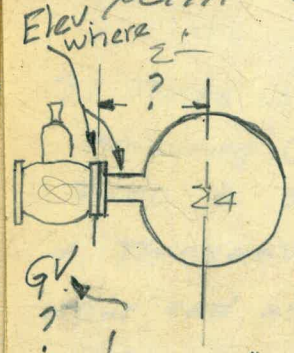
UNIT 206

KURTZ ST.

Need: - 1. Exact location of 8" S.O. on DYKE P/L in relation to KURTZ ST. in order to 'pin-point' our 0+00.

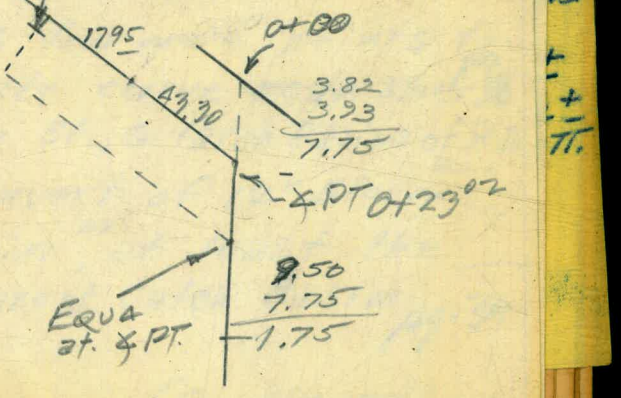
pg. 29



61.25
43.30
17.95

2352
17.95
33+34.05

8" S.O. This should be 0+00



111
30
21
162) 171887 10.1043
162
988
972
168
162
670
648
220

(F.B. 808-38)

HANCOCK ST. (1)

65.80
38
27.80

Need:-

1. Width of Roadway ✓ pg. 38
2. Pav't :- Thickness ? A.C. ? or ? pg. 38.
3. There is St 2.5 + missing (Pg. 39), btwn. 5+00 & 5+50.
4. Thickness of Conc. Apron near end of survey. pg. 38
5. Is it a dirt road at Sherman ?
6. A few more points to locate curve near Sherman St., & Catch Basins of St. Dr.
7. Invert of 12" Storm Drain, or at least the nearest Catch Basin. pg. 39

(Continued) →

111
30
21
162) 171887 10.1043
162
988
972
168
162
670
648
220

11
30
21
162) 171887 (10.1043
162
988
972
168
162
670
648
220

car

No.

No.

No.

No. 3

We al
extra
of boo
price.
In
letter "

TI
ENGIN

HANCOCK ST. (Cont'd)

8. Locate, if possible, 1" H.P. Gas Main in relation to Proposed H_2O Main, or property Line. pg. 38

9. There is an 8" C.I. (Gov't Main) N'ly side of HANCOCK, & 8" C.I. (Gov't) on N.W'ly side on GREENWOOD, can it be located? pg 38

SHERMAN ST.

NOTE:- On this Street the '1911 Act' now will extend to N'ly Terminus, it won't end up at HANCOCK ST..

Need:-

1. Location of Gov't Main crossing this ST.
2. An angle at which it takes off from HANCOCK, from that trust block at BEND
3. Any other feature that might help us, such as Pole, Fences, Houses Priv't, etc.

11½
30
21
162) 171887 10.1043
102
988
972
168
162
670
648
220

SHERMAN St.

NEED:-

1. Invert of Storm Drain at Hancock & Sherman.

15" DRAIN ✓ M.37

356
504
8.60

860
740
120

820
740
70

-1.20
7.47
8.67

7.47
70
8,17

11½
30
21
162) 171887 10.1043
162
988
972
168
162
6

11/4
30
21

$162 \overline{)171887}$ 10.1043
162
988
972
168
162
670
648
220

(5) STK'S & GRD

F.B. 808-49

34+50 $C7$

34 — $C6^{2}$

33+50 $C6^{7}$

33 — $C6^{4}$

32+50 $C6^{2}$

32+48^{05} B.C. $C6^{2}$

32 — $C7^{3}$

31+95 $C7^{4}$

31+62 F.H. TEE $C7^{8}$

(5) $C0^{0}$ TO FLANGE $C8^{0}$ TO BOTT.

31+60 $C7^{8}$

31+20 $C4^{2}$

31 — $C5^{0}$

30+50 $C5^{1}$

30 — $C5^{1}$

29+50 $C5^{0}$

29 — $C5^{4}$

28+50 $C5^{0}$

28+18^{4} 12" TEE $C5^{1}$

28+18^{4} F.H. TEE 31' RT. $C5^{3}$

(5) $C0^{2}$ TO FLANGE $C5^{8}$ TO BOTT.

(CONT'D)

(5) STK'S & GRD

F.B. 808-49 —

~~34+50 $C7^{1}$~~

34 — $C6^{2}$

33+50 $C6^{3}$

33 — $C6^{4}$

~~32+50 $C6^{2}$~~

32+48^{05} B.C. $C6^{2}$

32 — $C7^{2}$

31+95 $C7^{4}$

31+62 F.H. TEE $C7^{8}$

(5) $C0^{0}$ TO FLANGE $C8^{0}$ TO BOTT.

31+60 $C7^{8}$

31+20 $C4^{2}$

31 — $C5^{0}$

30+50 $C5^{1}$

30 — $C5^{1}$

29+50 $C5^{2}$

29 — $C5^{4}$

28+50 $C5^{0}$

28+18^{4} 12" TEE $C5^{1}$

28+18^{4} F.H. TEE 31' RT. $C5^{3}$

(5) $C0^{2}$ TO FLANGE $C5^{8}$ TO BOTT.

(CONT'D)

11/..
30
21
162) 171887 (10.1043
162
988
972
168
162
670
648
220

ca

N

No

No

No

We
ext
of
pric

lett

EN

11/
30
2'
$162 \overline{)171887}$ 10.1043
162
988
972
168
162
670
648
220

⑤ STK'S & GRD
F.B. 808 - 49

$41+72^{3}$ END OF LINE - CONN. TO EXIST. 12" C.I. 22½° BEND
41+27 $C3^{4}$
41 ~ $C4^{2}$
40+50 $C5^{6}$
$40+31^{42}$ 90° BEND $C6^{2}$
40+16 $C6^{0}$
40 ~ $C6^{7}$
39+50 $C5^{5}$
39 ~ $C5^{5}$
38+50 $C5^{1}$
38 ~ $C4^{8}$
37+50 $C5^{2}$
37 ~ $C5^{6}$
36+50 $C6^{3}$
36 ~ $C6^{7}$
$35+91^{13}$ 12" TEE $C6^{6}\pm$ CUT TO EXIST. MAIN
$35+91^{12}$ 27^{5} RT. F.H. TEE $C6^{6}\pm$
⑤ F.H. $C0^{0}$ TO FLANGE $C7^{6}\pm$ TO BOTT.
$35+81^{89}$ Δ PT. 22½° BEND $C6^{4}$
35+60 $C6^{2}$
35+00 $C7^{1}$
$34+64^{89}$ E.C. & Δ PT. $C7^{0}$
(CONT'D)

PACIFIC HWY (1)
(5) STK'S & GRD
F.B. 868 - 49 —

$41+72^{3}$ END OF LINE - CONN. TO EXIST. 12" C.I. 22½° BEND
$41+27$ $C3^{4}$
41 — $C4^{3}$
$40+50$ $C5^{6}$
$40+31^{42}$ 90° BEND $C6^{2}$
$40+16$ $C6^{0}$
40 — $C6^{2}$
$39+50$ $C5^{5}$
39 — $C5^{5}$
$38+50$ $C5^{1}$
38 — $C4^{8}$
$37+50$ $C5^{3}$
37 — $C5^{6}$
$36+50$ $C6^{3}$
36 — $C6^{7}$
$35+91^{12}$ 12" TEE $C6^{6}$± CUT TO EXIST MAIN
$35+91^{12}$ 27^{5} RT. F.H. TEE $C6^{6}$±
(5) F.H. $C0^{0}$ TO FLANGE $C7^{6}$± TO BOTT.
$35+81^{89}$ Δ PT. 22½° BEND $C6^{4}$
$35+60$ $C6^{2}$
$35+00$ $C7^{1}$
$34+64^{89}$ E.C. & Δ PT. $C7^{0}$
(CONT'D)

car
No
No.
No.
No.
We
extr
of b
price
lette
ENG

11/4
30
21
162) 171887 [illegible]
10.1043

808

Our Leather Bound Engineers Note Books are carried in the following rulings:

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter *"F"* to catalog number.

THE FREDERICK POST CO.

ENGINEERING and DRAFTING SUPPLIES

IRVING PARK STATION

CHICAGO, ILL.

KURTZ ST. – STK'S & GRD'S. FOR 12 AC. – 62-65 alice ✓

INDEX

	HI	0	13905 3751 17656 1010 16646		586 424 1010
	10.60			12.00	
	~~.95~~	.96			1.01
~~11.93~~	11.93			12.73	
		.74			.54
	12.90			12.78	
			176.46'		2.69 outlet Tank 2"
		.50			.89
4810 220 4590	12.67			12.66	
		.75			.21
	12.50			12.53	
		.80			.55
	12.45			11.48	
		.49			2.05
	11.85			8.61	
		.50	208.38	>	9.66 Bottom K Resvr
	12.40		214.35		3.69 Top K Resvr
		.50	215.54		~~2.06~~
	13.20				2.50 Stakes Top Resvr
		.19			2.07
	13.14			11.80	
		.24			1.10
	12.16			11.60	
		.19			1.76
13905 586 13419	13.25		236.51		
	149.05	69 655		105.19 149.05 254.24	10.18 655 1673

220

386

1336 1010 2326

254.24
16.73
238.51
1.76
236.75

Sta	HI		Sta	
0+00	4.07		1+45	4.11
+10	4.01		1+55	4.09
20	4.01		1+65	4.13
30	3.98		1+75	4.16
40	3.975			
50	4.00			
75	4.065			
85	4.125			
95	4.11	Beginning of first slide		
1+05	4.16			
1+15	4.24	Center of first slide		
25	4.175			
35	4.125	End of first slide		

Del Mar - La Jolla Pipeline

Air valve on S Dgto River Bridge = Elv 10 ± 73#

Stop valve foot of hill	80# both sides
+200	78½#
+700	78.0#
+1200	78.0#
+1700	77.5#
+2200	76.0#
+2900	75.5#
Air Valv	69.5 Airvalve 73#
" "	70.0
Stop valve upstream	62.5
" " downstream	62.0
Air Valve	62.5
15th St Del Mar	40.0
Air Valve 13th St	32.0
12th St	30.0 33
9th "	18.0 30
11th St +100'	29.75

Co Road Sta 44+00

Friction Loss 3.3 MGD = 2.2' / 1000'
X 2.31

July 29-1932 Elev WS Lockwood R04

5.20 Sec ft passing

Lockwood Mesa Reservoir.
3.36 M.G.D.

Sta	press	feet	Elev	Hydgrad
1+75	8.5	19.6	179	198.6
3+50	13.5	31.2	167.5	198.7
15+85	38.5	88.9	114	202.9
20+50	60.0	138.6	60	198.6
21+75 ←Road	68.5	158.2	24	182.2
24+50	81.0	187.1	7	194.1
24+90	81.0	187.1	7	194.1
25+00	81.0	187.1	6.9	194.0
24+50	81.0	187.1	6.9	194.0
28+25	81.0	187.1	6.5	193.6
32+80	80.5	185.6	6.0	191.6
38+05	80.0		5.5	
43+00	79.75		5.0	
48+00	79.5		5.0	
53+00	79.0		5.0	
59+97	77.75		7.5?	
65+00	77.0		12.0	
70+00	75.75		13.5	
77+90	71.00		14.5	
90+90	75.00		26.5	
99+50	63.56		33.5	
107+25 +3'	63.25			
109+00				

3' friction = 141' = 61#
6' friction = 174' = 75#
7' friction = 197' = 85.3#

WS Lockwood 202.5
Flow

Std	Press#	feet	Elev	Hyd Grade
3+10	8.0	18.5	183.0	201.5
4+15	12.0	27.7	174.1	201.8
4+94	14.0	32.3	169.7	202.0
11+12	28.0	64.7	134.9	199.6
15+27	39.0	90.1	109.5	199.6
19+00	59.5	137.4	61.0	1984
22+78	82.5	190.6	8.4	199.0
23+00	82.5	190.6	8.4	199.0
25+00	81.0	187.1	8.6	196.7
32+60	81.25	187.6	7.8	195.4
41+00	79.25	183.1	7.7	190.8
53+00	79.25	183.1	7.5	190.8
58+29	75.75	175.0	10.0	185.0
67+84	71.25	164.6	20.0	184.6
77+00	71.25	164.6	14.9	179.5
84+00	64.0	147.8	30.0	177.8
90+15	63.5	146.7	30.5	177.2
93+31	65.0	150.1	26.5	176.6
109+00	43.0	99.3	73.0	172.3
115.65	34.5	79.7	93.4	173.1
132+52	22.25	51.4	113.4	164.8
143+00	18.5	42.7	122.1	164.8
160+89	1.0	2.3	155.6	157.9
163+61	.0	0	157.54	157.5

Rockwood [illegible] 12/8/32

Calibration of Lauterbach Test gage with T.P. F.P. loss of head gage.

	Blk	Red
T.P.F.P. gage	54½"	52½"
Lauterbach gage	55"	54½"

T.P. F.P. Wash Observation 12/8/32

Wash gage 167# 2:00 P.M.

F.P. gage Blk 36

Red 33

Last wash finished 5:[illegible] am.

205 P.M.	Blk 54		
	Red 52		
@ 450 gpm	45	207	1500 gpm
	42		
	36	211	
	32		2000 gpm
	24	213	
	20		
3:07 Pm	20		
310	18	(takes 15 m to regain head @ 205)	
310	40		
	38		

pumps throw 1000 gpm each run separately

Blk	Head [illegible] Time
64	15
39	31
54	49
49	66
52½	82
51	97
52	115

oscillation to 70 upon stopping wash

Rec: different coagulant

larger wash @ lower rate

wash @ 6# loss (true)

repair recorder gage (gage shows 1½" too great loss

chk. gauges (apportion flow while [illegible] change position of [illegible])

36"		Drain	2 m
min 3"	= 800 g/m	[illegible]	1 m
4½	= 1600		1 m
		1800	1 m
5½	2000		3 m

WW/unit 10000 gal = 70000 gal for plant.

San Dieguito Dam
Elev of outlets

	0.61	50.61		50.00	RES. GAGE ADD 200.0' FOR U.S.G.S. ELEV cor 3-15-1951
	1.61	40.78	11.44	39.17	
#1 Outlet	(SFID) (NW Gravity Line)				3.74
#2 Outlet	SDID				3.77
	0.38	29.34	11.82	28.96	
	0.92	18.46	11.80	17.54	
#3 Outlet	(Blow-off Valve)				5.10
	11.40	23.70	6.16	12.30	
	11.12	33.42	1.40	22.30	
	11.34	43.61	1.15	32.27	0.42
#4 Outlet	(SFID SE High Line)				7.53
					7.34
#5 Outlet	(Joint Gravity)				5.58
					5.43
					6.28
					5.72
					3.78
	8.86	50.05	2.42	41.19	
Top Dam	S End		0.07	49.98	

Ramona
Hw website

12/18/32

Top Dam N End

37.04	Top 24" CI pipe } Through vert arch barrel
37.01	do do do } bet buttresses 3 and 4
13.36	Top 24" C I pipe Thru arch bbl bet buttresses 5,6
33.00	Syphon spillway lip
36.08	Top 10" C.I. Elbow Betw 11,12
36.27	Top 10" C.I. Elbow flange
38.03	Top concrete box Betw 11,12
38.18	Top flange on hood of 26" Rensselaer gate
37.33	Top 26" concrete pipe
37.89	Top Joint Gravity Weir lip
39.83	do do do do Box

Notes: #1 Controlled by 24" Rensselaer gate with transition to 52¼" O Cir Concrete pipe 2' rear
#2 Controlled by 24" Rensselaer gate and then transition to 24" W.S. pipe 7'9" O circum.
#1 #2 6'9½" O circumference
S.F.I.D. transverse line 2' 9½" O circum. (wrapped steel)
W.G. Brown says flow-line #2 outlet = 235⁰⁰

T.P. P.P.

3/15/33
Rws

Pressures at Check Valve
on Discharge Line on Hillside
above Pumping Plant

	#/□"	Sec.
Pump off (Static)	130#	
Pump #3 Turned on	150	0
	131	1½
	130	3
Pump #1 Turned on	148	0
	130	1
	131	3½
Pump #1 Turned off	115	0
	140	1
	126	3
	131	5½
Pump #3 Turned off	108	0
	155	1½
	115	3
	150	4
	115	5½
	150	6
	118	7

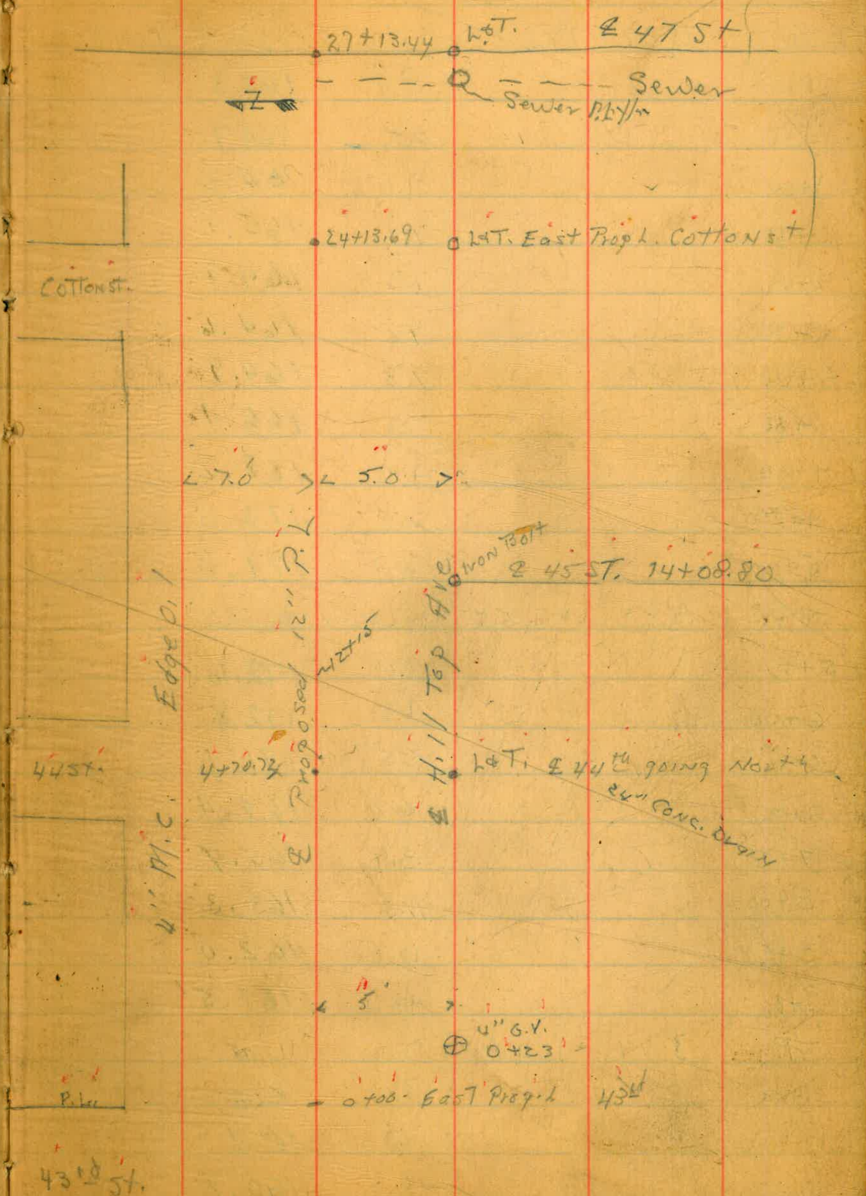
Also Paul Bearman
F.R. Lauterbach

Notes: gage used reads 15# + with
no pressure

Proposed 12" P.L.
Hilltop Ave - 43rd - 47th
See Bonita P.L. Plans - 43-45
For more detail
Also City Eng. Field BK 1377 Page 48

Note: To be hooked up to 12" S.O. Bonita Line at 43rd
8" Line on 47 St.

King
Leonard
Williams



Profile 12" – Hilltop – 43rd – 47th
(Proposed)

B.M.	9.32	172.23		162.9
0+00			8.9	163.3
+50			7.5	164.7
1+00			7.0	165.2
+50			7.1	165.1
2+00			7.3	164.9
+50			7.6	164.6
3+00			7.3	164.9
+50			5.8	166.4
4+00			4.0	168.2
4+50			2.2	170.0
5+00			0.4	171.8
T.P.	3.53	174.55	1.21	171.02
5+50			2.0	172.6
6+00			1.8	172.8
6+50			3.5	171.1
7+00			6.2	168.4
7+50			8.9	165.7
8+00			11.3	163.3
8+50			12.6	162.0
9+00			13.1	161.5
T.P.	3.44	164.89	13.10	161.45
9+50			3.6	161.3
10+00			3.8	161.1
10+50			4.2	160.7

King – Leonard Williams

6-14-51 HOT

10

P.P. # 536310 – S.E. Cor 43rd & Hilltop (Demoy)

Spike & V.K. – Going So.

Hilltop Proposed 12"

		164.89		
11+00			4.4	160.5
11+50			4.7	160.2
12+00			5.1	159.8
12+50			5.0	159.9
13+00			4.1	160.8
13+50			2.9	162.0
14+00			1.5	163.4
T.P.	13.04	177.65	0.28	164.61
14+50			12.2	165.5
15+00			9.1	168.6
+50			5.7	172.0
16+00			3.1	174.6
16+50			1.3	176.4
17+00			0.4	177.3
T.P.	11.98	189.19	0.44	177.21
17+50			11.4	177.8
18+00			10.6	178.6
18+50			9.8	178.4
19+00			9.0	180.2
19+50			7.9	181.3
20+00			6.5	182.7
20+50			5.3	183.9
21+00			4.0	185.2
21+50			2.7	186.5
22+00			1.4	187.8

King
Leonard
Williams

11

12+15		8.4	156.5	Bottom 24" Drain

Proposed 12" - P.L. Hilltop Drive - 43-47

King Leonard West 6-14-51 HOT

		189.19			
22+50			0.1	189.1	
TP.	7.55	196.67	0.07	189.12	
23+00			6.2	190.5	
+50			4.9	191.8	
24+00			3.8	192.9	
24+50			3.5	193.2	
25+00			3.8	192.9	
+50			5.0	191.7	
26+00			6.3	190.4	
+50			7.7	189.0	
27+00			9.6	187.1	
27+13.44			9.4	187.3	
L&T			9.50	187.17	187.17
Top Fill			6.80	189.87	
26+96.2	0.7 RT ℄ Invert 8" Sewer		16.7	179.97	

L&T ℄ Hilltop & 47th

N.E. Cor " " "

Levels Worked & Checked
DEZ.

Depth A.C. Pav. Jamaica Rd. 12" C.I.P.

	So. Side	No. side
0+00	7½"	6½"
1+00	7"	5"
2+00	7¼"	7¼"
3+00	8½"	6"
4+00	7"	7"
5+00	7¼"	7½"
6+00	7½"	8"
7+00	4"	8"
8+00	8"	8"
9+00	9½"	10"
9+35	5"	4"
9+50	4"	3"
10+00	4"	0
11+00	0	0
12+00	3"	0
13+00	1½"	0
13+50	3"	0

King
Leonard
Williams

6-20-51

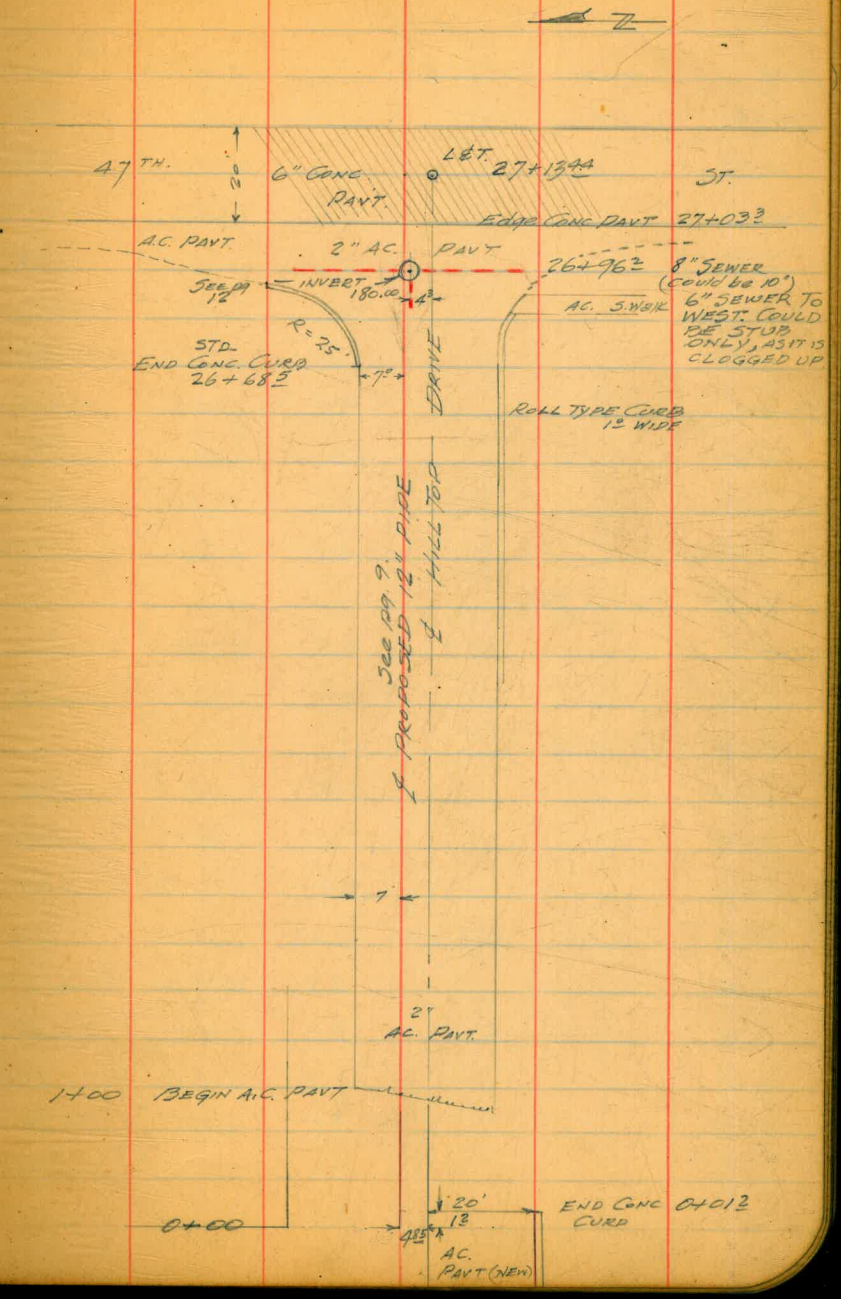
Note: No. Side - 2 layers of soil
Some places with 1" of Dirt between

6+25 - 6+90 - 2½" thick on North

PROPOSED 12" PIPELINE ON HILLTOP DRIVE
FROM 43rd to 47th ST.
MISCELLANEOUS DETAILS

AUG 31 1951
BEATTY
LEONARD
SEAVELLO

14



JAN. 15, 1952
BEATTY
LEONARD
POWELL

④ STAKES FOR 12" A.C. MAIN HILLTOP DRIVE 43rd TO 47TH ST.

					Bot. PIPE GRADE	
BM	4.58	174.80		170.22		
CR BM			11.96	162.84		
0+33			10.7	164.1	158.8	C53
+50			10.4	164.4	158.9	C55
1+00			9.5	165.3	159.1	C62
+50			9.7	165.1	159.4	C57
2+00			9.9	164.9	159.6	C53
+50			10.4	164.4	159.9	C45
3+00			9.9	164.9	160.1	C48
+50			8.3	166.5	161.0	C55
4+00			6.5	168.3	162.8	C52
+50			4.7	170.1	164.5	C56
+80	12x6 TEE					
5+00			2.9	171.9	165.3	C66
+50			1.9	172.9	166.0	C69
+60	2" AVA					
+75			1.8	173.0	166.4	C66
6+00			2.0	172.8	165.8	C70
+50			3.8	171.0	164.7	C63
P 7+00	0.18	168.55	6.43	168.37	163.6	C48
+50			3.0	165.6	161.0	C46 JAN. 18, 1952
8+00			5.4	163.2	158.4	C48
+50			6.6	162.0	157.6	C46
9+00			7.1	161.5	156.8	C47
+50			7.4	161.2	156.5	C47
10+00			7.6	161.0	156.2	C48

HILLTOP DRIVE

43rd to 47th St

		168.55				
10+50			7.9	160.7	155.9	C.48
11+00			8.2	160.4	155.6	C48
+50			8.55	160.0	155.4	C46
12+00			9.0	159.6	154.4	C52
+25			9.05	159.5	154.4	C51
+50			8.85	159.7	155.0	C47
13+00			7.95	160.6	156.2	C44
+50			6.65	161.9	157.4	C45
+75			5.9	162.7	158.0	C47
14+00			5.3	163.3	158.9	C42
+18	12"x12" Cross				159.5	
+50	13.38	178.63	3.30	165.25	160.6	C47
15+00			10.30	168.3	163.9	C44
+50			7.0	171.6	167.3	C43
+75			5.5	173.1	169.0	C41
16+00			4.25	174.4	169.7	C47
+50			2.5	176.1	171.2	C49
17+00			1.55	177.1	172.6	C45
+50			0.95	177.7	173.5	C42
18+00	13.30	191.65	0.28	178.35	174.3	C41
+50			12.4	179.3	175.2	C41
19+00			11.6	180.1	176.0	C41
+50			10.5	181.2	176.8	C44
20+00			9.2	182.5	178.1	C44
+50			7.9	183.8	179.4	C44
+60	12"x6" Tee (See Note)					
21+00			6.6	185.1	180.7	C44
+50			5.3	186.4	182.0	C43

1.88	= 34	
0.32	31	
7.52	34	
5.64	102	
6.39	105.4	

Note:—
Gas at 20+54.2 so 12"x6" Tee at proposed Sta 20+55 moved to 20+60.

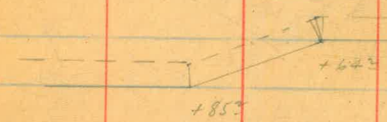
HILLTOP DRIVE
43rd to 47th ST

1/18/52

		191.65				
22+00			4.0	187.7 ✓	183.3	c4^{4}
+50			2.7	189.0 ✓	184.6	c4^{4}
23+00			1.4	190.3 ✓	185.9	c4^{4}
+37^{5}			0.3	191.4 ✓	187.0	c4^{4}
TP +50	5.03	196.61 ✓	0.07	191.58 ✓	187.0	c4^{6}
+93^{2}	12×6 TEE		4.04	192.6 ✓		c5^{6}
24+00			3.90	192.7 ✓	"	c5^{7}
+50			3.5	193.1 ✓	"	c6^{1}
25+00			3.9	192.7 ✓	"	c5^{7}
+50			5.1	191.5 ✓	187.0	c4^{5}
26+00			6.4	190.2 ✓	185.7	c4^{5}
+50			7.8	188.8 ✓	184.4	c4^{4}
+64^{2}	1 1/4 Bend LT.		8.4	188.2 ✓	184.0	c4^{2}
+85^{2}	1 1/4 BEND RT.		9.3	187.3 ✓	183.5	c3^{8}
27+18^{0}	12" G.V.		9.6	187.0 ✓	182.8	c4^{2}
27+25^{0}	8" WATER					
ck BM			9.65	186.96 ✓	= 187.17	L&T 47TH & Hilltop
ck TP on F.H			6.96	189.65 ✓	= 189.87	NE Cor " " "

JAN. 22, 1952

375
026
225^{0}
75^{0}
975^{0}



31
16^{4}
12

026
14
104
26
384

026
21
26
52
546

32.6
26
195.6
c5^{2}
847.6

HILLTOP DRIVE

(4) FOR 12" CONN TO BONITA P.L
FROM 12"x12" CROSS STA 14+18^{80}

BM	3.67	168.92		165.25	(4) 14+50	
CK BM			5.43	163.49	{ ℄ 45TH on boat nail	(=163.66 Bonita Plans)
0+00 = 14+18^{80} Elev. 159.50						
0+24^{82} E } 12" Tee			5.02	163.90	159.2	C4.7
0+24^{82} S }			5.05	163.87	159.2	C4.7
0+34^{82}			5.16	163.76	159.1	C4.7
0+50			5.52	163.4	159.0	C4.4
0+66			5.53	163.4	158.8	C4.6
Top/Stem/G.V.			6.38	162.54		
				3.75		
				158.79		

WATER METERS

BM (4) 23+50 pg. 17	7.28	198.86		191.58		
110' E of E Prop.line Cotton			5.24	193.62	192.4	C1.2
80' W of " " " "			6.58	192.26	191.1	C1.2
149' W of " " " "			8.00	190.86	189.4	C1.5
30' E. ℄ 46TH ST						F0.4
CK BM (℄ 25+50)			7.35	191.51	= 191.5	
BM	9.44	172.35		162.91		
33' E of E Propline 43rd			5.23	167.12	163.6	C3.5
101^{5} " " " " " "			5.45	166.9	164.0	C2.9
220^{5} " " " " " "			6.55	165.8	164.6	C1.2
259' " " " " " " "			6.65	165.7	164.8	C0.9
304' " " " " " "			6.0	166.35	165.1	C1.3
BM	7.61	177.88	2.08	170.27		
554 " " " " " "			3.35	174.5	173.0	C1.5
685' " " " " "			7.07	170.81	168.7	C2.1

April 1 1952 { Beatty, Powell, Berger.

Back Side Meters staked at 21. ft North of ℄ St

Back Side of Meters staked 23' ft North ℄ St.

HILLTOP DRIVE
EUCLID To ROSWELL

℄ FOR 8" A.C. MAIN

	+ BS	H.I.	− FS.	ELEV	GRADE
BM	3.95	244.22		240.27	
15+75 E ℄			6.45	237.8	234.0
15+75 W ℄			6.25	238.0	234.0
+50			5.7	238.5	233.9
+36.5	℄ PIPE 20' W. RT. ∠ TO NE Cor ℄ E. SIDE HILLTOP.				233.8
15+00			5.15	239.1	233.7
+50			4.55	239.7	233.6
14+00			4.65	239.6	232.2
+50			5.20	239.0	230.8
13+00			7.3	236.9	228.7
+67.45	EC.		8.95	235.3	228.2
+50			10.0	234.2	226.6
+25			12.0	232.2	224.6
TBM.	0.85	231.82	12.25	230.97	
12+00			9.2	229.6	222.3
+75			5.4	226.4	220.1
+50			9.6	222.2	218.0
+25			13.4	218.4	212.7
TD	0.63	220.33	12.09	219.73	
11+00			15.8	215.2	211.5
+87.32	BC		6.4	213.6	209.8
TP			9.50	210.86	
+50					202.8

DUE TO ALIGNMENT REV.

FEB. 1 1952
BEATY
LEONARD
POWELL

(" " " " " " " " F.D. 2025-33)

Conc Mon NW Cor HILLTOP & ROSWELL (EL 240.82)

C 3 E

C 4 E

C 4 E

C 5 E

C 6 E

C 7 E

C 8 E

C 8 E

C 7 E

C 7 E

C 6 E

C 4 E

C 3 E

C 3 E

C 3 E

SW Cor Conc Slab Driveway Nor Side St

Δ 62°33'
R = 165
T. = 100.22
L = 180.13

HILLTOP DRIVE
EUCLID TO ROSWELL

FEB 4, 1952
BEATTY
LEONARD
POWELL

TBM	5.28	236.25		230.97		
12+61.82 A.						
12+64.92 (E.C.)			1.3	235.0	227.2	C78
+50			2.2	234.1	226.6	C75
+25			4.2	232.1	224.6	C77
12+00			6.8	229.5	222.3	C72
+75			10.1	226.2	220.2	C66
(11) +50	0.81	224.07	12.99	223.26		
			1.9	222.2	218.0	C42
+25			5.6	218.5	214.7	C38
11+00			8.8	215.3	211.5	C38
10+84.77 BC.			10.9	213.2	208.8	C46
(11)	0.36	214.22	13.21	210.86		
+50 (4)			3.0	208.2	202.8	C54
10+00 (4)			12.7	198.5	193.0	C55
(11)	0.39	198.95	12.66	198.56		
+45 (4)			7.8	191.2	183.6	C76
9+00 (10)			10.9	188.1	177.2	C99
(11)	0.55	186.56	12.94	186.01		
+50 (10)			7.7	178.9	167.5	C114
(11) +24 (10)	0.20	173.84	12.92	173.64	162.1	C115
(11)	0.08	160.68	13.24	160.60		
8+00 (10)			+3.7	164.2	157.1	C73
+90 (10)						
+80 (10)			3.8	156.9	152.2	C47
(11) +50 (10)	0.93	148.77	12.84	147.84	142.7	C51
(11)	0.03	135.59	13.21	135.56		
7+25 (10)			+4.9	140.5	136.5	C40

EC. & PIPE = 10' East & ST

Δ = 62° 32' RT
R = 165.00
T = 100.22
L = 180.13

BC. & PIPE = 5' So & ST.

NOTE
℄ of PIPE moved to 5' So & STREET to avoid Conflict WITH 2" W.I. WAT & 1½" H.P. GAS.

199.2
12.0
℄
7.3 191.7
10.9
℄

158.6
2.1
℄

10+84.8
1.22
9+62.8

HILLTOP DRIVE
EUCLID To ROSWELL

			~~136.59~~			
7+00	℄		135.59	1.2	134.4 / ~~135.4~~	131.5 / ~~130.8~~
+50	℄			4.1	131.5 / ~~132.5~~	126.2 / ~~125.5~~
6+00	℄			5.65	129.9 / ~~130.9~~	124.5
+50	℄			6.55	129.0 / ~~130.0~~	123.5
5+00	℄			8.3	127.3 / ~~128.3~~	122.5
+50	℄			10.45	125.1 / ~~126.1~~	120.0
4+00	℄			12.25	123.3 / ~~124.3~~	119.0 / ~~120.5~~
+50	℄			11.05	124.5 / ~~125.5~~	120.0 / ~~121.5~~
3+25	℄			8.8	126.8 / ~~127.8~~	122.0 / ~~122.0~~
3+00	℄			5.85	129.7 / ~~130.7~~	125.0
P		12.08	147.62 / ~~146.62~~	0.05	135.54 / ~~136.54~~	
2+50	℄			11.25	136.9 / ~~137.9~~	131.0
2+00	℄			3.8	143.8 / ~~144.8~~	138.9
P		13.25	160.75 / ~~161.75~~	0.12	147.50 / ~~148.50~~	
+50				9.75	151.0 / ~~152.0~~	146.7
1+00				3.1	157.7 / ~~158.7~~	152.8
+75				1.05	159.7 / ~~160.7~~	154.6 / ~~155.6~~
+50				0.7	160.1 / ~~161.1~~	155.3
0+38.8				0.9	159.9 / ~~160.9~~	155.8
CK BM				0.72	160.03	= 160.32
2+30	8" x 6" TEE (51ST ST)					
9+24.9	8" x 8" Cross (Winston ST)					
9+47.5	8x6 TEE for F.H				192.5	187.5

3/4/52

C2.9

C5.3

C5.4

C5.5

C4.8

C5.1

C4.3

C4.5

C4.8

C4.7

C5.4

C4.9

C4.3

C4.9

C5.1

C4.8

C5.4.1

GRADE REV. 3/3/52 +Beatty per L+H

℄ PIPE 5' So. ℄ ST

℄ of TEE 10' So ℄ ST

Hilltop DRIVE

Lft E 10' LINE ℄ Hilltop at Euclid

C5.0 To FLANGE

C8.5 To Bottom of ELL

NOTE
ELEV AS CONSTRUCTED
187.90
SEE pg. 22

Beatty
Powell
Berger

Mar 10 1952

Winston St.

Hilltop to Roswell

(4) Stakes for 6" Water

BM	0.81 0.00	211.67 198.40	13.27	210.86 198.40		Cor Conc Driveway See pg 19.
0+00	= Nor Prop Line Hilltop Dr.					
0+37	at 8x8 Cross				180.0	
0+45			9.0	189.4	179.4	$C\,10^{0}$
0+62			10.5	187.9	178.0	$C\,9^{9}$
TP	0.07	185.52	12.95	185.45		
1+00			7.8	177.7	171.4	$C\,6^{3}$
TP	0.33	172.61	13.24	172.28		
+25			4.6	168.0	167.0	$C\,1^{0}$
+50			7.1	165.5	163.6	$C\,1^{9}$
2+00			9.2	163.4	157.6 ~~156.8~~	V.C. $C\,5^{8}$
+37			12.6	160.0	157.6 ~~156.5~~	V.C $C\,3^{4}$
+62			7.8	164.8	159.5	$C\,5^{3}$
3+00		(4)	4.2	168.4	160.2	V.C $C\,8^{2}$
		(8)	4.1	168.5	~~160.6~~	$C\,8^{3}$
TP	0.36	168.71	4.26	168.35		
+50			4.9	163.8	159.2 ~~159.8~~	V.C $C\,4^{6}$
4+00			10.7	158.0	155.05	$C\,3^{0}$
+12			10.8	157.9	154.3 ~~153.9~~	V.C $C\,3^{6}$
4+37			11.0	157.7	153.6 ~~153.2~~	V.C $C\,4^{1}$
+50			10.6	158.1	153.7	$C\,4^{4}$
5+00			7.2	161.5	155.2	$C\,6^{3}$
+05	6" Tee	F.H	7.24	161.47	155.3	$C\,6^{2}$
5+50			4.0	164.7	156.5 ~~156.8~~	V.C $C\,8^{2}$
6+00			7.0	161.7	156.2	$C\,5^{5}$
+50			9.8	158.9	155.7 ~~155.5~~	V.C $C\,3^{2}$
7+00			8.8	159.9	156.6	$C\,3^{3}$
+50			4.4	164.3	160.1	$C\,4^{2}$
TP	10.17	178.40	0.48	168.23		

210.86
.29
211.15

F.H. as Set
SE Cor Hilltop & Winston

198.40	Hi
6.5	Rod on Flange
191.90	Elev of Flange
4.10	2-2' Thimbles.
187.80	Elev. Bott Fl.

See Page 21

3/11/52

WINSTON ST
HILLTOP to ROSWELL
④ STAKES FOR 6" WATER

		178.40				
8+00			9.0	169.4	163.0	C 6.4
+50			7.5	170.9	165.4	C 5.5
9+00			6.2	172.2	167.7	C 4.5
+50			4.3	174.1	170.1	C 4.0
+75			3.6	174.8	170.7 ~~171.2~~	V.C C 4.1
10+00			3.6	174.8	170.8	C 4.0
+20	6" TEE FOR F.H		4.00	174.4	170.4	C 4.0
+50			4.8	173.6	169.9	C 3.7
+75	4 FT		5.5	172.9	169.0 ~~169.3~~	V.C C 3.9
11+00			4.2	174.2	169.6	C 4.6
11+17.3	TEE 6"		3.6	174.8	171.2	C 3.6
CK. BM.			11.18	167.22	167.27	CONC. MON NW COR ROSWELL & WINSTON

167.27

BEATTY
POWELL
BERGER

MAR. 11, 1952

31ST ST.
THORN TO REDWOOD
℄ PROFILE PROPOSED 6" WATER
℄ = 10' EASTERLY OF ℄ ST.

B.M.	0.30	319.28 ✓		318.98
0+00			0.00	319.28
+10			0.30	318.98
+30			+0.15	319.43
+50			0.60	318.68
+53			0.50	318.78
+60			0.30	318.98
1+00			1.70	317.58
+50			3.40	315.88
2+00			4.85	314.83
+50			6.05	313.23
3+00			7.20	312.08
+50			8.35	310.93
4+00			9.55	309.73
+50			11.40	307.88
P	1.34	307.70	12.92	306.36
5+00			1.90	305.80
+33			2.90	304.80
			2.10	305.60
			3.48	304.22
			4.45	303.25
+35			2.20	305.50
+37			2.30	305.40
+41			4.4	303.30
+47±	Top 18" CMP.		5.77	301.93
+50			8.8	298.90

BP. NW COR 31ST & THORN ST.

NOR PROP LINE

GUTTER LINE

℄ THORN

GUTTER LINE

TOP OF INLET

ST. LEVEL AT INLET

INVERT OF INLET

} A.C. BERM

5+47± 45° BEND - 18" CMP ON ℄ LEFT

31ST ST
THORN To REDWOOD
℄ PROFILE, PROPOSED 6" WATER
℄ = 10' EASTERLY ℄ STREET

5+65			16.15	291.55
+68.5	(Top 18" CMP)		14.35	293.35
+89			21.6	286.10
6+00	Inv. 36" RCP.		21.9	285.80
+25			11.1	296.60
+31			8.8	298.90
+38			7.5	300.20
+50			8.2	299.50
+60			8.6	299.10
+65.8			8.5	299.20
+68			8.45	299.25
+68			8.96	298.94
+88.3			8.30	299.40
7+08.5			9.15	298.55
7+08.5	Inv. 36" RCP.		8.60	299.10
			31.50	276.20
Set TBM	11.63	287.83	5.20	
P	6.62	294.20	0.25	287.58
CK BM			1.52	292.68
	(+19.89)		(-19.89)	

2.5 RT ℄ 18" CMP

6+02 24.5 RT ℄ 36" RCP.

} A.C Sidewlk

Top curb
Gutter
℄ St
Gutter
Top curb

℄ 36" RCP. 24.5 LT 7+08.5

Too RH. SW Cor
31ST ℄ REDWOOD

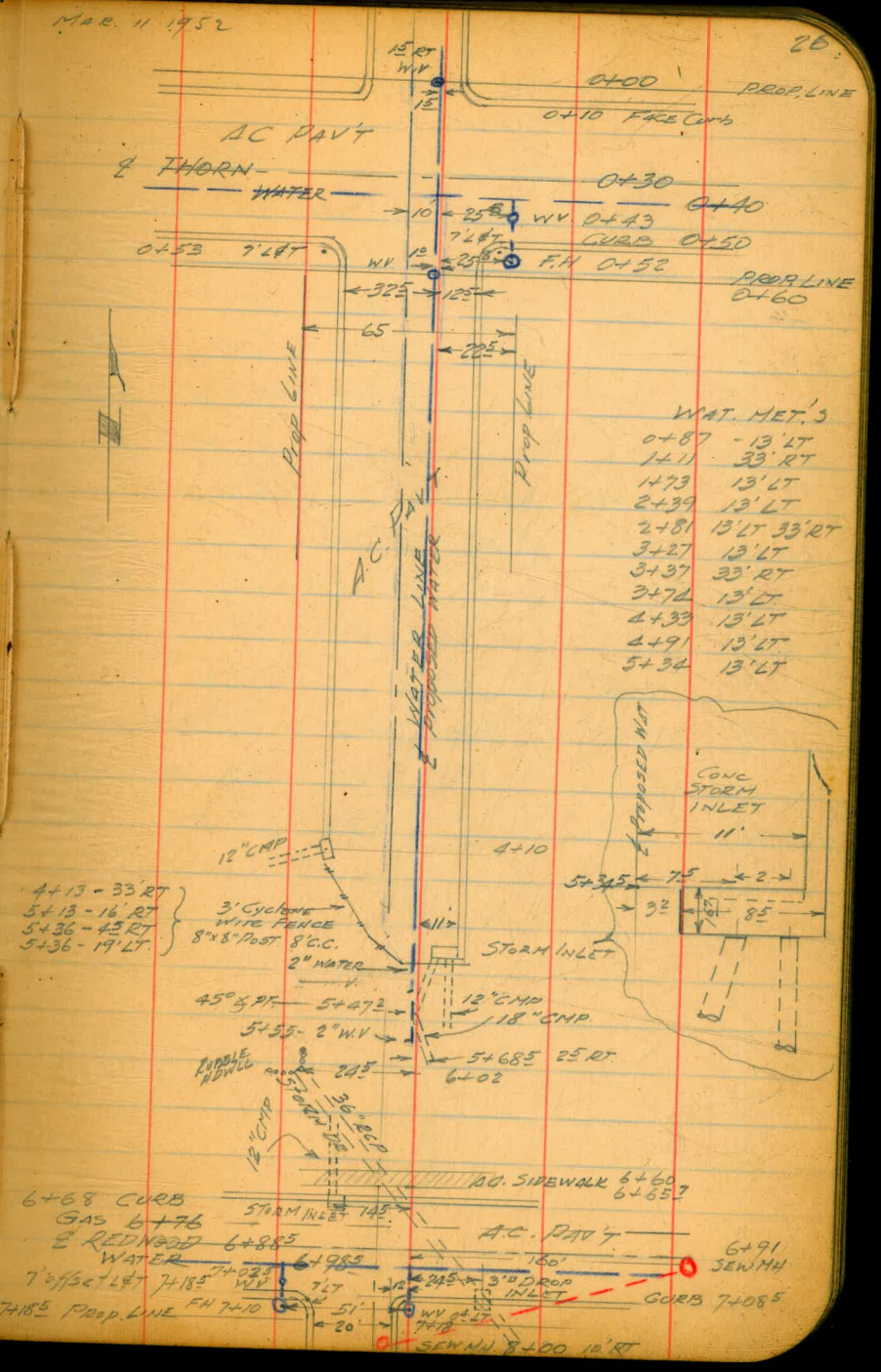
31ST ST.
THORN TO REDWOOD
PROPOSED 6" WATER

3026-L
1359-L

#3168

MAR. 11 1952

26



HILLTOP DR
STK'S & GRADES FOR WATER METERS

					Profile 3117		
TBM.	12.86	244.12		231.26	230.97 / .29 / 231.26		
0+00 =	℄ To E St. & RT To Conc Mon NW Cor Hilltop & Rosney						
0+84 S			3.5	240.6	237.9	$C2^{7}$	
0+95 N			4.0	240.1	237.3	$C3^{8}$	
1+53 S			5.2	238.9	236.4	$C2^{5}$	
$2+26^{5}$ N			6.7	237.4	233.7	$C3^{7}$	
3+33 N			12.7	231.4 –			
CK BM			3.55	240.57	= 240.27 =		
TP	6.00	217.15		211.15		Cor Driveway	
14' W of EC of Curve		(South)	3.85	213.30	211.7	$C1^{6}$	
50' " " " "		(North)	10.55	206.6	203.7	$C2^{9}$	
CK BM.			6.00	211.15			
TP	2.52	139.08		135.56			
7+05	21' Nor	Wat. Met	4.6	134.48	143.3	~~$F8^{8}$~~	$F0^{8}$
2+53	" "	" "	1.35	137.73	135.2	$C2^{5}$	$C0^{5}$
2+56	" "	" "	3.32	135.76	134.9	$C0^{9}$	$F1^{0}$

April 6, 7, 1953

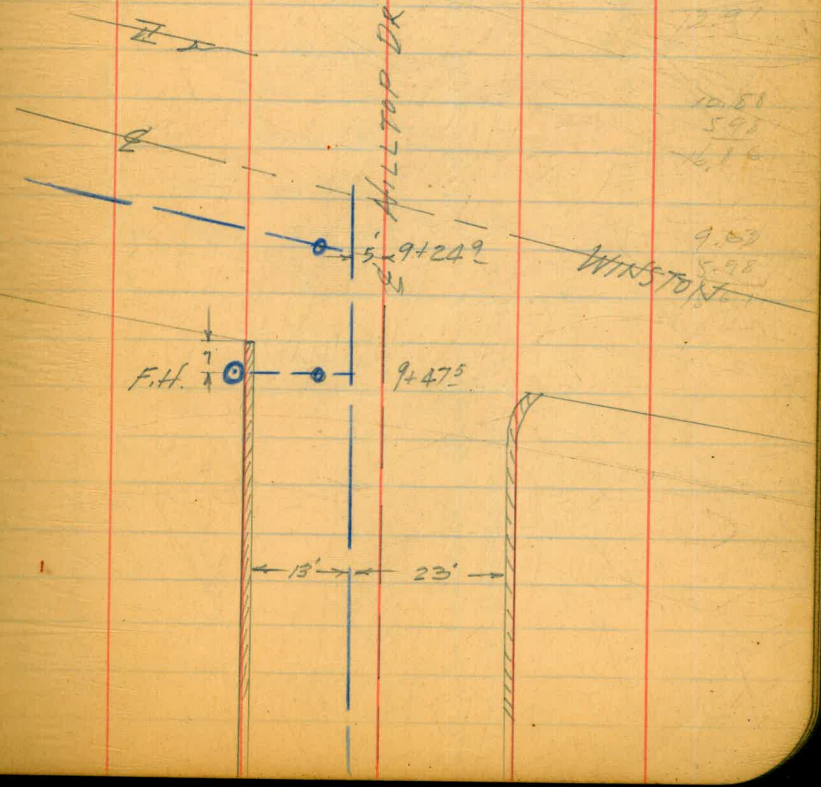
PRATTY MARTELL ALEXANDER

CHECK ELEVS on PIPE — HILLTOP & WINSTON

P	0.86	211.72		210.86
P	0.08	199.00	12.80	198.92
9+47.5			11.20	187.80
"		Nat. Grd.	11.70	187.30
"			12.52	186.48
"		Nat Grd	11.20	187.60
"			13.91	185.09
9+24.9	5' Rt.	Nat Grd	11.20	187.60
"	5' Rt.		16.86	182.14
"	5' Rt.		13.45	185.55
"	5' Rt.		15.61	183.39
P	13.15	212.03	0.12	198.88
CK P	0.32	211.18	1.17	210.86
10+50	Top 8" A.C		7.35	203.83
"	Nat. Grd (Subgrd)		4.8	206.4
"	Rt. Sly	Lip Gutter	4.15	207.03
		Top Curb	3.77	207.41
"	Lt. Nly	Lip Gutter	4.35	206.83
		Top Curb	3.98	207.20
P	0.02	197.98	13.22	197.96
10+00	Top 8" A.C		3.77	194.21
"	Nat. Grd (Subgrd)		1.7	196.3
"	Rt. Sly.	Lip Gutter	1.04	196.96
		Top Curb	0.76	197.21
"	Lt. Nly	Lip Gutter	1.45	196.53
		Top Curb	1.10	196.88
9+68	Top 8" AC.		9.60	188.38
"	Nat. Grd	Subgrd	7.6	190.4
"	Rt. Sly.	Lip Gutter	7.48	190.50
		Top Curb	7.10	190.88
"	Lt. Nly	Lip Gutter	7.84	190.14
		Top Curb	7.47	190.51
CK F.H. Flange.			10.17	187.81 = 187.80

SW. Cor Conc Drwy pg 19.

Flange F.H. } Sta 9+47.5 (pipeline)
Top of Stem F.H. G.V. } "
Top of Tee (F.H.) } " (See pg 21)
Top of C.I. at G.V. on Winston } Sta 9+24.9
Top of Val Cover of G.V. Winston }
Top of G.V. Winston.

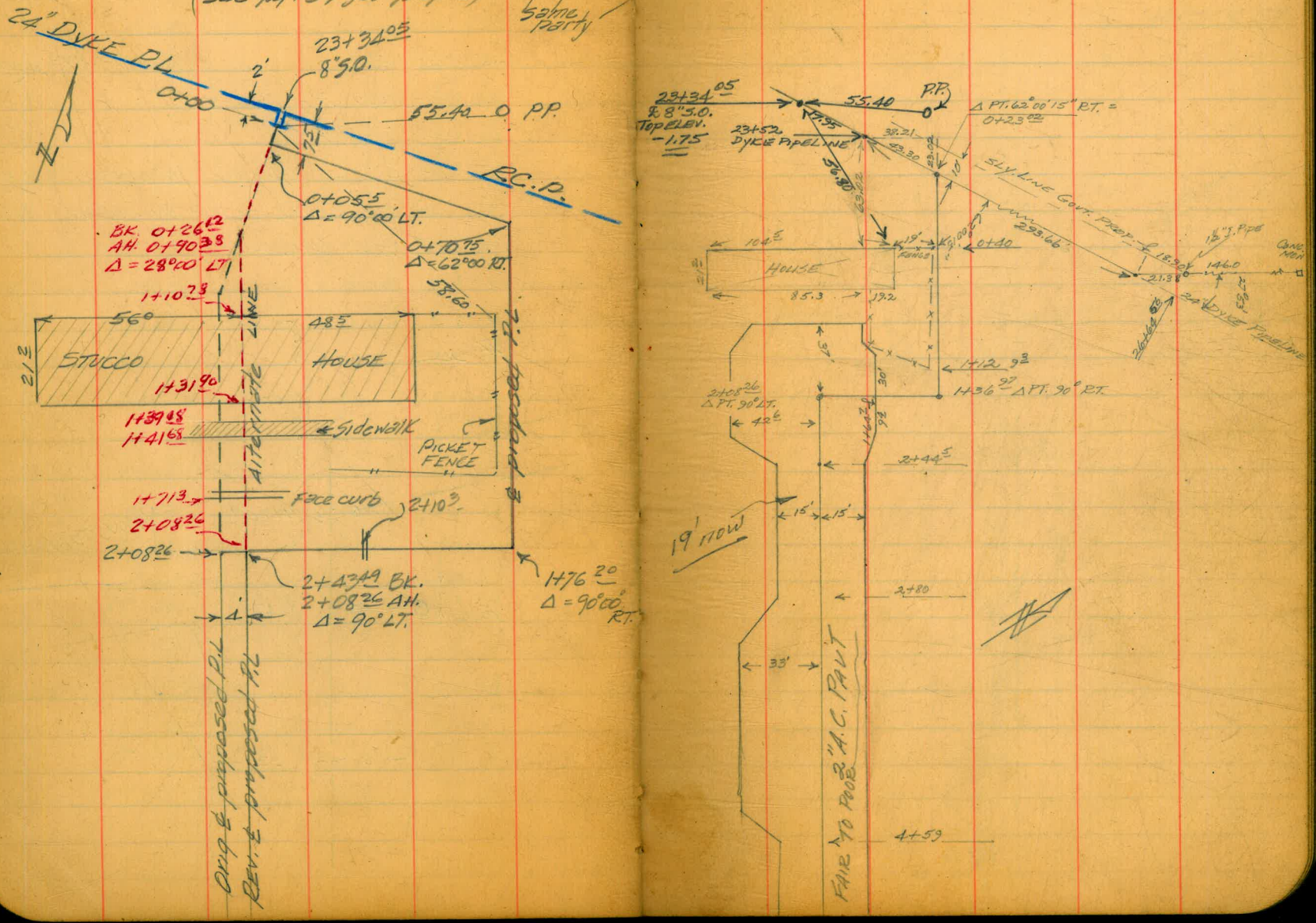


KURTZ ST.
24" DYKE PIPELINE TO CAMINO DEL RIO & PROFILE PROPOSED MAIN

REVISED ALIGNMT.
(See pg. 57 for profile)

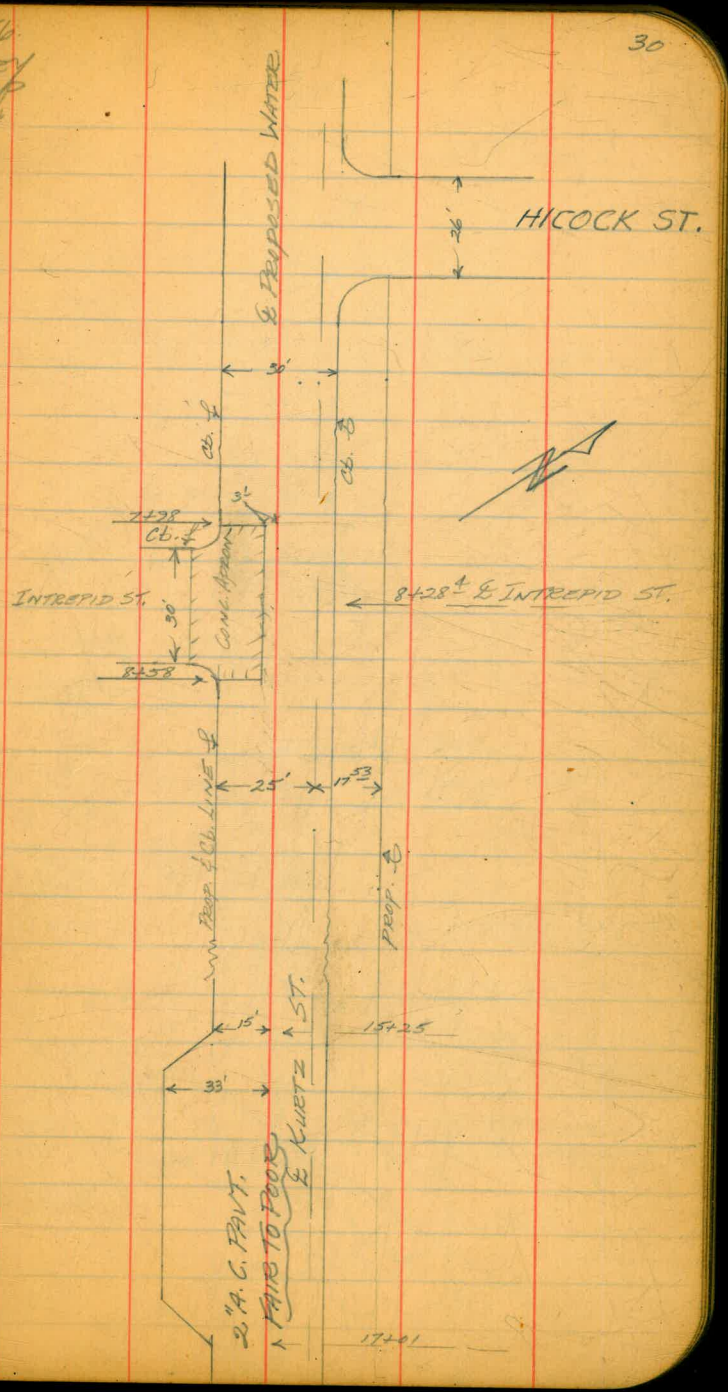
3/12/57 Same party

12/11/56
SHOREY
KEMP
SMITH



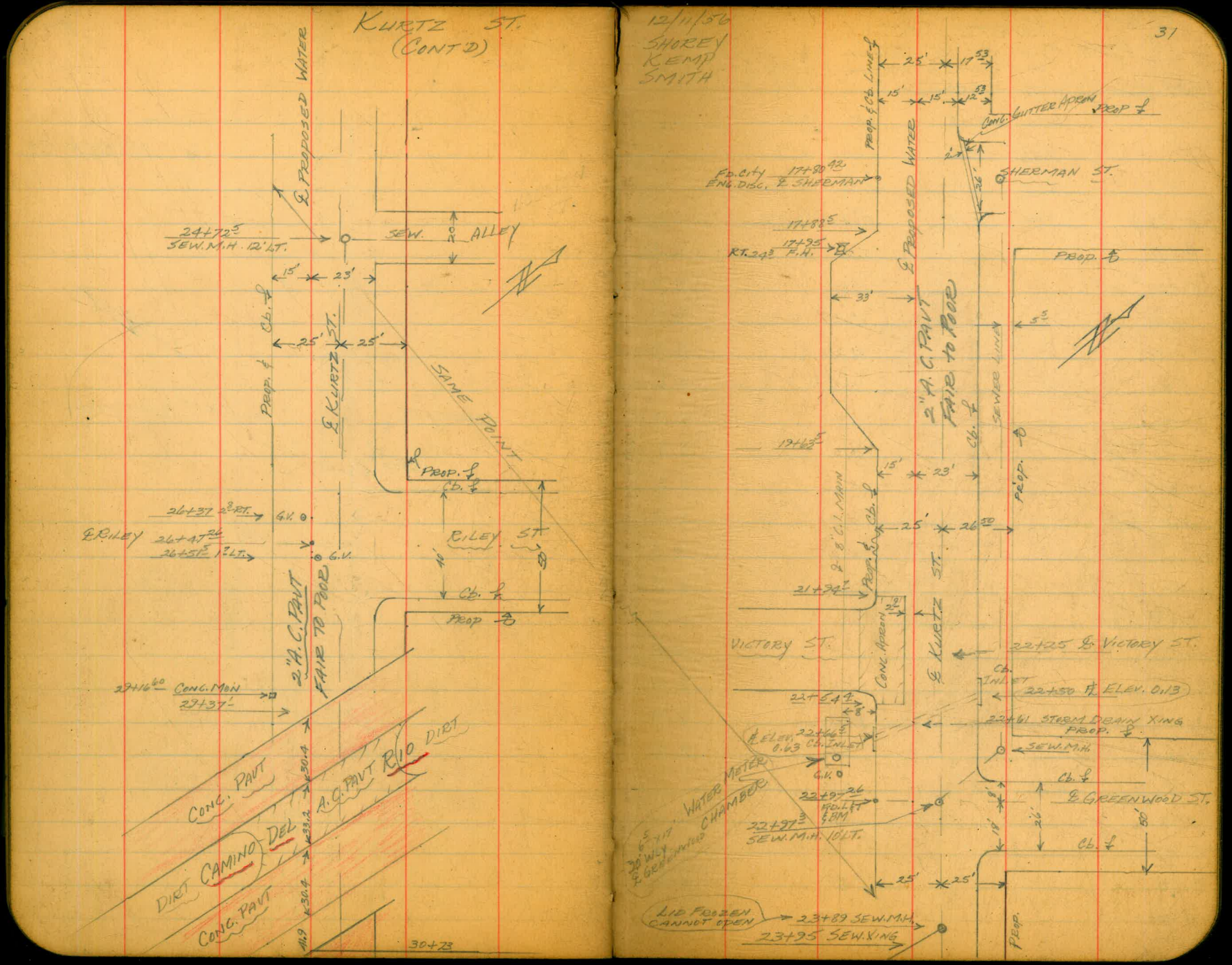
KURTZ ST.
(CONT'D)

12/11/56.
SHOREY
KEMP
SMITH



KURTZ ST. (CONT'D)

12/11/56
SHOREY
KEMP
SMITH



KURTZ ST.
DYKE PIPELINE TO CAMINO DEL RIO
℄ PROFILE PROPOSED MAIN

Redc'd by Rocky.

BM	5.05	8.07		3.02	
	3.96	8.33	3.70	4.37	
	4.53	6.84	6.02	2.31	
	6.98	8.87	4.95	1.89	
SET TBM	3.89	7.71	5.05	3.82	
0+00			5.2		2.5
0+23^{02} Δ PT.			5.0		2.7
0+50			4.4		3.3
0+75			4.2		3.5
1+00			5.1		2.6
1+21			5.7		2.0
1+36^{97} Δ PT.			5.2		2.5
1+50			5.1		2.6
1+64^{2} Top Cb.			4.8		2.9
1+64^{2} GUTTER			5.2		2.5
2+00			5.4		2.3
2+08^{26} Δ PT.			5.4		2.3
2+50			5.5		2.2
3+00			5.3		2.4
3+50			5.4		2.3
4+00			5.5		2.2
TP	4.62	6.46	5.81	1.84	
4+50			4.4		2.1
5+00			4.7		1.8
5+50			4.7		1.8
6+00			4.5		2.0

12/11/56
SHOREY
KEMP
SMITH

℄ L&T SLy. Cb. GREENWOOD & KURTZ ST.

TBM PK. NAIL IN P.P. #

FENCE 3^{2} RT.

FENCE 8^{9} RT.

KURTZ ST. (CONT'D)

12/11/56
SHOREY
KEMP
SMITH

					Redc'd by ROD
		6.46			
6+50			4.4		2.1
7+00			4.4		2.1
7+50			4.3		2.2
8+00			4.3		2.2
8+50			4.1		2.4
9+00			4.1		2.4
9+50			3.9		2.6
10+00			3.8		2.7
TP	6.01	8.35	4.12	2.34	
10+50			5.9		2.5
11+00			5.5		2.9
11+50			5.3		3.1
12+00			5.1		3.3
12+50			4.9		3.5
13+00			4.8		3.6
13+50			4.6		3.8
14+00			4.5		3.9
14+50			4.5		3.9
15+00			4.4		4.0
15+50			4.3		4.1
16+00			4.3		4.1
TP	4.25	8.09	4.51	3.84	
16+50			3.8		4.3
17+00			3.8		4.3
17+50			3.9		4.2

KURTZ ST. (CONT'D)

Redc'd by Rocky "

		8.09			
18+00			4.2		3.9
18+50			4.3		3.8
19+00			4.5		3.6
19+50			4.7		3.4
20+00			4.8		3.3
20+50			5.0		3.1
21+00			5.2		2.9
21+50			5.2		2.9
22+00			5.3		2.8
TP	4.11	6.87	5.33	2.76	
22+50			4.3		2.6
	SLy RIM SEW. M.H		4.01	2.86	
23+00			4.1		2.8
23+50			4.3		2.6
	SLy RIM SEW. M.H.		4.50	2.37	
24+00			4.5		2.4
24+50			4.6		2.3
	SLy RIM SEW. M.H.		4.72	2.15	
			13.72		
25+00			4.7		2.2
25+50			4.8		2.1
26+00			4.9		2.0
26+50			4.8		2.1
27+00			4.7		2.2
TP	5.76	7.68	4.95	1.92	
27+50			5.4		2.3
28+00			5.3		2.4
28+50			4.9		2.8
29+00			4.2		3.5

22+97.3 10' LT SEW. M.H.

23+89 10' LT. SEW. M.H. - LID FROZEN CANNOT OPEN

24+72.5 12' LT. SEW. M.H.

KURTZ ST. (CONT'D)

12/11/56
SHOBEY
KEMP
SMITH

Redo'd by ROCKY

		7.68			
29+37 1/			3.69		4.0
29+67 5/			3.71		4.0
30+00			3.87		3.8
30+00 3/			3.84		3.8
30+31 1/			4.02		3.7
30+37			4.2		3.5
30+50			4.3		3.4
30+73			4.41		3.3
C.K. TBM	2.89	6.70	3.87	3.81 = 12.53)	
			ELEV. MK'D 12.53 ★		
C.K. BM.			3.66	3.04 = 3.02	

WLy Edge Conc. Pavt. Camino Del Rio

ELy " " " " " "

WLy " " " " " "

ELy " " " " " "

Edge Conc. Pavt. on Kurtz St.

Conc. Mon. 29+16 60 15' Rt.

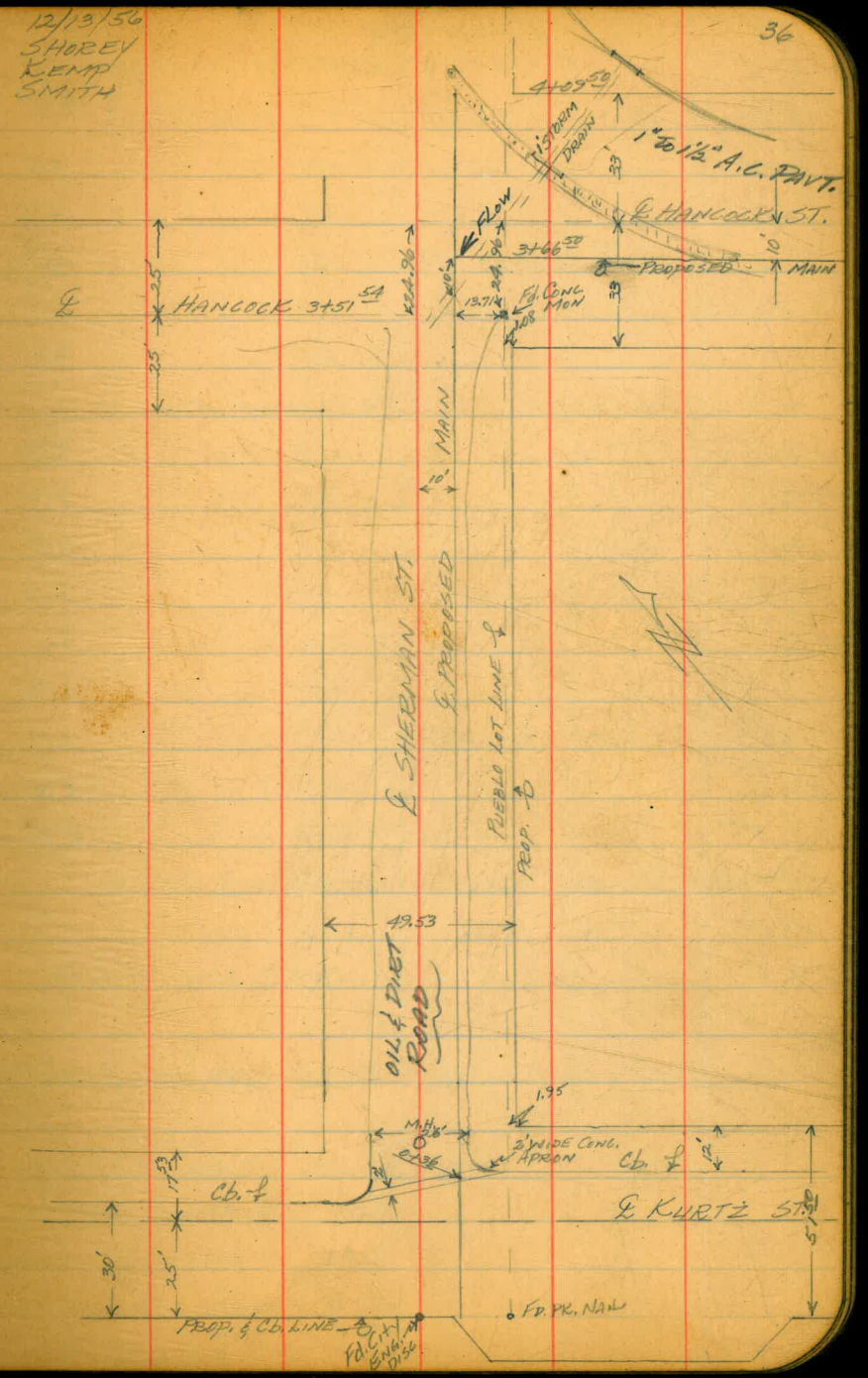
E L & T on SLy cb Kurtz & Greenwood

SHERMAN ST.
KURTZ TO HANCOCK ST.
& PROFILE PROPOSED MAIN

NOTE: SEE PG's 59 & 60
FOR ADDITIONAL PROFILE &
DETAIL

0+00 = SLY PROP. LINE KURTZ ST.

12/13/56
SHOREY
KEMP
SMITH



SHERMAN ST. ℄ PROFILE (CONT'D)

					Redc'd by Rockt
TP	4.83	8.67		3.84	
0+00			4.7		4.0
0+05			5.0		3.7
0+15 = 17+90.42 KURTZ ST.			4.7		4.0
0+36 2' CONC. GUTTER APRON			5.1		3.6
0+50			4.8		3.9
ELY RIM SEW. M.H.			4.67		
1+00			4.9		3.8
1+50			4.8		3.9
2+00			5.0		3.7
2+50			5.3		3.4
3+00			5.6		3.1
3+50			5.9		3.0
3+66.50 P.I. = 0+34.73 HANCOCK			5.8		2.9
4+00			6.1		2.6
4+09.50			6.3		2.4
SET TBM	4.34	7.47	5.54	3.13	
TP	5.14	8.61	4.00	3.47	
CK. BM			5.57	3.04 = 3.02	

INVERT ELEV. STORM DRAIN SHERMAN & HANCOCK

3.81	7.40	3.59
	5.04	2.36
	8.60	-1.20
	5.04	2.36
	8.20	-0.70
CK EM	3.81	3.59 = B.M.

12/13/56
SHIREY
KEMP
SMITH

TP 16+00 15 RT. KURTZ

SEW. M.H. 0+46 10 ± LT.

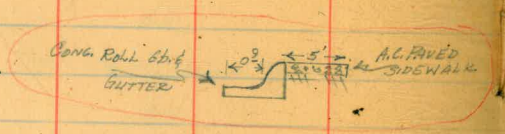
NLy LINE HANCOCK EAST.
NAIL IN GREEN FENCE POST 55' ELy 4+09.67

℄ L & T SLy CR. KURTZ & GREENWOOD

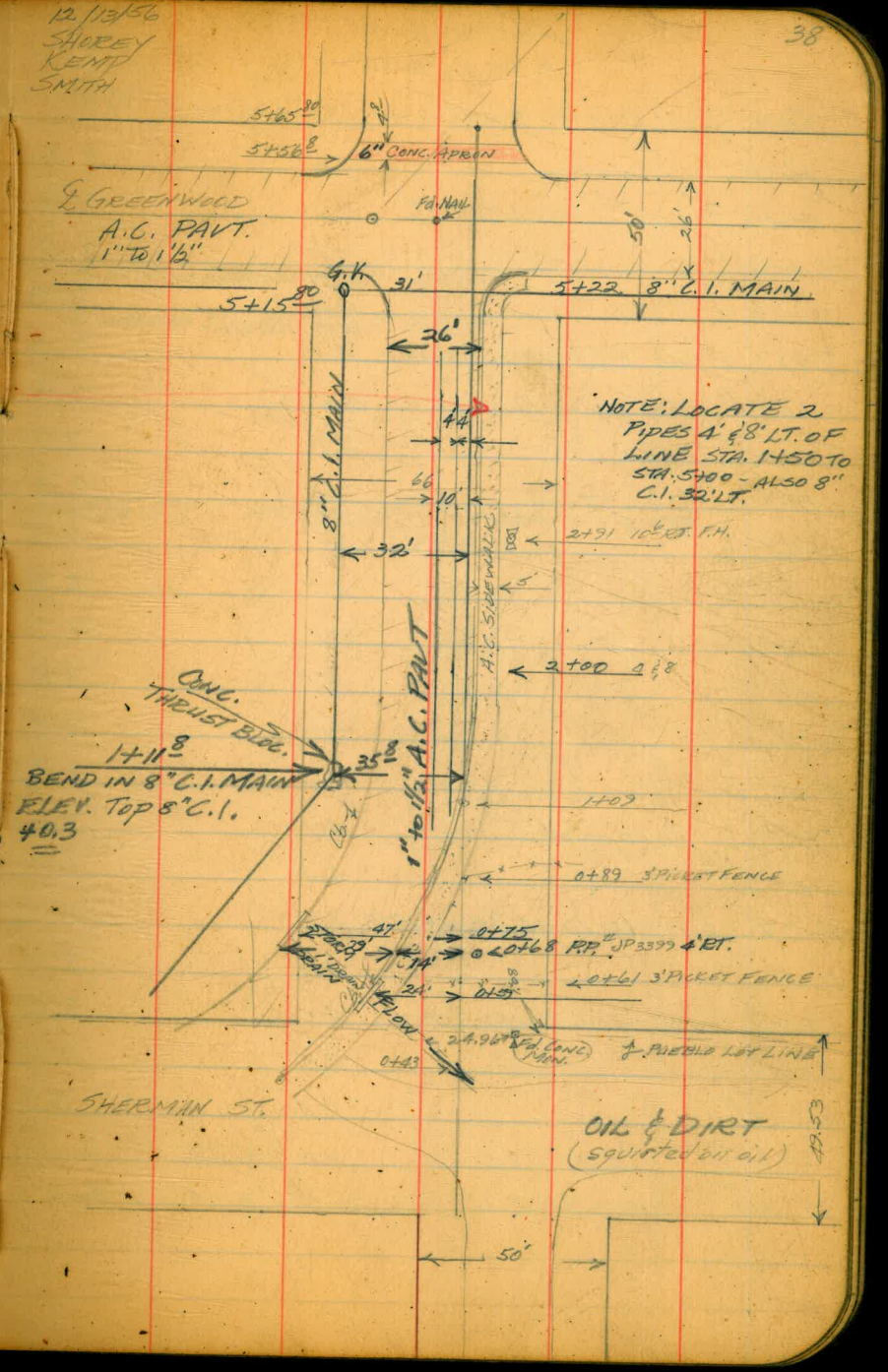
NAIL IN GREEN FENCE POST
GUTTER ELEV. 30. SIDE
BOTT. INVERT " "
GUTTER ELEV. NO. "
BOTT INVERT " "

HANCOCK ST.
SHERMAN ST. TO GREENWOOD ST.
& PROFILE PROPOSED MAIN

12/13/56
SHOREY
KENT
SMITH



0+00 = W'LY LINE · SHERMAN ST.



HANCOCK ST. & PROFILE (CONT'D)

Reduced by Rocky

TBM	4.34	7.47		3.13	
0+00			4.2		3.3
0+35 = 3+46.67	SHERMAN ST.		4.6		2.9
0+50			5.0		2.5
0+63			8.67 4.2	-1.20	3.3
0+89	EDGE A.C. PAVED SIDEWALK		8.17 4.7	-0.70	2.8
1+00	A.C. PAVED SIDEWALK		4.6		2.9
1+09	TOP Cb.		4.8		2.7
1+09	GUTTER		5.2		2.3
	TOP 8"C.I. MAIN		7.2		0.3
1+50			5.1		2.4
2+00			4.9		2.6
2+50			4.8		2.7
3+00			4.7		2.8
3+50			4.7		2.8
4+00			4.6		2.9
4+50	ON Edge of GUTTER		4.5		3.0
5+00	" " " "		4.4		3.1
5+28	GUTTER LINE GREENWOOD		4.3		3.2
5+50			4.4		3.1
5+56.8	Edge Conc. Cross Apron		4.5		3.0
5+61.6	" " " "		4.5		3.0
5+65.8			4.4		3.1
TP	5.14	8.61	4.00	3.47	
CK. BM			5.51	3.04	= 3.02

12/13/56
SHOREY
KEMP
SMITH

NAIL IN GREEN FENCE POST 38' Sly. 0+35

LT RT

℄ STORM DRAIN 0+59 24' LT.

℄ STORM DRAIN 0+75 47' LT.

5.3 4.8
2 GUTTER 2 Cb ×

TOP 8"C.I. 1+11.8 35.8 LT.

5.1 5.1 4.7
× 1 1.9 GUTTER 1.9 Cb.
× 5.0 5.0 4.5
0.8 1.7 GUTTER 1.7 Cb
× 4.9 4.9 4.4
0.6 1.5 GUTTER 1.5 Cb
× 4.8 4.8 4.4
0.4 1.3 GUTTER 1.3 Cb.
× 4.7 4.7 4.3
0.3 1.2 GUTTER 1.2 Cb.
× 4.6 4.6 4.2
0.2 CONC. APRON 1.5 5.2
× 4.6 4.1
0.9 0.9 Cb.
× 4.4 4.0
0.8 0.8 Cb.

ELET Sly Cb. KURTZ & GREENWOOD

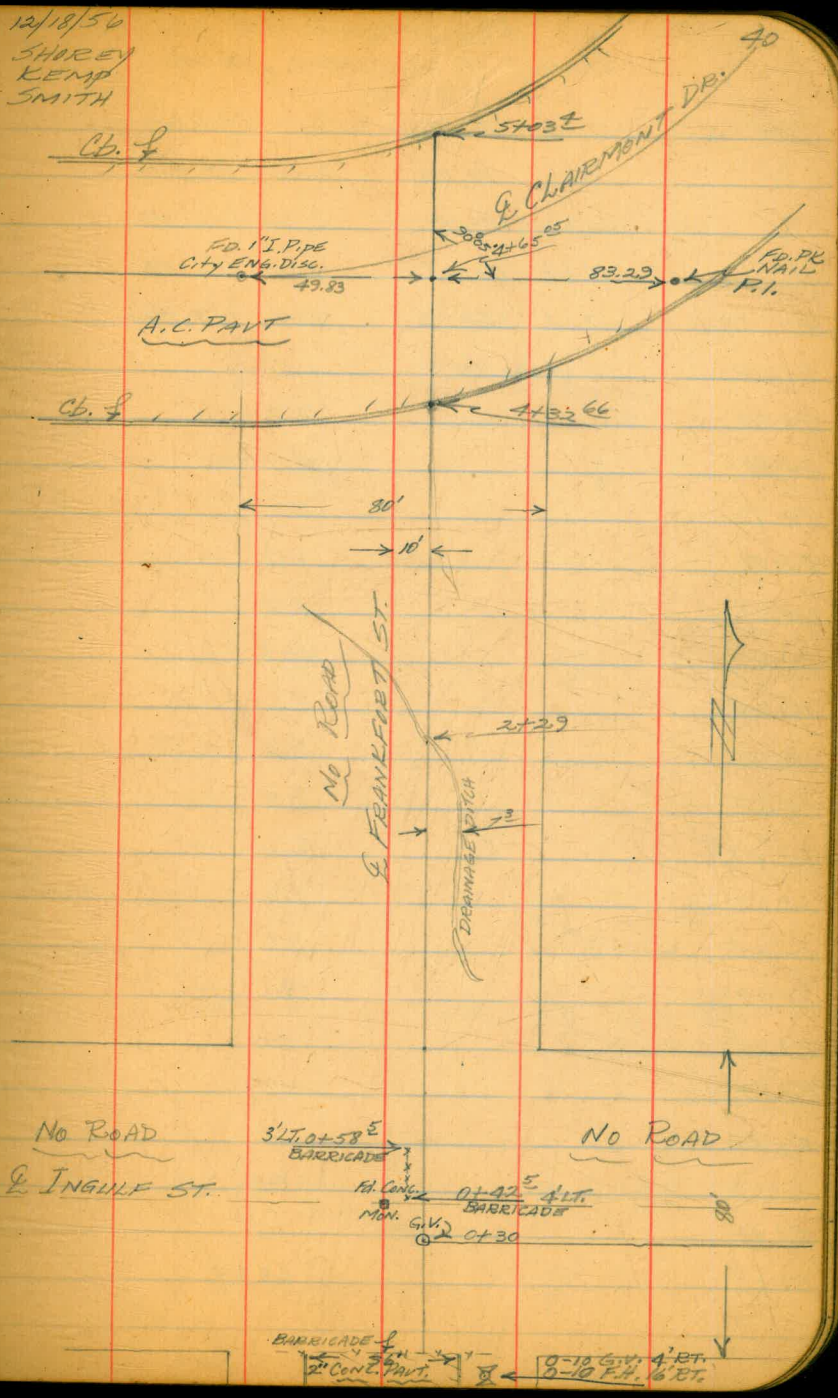
FRANKFORT ST.
INGULF TO CLAIREMONT DRIVE
& PROFILE PROPOSED MAIN

5+03.4 = NORTH Cb. CLAIREMONT DRIVE

133.12
50
83.12

0+00 = S/L INGULF ST.

12/18/56
SHOREY
KEMP
SMITH



FRANKFORT ST.
INGLIS to CLAIRMONT DRIVE (CONT'D)

BM	12.14	96.40		84.26
TP	5.61	99.13	2.88	93.52
TP	12.64	108.51	3.26	95.87
TP	10.84	119.27	0.08	108.43
SET TBM	3.14	120.70	1.71	117.56
0+00	ON CONC. PAV'T		6.27	
0+30	Top G.V. CAP		5.2	
0+50			4.9	
0+59			5.3	
0+71			6.4	
0+89			5.7	
1+00			6.4	
1+24			8.6	
1+30			8.8	
1+37			9.5	
1+42.5			8.2	
1+50			8.5	
1+75			9.6	
2+00			8.1	
2+26.5			7.0	
2+29			7.5	
2+42			7.8	
2+50			7.7	
2+71			7.6	
3+00			6.3	

12/18/56
SHOREY
KEMP
SMITH

LT RT

SPIKE IN P.P. S.W. COR. FRANFORT & LISTER

ON CB. N.W. COR. JELLETT & FRANKFORT

Top E.H. 0-10 16' RT.

8.6 / 3.0 × 6.1 / 1.0 GUTTER

10.9 / 13 5.3 / 5.5 × 3.8 / 17

9.4 / 15 × 3.3 / 14

11.8 / 15 × 7.2 / 4 8.4 6.3 5.6 / 6.6 10 15 BOTT. DITCH

10.9 / 15 9.3 / 8 × 6.6 / 6.5 7.3 6.6 5.4 / 8.5 9.6 15 BOTT. DITCH

10.7 / 15 7.4 / 3 8.2 / 1 BOTT. DITCH × 4.7 / 9 3.5 / 16

10.7 / 15 × 1.9 / 13

FRANKFORT ST.
(CONT'D)

		120.70		
3+50			4.9	
4+00			3.3	
4+32 66	Top Cb.		5.8	
4+32 66	GUTTER		6.4	
4+50	ON A.C. PAVT.		6.2	
4+65 05	" " "		7.0	
5+00	" " "		8.4	
5+03 4	GUTTER		8.7	
5+03 4	Top Cb.		8.1	
SET TBM	10.99	119.22	12.47	108.23
TP	0.26	106.55	12.93	106.29
TP	5.23	99.62	12.16	94.39
TP	0.78	95.70	4.70	94.92
CK. TBM			11.50	84.20 = 84.26

12/18/56
SHOREY
KEMP
SMITH

42

	LT		RT	
	8.9/15	×		0.6/15
	8.1/15	3.9/4 ×		+0.8/15
	6.1/10	×	4.7/10	
	6.7/10	×	5.3/10	

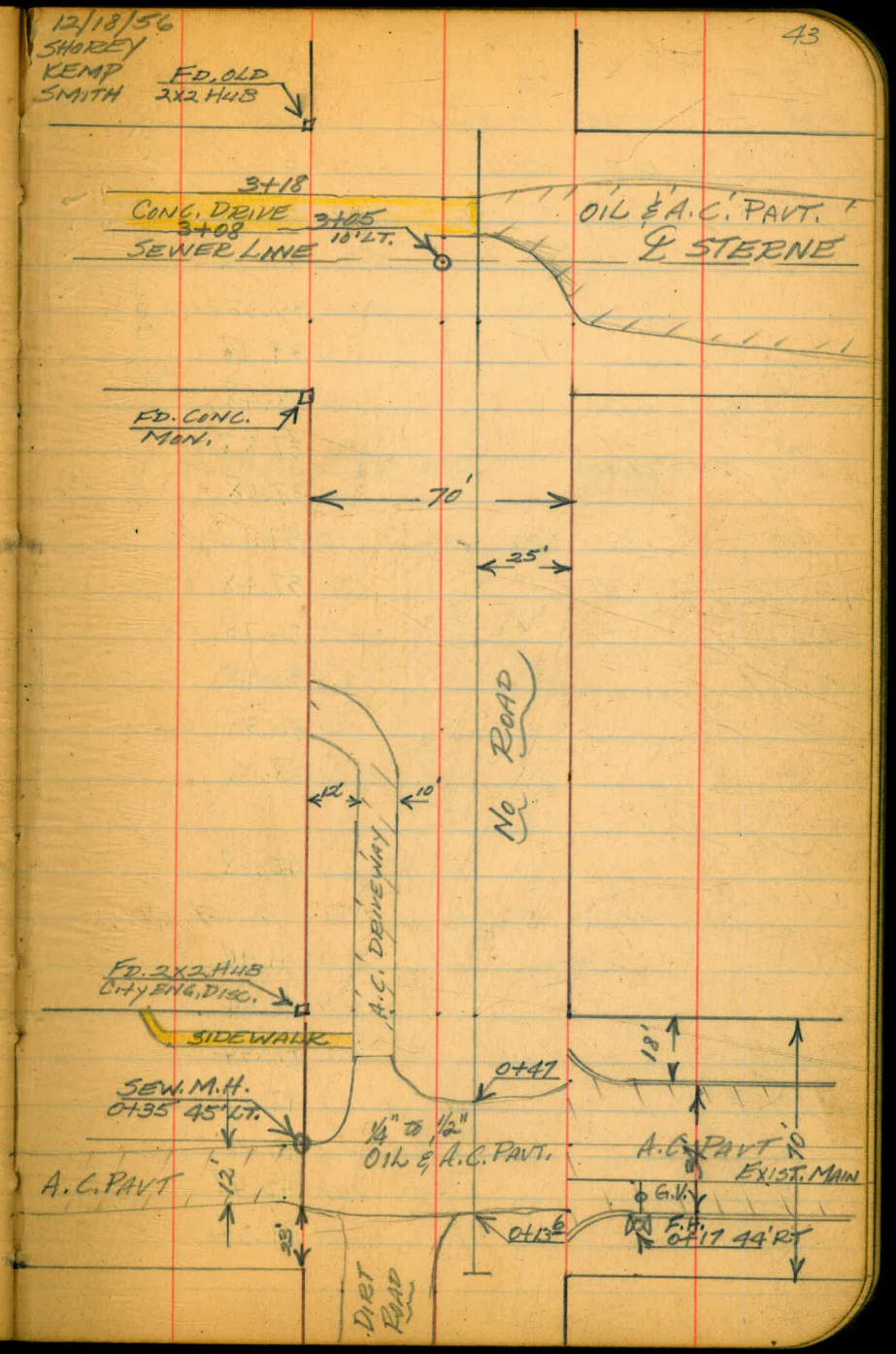
1" I. PIPE & CAP, ENG. DISC. 4+65 05 49 83 LT.

LOCUST ST.
RUSSELL TO STERNE
& PROFILE PROPOSED MAIN

3+40.08 = NLy LINE STERNE ST.

0+00 = SLy. LINE RUSSELL ST.

12/18/56
SHOREY
KEMP
SMITH



LOCUST ST.
RUSSELL TO STERNE
(CONT'D)

BM	11.66	17.20		5.54
TP	12.31	29.51	0.00	17.20
TP	10.18	39.10	0.59	28.92
SET TBM	7.88	43.48	3.50	35.60
0+00			4.1	39.38
0+08			3.5	39.98
0+10.5			5.0	38.48
0+13.6			5.6	37.88
0+35 SEW. XING			6.0	37.48
0+47			6.4	37.08
0+50			6.3	37.18
0+57			6.0	37.48
0+71			6.7	36.78
1+00			7.0	36.48
1+19			7.1	36.38
1+50			5.4	38.08
2+00			2.8	40.68
TP	12.85	54.34	1.99	41.49
2+50			12.4	41.94
2+57.5			12.7	41.64
2+63			13.0	41.34
2+68			11.9	42.44
2+72			12.7	41.64
2+84			11.9	42.44
3+00			10.0	44.34

Reduced by H. Wade 3/5/57

OVER

12/18/56
SHORTY
KEMP
SMITH

LT RT

44

S.W.B.P. RUSSELL & ROSECRANS

Top F.H. 0+15 45' RT.

3.0/17 3.6/10 2.8/7 3.0/2.6 × 5.7/4 6.2/10

Edge Oil Pavt

℄ SEW. M.H. 0+35 45'LT. 34.08
Top " " " 43.28
EDGE OIL PAVT.

4.4/10 × 7.8/10

3.5/14 6.4/8 × 7.7/10

1.1/18 3.3/12.5 3.7/8 × 7.1/10

+0.3/15 0.7/10 × 4.9/10

9.6/15 10.5/10 × 14.2/10

7.3/10 × 12.0/10

LOCUST ST.
(CONT'D)

		54.34		
3+05	SEWER XING		9.3	45.04
	EL.y RIM SEW.M.H.		{7.30 12.80	47.04 41.54
3+08	Edge Conc. Drive		8.72	46.62
3+18	" " "		8.10	46.24
3+40.08	END		5.8	48.54
SET TBM	4.26	56.63	1.97	52.37
TP	0.12	43.64	13.11	43.52
TP	0.09	30.89	12.84	30.80
TP	0.18	18.06	13.01	17.88
TP	2.23	10.22	10.07	7.99
CK. BM			4.66	5.56 = 5.54

12/18/56
SHOREY
KEMP
SMITH

	LT.	RT.
SEW. M.H. 3+05	10' LT.	
" " "	"	

$\frac{2.0}{12} \quad \frac{3.5}{10} \times \frac{8.5}{10}$

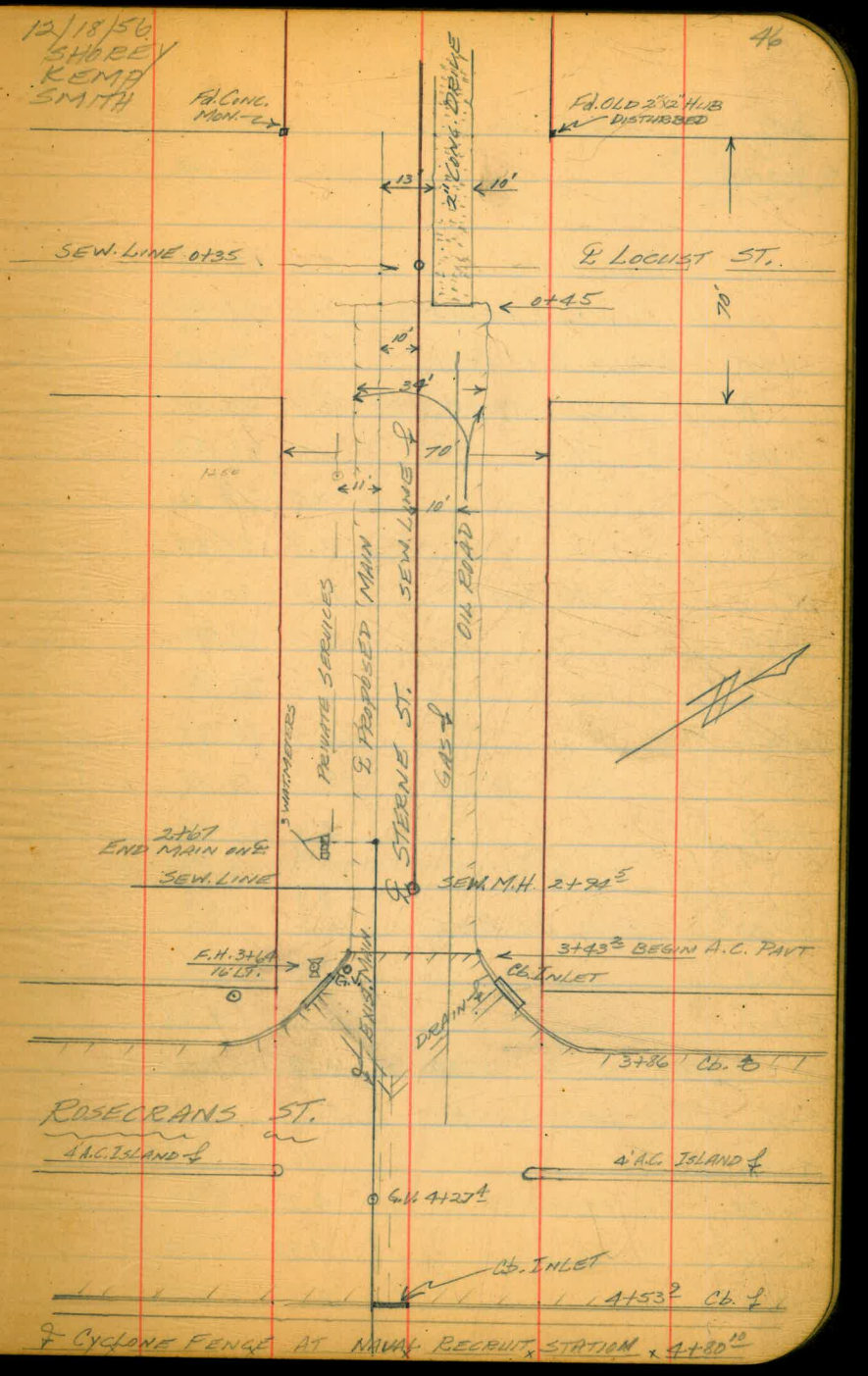
CONC. MON. 2+70.08 45' LT. Swly Cor Locust Sterne

S.W.B.P. RUSSELL & ROSECRANS

STERNE ST.
LOCUST TO ROSECRANS
PRELIMINARY

0400 = Wly Locust

12/18/56
SHOREY
KEMP
SMITH



STERNE ST. LOCUST TO ROSECRANS (CONT'D)

TBM	4.26	56.63		52.37
0+00			1.3	55.33
0+35	SEW. XING		10.5	46.13
	Ely. RIM. SEW. M.H.		9.60	47.03
			15.10	41.53
0+45	BEGIN O/L ROAD		12.6	44.03
TP	0.12	43.64	13.11	43.52
0+50			1.1	42.54
1+00			9.5	34.14
1+25			12.8	30.84
TP	0.09	30.89	12.84	30.80
1+50			4.3	26.59
1+71			8.1	22.79
2+00			12.1	18.79
TP	0.18	18.06	13.01	17.88
2+50			4.3	13.76
2+94±	SEW. XING RIM SEW. M.H		8.4	9.66
			8.5	4.06
			14.0	
3+00			8.9	9.16
3+43±	Edge A.C. PAVT		12.37	5.69
3+50			12.75	5.31
3+65			13.29	4.77
SET TBM	2.23	10.22	10.07	7.99
3+86	GUTTER LINE		5.51	4.71
4+00			5.16	5.06
4+20	℄ ROSECRANS		4.98	5.24
4+27±	Top G.I. Cap		4.98	5.24
4+50			5.77	4.45

12/18/56
SHOREY
KEMP
SMITH

	LT	RT
TBM – CONC. MON. 0+00 25' RT. (SEE Pg. 45)		
	+0.7 +0.6 0.9 / 13.4 .8 5 ×	2.7 / 10
	Edge Conc. Drive	
		SW'ly Cor Sterne & Locust
SEW. M.H. 0+35	10' LT	
" " " "		
	11.0 / 13.0 ×	
	End Conc. Drive	
	0.0 / 10 ×	2.2 / 10.
SEW. M.H. 2+94±	10' LT.	
" " " "		
Top F.H. 3+64	16' RT.	

12/18/56
SHOREY
KEMP
SMITH

STERNE ST.
(CONT'D)

10.22

4+53 ℄	GUTTER	6.18	4.04	
4+53 ℄	Cb.	5.22	5.00	
4+60 ±	Edge Sidewalk	5.21	5.01	
4+62		4.6	5.62	
4+80 ±	END ℄ FENCE	4.4	5.82	
CK. BM		4.66	5.56	= 5.54

S.W.B.P, RUSSELL & ROSECRANS (SEE PG. 44)

PACIFIC HWY. 12" A.C. PIPELINE RELOCATION BEAN TO WITHERBY

1/3/57
SHOREY
SMITH
O'BRIEN

TOP F.H. S.E. COLITS & PACIFIC + CH 15+11 N.W. COR. COLITS & PAC. (STATE HWY)
+ CUT TO EXIST. 12" C.I.

WITHERBY & PAC. 4.38 S.E. TOP F.H.

CK. BM ABOVE Top F.H. S.E. COLITS & PAC. (CITY BM BOOK)

BM	3.76	⑤ STK'S 7.72 ✗	4.96			
41+65 ±	3.48	3.90	2.42		-2.4	C3 4
41+27 TP	5.94	7.69 ✗	5.4 6.32 5.97	0.5 1.50 1.75	-2.9	C6 4
41+00			5.3 5.7	1.0 2.0	-3.2	C5 3
40+50 12"			4.2 5.1	1.7 2.6	-3.9	C6 5 C5 6
40+31 ±	90° BEND		4.0 4.8	1.9 2.9	-4.1	C7 0 C6 0
40+16			4.1 4.9	1.8 2.8	-4.2	C7 0 C6 0
40+00			3.4 4.2	2.5 3.5	-4.2	C7 7 C6 7
39+50 TP	3.86	6.77 ✗	4.7 5.5 4.78	1.2 2.2 2.9		C6 5 C5 5
39+00	3.48	5.59	3.79 4.6 4.4	3.11 2.22 1.2	-4.3	C6 5 C5 5
38+50			4.2 5.0	0.7 1.6	-4.4	C6 2 C5 1
38+00			5.2 5.3	0.4 1.5	-4.4	C5 2 C4 2
37+50			4 5.1	1.7	-4.5	C6 2 C5 2
37+00 TP	5.77	8.24 ✗	4.5 4.7 4.64	1.1 2.1 2.53	-4.5	C6 6 C5 6
36+50			5.4	2.8	-4.5	C7 3 C6 3
36+00			3.8 3.5 5.1	1.8 2.1 3.1	-4.6	C7 7 C6 7
35+91 12"	12" TEE		3.6 4.2	2.0 3.0	-4.6	C7 6 6 6+ CUT TO EXIST. MAIN
35+91 12 ⑤	27½° R.F.H. TEE		3.6 5.2	2.0 3.0	-4.6	C7 6 6 6+ CUT TO EXIST. 4" C.I.
35+81 89	△ PT. 22½° BEND		3.5 5.1	2.1 3.1		C0 0 TO FLANGE C7 6 ± TO BOTT.
35+60 TP	4.67	8.14 ✗	3.8 5.5	1.8 2.7	-4.6	C7 6 C6 4
35+00 TP	5.18	7.18	2.3 4.7 4.47	2.3 3.3 3.47	-4.6	C7 8 C6 8
34+64 89	E.C. & △ PT.		3.1 4.6 3.59	2.5 3.5 2.00	-4.6	C8 1 C7 1
34+50 TP	3.42	7.25	4.8 4.7 3.35	2.4 3.4 3.83 = 4.96	-4.6	C8 0 C7 0
34+00			4.8 4.6	2.5 3.5	-4.6	C7 1 C7 1
33+50			5.1 4.9	2.2 3.2	-4.7	C7 2 C6 2
33+00			5.3 5.1	2.0 3.0	-4.7	C7 7 C6 7
32+50			5.6 5.4	1.7 2.7	-4.7	C7 4 C6 4
32+48 05	B.C.		5.8 5.6	1.5 2.5	-4.7	C7 2 C6 2
			5.8 5.6	1.5 2.5	-4.7	C7 2 C6 2

PACIFIC HWY. (CONT'D)
1/3/57
SHOREY
SMITH
O'BRIEN

		⑤ STK'S					
		~~8.14~~ X					
		7.25					
32+00			5.9 ~~5.8~~	1.4 ~~2.3~~	-5.9	C_8^3 C_7^3	
31+95			5.9 ~~5.9~~	1.4 ~~2.2~~	-6.0	C_8^2 C_7^4	
31+61 7/⑧	F.H. TEE		5.5 ~~5.4~~	1.8 ~~2.7~~	-6.0	C_8^7 C_7^8	
			5.3 5.1	2.0 3.0		FO^2 TO FLANGE	C8^0 TO BOTT.
31+60			5.5 ~~5.4~~	1.8 ~~2.7~~	-6.0	C_8^7 C_7^8	
31+20			5.6 ~~5.4~~	1.7 ~~2.7~~	-3.2	C_5^2 C_4^3	
31+00 PT	~~5.64~~	~~8.46~~ X	5.5 ~~5.32~~	1.8 ~~2.82~~	-3.2	C_6^0 C_5^0	
30+50			5.3 ~~5.5~~	2.0 ~~3.0~~	-3.1	C_6^1 C_5^1	
30+00			5.2 ~~5.4~~	2.1 ~~3.1~~	-3.0	C_6^1 C_5^1	
29+50			5.2 ~~5.4~~	2.1 ~~3.1~~	-2.9	C_6^2 C_5^2	
29+00			4.7 ~~4.9~~	2.6 ~~3.6~~	-2.8	C_6^4 C_5^4	
28+50			5.1 ~~5.3~~	2.2 ~~3.2~~	-2.8	C_6^2 C_5^2	
28+18±	12" TEE		4.9 5.1	2.4 ~~3.4~~	-2.7	C_6^1 C_5^1	
28+18±	31' RT, F.H. TEE		4.7 ~~4.9~~	2.6 ~~3.6~~	-2.7	C_6^3 $C_5^{3\pm}$	CUT TO EXIST. 6" A.C. MAIN
⑤	F.H.		4.2 ~~4.4~~	3.1 ~~4.1~~		C_0^2 TO FLANGE	C_5^8 TO BOTT.
28+00			5.3 ~~5.5~~	2.0 ~~3.0~~	-2.7	C_3^7 C_4^7	
27+50			4.2 ~~4.4~~	3.1 ~~4.1~~	-2.6	C_6^7 C_5^7	
27+00			4.3 ~~4.5~~	3.0 ~~4.0~~	-2.6	C_6^6 C_5^6	
26+50			5.3 ~~5.5~~	2.0 ~~3.0~~	-2.5	C_5^5 C_4^5	
PT	5.51	8.28	4.48	2.77			
26+00			5.0	3.3	-2.4	C_5^7	
25+50			4.9	3.4	-2.3	C_5^7	
25+00			4.8	3.5	-2.2	C_5^7	
24+50			4.9	3.4	-2.1	C_5^5	
24+00			4.6	3.7	-2.0	C_5^7	
23+94	F.H. TEE		4.6	3.7	-1.9	C_5^6	
⑤			4.2	4.1		C_6^2 TO BOTTOM	C_0^1 TO FLANGE

WEIGHT & PAC.
S.E. TOP F.H.
5.36

PACIFIC HWY. (CONT'D)

(5) STK'S 8.28

1/3/56
SHOREY
SMITH
O'BRIEN

23+50			4.5	3.8	-1.7	$C5^{5}$
23+00	TP	3.66	4.3	4.0	-1.5	$C5^{5}$
		8.51	3.43	4.85		
22+50			4.3	4.2	-1.3	$C5^{5}$
22+00			4.6	3.9	-1.1	$C5^{0}$
21+77 AH = 21+77 67 BK }	EQ. E.C.		4.9	3.6	-1.0	$C4^{6}$
21+50			5.1	3.4	-0.8	$C4^{2}$
21+00	1" ARV. Assy.		5.1	3.4	-0.6	$C4^{0}$
20+70			5.7	2.8	-2.0	$C4^{8}$
20+50			5.6	2.9	-2.0	$C4^{9}$
20+18	F.H. TEE		4.6	3.9	-1.9	$C5^{8}$
(5)						
20+00			4.6	3.9	-1.8	$C5^{7}$
19+50			4.5	4.0	-1.4	$C5^{4}$
19+00			4.3	4.2	-1.1	$C5^{3}$
18+50			4.1	4.4	-1.1	$C5^{5}$
18+00	TP	5.33	4.0	4.5	-1.0	$C5^{5}$
		9.86	3.98	4.53		
17+85 20	B.C. & △ PT.		5.2	4.7	-1.0	$C5^{7}$
17+50			5.0	4.9	-1.0	$C5^{9}$
17+21±	F.H. TEE		4.9	5.0	-1.0	$C6^{0}$
(5)			4.3	5.6		
17+10	1" ARV. Assy.		5.1	4.8	-1.0	$C5^{8}$
CKBM			5.55	4.31 = 4.32		
17+00			4.7	5.2	-2.1	$C7^{3}$
16+80			4.2	5.7	-4.4	$C10^{4}$

4.57
6.68
8.25

N.W. COR. BANDINI & PAC. CH'S'L Δ 1.57

N.W. COR. COUTS & PAC. 2.42

L & PLUG MOTEL DRIVE 3.63

N.W. COR. SUTHERLAND & PAC. 4.32

"SD" LINE 395+80 BOLTON Cb. 9.16

NOELL & PAC. 4.0

N.E. Cb. 3.36

$C0^{2}$ TO FLANGE 4' 6" TO BOTTOM

(STATE HWY. DATUM)
CH'S'L Δ N.W. COR. SUTHERLAND & PACIFIC

SUTHERLAND & PAC. S.E. Top F.H. 7.47

PACIFIC HWY. (CONT'D)

1/31/57
SHOREY
SMITH
O'BRIEN

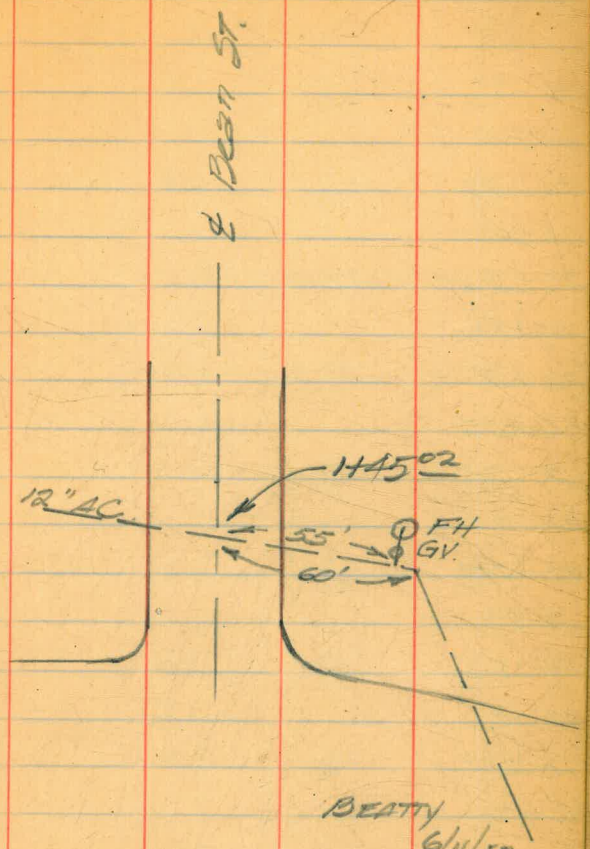
3.05

⑤ STK.'S

9.86

16+70			4.4	5.5	-4.4	C9 2
16+50			4.7	5.2	-3.0	C8 2
16+00			4.1	5.8	0.5	C5 3
15+50			3.7	6.2	1.3	C4 2
15+00			3.7	6.2	2.0	C4 2
TP	7.06	11.38	5.55	4.31 = 4.32		CH. 32 ⊡ N.W. COR. SUTHERLAND & PAC.
14+50			5.0	6.4	2.8	C3 6
14+00			4.6	6.8	3.6	C3 3
13+50			2.4	9.0	4.4	C4 6
TP	8.50	17.55	2.33	9.05		
13+05			5.8	11.8	5.1	C6 7
12+50			5.3	12.3	5.9	C6 4
12+43	END CONC. ENCASE.		5.1	12.5	6.0	C6 5
12+25	EDGE JACK PIT		5.9	11.7	6.7	C5 6
11+98	EDGE JACK PIT		6.2	11.4	6.7	C4 7
11+95	E.C.		6.3	11.3	6.7	C4 6
11+83	BEGIN CONC. ENCASE.		5.4	12.2	6.9	C5 3
11+50	TP	5.19	19.44	3.30	14.25	7.4	C6 2
11+00			4.5	14.9	8.2	C6 7
TP	5.48	20.80	4.12	15.32		
10+50			4.8	16.0	9.0	C7 0
10+00			4.2	16.6	9.7	C6 8
TP	7.17	23.44	4.53	16.27		
9+50			6.9	16.5	10.5	C6 0
9+20	1" ARV. ASSY.		6.8	16.6	10.9	C5 7
9+00	12" x 12" CROSS		6.7	16.7	8.9	C7 8
8+90			6.8	16.6	8.0	C8 6
8+50			4.6	18.8	7.8	C11 0
8+00			6.8	16.6	7.7	C8 9
7+83	45 B.C. END CONC. ENCASE.		6.8	16.6	7.6	C9 0

		23.44				
7+58	Edge Jack Pt.		7.3	16.1	7.6	C8 5
7+50			7.3	16.1	7.5	C8 6
7+34	Edge Jack Pt		8.0	15.4	7.5	C7 9
7+23	Begin Conc. Encase		5.5	17.9	7.4	C10 5
7+00			6.7	16.7	7.4	C9 3
6+50			9.2	12.2	7.2	C5 0
6+00	PP	4.24 15.47	12.21	11.23	7.1	C4 1
5+50			3.2	12.3	7.1	C5 3
5			3.9	11.6	7.0	C4 6
4+94 12	12"x4" Tee		3.8	11.7	6.9	C4 8
4+50			4.0	11.5	6.6	C4 2
4			3.6	11.9	6.4	C5 5
3+50	PP	7.77 19.23	4.01	11.46	6.2	C5 3
3			7.8	11.4	6.0	C5 4
+50			7.8	11.4	5.9	C5 5
2			7.7	11.5	5.7	C5 8
1+83 58	APT.		7.8	11.4	5.7	C5 7
1+75			7.7	11.5	5.7	C5 8
1+50 6		14.74	7.5	11.7	4.2	C7 5
1+18 6			3.8	10.9	2.6	C8 3
1+03 6			4.4	10.3	2.7	C7 6
0+85 02	0+87 ± F.H. Tee		4.9	9.8	2.8	C7 0
0+97 BK	= APT. 45° Bend		4.9	9.8	2.9	C6 2
0+50			6.4	8.3	3.7	C4 6
0+00	Conn. To Exist. 12" C.I.		5.4	9.3	4.6	C4 7 ± Conn. To Exist. 12" C.I.
CK. BM			10.08	9.15	=9.15	Bolt in Cb. (S.D. Line 395+80 (Bean & Pacific)



10.7 F06 To Flange 11.3 C7 2 To Bott.

PACIFIC HWY. 12" A.C. MAIN (CONT'D)

WATER METERS

28+00			2.8	1.7	C_1^1
26+09			3.4	3.1	C_0^3
25+60			3.6	3.2	C_0^4
25+18 (2 METERS)			3.7	3.2	C_0^5
23+80			4.1	3.0	C_1^1
23+58			4.1	3.1	C_1^0
23+05			4.4	3.2	C_1^2
22+35			4.2	3.4	C_0^8
21+35			4.1	3.0	C_1^1
19+53			4.4	3.5	C_0^9
19+03			5.0	4.0	C_1^9
18+05			4.3	4.0	C_0^3
17+50			5.2	4.2	C_1^0
17+21			5.5	4.3	C_1^2
16+36			5.8	4.9	C_0^9
TP	5.42	26.86		21.54	
			6.79	20.17	19.27

℄ PROFILE & CROSS SECTION

STA. 12+50 TO 15+00

	H.I. 17.32	℄	LT	RT
12+50		4.8	6.2 / 23	4.7 / 22
12+88		6.0	6.9 / 28	5.6 / 21
12+94		10.6	BOTTOM DITCH	
12+98		10.6	BOTTOM DITCH	
13+04		5.4	5.6 / 28	5.0 / 33
13+14		7.6	8.4 / 29	7.2 / 31
13+50		8.3	8.4 / 32	8.0 / 34
13+88		9.3		
14+00		10.2	10.7 / 33	9.6 / 32
14+50		10.7	11.2 / 34	10.3 / 26
15+00		11.0	11.5 / 32	10.0 / 25
CK. ⑤ 15+00		11.1	6.2 = 6.2	PG. 52

℄ STA. 403+75 "R³"

C_0^{30} WATER METER

WATER METERS

ALLEY BLK. 190; NOR. of LANDIS E. of 0+00 = S/L WIGHTMAN SWIFT AVE

BM	12.66	350.08		337.42	
0+18 W.			3.1	347.0	345.1
0+67 E.			3.3	346.8	345.8
0+80 W.			4.1	345.7	345.2
1+28 W.			6.1	344.0	343.3
1+40 E.			5.7	344.4	343.1
1+69 W.			7.1	343.0	341.7
1+83 E.			7.3	342.8	341.5
2+22 W.			9.5	340.6	339.4
2+31 E.			9.4	340.7	339.1
2+70 E.			12.2	337.9	336.7
	TP 0.00	337.23	12.85	337.23	
2+73 W.			0.4	336.8	336.2
3+21 W.			3.4	333.8	332.5
3+27 E.			2.7	334.5	332.1
3+46 W.			6.0	331.2	330.6
3+70 E.			6.0	331.2	328.9
3+77 W.			8.3	328.9	328.1
4+10 E.			9.2	328.0	325.8
4+14 W.			10.4	326.8	325.1
4+46 E. TP	0.26	324.61	12.88	324.35	322.9
4+57 W.			2.0	323.6	321.5
4+67 W.			3.1	321.5	320.6
4+83 W.			4.5	320.1	319.1
5+00 W.			6.4	318.2	317.7
5+04 E.			5.2	319.4	317.7
5+41 E. (3 METERS)			6.7	317.9	314.7
5+79 E.			10.0	314.6	310.7
5+30 E.			6.1	318.55	315.5
5+10 W.			4.4	317.2	317.0

NWBP WIGHTMAN & SWIFT

C1.8
C1.2
C0.5
C0.7
C1.3
C1.3
C1.2 TP 12.32 337.32 0.21 324.40
C1.2 TP 12.33 349.57 0.08 337.24
C1.6 CK. BM 12.14 337.43 337.42
C1.3
C0.6
C1.3
C2.4
C0.6
C2.3
C0.8
C2.2
C1.7
C1.5
C1.4
C0.9
C1.0
C0.5
C1.7
C3.2
C3.2
C3.0 C0.2

SET 8" VERT. RISER 8.07 LT. & RT. & ALLEY

4.1.
32A.61

30 | 2.20

ORANGE AVE.
54th ST. W. 215'
④ STK'S FOR LOWERING MAIN
0+00 = CURB RADIUS

TP	11.6	376.9		365.3	
0+00			10.8	366.1	362.9
0+54 7			2.4	374.5	370.0
0+94 7	TP 12.76	389.18	0.48	376.42	
			9.8	379.4	375.3
1+34 7			4.3	384.9	379.10
1+74 7			3.3	385.9	381.3
2+14 7			1.3	387.9	382.6
CK. TP			0.65	388.53	=388.6

376.9

0+42			5.1	371.8	371.3
1+35 N.		389.18	6.1	383.1	382.2
1+88 N.			1.3	387.9	384.8

2/28/57
SHOREY
KEMP
PHILSON

56

④ HUB 0+00 N. CURB

C3 2
C4 5
C4 1
C5 8
C4 6
C5 3

NOTE: WATER MAIN
LOCATED 10' SO. of &
PROPOSED IMPROVEMENT
26' NOR. of SO. LINE of ORANGE

④ HUB 1+74 7 N. CURB

C0 5
C0 2
C3 1

Kurtz St. Rev. Profile (See pg 29 sketch.)

BM	3.00	06.82		03.82
0-00[8]	Top 8"	5.0	8.57	-01.75
0+00			4.1	02.7
0+05[5]	℄ PT.		4.0	02.8
0+50			3.8	03.0
0+70[75]	℄ PT.		3.8	03.0
1+00			3.3	03.5
1+20			3.4	03.4
1+50			4.6	02.2
1+76[20]	℄ PT.		4.3	02.5
2+00			4.0	02.8
2+03[93]	Top curb		3.92	02.90
2+04	Gutter		4.33	02.49
2+43[69] BK 2+08[26] AH	℄ PT.		4.51	02.31

ALTERNATE ALIGNMENT

0+00			4.1	02.1
0+26[12] BK 0+90[38] AH			33	03.5
1+10[78]	Nly face Bldg		28	04.0
1+10[28]	Fin Floor		1.85	04.77
1+31[90]	Sly face Bldg		3.2	03.6
1+39[18]	Conc. Sidewalk		3.00	03.82
1+41[68]			3.00	03.82
1+71[3]	Top. Curb		3.70	03.12
1+71[3]	Gutter		4.10	02.72
2+08[22]	POT		4.52	02.30
CK BM			3.00	03.82

3/12/57
Survey party

EMORY ST., 4" A.C. MAIN
G.V. STA. 4+94 12 PACIFIC HWY. 12" A.C. MAIN
TO CONVAIR

BM	5.76	14.91		9.15	
0+00	℄ G.V.		7.40	7.51	
0+00			2.1	12.8	7.5
0+50			3.6	11.3	6.6
9+80			4.3	10.6	6.9
1+00			5.3	9.6	5.6
1+45			4.2	10.7	5.6
1+61 3			4.5	10.4	5.7
1+99 4			5.3	9.6	5.8
2+09 END			5.1	9.8	5.8

3/22/57
SHOREY
KEMP
O'BRIEN

BOLT IN CURB ("SD" LINE 395+80) BEAN & PACIFIC
SEE PG. 53

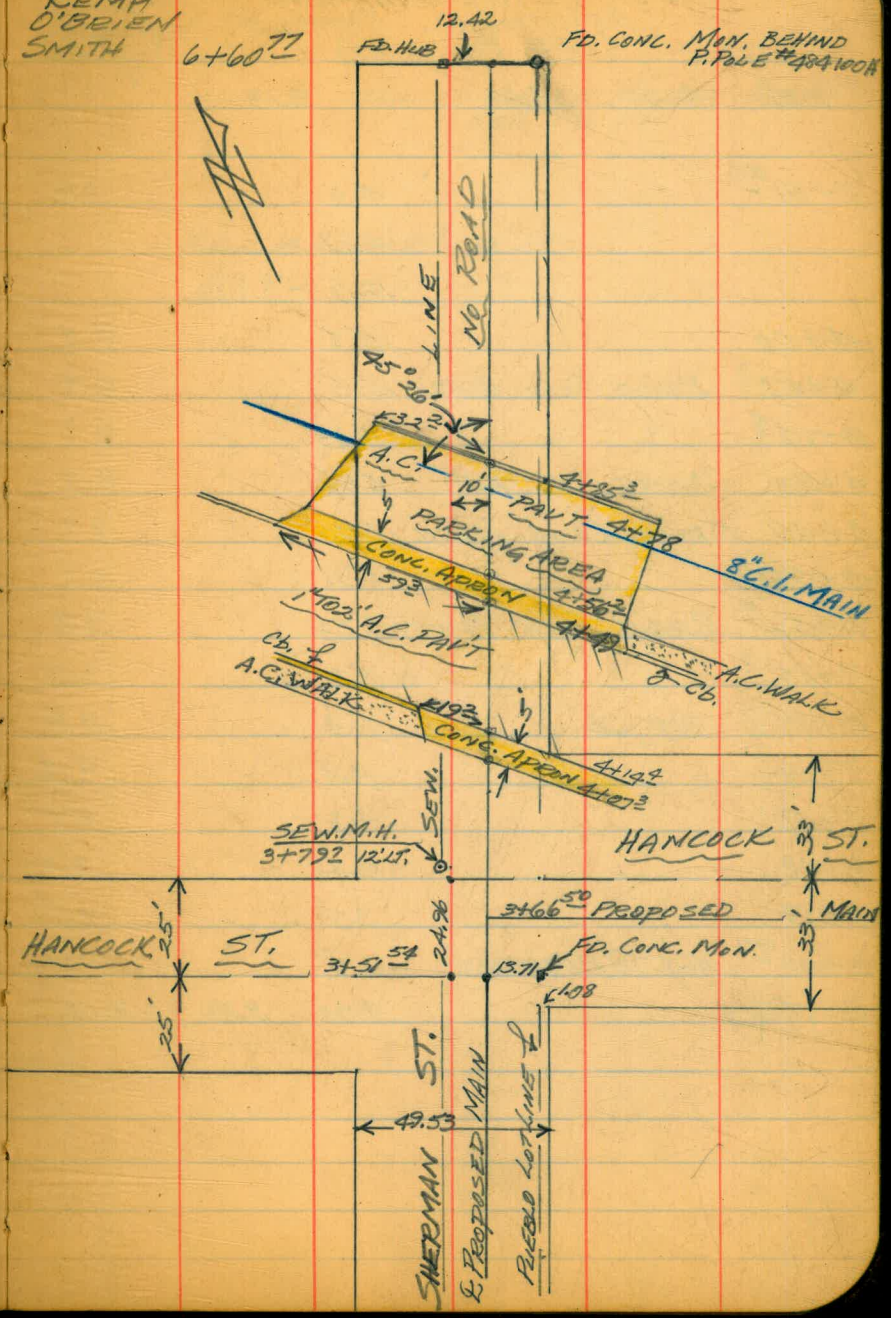
C5 3
C4 7
C3 4
C4 0
C5 1
C4 7
C3 8
C4 2

0+00 = G.V. STA. 4+94 12 PACIFIC HWY
12" A.C. MAIN

NOTE: 1+12 = (399+59 5 "SD" LINE)

SHERMAN ST.
KURTZ TO NLY. TERMINUS
ADDITIONAL PROFILE & DETAIL
(SEE Pg. 36-37

4/4/57.
SHOREY
KEMP
O'BRIEN
SMITH



SHERMAN ST.
KURTZ TO NLY. TERMINUS
ADDITIONAL PROFILE
(SEE PG. 36-37)

Rec'd by Rocky

TBM	4.90	8.03		3.13	
3+51.54			5.0		3.0
			4.61		
			12.9	-3.87	
4+00			5.5		2.5
4+07.3	EDGE CONC. APRON		5.5		2.5
4+14.4	" " "		5.23		2.1
4+33	CROWN OF PAVT.		5.56		2.5
4+49	EDGE CONC. APRON		5.90		2.1
4+50			5.91		2.1
4+56.2	EDGE CONC. APRON		5.53		2.5
4+85.3	?		5.0		3.0
4+85.3	Top Cb.		5.4		2.6
5+00			4.8		3.2
5+50			4.3		3.7
6+00			4.2		3.8
6+50			3.7		4.3
6+60.77	NLY. TERMINUS		3.5		4.5
CK. TBM			4.90	3.13	= 3.13

4/4/57
SHOREY
KEMP
O'BRIEN
SMITH

NAIL IN GREEN FENCE POST.
SEE PG. 37

SEW. M.H. 3+79.2 12' LT.
℄ " " "

F.H. ⑥ STK.
S.W. COR. LAPWAI & NASHVILLE

0+00 = N.L.Y. LINE WESTERN ST.

TBM	2.24	5.24		3.00	
1+91 F.H. ⑥			4.1	1.1	-0.9
CK. TBM			2.24	3.00	

4/4/57
SHOREY
KEMP
O'BRIEN

NAIL IN P. POLE Approx. 2+50 50' RT.
C 2° TO FLANGE

—KURTZ ST.— GROUP 206

DYKE PL. TO CAMINO DEL RIO

W.O.# 19597

WILLIAMS
KELLHOFER
SPINAZZOLA

HOT
AUGUST 23, 1957

F.B. 808-32

T.B.M.	4.43	8.25	3.82		
0+00			5.5	2.8	
0+97.90 AH 0+34.44 BK			4.3	4.0	-2.7
1+10			4.3	4.0	-2.6
TP	4.74	7.89	5.10	3.15	
1+33			3.7	4.2	-2.6
+50			3.9	4.0	-2.6
2+00			5.5	2.4	-2.5
+50			5.6	2.3	-2.5
3+00			5.6	2.3	-2.5
+50			5.6	2.3	-2.5
TP 4+00	5.43	7.59	5.73	2.16	-2.4
+50			5.5	2.1	-2.4
5+00			5.9	1.7	-2.4
+24			6.0	1.6	-2.4
+24			5.4	2.2	1.9
+50			5.9	1.7	-2.4
6+00			5.7	1.9	-2.3
+50			5.7	1.9	-2.2
7+00			5.7	1.9	-2.1
+50			5.6	2.0	-2.0
T.P.	5.26	7.43	5.42	2.17	
8+00			5.4	2.0	-1.9
+50			5.3	2.1	-1.8
9+00			5.3	2.1	-1.7
+10 ME.			5.2	2.2	0.8

C TO EXIST

c 67 — & SPLIT

c 66

NOTE: WATER METERS STKED. 24' LT. &
F.H STKED. 24.5 LT. &

c 68

c 66

c 49

c 48

c 48

c 48

c 46

c 45

c 44

c 40 — FH TEE

C O 3/ TO FLANGE ⑤ FH C 4 6/ TO ELL.

c 41

c 43

c 41

c 40

c 40

c 39

c 39

c 38

c 1 ± — TRAILER PARK

KURTZ ST. CONT.

SAME PARTY

AUGUST 23, 1957

7A3

9+50			5.1	2.3	−1.6	c3 9	
10+00			5.0	2.4	−1.6	c4 0	
+50			5.1	2.3	−1.6	c3 9	
+85 M.E			5.0	2.4	1.3 ←	c1 1	AIR REL. VALVE
11+00			4.8	2.6	−2.9	c5 5	
+35			4.9	2.5	−3.5	C 6 0	
TP	5.63	7.74	5.32	2.11			
+44			5.0	2.7	−3.5	c6 2	3" B.D. & 8" CAP
+50			4.9	2.8	−3.5	c6 3	
+64			4.9	2.8	−3.5	c6 3	F.H. TEE
+64			4.6	3.1	1.5	c1 6 TO FLANGE	(E) F.H. C 6 6 TO ELL
+77 M.E			4.2	3.5	1.6 ←	C1 9	
+73 ME			4.2	3.5	1.6 ←	E1 9	3496
+90 M.E.			5.2	2.5	1.7 CO2	←	
12+00			4.8	2.9	−1.2	c4 4	
+33 ME			4.5	3.2	1.8	c1 4	3486
+50			4.6	3.1	−1.1	c4 2	
13+00			4.4	3.3	−1.1	c4 9	
+03 M.E			4.4	3.3	2.0 @13	←	
+50			4.2	3.5	−1.6	c4 5	
+88 ME			3.9	3.8	2.0	c1 8	3462
14+00			4.2	3.5	−0.9	c4 4	
TP	5.58	9.10	4.22	3.52			
+10 ME			5.3	3.8	2.3	E1 5	3452
+50			5.4	3.7	−0.8	C4 5	
+95 ME			5.3	3.8	2.5	c1 3	6448
15+00			5.2	3.9	−0.7	c4 6	
+50			5.2	3.9	−0.6	c4 5	
+53 ME			5.3	3.8	2.7	c1 1	3430
+93 ME			5.6	3.5	2.8	c0 7	3424

KURTZ ST. CONT.

SAME PARTY

AUGUST 23, 1957

9.10

16+00			5.0	4.1	-0.6	c4 7
+33 ME			5.4	3.7	2.9	c 0 8 — 3420
+50			4.9	4.2	-0.5	c4 7
+94 M.E.			4.7	4.4	3.1 C I E	←
17+00			5.0	4.1	-0.4	c4 5
T.P. +50	4.80	8.85	5.05	4.05	-0.3	c4 4
+90			5.0	3.9	-0.3	c4 2 — 12X8 TEE
18+00			5.0	3.9	-0.3	c4 2
+20 3/5			5.1	3.8	-0.2	c4 0 — F.H. TEE
+20 3/5			4.8	4.1	4.1	c 0 0 TO FLANGE — (5) FH C 4 3/5 TO ELL.
+50			5.1	3.8	-0.3	c4 1
19+00			5.4	3.5	-0.4	c3 9
+50			5.5	3.4	-0.5	c3 9
20+00			5.6	3.3	-0.7	c4 0
+50			5.8	3.1	-0.8	c3 9
21+00			5.9	3.0	-0,9	c3 9
T.P. +50	4.63	7.43	6.05	2.80	-1.1	c3 9
22+00			4.8	2.6	-1.3	c3 9
+50			4.8	2.6	-1.4	c4 0
+81			4.8	2.6	-1.5	c4 1 — 12X6 TEE
+81			4.8	2.6	-1.5	c4 1 — 22+75=0+00 STUB RT
+81			4.2	3.2	-1.5	c4 2 — 20' RT. END OF STUB
23+00			4.7	2.7	-1.5	c4 2
+06			4.7	2.7	-1.5	c4 2 — 12X8 TEE & G.V.
+06 (5)			4.8	2.6	-1.5	c4 1 — STUB 23+06 = 0+05 (5)
			5.0	2.4	-1.5	c3 9 — 25'LT END OF STUB

KURTZ ST. CONT.

SAME PARTY

AUGUST 23, 1957

		7.43					
23+10			4.8	2.6	−1.6	C4 2	12" GV.
+43			4.9	2.5	−1.6	C4 1	F.H. TEE
+43			4.5	2.9	2.8	C0 1 TO FLANGE	⑤ F.H. C4 5 TO ELL.
+50			5.0	2.4	−1.7	C4 1	
24+00			5.2	2.2	−1.8	C4 0	
+50			5.2	2.2	−1.9	C4 1	
25+00			5.3	2.1	−1.9	C4 0	
+50			5.5	1.9	−2.1	C4 0	
T.P.	5.22	7.10	5.55	1.88			
26+00			5.3	1.8	−2.2	C4 0	
+50			5.3	1.8	−2.2	C4 0	
+56			5.2	1.9	−2.1	C4 0	12X8 TEE
+56			5.2	1.9	−2.1	C4 0	24+56 = 0+05 ⑤ STUB
+56			5.4	1.7	−2.1	C3 8	30' RT. END OF STUB
27+00			5.1	2.0	−2.1	C4 1	
+50			5.0	2.1	−1.9	C4 0	
28+00			4.8	2.3	−1.8	C4 1	
+50			4.4	2.7	−1.3	C4 0	
+62			4.2	2.9	−1.2	C4 1	F.H. TEE
+62			4.0	3.1	3.2	F0 1 TO FLANGE	⑤ F.H. C4 3 TO ELL.
+75			4.0	3.1	−1.0	C4 1	
29+00			3.8	3.3	−0.2	C3 5	
+05			3.8	3.3		C TO EXIST	END WORK
TP	5.31	7.57	4.84	2.26			
CHK.			3.87	3.70 = 3.81			
TD	5.68	7.44	5.81	1.76			F.B. 808-35
CHK			4.47	2.97 = 3.02			" " "

KURTZ ST. CONT.

EXISTING WATER METERS RT. OF ℄

STA.	ADDRESS
11+80	3487
12+65	3487
12+60	3481
13+05	
14+40	3467

30' STUB AT HOUSTON & KURTZ

TBM.	5.2	7.9	2.7	
0+05		5.3	2.6	-3.1
0+30		5.6	2.3	-1.6

SAME PARTY

AUGUST 23, 1957

BEHIND EXISTING CURB (NOT STAKED)

9/10/57

STA. 11+44 PAGE 63

C 5 8/9

C 3

WEST
WILLIAMS
KELLHOFER
SPINAZZOLA

SHERMAN ST
KURTZ TO NKY TERM

Meters	Stkd	30.7 Lt	11.3 Rt	45600	
B.M.	5.51	8.53		3.02	
T.P.	4.52	9.03	4.02	4.51	
0+25			5.1	3.9	-0.2
+50			5.0	4.0	0.0
1+00			5.4	3.6	-0.2
+50			5.5	3.5	-0.4
2+00			5.6	3.4	-0.6
2+00			4.3	4.7	2.3
+50			6.0	3.0	-0.7
3+00			6.2	2.8	-1.0
+20			5.7	3.3	1.7
+32			5.8	3.2	2.8
+50			6.2	2.8	-4.6
+61^{5}	Tee Lt		6.2	2.8	-4.7
+86^{5}	Tee Rt		6.3	2.7	-4.7
	5.41	8.11	6.33	2.70	
3+95			5.5	2.6	-4.7
4+50			5.7	2.4	-1.8
5+00			4.8	3.3	-1.4
+50			4.3	3.8	-0.9
6+00			4.2	3.9	-0.5
+50			3.7	4.4	-0.1
+59			3.6	4.5	0.0
35' Lt 3+61			4.8	3.3	-1.6
12' Rt			5.9	2.2	-2.6
76' Rt			5.6	2.5	0.8
			5.06	3.05	

West
Williams
Kellhofer
Spinazzola

9/10/67

BM ℄ Lt P Sly Cb Kurtz + Greenwood

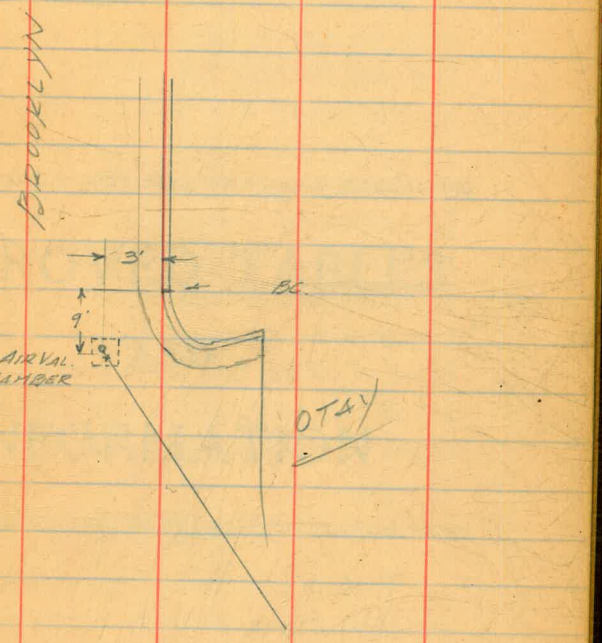
C 4^{1}					
C 4^{0}					
C 3^{8}					
C 3^{9}					
C 4^{0}					
C 2^{1}	2 Wat Mets Alley				
C 3^{7}					
C 3^{8}					
C 1^{6}	Wat Met Rt				
C 0^{4}	(5) FH				
C 7^{4}					
C 7^{5}	Tee Lt				
C 7^{4}	Tee RT				
TP					
C 7^{3}					
C 4^{3}					
C 4^{2}					
C 4^{2}					
C 4^{4}			8.11		
C 4^{5}		5.38	8.80	4.69	3.42
C 4^{5}				5.80	3.00 = 3.02
C 4^{9} 5 Tub					
C 4^{8} 5 Tub 3+86^{5}					
C 3^{2} " "					

JAN. 29, 1952

GRADE SET FOR TOP AIR VALVE CHAMBER BROOKLYN AVE & OTAY

BM	2.77	272.97	270.20	
	5.47	267.50		GRADE 267.21
	6.00	266.97		
End Det	5.89	267.08		

(Top of curb) 60.29 To Top of Chamber
(Lip of Gutter)



DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1½ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

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

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

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

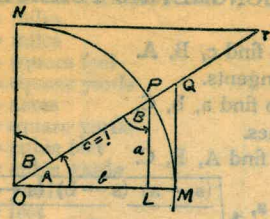


TABLE II

TRIGONOMETRIC FORMULÆ.

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

$R = OB = c = 1$

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PACIFIC HWY (3)
(5) STRS & GRD.
F.B. 808-49

28 ~ C4 7
27+50 C5 7
27 ~ C5 6
26+50 C4 5
26 ~ C5 7
25+50 C5 7
25 ~ C5 7
24+50 C5 5
24 ~ C5 7
23+94 F.H. TEE C5 6
(5) C6 2 TO BOTT. C? TO FLAN.
23+50 C5 5
23 ~ C5 5
22+50 C5 5
22 ~ C5 0
EQ. = 21+77 AH. = 21+77 6 7 BK. } E.C. C4 6
21+50 C4 2
21+00 1" ARV. ASSY. C4 0
20+70 C4 8
20+50 C4 9
20+18 F.H. TEE C5 8
20+00 (5) C5 7 (CONT'D)

206
8
194

75.5
2.34
3020
2265
1510
176.67
48
1814

1.6
3
4.8

194.0
181.4
13.6

2.3) 13.6

Cam[illegible]

3-3-[illegible]

111' = 9th St

2+67

98' = 12th St

.092
50) 4.60
450
100

.092
5.5
460
460
.5060

24+72.5 18.5 12 LT.

4.61 7.63 3.02
2.44 2.86
5.26 2.37
5.48 2.15

(5)