388.32		
413425 ¹⁶			11.6	388.9	382.8	6.1

		399.89				
413454 ⁸⁵			7.1	392.8	385.5	7.3
+847 ⁴			4.4	395.5	388.3	7.2
4141414 ⁴			2.6	397.5	391.0	6.3
+44 ²⁴			0.6	399.3	393.7	5.6
T.P.	12.91	412.69	0.11	399.78		
414474			10.3	402.4	396.7	5.7
415403 ⁵			6.7	406.0	399.9	6.1
415433 ⁴⁹			2.3	410.4	403.2	7.2
T.P.	6.43	419.37	0.25	412.44		
463 ²⁶			6.2	413.2	406.2	7.0
+930 ⁷			4.4	415.0	408.7	6.3
416122 ⁸³			3.8	415.6	409.5	6.1

		419.37			
+52 ⁴			3.4	4160	410.4
					5.6
+826 ⁵			2.7	4167	411.2
					5.5
T.P.	12.47	429.14	2.70	416.67	
					9
417+12 ⁴			11.6	417.5	412.0
					5.5
+42 ⁴			10.3	418.8	412.9
					5.9
+72 ¹	~		7.4	421.7	416.0
					5.7
418+0 ⁹			4.4	424.7	419.2
					5.5
418+31 ⁷			1.4	427.7	421.9
				422.2	5.8
T.P.	11.75	440.72	0.17	428.97	
					6.5
+61 ⁵			10.8	429.9	424.1
					5.8
+91.4			9.1	431.6	426.0
					5.6
419+21 ⁴			7.1	433.6	427.9
				432.8	5.7

440.72

419+5.1		5.1	425.6	429.8	5.8
419+80 ⁸⁷		7.3	436.4	437.7	4.7 5.7
420+10.6		2.9	437.8	437.8	6.0
420+40.6		1.6	439.1	437.8	7. ³ ₃
T.P.	1282	452.99	6.55	440.17	
+70 rd		12.8	440. ³ ₂	431.8	8.4
421+00.4		11.6	441. ⁴ ₇	431.8	9.6
+30.32		11.0	442.0	431.8	10.2
+60.24		10.3	442.7	431.8	10.9
+90.16		9.8	443.2	431.8	11.4
422+27.02		9.9	443.1 444.1	431.8	11.3
+ ^{56.7} 27.02		8.5	444.5	431.8	12.7
		2.70	450.20		

JUNE 27 1950

Reath
West
Shipman
Carver

58

KEARNY MESA N° 2

Valve Chamber 422+46⁴¹
422+34²² SUB. CUT
EL. GRD.

BM 3.05 453.22 450.17

NW Cor 5° OFF West } 422+46⁴¹ 9.21 444.01 429.94^C 14⁰²

NE Cor 5° OFF East } 7.50 445.72 430.39^C 15³³

SW Cor 5° off W } 422+34²² 8.33 444.89 430.39^C 14⁵⁰

SE Cor 5° off E } 8.22 445.00 430.44^C 14⁵⁶

CR B.M. 3.05 450.17

431.80 Bottom Pipe

+ .41

432.21 El. Bottom Flange

- 1.50

430.71 Floor

- .67

430.04

429.94

2.82
1.41
1.00
41

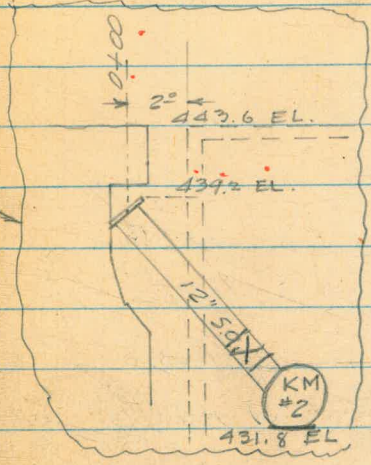
July 6, 1950
Beatty
West
Shipman

59

PROFILE - Kearny Mesa No 2 to Bayview Cann

B. 13M	3.72	453.89 ✓	450.17	
0+00	Top 12"		14.7	439.2
0+00			10.3	443.6
0+10	Ⓞ			445.6
+50			6.7	447.2
+50	Ⓞ			447.8
1+00			4.8	449.1
1+00	Ⓞ			449.2
+50			5.6	448.3
+50	Ⓞ			448.5
+86.40	X PT	45° RT	6.1	447.8
+86.40	Ⓞ			448.0
2+00			5.7	448.2
2+00	Ⓞ			448.2
+50			4.4	449.5
+50	Ⓞ			449.8
3+00			6.1	447.8
3+00				448.1
+33.92	X PT	45° RT	7.0	446.9
+33.92	Ⓞ			447.0
+50			7.9	446.0
+50	Ⓞ			446.3
4+00			10.4	443.5
4+00	Ⓞ			444.2
+30			10.4	443.5
+46.75			13.3	440.6
+46.75	Ⓞ			441.5
IP (Rock)	2.16	443.26 ✓	12.79	441.10 ✓
+66.12	(X PT)	51° 30' LT	3.8	439.5
+66.12	Ⓞ			440.1
+75			4.1	439.2
+91.30	X PT	90° LT	3.5	439.8
	Ⓞ (N)			440.2
	Ⓞ (W)			439.9

REDUCED & CHECKED BY BWF 7-10-50



Toe of Res. Fill Slope

8.4	24	1.6
5.8	24	
4.3	27	
5.6	26	
6.0	29	
6.0	23	
4.2	7	
5.0	21	
6.3	37	
7.6	34	
9.5	30	
2.6	15	0.9
		0.4
		28

Beatty
West
Shipman

July 6 1950-Hot! 60

Profile Kearny Mass #2 - Bayview Conn.
443.26

5+04.65 (X PT 90° LT) 4.4 438.9
5+04.95 (X PT 90° LT) 4.4 439.1 424.0 0151
5+04.95 (X PT 90° LT) 4.4 438.9 0149

Profile Alternate LINE

4+46.78 (X PT 51° 30' LT) 2.7 440.6

+60 4.3 439.0

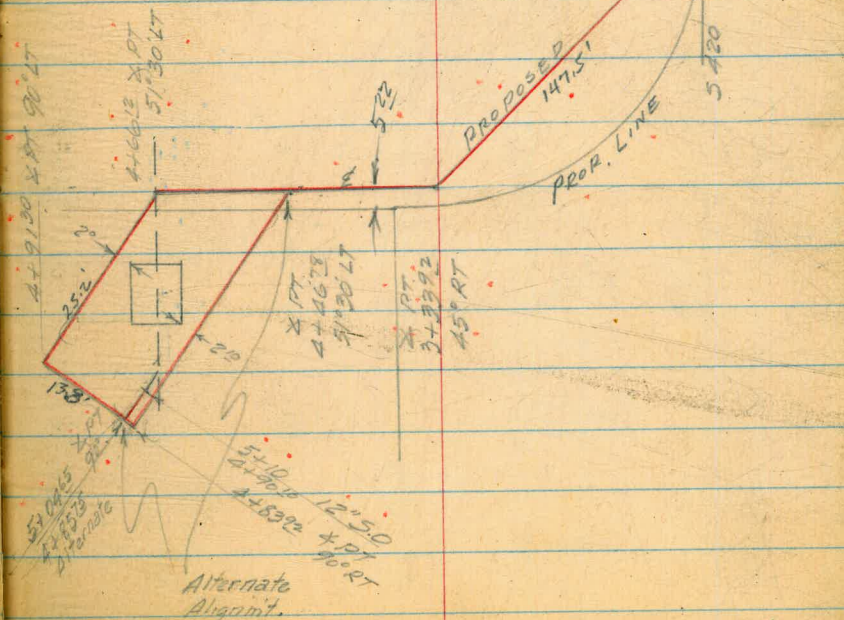
+68.8 4.1 439.2

+83.92 (X PT 90° RT) 4.5 438.8

+85.75 (X PT 90° RT) 4.4 438.9

CK TP 4.24 439.02 = 439.01
NE COR
VAL CHAMBER

REDUCED & CHECKED BY ME
7-10-50



K.M.P.L. #2
 Profile on ground above Pipe
 Major Rows Place

King
 Shipman
 West 7-14-50

61

Lt.

Rt.

B.M.	8.95	264.31	255.36
298+50		17.8	252.5
299+00		15.0	249.3
299+50		14.5	249.8
300+00		11.9	252.4
300+50		7.7	256.6
302+00		4.0	260.3
302+50		10.1	254.2
303+00		15.2	249.1
303+50		16.3	248.0
B.M.	8.95		255.36

25' Lt. Sp. Ke in R.R. tie Fence Post.

251.1

$\frac{13.2}{10}$

250.7

$\frac{13.6}{10}$

253.5

$\frac{10.8}{10}$

255.8

$\frac{8.5}{10}$

251.6

$\frac{12.7}{10}$

250.4

$\frac{13.9}{10}$

246.3

$\frac{18.0}{10}$

248.2

$\frac{16.1}{10}$

250.7

$\frac{15.6}{10}$

252.5

$\frac{11.8}{10}$

246.5

$\frac{17.0}{10}$

246.3

$\frac{18.0}{10}$

K.M.P.L.#2
Final Profile ground

King
Shipman
West

7-14-50

B.M. 1.22 299.05 ✓ 297.83

Top. Mt.

186+50 9.5 289.6 ✓

187+00 12.9 286.2 ✓

187+50 11.2 287.9 ✓

188+00 9.9 289.2 ✓

1.22 297.83 ✓

Check Depth of Kearny Mesa Pl.

@ Chalcedony

1.44 87.37 85.93

0.48 74.94 12.91 74.46

7.78 70.08 12.64 62.30

366+68 1305 57.03

366+68 8.3 61.8

367+32 9.30 40.78

367+32 4.0 66.1

12.35 81.57 0.86 69.22

7.87 88.96 0.48 81.09

3.02 85.94 = 85.93

West
Williams
Varonakis
Kullhofer

Rain : 1.0" +

Windy 25 MPH

4/13/56

63

366+68

367+32

366+68

5w (7) Mon Randall + Chalcedony

Top of 30" Kearny Mesa Pl @ Chalcedony St

Top of Ground

Top of Kearny Mesa Pl 64' North of Chalcedony St

Top of Ground

K.M.P.L. #2

B.M. 1.40 328.62

327.22

240+05⁺

~~324.5~~

Top Bay Elev 16/ve

8.87

319.75

324.50

F 4.8

1.40

~~327.22~~

KMP L A 2

	Elev	Top Box 2412		
B.M B.M.	1.78	329.00		327.22
240 + A.T.P.	7.64	323.74	12.90	316.20
Top E.			5.47	318.27
			5.88	317.86
Floor S.E. cov		12.96	310.78	

318.0

184 + 29

167 + 48

1681

F 8.62

317.86

121

242

15.6

7 1/2

318.60

1078

7.22

319.40

1078

8.62

58.2
27.1
10.6
8.6

B.M.
240+02

$$\begin{array}{r} 11.06 \\ + 34 \\ \hline 10.72 \\ 1.21 \\ \hline 11.93 \end{array}$$

$$\begin{array}{r} 1.21 \\ .34 \\ \hline 0.87 \\ 11.06 \\ \hline 11.93 \end{array}$$

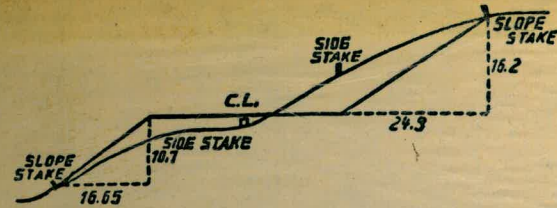
243.97
17

255.236
10.21
245.026
20.17
224.856

299.05
4.35
294.70

299.05
1.22
297.83

Please Return to
City of San Diego Water Dept.
Room 903 Civic Center
Telephone F-7511 Ext. 313



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1 1/2 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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HOLYOKE MASSACHUSETTS
NEW YORK CHICAGO BOSTON SAN FRANCISCO