

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.

816

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

MICROFILMED

JAN 10 1965

Suth. P.L. A.R. 48661

" Dam. A.R. 48657

Suth-S.V.P.L.

Level Notes Sta 245+00 - 452+10 1-32

" " " 452+10 - 629+59 32-55

Set B.M.s. & check levels - Suth. Dam to 56-61

So. Tunnel/Portal #2

New Alignment: Profile & X-sections 62-66

So. Tunnel/Portal #2 Sta 172430<sup>55</sup>

to 178440 - Per Mr. Rankin

CHECK LEVELS STA. 344+74.80 - 68-69

Co. B.M. Co. RD. E.L.M. ST. P.P. # 211234

Profile From End Suth-S.V.P.L. 629+59.52 70-72

881 So. to dump in creek

CHECK LEVELS STA. 506+10 To <sup>IRON</sup> 1" PIPE 73-75

STA. 629+59.12

PROFILE FOR CORRECTION OF WASH 76-77

STA. 526+00 To 530+00 <sup>COM V</sup>

Levels -  
 Reloc. - Suta. - S.V. Pk  
 From Sta. 244+724 New Line =  
 228+952.95 - old Line Chub

M

12-17-51  
 King  
 West  
 Williams

clear

(1)

B.M.	BS ✓	H.I. ✓	F.S.	Elev ✓
	10.00	1774.10		1764.10
245+00 ✓			7.45 ✓	1766.75 ✓ <small>JRM 11/15/57 65</small>
245+24 ✓			9.1 ✓	1765.0 ✓
245+36 ✓			4.8 ✓	69.3 ✓
245+50 ✓			4.1 ✓	70.0 ✓
246+00 ✓			3.1 ✓	71.0 ✓
T.P.	8.82 ✓	1778.59 ✓	4.13 ✓	1769.97 ✓
247 ✓			7.0 ✓	71.8 ✓
+25 ✓			5.2 ✓	73.6 ✓
+50 ✓			5.5 ✓	73.3 ✓
248 ✓			7.3 ✓	71.5 ✓
+50 ✓			6.8 ✓	72.0 ✓
249 ✓			9.6 ✓	69.2 ✓
+11 ✓			10.4 ✓	68.4 ✓
+37 ✓			17.6 ✓	61.2 ✓
+50 ✓			21.6 ✓	57.4 ✓
+74 ✓			12.0 ✓	66.8 ✓
250+00 ✓			10.7 ✓	68.6 ✓

Top 2 v. hub sta 228+98.55 - old line

on hub & Co. Road

quiley

Suth. S.P. P.L.

12-17-51

2

1778.79

250 + 50 ✓		11.5 ✓	✓	67.3
251900 ✓		12.2 ✓	✓	66.6
T.P. ✓	1.52 ✓	1768.13 ✓	12.18 ✓	1766.61 ✓
+18 ✓		2.1 ✓	✓	66.0
+46 ✓		6.1 ✓	✓	62.0
+71 ✓		12.9 ✓	✓	55.2
+82 ✓		19.2 ✓	✓	48.9
+90 ✓		13.0 ✓	✓	55.1
252 + 00 ✓		9.4 ✓	✓	58.7
+10 ✓		7.1 ✓	✓	61.0
+35 ✓		5.9 ✓	✓	62.2
+45 ✓		5.3 ✓	✓	62.8
+52 ✓		9.3 ✓	✓	58.8
+63 ✓		4.1 ✓	✓	64.0
253 + 00 ✓		4.7 ✓	✓	63.4
+50 ✓		6.7 ✓	✓	61.4
254 + 00 ✓		10.2 ✓	✓	57.9
T.P. ✓	0.06 ✓	1755.37 ✓	12.88 ✓	1755.31 ✓
+32 ✓		2.0 ✓	✓	53.4

Suth-s. v.p.l.

12-17-51  
KINS

3.

1755.37

254+60 ✓		10.7 ✓	✓ 44.7
+78 ✓		7.6 ✓	✓ 47.8
255+00 ✓		8.2 ✓	✓ 47.2
+52 ✓		9.2 ✓	✓ 46.4
256+00 ✓		12.9 ✓	✓ 42.5
T.B.M. 0.35 ✓	1743.79 ✓	11.93 ✓	1743.44 ✓
+50 ✓		5.6 ✓	✓ 38.2
257+00 ✓		9.0 ✓	✓ 34.8
+50 ✓		9.9 ✓	✓ 33.9
258+00 ✓		11.0 ✓	✓ 32.8
+50 ✓		12.5 ✓	✓ 31.3
T.P. 0.65 ✓	1732.09 ✓	12.35 ✓	1731.44 ✓
259+00 ✓		2.9 ✓	✓ 29.2
+20 ✓		4.3 ✓	✓ 27.8
1 44 ✓		18.8 ✓	✓ 13.3
+54 ✓		12.6 ✓	✓ 19.5
+82 ✓		9.2 ✓	✓ 22.9
260+00 ✓		8.1 ✓	✓ 24.0
+50 ✓		9.9 ✓	✓ 22.2

Spike in P.P. # 212979-255+82

deep gully

Suth. S.V. P.L.

12-17-51

KING

4

1732.09

261+00 ✓		10.6 ✓	21.5 ✓
T.P. 0.86 ✓	1721.01 ✓	11.94 ✓	1720.15 ✓
261+20 ✓		3.9 ✓	17.1 ✓
T.P. 1.04 ✓	1709.10 ✓	12.95 ✓	1708.06 ✓
261+64 ✓		21.4 ✓	1687.7 ✓
261+89 ✓		15.0 ✓	94.1 ✓
262+00 ✓		10.7 ✓	98.4 ✓
T.P. 11.28 ✓	1719.38 ✓	11.00 ✓	1708.10 ✓
262+50 ✓		3.0 ✓	1716.4 ✓
263+00 ✓		2.9 ✓	16.5 ✓
+50 ✓		4.6 ✓	15.4 ✓
264 ✓		5.4 ✓	14.0 ✓
+50 ✓		6.3 ✓	13.1 ✓
265 ✓		6.2 ✓	13.2 ✓
+50 ✓		6.2 ✓	13.2 ✓
266+00 ✓		6.2 ✓	13.2 ✓
T.P. 0.05 ✓	1713.26 ✓	6.17 ✓	1713.21 ✓
266+56 ✓		2.3 ✓	11.0 ✓
267+00 ✓		5.6 ✓	07.7 ✓

beep gulley

Suth. S.V. P. 2

17/3.25

267446 ✓		10.6 ✓	✓	02.7
T.P. ✓	0.78 ✓	1701.02 ✓	13.02 ✓	1700.24 ✓
268400 ✓		5.3 ✓	✓	1695.7
+30 ✓		2.9 ✓	✓	98.1
+50 ✓		3.9 ✓	✓	97.1
+75 ✓		8.4 ✓	✓	92.6
T.P. ✓	0.54 ✓	1689.57 ✓	11.99 ✓	1689.03 ✓
269400 ✓		2.5 ✓	✓	87.1
+08 ✓		7.7 ✓	✓	81.9
+19 ✓		5.1 ✓	✓	84.5
+50 ✓		5.8 ✓	✓	83.8
270400 ✓		9.4 ✓	✓	80.2
T.P. ✓	1.90 ✓	1678.79 ✓	12.68 ✓	1676.89 ✓
270450 ✓		3.0 ✓	✓	75.8
271400 ✓		7.4 ✓	✓	71.4
+50 ✓		10.5 ✓	✓	68.3
272400 ✓		12.1 ✓	✓	66.7
T.P. ✓	1.76 ✓	1668.41 ✓	12.14 ✓	1666.65 ✓
272450 ✓		4.7 ✓	✓	64.2

12-17-57  
KING



Suth-S.V.Pn.

12-17-51  
KING

1668.41

272457	✓		6.8	✓	61.6
272462	✓		4.6	✓	63.8
273400	✓		5.0	✓	63.4
+50	✓		6.7	✓	61.7

T.B.M.	1.41	1662.31	7.51	1660.90
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274400	✓		3.2	✓	59.1
+50	✓		6.8	✓	55.5

274474	✓		7.6	✓	54.7
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274495	✓		14.4	✓	47.9
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275400	✓		13.5	✓	48.8
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275415	✓		8.2	✓	54.1
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275450	✓		5.8	✓	56.5
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276400	✓		3.7	✓	58.6
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276450	✓		1.9	✓	60.4
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T.P.	10.88	1671.84	1.35	1660.96
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277400	✓		9.5	✓	62.3
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+50	✓		7.5	✓	64.3
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278400	✓		5.6	✓	66.2
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+50	✓		6.6	✓	65.2
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Spike in P.P# 14099 273471

Suth-S.V. 72.

12-17-51  
KING.

7

1671.84

279+00	✓		5.2 ✓	✓	64.6
+22	✓		9.1 ✓	✓	62.7
+50	✓		14.9 ✓	✓	56.9
+64	✓		17.1 ✓	✓	54.7
+75	✓		16.2 ✓	✓	55.6
+87	✓		12.0 ✓	✓	59.8
280+00	✓		9.8 ✓	✓	62.0
+50	✓		6.8 ✓	✓	65.0
281+00	✓		7.9 ✓	✓	63.9
581+50	✓		10.4 ✓	✓	61.4
T.P.	1.00	1661.84	10.98	1660.86	
282	✓		3.7 ✓	✓	58.2
+21	✓		5.8 ✓	✓	56.9
+50	✓		9.2 ✓	✓	52.7
+62	✓		10.6 ✓	✓	51.3
283+00	✓		11.8 ✓	✓	50.1
+34	✓		11.8 ✓	✓	30.1
+54	✓		14.8 ✓	✓	47.1
+65	✓		14.9 ✓	✓	47.0

5/11-5.1.86

1666.86

T.P.	6.40	1655.57	12.69	1649.17
284400	✓		4.7 ✓	50.9 ✓
+10	✓		3.8 ✓	51.8 ✓
284450	✓		4.4 ✓	52.2 ✓
285400	✓		6.8 ✓	48.8 ✓
+50	✓		4.6 ✓	51.0 ✓
286400	✓		10.7 ✓	44.9 ✓
T.P.	5.85	1648.70	12.72	1647.85
286431	✓		9.7 ✓	39.0 ✓
+50	✓		7.0 ✓	41.7 ✓
287400	✓		6.0 ✓	42.7 ✓
+50	✓		7.0 ✓	41.7 ✓
288400	✓		9.8 ✓	38.9 ✓
+32	✓		14.2 ✓	34.5 ✓
+56	✓		10.0 ✓	38.7 ✓
+86	✓		12.6 ✓	36.1 ✓
289400	✓		12.5 ✓	36.1 ✓
+25	✓		8.1 ✓	40.6 ✓
+50	✓		7.0 ✓	41.7 ✓

12/17-51  
KING

8

Suth-S.W.-P.L.

12-17-51

King  
West  
Williams

9

1648.70

290+00	✓		5.7	✓	✓	43.00
+36	✓		3.9	✓	✓	44.8
+50	✓		5.6	✓	✓	43.1
+58	✓		6.8	✓	✓	41.9
+71	✓		5.0	✓	✓	43.7
T.P.	✓	2.60	1647.79	✓	3.51	1645.19

291+00	✓		5.1	✓	✓	42.7
+53	✓		7.2	✓	✓	40.6
291+85	✓		8.1	✓	✓	39.7
292+00	✓		10.4	✓	✓	37.4
+25	✓		15.4	✓	✓	32.4
292+50	✓		12.3	✓	✓	35.5
+59	✓		11.5	✓	✓	36.3
T.P.	✓	0.41	1635.41	✓	12.79	1635.00

293+00	✓		2.7	✓	✓	32.7
+50	✓		5.3	✓	✓	30.1
+86	✓		9.7	✓	✓	25.7
294+00	✓		10.2	✓	✓	25.2
T.P.	✓	0.94	1623.56	✓	12.79	1622.62

Suth. S. V. P. L.

12-17-51  
King  
West  
Williams

clear-cold

10

1623.56

294+50 ✓		2.1 ✓	✓	21.5
295+00 ✓		4.2 ✓	✓	19.4
+50 ✓		5.9 ✓	✓	17.7
296+00 ✓		9.0 ✓	✓	14.6
+50 ✓		11.2 ✓	✓	12.4
297+00 ✓		13.3 ✓	✓	10.3
T.B.M. ✓	1.35	1623.37	12.54	1611.02
297+50 ✓		4.1 ✓	✓	8.3
298+00 ✓		5.0 ✓	✓	7.4
+50 ✓		6.1 ✓	✓	6.3
299+00 ✓		7.5 ✓	✓	4.9
+50 ✓		8.5 ✓	✓	3.9
300+10 ✓		8.3 ✓	✓	4.1
+50 ✓		7.4 ✓	✓	5.0
300+60 A ✓		7.01 ✓	✓	1605.36
301+00 ✓		4.7 ✓	✓	7.7
301+50 ✓		4.1 ✓	✓	8.3
301+60 A ✓		3.9 ✓	✓	8.5
T.P. ✓	1.09	1609.53	3.93	1608.44

Spike in T.P. 297+15 = 17.9'

ON GINNEY

ON GINNEY 301+60

Suth-S.V.-P.L.

12-12-51  
KING

11

1609.53

362+00	✓		1.5 ✓	✓	8.0
362+50	✓		3.1 ✓	✓	6.4
362+60A	✓		3.56 ✓	✓	5.97
363+00	✓		6.9 ✓	✓	2.6
+50	✓		11.8 ✓	✓	1597.7
T.P.	0.62	1597.21	12.94	1596.59	
364+00	✓		3.1 ✓	✓	1594.1
+50	✓		9.1 ✓	✓	88.1
365+00	✓		13.0 ✓	✓	84.2
T.P.	0.31	1585.33	12.19	1585.02	
365+50	✓		3.4 ✓	✓	81.9
366+00	✓		5.3 ✓	✓	80.0
366+45A	✓		6.77 ✓	✓	78.56
367+00	✓		8.3 ✓	✓	77.0
367+45A	✓		9.7 ✓	✓	75.6
T.B.M.	0.42	1577.13	8.62	1576.71	
368+00	✓		2.8 ✓	✓	74.3
368+45A	✓		3.9 ✓	✓	73.2
369+00	✓		4.4 ✓	✓	72.7

ON GINNEY

ON GINNEY

N.W. Cor Conc. Well Top 367+45A

S4th-S.V.P.

12-17-51  
King

12

1597.13

309+50 ✓	✓	5.4 ✓	✓	71.7
310+00 ✓	✓	6.4 ✓	✓	70.7
+50 ✓	✓	7.5 ✓	✓	69.6
311+00 ✓	✓	8.4 ✓	✓	68.7
+50 ✓	✓	9.5 ✓	✓	67.6
312+00 ✓	✓	10.4 ✓	✓	66.7
+50 ✓	✓	11.4 ✓	✓	65.7
313+00 ✓	✓	12.4 ✓	✓	64.7
TR ✓	145 ✓	1566.25 ✓	12.33 ✓	1564.80
313+50 ✓	✓	2.9 ✓	✓	63.4
314+00 ✓	✓	4.8 ✓	✓	61.5
+50 ✓	✓	5.4 ✓	✓	60.9
315+00 ✓	✓	6.7 ✓	✓	59.6
+50 ✓	✓	8.0 ✓	✓	58.3
316+00 ✓	✓	9.0 ✓	✓	57.3
+50 ✓	✓	9.9 ✓	✓	56.4
317+00 ✓	✓	10.7 ✓	✓	55.6
+50 ✓	✓	11.7 ✓	✓	54.6
318+00 ✓	✓	13.0 ✓	✓	53.3

Suth-S.V.R.L.

12-17-51  
King  
West  
Withams

13

T.P.	0.65	1566.25	12.80	1553.48
318+50	✓	✓	1.8 ✓	✓ 52.3
319+00	✓	✓	2.8 ✓	✓ 51.3
+50	✓	✓	3.7 ✓	✓ 50.4
320+00	✓	✓	4.7 ✓	✓ 49.4
+50	✓	✓	5.5 ✓	✓ 48.6
321+00	✓	✓	6.4 ✓	✓ 47.7
+50	✓	✓	7.3 ✓	✓ 46.8
322+00	✓	✓	8.1 ✓	✓ 46.0
+50	✓	✓	9.8 ✓	✓ 44.3
323+00	✓	✓	9.3 ✓	✓ 45.1
+50	✓	✓	10.6 ✓	✓ 43.5
324+00	✓	✓	11.5 ✓	✓ 42.6
T.P.	0.77	1543.37	11.50	1542.60
324+50	✓	✓	10.7 ✓	✓ 41.7
325+00	✓	✓	2.5 ✓	✓ 40.9
+50	✓	✓	3.1 ✓	✓ 40.3
326+00	✓	✓	4.0 ✓	✓ 39.4
+50	✓	✓	4.9 ✓	✓ 38.5



Suth-S.V. P.2

12-17-51

14

1543.37

327+00	✓		6.2 ✓	✓ 37.2
+50	✓		7.2 ✓	✓ 36.2
328+00	✓		8.0 ✓	✓ 35.4
+50	✓		8.5 ✓	✓ 34.9
329+00	✓		9.2 ✓	✓ 34.2
+50	✓		10.0 ✓	✓ 33.4
T. B.M.	1.07	1536.38	8.06	1535.31
330+00	✓		3.7 ✓	✓ 32.7
+50	✓		4.2 ✓	✓ 32.2
331+00	✓		4.8 ✓	✓ 31.6
+50	✓		6.0 ✓	✓ 30.4
332+00	✓		6.3 ✓	✓ 30.1
+50	✓		6.9 ✓	✓ 29.5
333+00	✓		7.2 ✓	✓ 29.2
+50	✓		8.1 ✓	✓ 28.3
333+75 P.O.T.	✓		8.6 ✓	✓ 27.8
334+00	✓		8.7 ✓	✓ 27.7
+50	✓		9.7 ✓	✓ 26.7
335+00	✓		10.4 ✓	✓ 26.0

Spike in East side RP. at Sta 327+55  
#14083

Sutcliffe V. Pt.

A2-18-F1

Cold-Cloudy

13

King  
West  
Williams

152638

335+575	✓		11.2	✓	25.2
336+00	✓		12.0	✓	24.4
336+50	✓		12.9	✓	23.7
T.P.	0.4	152436	12.66	1523.72	
337+00	✓		1.5	✓	22.9
+50	✓		2.2	✓	22.2
337+90A	✓		2.6	✓	21.8
338+00	✓		5.4	✓	22.0
+50	✓		3.3	✓	21.1
339+00	✓		4.1	✓	20.3
+50	✓		4.5	✓	19.9
340+00	✓		5.4	✓	19.0
+50	✓		6.4	✓	18.0
341+00	✓		6.3	✓	18.1
+50	✓		6.5	✓	17.9
342+00	✓		5.9	✓	18.5
342+10 <sup>85</sup>	✓		4.89	✓	1619.47
+50	✓		8.2	✓	16.2
343+00	✓		8.8	✓	15.6

X on Rock B

Suth. S.V.P.L.

12-19-51

16

1524.36

343+50	✓	9.3	✓	45.1
344+00	✓	10.0	✓	14.4
+50	✓	10.1	✓	14.3
344+74-80	Rot. ✓	9.86	✓	1514.50
+92	✓	10.5	✓	13.9
+95	✓	11.4	✓	13.0
347+00	✓	11.2	✓	13.2
+50	✓	12.2	✓	12.2
346+00	✓	12.8	✓	11.6
+50	✓	13.4	✓	11.0
347+00	✓	14.0	✓	10.4
+50	✓	14.8	✓	9.6
+89	✓	15.8	✓	8.6
348+00	✓	15.4	✓	9.0
+50	✓	12.6	✓	11.8
349+00	✓	7.6	✓	14.4
+50	✓	0.4	✓	24.0
T.P.	✓	12.52	✓	1536.63
		0.25	✓	1524.17
350+00	✓	6.0	✓	30.4

See BK. 236 Page 45

+7.30

1521.80

~~1521.77~~

1514.50

-4.15

1517.56

65

(1517.56)

0.59

#1

Spike on Nail Approx \$ Pay. E.M. #7  
IV → P.P. #14079

S<sub>4</sub>th-S.V. P.L.

12-18-51

17

1536.63

350+50		0.6	✓	36.0	
T.P.	13.16	<sup>vll</sup> 1549.67	0.12	<sup>vll</sup> 1536.51	
351+00	✓	9.0	✓	40.7	
+50	✓	5.2	✓	44.5	
352+00	✓	0.2	✓	49.5	
T.P.	12.56	1562.23	0.00	<sup>vll</sup> 1549.67 <del>1536.63</del>	
352+47.84 P.M.	✓	8.85	✓	53.38	ON * GINNEY T.B.M.
353+00	✓	9.8	✓	52.4	
+50	✓	8.7	✓	53.5	
354+00	✓	8.1	✓	54.1	
+50	✓	7.9	✓	54.3	
355+00	✓	5.2	✓	57.0	
+50	✓	4.8	✓	57.4	
+69	✓	6.0	✓	56.2	
+74	✓	3.7	✓	58.5	
356+00	✓	1.3	✓	60.9	
T.P.	11.70	1573.37	0.62	1561.61	
+50	✓	9.4	✓	63.9	
357+00	✓	7.9	✓	65.4	

SUM-SIX PL

12-18-51

10

1573.31

357+50	✓		8.7 ✓	✓	64.6
358+00	✓		9.5 ✓	✓	63.8
TBM P.O. + 358 + 3649	✓		9.90 ✓	✓	63.4)
358+50	✓		11.0 ✓	✓	62.3
359	✓		12.4 ✓	✓	60.9
+50	✓		12.4 ✓	✓	60.9
360	✓		9.9 ✓	✓	63.4
+50	✓		10.0 ✓	✓	63.3
361+00	✓		10.8 ✓	✓	62.5
+50	✓		12.4 ✓	✓	60.9
362	✓		14.0 ✓	✓	59.3
+50	✓		13.9 ✓	✓	59.4
363+00	✓		11.4 ✓	✓	61.9
T.P.	8.20	1570.08 ✓	11.43 ✓	1561.88 ✓	6
363+50	✓		5.6 ✓	✓	64.5
364	✓		3.7 ✓	✓	66.4
+50	✓		2.3 ✓	✓	67.8
365	✓		1.7 ✓	✓	68.4
+50	✓		2.5 ✓	✓	67.6

Top ginnney TBM

Suth - S.K.P.L.

12-18-51  
King

79

1570.08

366	✓		4.3 ✓	✓ 65.8
+50	✓		6.0 ✓	✓ 64.1
367	✓		8.6 ✓	✓ 61.5
+50	✓		12.5 ✓	✓ 57.6
T.P.	0.95 ✓	1558.57 ✓	12.46 ✓	1557.62 ✓
368	✓		4.9 ✓	✓ 53.7
+50	✓		16.3 ✓	✓ 48.3
T.P.	0.88 ✓	1547.06 ✓	12.39 ✓	1546.18 ✓
369	✓		5.2 ✓	✓ 41.9
+50	✓		11.7 ✓	✓ 35.4
T.P.	0.69 ✓	1534.14 ✓	13.01 ✓	1534.05 ✓
370	✓		5.0 ✓	✓ 29.1
+50	✓		11.0 ✓	✓ 23.1
T.P.	0.78 ✓	1522.62 ✓	12.38 ✓	1521.84 ✓
371	✓		6.7 ✓	✓ 15.9
T.P.	0.22 ✓	1510.04 ✓	12.80 ✓	1509.82 ✓
371 52	✓		3.0 ✓	✓ 7.0
490	✓		8.5 ✓	✓ 1.5
372	✓		8.8 ✓	✓ 1.2

T.P. ON rock 376+76 - 16 R+

S<sub>4</sub>T<sub>4</sub>-S.V.P.L.

12-18-51

70

1510.04

372+50	✓		12.1 ✓	✓	1497.9
T.P	0.50 ✓	1497.79 ✓	12.75 ✓	✓	1497.29
323	✓		3.8 ✓	✓	1494.0
+50	✓		8.7 ✓	✓	89.1
374+00	✓		13.0 ✓	✓	84.8
T.P	0.79 ✓	1485.62 ✓	12.96 ✓	✓	1484.83
374+50	✓		4.7 ✓	✓	80.9
375+00	✓		7.7 ✓	✓	77.9
+50	✓		10.1 ✓	✓	75.5
376+00	✓		13.0 ✓	✓	72.6
T.P	0.46 ✓	1473.23 ✓	12.85 ✓	✓	1472.77
376+50	✓		3.3 ✓	✓	69.9
377+00	✓		5.4 ✓	✓	67.8
+50	✓		6.4 ✓	✓	66.8
377+94 <sup>54</sup>	POT ✓		6.39 ✓	✓	66.84
T.B.M	6.36 ✓	1473.86 ✓	5.73 ✓	✓	1467.50
378+00	✓		7.4 ✓	✓	66.5
+50	✓		10.8 ✓	✓	63.1
379+00	✓		11.9 ✓	✓	62.0

Painted Red □ on rock at Rt. 378+45

Suth-S.V.P.h.

12-18-51

21

1473.86

379+50	✓		12.3 ✓	✓	61.6
380+00	✓		12.2 ✓	✓	61.7
+50	✓		10.9 ✓	✓	63.0
381	✓		9.7 ✓	✓	64.8
+50	✓		8.2 ✓	✓	65.7
382	✓		6.1 ✓	✓	67.8
+50	✓		2.5 ✓	✓	71.4
T.P	4.20 ✓	1475.72 ✓	2.34 ✓	✓	1471.52
383+00	✓		1.1 ✓	✓	74.6
+50	✓		2.8 ✓	✓	72.9
384+00	✓		8.6 ✓	✓	67.1
+50	✓		13.5 ✓	✓	62.2
T.P	1.24 ✓	1464.59 ✓	12.67 ✓	✓	1463.65
385+00	✓		4.0 ✓	✓	60.6
+50	✓		3.1 ✓	✓	61.5
386	✓		3.4 ✓	✓	61.8
+50	✓		5.6 ✓	✓	59.0
387+00	✓		8.7 ✓	✓	55.9
+50	✓		12.4 ✓	✓	52.2 ✓



Sath-S.V.

12-18-51

22

	1464.59	1455.97	12.10	1452.49
T. 50	3.48			
388+00	✓		5.6 ✓	✓ 50.4
+50	✓		5.5 ✓	✓ 50.5
389	✓		5.8 ✓	✓ 50.1
+50	✓		5.6 ✓	✓ 50.4
390	✓		5.7 ✓	✓ 50.3
+50	✓		5.6 ✓	✓ 50.4
391+00	✓		5.1 ✓	✓ 50.9
+50	✓		4.6 ✓	✓ 51.4
+63	✓		6.3 ✓	✓ 49.7
392+00	✓		6.0 ✓	✓ 50.0
+11	✓		8.2 ✓	✓ 47.8
+24	✓		9.0 ✓	✓ 47.0
+34	✓		5.3 ✓	✓ 50.7
+50	✓		5.5 ✓	✓ 50.5
+62	✓		9.7 ✓	✓ 46.3
393+00	✓		9.7 ✓	✓ 46.3
+20	✓		5.6 ✓	✓ 50.4
+50	✓		6.1 ✓	✓ 49.9

1455.97

T.B.M.	6.25	1459.13	309	1452.85
394			9.7	1449.4
+50			7.6	51.5
395			8.2	53.9
+50			3.2	55.9
396			2.4	56.7
396 + 47 <sup>29</sup> BC			2.25	56.90
397			1.8	57.3
+50			1.6	57.5
398			1.7	57.4
+50			2.6	56.5
398 + 82 <sup>47</sup> Ec.			3.74	55.39
399 + 00			4.7	54.4
+50			7.6	51.5
400			11.5	47.6
T.P.	2.96	1458.91	11.18	1447.95
+57			4.0	46.9
+59			5.9	45.0
+82			6.0	44.9

large Rock - 15' Lt 393450 - Highest Pt.  
Red H. Nail  
Note: 1/8" P.L. 2, 3 to Top of Pipe below ground

on hub

on hub

Revised FB 825 - (23-40)



1450.91

+88	X		4.6	46.3
401+50			4.4	46.5
+50			3.6	47.3
402			4.5	46.4
+50			4.3	46.6
403			4.3	46.6
+50			5.1	45.8
404			5.1	45.8
+50			5.3	45.6
405			5.9	45.0
+50			6.2	44.7
466			6.7	44.2
+50			6.6	44.3
T.B.M.	0.56 ✓	1445.11 ✓	6.36 ✓	1444.55 ✓
467			5.1	1440.0
+50			2.4	42.7
468			2.5	42.6
+50			3.0	42.1
469			3.5	41.4

Revised FB 825 (Pg 23-40)

Nail in white 2x2 hub - 2' 50" P.P. Lt 406+50

Note: 6" P.L. 406+77 E/L. App pipe 1437.4

1445.11

409+50		4.1	41.0
410		4.2	40.9
+50		5.0	40.1
411		5.1	40.0
+50		5.4	39.7
412		5.9	39.2
+50		6.6	38.5
413		7.3	37.8
+50		8.1	37.0
414		8.8	36.3
+15		9.1	36.0
+28		10.9	34.2
+50		11.3	33.8
+96		9.9	35.2
415+00		10.5	34.5
T.P.	5.02 ✓ 1439.63 ✓	10.50 ✓	1434.61 ✓
415+50		3.6	36.0
416		4.3	35.3
+21		6.1	33.5

Revised FB 825 (Pg 33-40)

Nail ⚡



1439.63

416+50	4.3	35.3
417	5.2	34.4
+08	6.9	32.7
+50	6.9	32.7
418+00	7.3	32.3
+50	6.7	32.9
419+00	7.0	32.6
+50	7.5	32.1
+78	7.7	31.9
+92	5.1	34.5
420+00 P071	4.94	34.69
420+50	5.3	34.3
421	5.7	33.9
+50	5.9	33.7
422	5.7	33.9
+50	6.2	33.4
423	6.3	33.3
+50	6.2	33.4
T.P.	5.25 ✓ 1438.73 ✓	6.15 ✓ 1433.48 ✓

Revised #B 825 (Pg 23-40)

ON IX/line Post

Suth-S.V.P.L.

12-18-51

King  
West  
Williams

27

T. RM	075	1438.73	0.89	1437.84	1437.80
424	+50	1438.58 <sup>9</sup>	5.8		32.8
425	+50		5.9		32.7
426	+50		7.0		31.6
427	+50		7.2		31.4
428	+50		7.4		31.2
429	+50		7.3		31.3
430	+50		7.9		30.7
431	+50		8.2		30.4
432	+50		8.1		30.5
433	+50		8.0		30.6
434	+50		8.3		30.3
435	+50		8.4		30.2
436	1.50	1432.24 <sup>4</sup>	7.84	1430.75 <sup>5</sup>	29.7
437	+50		2.5		29.4
438	+50		2.8		29.5
439	+50		2.7		29.1
440	+50		3.1		28.7

Co. R.M. ON Co. Rd. Elm St. P.P. # 211234

Revised FB 825 (Pg 23-40)

Suth-S.V.P.L.

12-21-51  
King  
West  
Williams

cold-clear

28

5 JAN  
1432.24

433		3.6	28.6
+50		3.8	28.4
434		4.0	28.2
+50		4.3	27.9
435		4.6	27.6
+50		4.9	27.3
436		5.4	26.8
+50		6.3	25.9
437		7.1	25.1
+50		7.6	24.6
438		7.8	24.4
+50		8.1	24.1
439		7.5	24.7
+50		7.0	25.2
440		7.3	24.9
+50		7.3	24.9
441		7.4	24.8
+50		6.8	25.4
442		7.4	24.8

Revised FB 825 (Pg 23-40)



Su 49-5.V.P.2

12-21-51

King  
West

79

143222 JKN

142502 JKN

	9.37 ✓	1434.35 ✓	7.23 ✓	<del>24.98</del>
442450	X		8.9	25.5
442495.12			9.2	25.2
443100			9.2	25.2
440			9.5	24.9
450			11.3	23.1
475			9.5	24.9
486			5.5	28.9
443100	3.78 ✓	1434.35 ✓	3.80 ✓	1430.50 ✓
443190			4.08	29.66
444100			4.4	29.9
44421			4.68	29.66
44431			6.8	27.5
450			4.7	29.6
445			6.3	28.0
450			8.7	25.6
446			9.5	24.8
450			9.0	25.3
447	✓		8.1	26.7 ✓

Revised FB 825  
(Pg 23-40)

#7 SE W. Cor Bridge - Top of East - wheel guard  
East Edge Oil  
West " "

~~~~~



Syth-S.V.P.2.

12-21-51  
KING

150

7 JKN  
1434.34

|     |        |                          |        |                          |                        |
|-----|--------|--------------------------|--------|--------------------------|------------------------|
| FC  | ✓      |                          | 7.69 ✓ | ✓                        | 26.65 <sup>8 JKN</sup> |
| +50 | ✓      |                          | 8.1 ✓  | ✓                        | 26.2                   |
| 448 | ✓      |                          | 7.7 ✓  | ✓                        | 26.6                   |
| +50 | ✓      |                          | 6.3 ✓  | ✓                        | 28.0                   |
| 7.P | 1.07 ✓ | 1430.7 <sup>8 JKN</sup>  | 4.70 ✓ | 1489.6 <sup>7 JKN</sup>  |                        |
| 449 | ✓      |                          | 4.2 ✓  | ✓                        | 26.5                   |
| +50 | ✓      |                          | 7.2 ✓  | ✓                        | 23.5                   |
| 450 | ✓      |                          | 7.6 ✓  | ✓                        | 23.1                   |
| +50 | ✓      |                          | 0.5 ✓  | ✓                        | 22.2                   |
| 451 | ✓      |                          | 8.6 ✓  | ✓                        | 22.1                   |
| +50 | ✓      |                          | 8.6 ✓  | ✓                        | 22.1                   |
| 452 |        |                          | 8.8 ✓  | ✓                        | 21.9                   |
| +50 |        |                          | 9.2 ✓  | ✓                        | 21.5                   |
| 453 |        |                          | 9.7 ✓  | ✓                        | 21.0                   |
| +50 |        |                          | 9.2 ✓  | ✓                        | 21.5                   |
| +75 |        |                          | 6.5 ✓  | ✓                        | 24.2                   |
| 454 |        |                          | 2.8 ✓  | ✓                        | 27.9                   |
| 7.P | 4.41   | 1434.2 <sup>32 JKN</sup> | 0.83   | 1429.6 <sup>91 JKN</sup> |                        |
| +50 |        |                          | 1.4 ✓  | ✓                        | 32.9                   |

04444

✓ 5/4 \$571.00 ✓  
 ✓ 5/4 - 458 + 69  
 See FB 888  
 19 34-35  
 for Realignment  
 #profit  
 JKN 12/21/51

Suth-S. V. Pk.

32 JKN  
1434.29

|      |        |                          |         |                          |
|------|--------|--------------------------|---------|--------------------------|
| +B.M | ✓      |                          | 2.13 ✓  | ✓ 32.16 <sup>9 JKN</sup> |
| 455  | ✓      |                          | 2.3 ✓   | ✓ 32.0                   |
| +50  | ✓      |                          | 6.8 ✓   | ✓ 27.5                   |
| +62  | ✓      |                          | 8.1 ✓   | ✓ 26.2                   |
| +51  | ✓      |                          | 11.2 ✓  | ✓ 23.1                   |
| +90  | ✓      |                          | 13.2 ✓  | ✓ 21.2 <sup>1 JKN</sup>  |
| T.P. | 0.72 ✓ | 1423.29 <sup>9 JKN</sup> | 11.75 ✓ | 1422.5 <sup>7 JKN</sup>  |
| 456  | ✓      |                          | 2.5 ✓   | ✓ 20.8                   |
| +50  | ✓      |                          | 3.4 ✓   | ✓ 19.9                   |
| 457  | ✓      |                          | 3.9 ✓   | ✓ 19.4                   |
| +50  | ✓      |                          | 4.4 ✓   | ✓ 18.9                   |
| 458  | ✓      |                          | 4.8 ✓   | ✓ 18.5                   |
| +50  | ✓      |                          | 4.8 ✓   | ✓ 18.5                   |
| 459  | ✓      |                          | 5.0 ✓   | ✓ 18.3                   |
| +50  | ✓      |                          | 5.2 ✓   | ✓ 18.1                   |
| 460  | ✓      |                          | 5.3 ✓   | ✓ 18.0                   |
| +50  | ✓      |                          | 5.6 ✓   | ✓ 17.7                   |
| 461  | ✓      |                          | 5.3 ✓   | ✓ 18.0                   |
| +10  | ✓      |                          | 4.9 ✓   | ✓ 18.4                   |

12-21-51  
31

SEE NOTE PG.  
30 JAN 19/20/57

1404 P.M. 5- 24.454 + 97.5

Suth-S.V. P.V.

1-3-52  
King

Clear Cold

32

|                     |      |                          |      |                                  |
|---------------------|------|--------------------------|------|----------------------------------|
| T.P                 | 5.77 | 1426.77 <sup>6 JKN</sup> | 2.30 | 1420.97 <sup>9 JKN</sup>         |
| T.B.M.              | 3.66 | 1424.42 <sup>5 JKN</sup> | 5.97 | 1420.77 <sup>9 JKN</sup>         |
| Edge Oil            |      |                          |      |                                  |
| 461+25 <sup>s</sup> |      |                          | 3.43 | 1420.97 <sup>uc</sup><br>1420.97 |
| Edge Oil            |      |                          |      | 1421.00 <sup>JKN</sup>           |
| 461+54 <sup>s</sup> |      |                          | 3.35 | 1421.0 <sup>1 JKN</sup>          |
| 461+66              |      |                          | 3.80 | 20.6 <sup>2 JKN</sup>            |
| +73                 |      |                          | 5.9  | 18.5 <sup>6 JKN</sup>            |
| 462+00              | X    |                          | 6.5  | 18.0 <sup>9 JKN</sup><br>17.9    |
| +50                 |      |                          | 6.9  | 17.6 <sup>6 JKN</sup>            |
| 463                 |      |                          | 7.1  | 17.4 <sup>4 JKN</sup>            |
| +50                 |      |                          | 7.8  | 16.6 <sup>7 JKN</sup>            |
| 464                 |      |                          | 7.9  | 16.5 <sup>6 JKN</sup>            |
| +38                 |      |                          | 6.1  | 18.4 <sup>4 JKN</sup>            |
| +50                 |      |                          | 6.7  | 17.8 <sup>8 JKN</sup>            |
| 465+00              |      |                          | 7.3  | 17.7 <sup>2 JKN</sup>            |
| +50                 |      |                          | 7.4  | 17.8 <sup>1 JKN</sup>            |
| 466+00              |      |                          | 7.1  | 17.4 <sup>4 JKN</sup>            |
| +50                 |      |                          | 7.8  | 16.7 <sup>7 JKN</sup>            |
| +81                 |      |                          | 5.8  | 18.7 <sup>7 JKN</sup>            |
| 467                 |      |                          | 5.8  | 18.7 <sup>7 JKN</sup>            |

S.W. Cor - Edge of Conc. Spillway 165<sup>+</sup>

Note: P.L. 461+16.8 El 1435.4 - Top pipe

Alignment Revised from Sta 466+26.33  
to Sta 468+51.56 Bk = 468+48.44 Ah  
~~11.50  
13.4  
15.0  
16.0  
17.0  
18.0  
19.0  
20.0~~  
 mls. taken  
 See 1/8 815 Pgs 55  
 11c 6 Feb 52  
 See 7.B. 815 Pgs 37-40  
 See 7.B. 825 Pgs 37-40

SUTH-S.V.P.L.

1-3-52  
King

1424.42<sup>5 JKN</sup>

|                         |      |                          |       |                       |
|-------------------------|------|--------------------------|-------|-----------------------|
| 467407                  | X    |                          | 9.8   | 14.6 <sup>JKN</sup>   |
| T.P                     | 3.77 | 1919.37 <sup>6 JKN</sup> | 8.86  | 1415.52               |
| 467+21<br>Top Sewer M.H |      |                          | 8.86  | 1415.52               |
| Fl.                     |      |                          | 12.85 | 07.48                 |
| 467+32                  |      |                          | 5.0   | 14.3                  |
| +38                     |      |                          | 3.9   | 15.4                  |
| +50                     |      |                          | 3.8   | 15.5                  |
| 468                     |      |                          | 3.6   | 15.7                  |
| +50                     |      |                          | 4.3   | 15.0                  |
| 469                     | ✓    |                          | 4.0 ✓ | 15.3 <sup>4 JKN</sup> |
| +50                     | ✓    |                          | 3.9 ✓ | 15.4 <sup>5 JKN</sup> |
| 470+00                  | ✓    |                          | 4.3 ✓ | 15.0 <sup>JKN</sup>   |
| +50                     | ✓    |                          | 4.5 ✓ | 14.7 <sup>8 JKN</sup> |
| 471                     | ✓    |                          | 4.8 ✓ | 14.5 <sup>6 JKN</sup> |
| +50                     | ✓    |                          | 5.2 ✓ | 14.1 <sup>2 JKN</sup> |
| 472                     | ✓    |                          | 5.6 ✓ | 13.7 <sup>8 JKN</sup> |
| +50                     | ✓    |                          | 5.9 ✓ | 13.4 <sup>5 JKN</sup> |
| 473                     | ✓    |                          | 6.2 ✓ | 13.1 <sup>2 JKN</sup> |
| +50                     | ✓    |                          | 6.8 ✓ | 12.5 <sup>6 JKN</sup> |

See Note -  
Pg 32  
see 6/6/53

Top Rim Sewer M.H 56' ± R4  
Note: FL at T.P. 16.6 ±

Suth-S.V.P.L.

1-3-52  
KING

34

1419.3 <sup>6 JKN</sup>

|        |   |       |                                |                                 |
|--------|---|-------|--------------------------------|---------------------------------|
| 474    | ✓ |       | 7.1 ✓                          | ✓ 12.2 <sup>3</sup> JKN         |
| +50    | ✓ |       | 7.3 ✓                          | ✓ 12.2 <sup>1</sup> JKN         |
| T.P.   | ✓ | 3.80  | 1415.8 <sup>9 JKN</sup> 7.27 ✓ | 1412.0 <sup>9 JKN</sup>         |
| 475    | ✓ |       | 4.1 ✓                          | ✓ 11.8                          |
| +50    | ✓ |       | 4.0 ✓                          | ✓ 11.9                          |
| 476    | ✓ |       | 4.4 ✓                          | ✓ 11.5                          |
| +50    | ✓ |       | 4.6 ✓                          | ✓ 11.3                          |
| 477    | ✓ |       | 4.9 ✓                          | ✓ 11.0                          |
| +50    | ✓ |       | 4.7 ✓                          | ✓ 11.2                          |
| 478    | ✓ |       | 5.0 ✓                          | ✓ 10.9                          |
| +50    | ✓ |       | 5.1 ✓                          | 1410.8 ✓ 10.8                   |
|        | ✓ | 10.98 | 1411.1 <sup>6 JKN</sup> 5.71 ✓ | 1410.1 <sup>8</sup>             |
| 479+00 | ✓ |       | 10.8 ✓                         | 10.5 <sup>4 JKN</sup>           |
| +50    | ✓ |       | 11.2 ✓                         | 10.0 <sup>10 JKN</sup><br>4.9   |
| 480    | ✓ |       | 10.5 ✓                         | 10.6 <sup>7 JKN</sup>           |
| +50    | ✓ |       | 9.1 ✓                          | 12.0 <sup>1 JKN</sup>           |
| 481    | ✓ |       | 7.1 ✓                          | 14.0 <sup>1 JKN</sup>           |
| +50    | ✓ |       | 5.5 ✓                          | 15.4 <sup>7 JKN</sup>           |
| 482    | ✓ |       | 4.2 ✓                          | 17.0 <sup>17 JKN</sup><br>6.4 ✓ |

SOUTH-S.V.

1-3-52

37

1421.1 <sup>6 JKN</sup>

|        |        |                         |       |                         |                      |
|--------|--------|-------------------------|-------|-------------------------|----------------------|
| 482+50 | ✓      |                         | 2.9   |                         | 18.2 <sup>3 JN</sup> |
| 483    | ✓      |                         | 1.8   |                         | 19.2 <sup>4 JN</sup> |
| +50    | ✓      |                         | 1.3   |                         | 19.8                 |
| 484    | ✓      |                         | 0.9   |                         | 20.2 <sup>3 JN</sup> |
| +38    | ✓      |                         | 0.8   |                         | 20.5 <sup>4 JN</sup> |
| +50    | ✓      |                         | 1.9   |                         | 19.2 <sup>3 JN</sup> |
| 485    | ✓      |                         | 2.5   |                         | 18.6 <sup>7 JN</sup> |
| T.P.   | 1.80   | 1420.4 <sup>6 JKN</sup> | 2.50  | 1918.6 <sup>5 JKN</sup> |                      |
| +50    | ✓      |                         | 2.4 ✓ |                         | 17.8 <sup>9 JN</sup> |
| 486    | ✓      |                         | 3.9 ✓ |                         | 16.8 <sup>6 JN</sup> |
| +50    | ✓      |                         | 5.7 ✓ |                         | 14.7 <sup>8 JN</sup> |
| 487    | ✓      |                         | 6.9 ✓ |                         | 13.5 <sup>6 JN</sup> |
| +50    | ✓      |                         | 8.0 ✓ |                         | 12.4 <sup>5 JN</sup> |
| 488    | ✓      |                         | 7.7 ✓ |                         | 12.7 <sup>8 JN</sup> |
| +50    | ✓      |                         | 7.8 ✓ |                         | 12.6 <sup>7 JN</sup> |
| 489    | ✓      |                         | 8.3 ✓ |                         | 12.1 <sup>2 JN</sup> |
| +50    | ✓      |                         | 8.8 ✓ |                         | 11.6 <sup>7 JN</sup> |
| 490    | ✓      |                         | 9.0 ✓ |                         | 11.4 <sup>5 JN</sup> |
| T.B.M  | 3.42 ✓ | 1414.8 <sup>9 JN</sup>  | 8.99  | 1411.4 <sup>7 JN</sup>  |                      |

P. 485400 P.O.T. Hub.

✓ Spike in side P.P - 490 + 62 on P.T

Suth-SW

1-3-52

35

(Shorter)  
#1 alternate  
line

See Rack of Book 815

14/4.86  
JUN

|                 |   |      |       |
|-----------------|---|------|-------|
| △               |   | 3.4  | 11.5  |
| 490436          |   | 2.9  | 12.0  |
| Edge 0.1        | X | 3.20 | 11.66 |
| 490444          |   | 5.10 | 09.8  |
| Edge 0.1        |   | 4.0  | 10.86 |
| 490464Z         |   | 5.0  | 9.9   |
| 491             |   | 6.6  | 8.3   |
| +50             |   | 7.7  | 7.2   |
| 492             |   | 9.6  | 5.3   |
| +50             |   | 10.2 | 4.7   |
| 493             |   | 9.2  | 5.7   |
| +50             |   | 7.0  | 7.9   |
| 494             |   | 6.9  | 8.0   |
| +50             |   | 8.4  | 6.5   |
| 495             |   | 8.3  | 6.6   |
| 496+43.18 Back  | X | 7.36 | 7.50  |
| △ 497+22.61 Hh= | ✓ | 6.7  | 8.2   |
| orig<br>497+50  | ✓ | 5.2  | 9.7   |
| 498             | ✓ | 4.1  | 10.8  |
| +50             | ✓ |      |       |

9/25/52 Revised - 490+07.01 - 496+82.19

See Pg 59-7 EB 815

ON g. H. Hcy &amp; IN old time

Suth-SV PK

1-3-52

37

|             |      |                           |        |                         |                        |
|-------------|------|---------------------------|--------|-------------------------|------------------------|
| 499         | ✓    |                           | 3.2 ✓  | ✓                       | 11.7                   |
| +50         | ✓    |                           | 2.4 ✓  | ✓                       | 12.5                   |
| T.P.        | 6.11 | 1414.8 <sup>9 JKN</sup>   | 2.22   | 1412.6 <sup>7 JKN</sup> |                        |
| 500+00      | ✓    |                           | 5.7 ✓  | ✓                       | 13.1                   |
| +50         | ✓    |                           | 3.5 ✓  | ✓                       | 13.3                   |
| 501         | ✓    |                           | 5.2 ✓  | ✓                       | 13.6                   |
| +50         | ✓    |                           | 5.3 ✓  | ✓                       | 13.5                   |
| 502         | ✓    |                           | 5.2 ✓  | ✓                       | 13.6                   |
| 502+45      | ✓    |                           | 6.81 ✓ | ✓                       | 11.9 <sup>7 JKN</sup>  |
| 502+45      | ✓    |                           | 7.00 ✓ | ✓                       | 11.75 <sup>8 JKN</sup> |
| +50         | ✓    |                           | 4.7 ✓  | ✓                       | 14.1                   |
| 503         | ✓    |                           | 4.9 ✓  | ✓                       | 14.1                   |
| +50         | ✓    |                           | 4.4 ✓  | ✓                       | 14.4                   |
| 504         | ✓    |                           | 4.3 ✓  | ✓                       | 14.5                   |
| +50         | ✓    |                           | 4.1 ✓  | ✓                       | 14.7                   |
| 505         | ✓    |                           | 3.7 ✓  | ✓                       | 15.1                   |
| +50         | ✓    |                           | 3.6 ✓  | ✓                       | 15.2                   |
| Δ<br>506+00 | ✓    |                           | 3.40 ✓ | ✓                       | 15.4                   |
| T.B.M       | 6.73 | 1421.00 <sup>11 JKN</sup> | 3.40   | 1415.2 <sup>8 JKN</sup> |                        |

F.L. 12" Con LP, 7<sup>E</sup> L+

" " " " 14<sup>E</sup> R+

✓ ON E Hub - 506+00



Suth-S.V.P.L.

11 JKM  
1422.28

| U.S.G.S<br>CK to B.M. |        | 5.28      | 1416.80 | 2 JKM<br>58 1416.80 |
|-----------------------|--------|-----------|---------|---------------------|
| 506+37#               | ✓      | 7.2       | ✓       | 14.9                |
| +48                   | ✓      | 6.3       | ✓       | 15.8                |
| Conc. P.<br>506+60.48 | ✓      | 6.63      | ✓       | 15.45               |
| Conc. P.<br>+83.13    | ✓      | 7.83      | ✓       | 14.25               |
| 506+91                | ✓      | 8.2       | ✓       | 13.9                |
| 507                   | ✓      | 8.2       | ✓       | 13.9                |
| +50                   | ✓      | 6.5       | ✓       | 15.6                |
| 508                   | ✓      | 5.3       | ✓       | 16.8                |
| +50                   | ✓      | 4.0       | ✓       | 18.1                |
| 796 <sup>2</sup>      | ✓      | 3.04      | ✓       | 19.1                |
| 509~                  | ✓      | 3.0       | ✓       | 19.1                |
| +50                   | ✓      | 3.1       | ✓       | 19.0                |
| 510~                  | ✓      | 4.2       | ✓       | 17.9                |
| +50                   | ✓      | 5.4       | ✓       | 16.7                |
| 511~                  | ✓      | 7.4       | ✓       | 14.7                |
| +50                   | ✓      | 8.8       | ✓       | 13.3                |
| 512~                  | ✓      | 9.7       | ✓       | 11.4                |
| T.P.                  | 4.11 ✓ | 1416.44 ✓ | 9.75 ✓  | 1410.33 ✓           |

: 1-3-52

38

U.S.G.S. B.M. # A-62 (1927) - Brass in Conc. Mon.

20' Lt 506+70

0.1 gutter

Top burme

Suth. S.V. P.h.

1-3-52  
KINS

39

1416.44 ✓

|         |        |           |        |           |
|---------|--------|-----------|--------|-----------|
| 512 +50 | ✓      |           | 4.6 ✓  | ✓ 11.8    |
| 513 ~   | ✓      |           | 4.8 ✓  | ✓ 11.6    |
| +50     | ✓      |           | 5.1 ✓  | ✓ 11.3    |
| 514 ~   | ✓      |           | 5.3 ✓  | ✓ 11.1    |
| +50     | ✓      |           | 5.6 ✓  | ✓ 10.8    |
| 515     | ✓      |           | 5.2 ✓  | ✓ 11.7    |
| +50     | ✓      |           | 5.4 ✓  | ✓ 11.0    |
| 516     | ✓      |           | 4.8 ✓  | ✓ 11.6    |
| +50     | ✓      |           | 5.1 ✓  | ✓ 11.3    |
| 517     | ✓      |           | 4.6 ✓  | ✓ 11.8    |
| +50     | ✓      |           | 3.5 ✓  | ✓ 12.9    |
| 518     | ✓      |           | 2.8 ✓  | ✓ 13.6    |
| +50     | ✓      |           | 1.4 ✓  | ✓ 15.0    |
| 519     | ✓      |           | 2.1 ✓  | ✓ 14.3    |
| +50     | ✓      |           | 2.2 ✓  | ✓ 14.2    |
| T-T     | 12.4 ✓ | 1415.78 ✓ | 1.96 ✓ | 1414.54 ✓ |
| 520     | ✓      |           | 1.8 ✓  | ✓ 14.0    |
| +50     | ✓      |           | 2.1 ✓  | ✓ 13.7    |
| 521     | ✓      |           | 2.4 ✓  | ✓ 13.4    |

1415.78 ✓

|        |        |           |        |           |
|--------|--------|-----------|--------|-----------|
| 521+50 | ✓      |           | 4.1 ✓  | 11.7 ✓    |
| 522+00 | ✓      |           | 7.8 ✓  | 8.0 ✓     |
| +19    | ✓      |           | 9.0 ✓  | 6.8 ✓     |
| +50    | ✓      |           | 8.1 ✓  | 7.7 ✓     |
| 523    | ✓      |           | 7.3 ✓  | 8.5 ✓     |
| +50    | ✓      |           | 7.0 ✓  | 8.8 ✓     |
| 524    | ✓      |           | 7.4 ✓  | 8.4 ✓     |
| +50    | ✓      |           | 6.6 ✓  | 9.2 ✓     |
| 525    | ✓      |           | 5.3 ✓  | 10.5 ✓    |
| T.P.   | 3.21 ✓ | 1413.11 ✓ | 5.88 ✓ | 1409.90 ✓ |
| +50    | ✓      |           | 3.2 ✓  | 9.9 ✓     |
| 526    | X      |           | 4.0    | 9.1       |
| +50    |        |           | 4.4    | 8.7       |
| 527    |        |           | 5.3    | 7.8       |
| +50    |        |           | 9.0    | 4.1       |
| +75    |        |           | 10.3   | 2.8       |
| 528    |        |           | 6.9    | 6.2       |
| +50    |        |           | 4.7    | 8.4       |
| 529    |        |           | 5.0    | 6.1       |

Not D

7.0

SEE PAGE 76-77 FOR  
CORRECTION OF PROFILE BECAUSE OF  
WASH

✓

Su Fh. S.V.

1-3-52

41

1413.11 ✓

529+20

7.0 ✓

~~4.7~~

84

SEE PAGE 76-77 FOR CORRECTION OF

+50

VOID

~~2.9~~

10.2

PROFILE BECAUSE OF WASH

530

~~2.1~~

11.0

T.B.M.

8.54 ✓

1421.34 ✓

0.31 ✓

1412.80 ✓

SPIKE IN P.P. RT Sta. 529487

530+50

✓

11.1 ✓

10.2 ✓

531

✓

10.2 ✓

11.1 ✓

Oil 3<sup>5</sup> 1/4

✓

9.3 ✓

12.0 ✓

+50

✓

8.8 ✓

12.5 ✓

X-SEC - RT OF P

522+100

✓

7.3 ✓

14.0 ✓

 $\frac{4.8'}{2'}$   $\frac{4.5'}{16'}$ Oil 3<sup>5</sup> 1/4

✓

6.5 ✓

14.8 ✓

 $\frac{5.8'}{2'}$   $\frac{3.0'}{3'}$   $\frac{3.0'}{16'}$ 

+50

✓

5.8 ✓

15.5 ✓

 $\frac{1.8'}{3'}$   $\frac{1.0'}{10'}$ 

533

✓

4.8 ✓

16.5 ✓

Oil 3<sup>5</sup> 1/4

✓

4.0 ✓

17.3 ✓

 $\frac{0.0'}{3'}$   $\frac{0.0'}{10'}$ 

+50

✓

3.0 ✓

18.3 ✓

 $\frac{1.0'}{4'}$   $\frac{0.5'}{10'}$ 

534

✓

3.3 ✓

18.0 ✓

Oil 4<sup>1</sup> 1/4

✓

2.4 ✓

18.9 ✓

 $\frac{2.0'}{4'}$   $\frac{1.0'}{10'}$ 

+50

✓

3.1 ✓

18.2 ✓

 $\frac{1.8'}{3'}$   $\frac{1.0'}{10'}$ 

535+100

✓

4.2 ✓

17.1 ✓

Oil 5<sup>1</sup> 1/4

✓

3.3 ✓

18.0 ✓

S474-S.V.

1-3-52

42

1421.34

X-sects - Lt. A

X-Sects

Rt. A

535+50 ✓

5.4 ✓ 15.9 ✓

$\frac{1.7}{4}$   $\frac{2.7}{10}$

536+00 ✓

6.2 ✓ 15.1 ✓

$\frac{2.8}{5}$   $\frac{2.7}{10}$

oil 5' 24 ✓

5.8 ✓ 15.5 ✓

T.P.

0.67 ✓

1415.86 ✓

6.15 ✓ 15.79 ✓

+50 ✓

2.4 ✓ 13.5 ✓

$\frac{0.0}{3}$   $\frac{0.1}{10}$

537+00 ✓

5.2 ✓ 10.9 ✓

Edge  $\frac{3.0}{7}$   $\frac{3.0}{5}$   $\frac{5.2}{25}$

+50 ✓

6.4 ✓ 9.5 ✓

oil  $\frac{4.3}{7}$   $\frac{4.3}{4.5}$   $\frac{6.4}{4}$

538+00 ✓

7.4 ✓ 8.5 ✓

oil  $\frac{5.2}{7.1}$   $\frac{5.7}{5}$

538+45 ✓

10.5 ✓ 5.4 ✓

FL. 36" CULV. Lt sta. 538+45

538+45 ✓

11.3 ✓ 4.6 ✓

538+50 ✓

8.4 ✓ 7.5 ✓

oil  $\frac{5.2}{11}$   $\frac{5.4}{7}$

7.5

539+98 ✓

12.3 ✓ 3.6 ✓

FL. 18" CULV. - 1" AT Q

539 ✓

6.7 ✓ 9.2 ✓

$\frac{5.8}{10}$   $\frac{5.1}{3}$

$\frac{8.7}{5}$   $\frac{8.8}{10}$

S4th-Sy. P. L.

1-3-5E  
K<sub>1</sub> fig.

45

1415.86

X-Sec - Lt. Q

X-Sec - Rt. E

539+50

✓

7.2 ✓

8.7 ✓

$\frac{4.8}{0.1 \rightarrow 9}$

$\frac{5.4}{5}$

$\frac{8.3}{5}$

$\frac{9.9}{10}$

540+00

✓

6.1 ✓

9.8 ✓

$\frac{4.3}{8}$

540+11

✓

4.6 ✓

11.3 ✓

Edge oil: going West Rowley

T.B.M

12.58 ✓

1422.89 ✓

5.55 ✓

1416.31 ✓

Top 1/2" Pin N.W. Prop Cor Rowley's Ramona

540+50

✓

10.6 ✓

12.3 ✓

+542

✓

10.7 ✓

12.2 ✓

Edge oil

541+00

✓

9.8 ✓

13.1 ✓

$\frac{8.4}{0.1 \rightarrow 7}$

$\frac{9.8}{2}$

$\frac{12.4}{3}$

$\frac{8.4}{10}$

+50

✓

7.8 ✓

15.1 ✓

$\frac{6.8}{0.1 \rightarrow 7}$

$\frac{8.0}{2}$

$\frac{6.5}{3}$

$\frac{6.0}{10}$

542

✓

6.3 ✓

16.4 ✓

$\frac{5.5}{0.1 \rightarrow 7}$

$\frac{6.6}{2}$

$\frac{4.7}{3}$

$\frac{4.7}{10}$

+50

✓

5.8 ✓

17.1 ✓

$\frac{4.5}{0.1 \rightarrow 7}$

543

✓

5.1 ✓

17.8 ✓

$\frac{3.6}{0.1 \rightarrow 7}$

✓

Suth-S.V.P.L.

1-3-52  
RING

44

X-sec. - Lt.

X-sec. - Rt.

1422.89 ✓

|        |   |           |        |           |  |  |            |
|--------|---|-----------|--------|-----------|--|--|------------|
| 523950 | ✓ |           | 4.9 ✓  | ✓ 18.0    |  |  |            |
|        |   |           |        |           |  |  | 2.5<br>0.7 |
| 524400 | ✓ |           | 3.0 ✓  | ✓ 19.9    |  |  | 2.4<br>3   |
| +50    | ✓ |           | 2.8 ✓  | ✓ 20.1    |  |  | 3.9<br>5   |
| 545    | ✓ |           | 2.0 ✓  | ✓ 20.9    |  |  | 3.9<br>10  |
| +50    | ✓ |           | 0.4 ✓  | ✓ 22.5    |  |  |            |
| T.P.   | ✓ | 11.03 ✓   | 0.35 ✓ | ✓ 1422.54 |  |  |            |
| 546    | ✓ | 1433.57 ✓ | 9.5 ✓  | ✓ 26.1    |  |  |            |
| +50    | ✓ |           | 7.4 ✓  | ✓ 26.2    |  |  |            |
| 547    | ✓ |           | 5.9 ✓  | ✓ 27.9    |  |  |            |
| +50    | ✓ |           | 5.4 ✓  | ✓ 28.2    |  |  |            |
| 548    | ✓ |           | 4.8 ✓  | ✓ 28.8    |  |  |            |
| +50    | ✓ |           | 3.6 ✓  | ✓ 30.0    |  |  |            |
| T.B.M. | ✓ |           | 5.22 ✓ | ✓ 1428.35 |  |  |            |
| 549400 | ✓ |           | 2.5 ✓  | ✓ 31.1    |  |  |            |
| +50    | ✓ |           | 2.0 ✓  | ✓ 31.6    |  |  |            |
| 550400 | ✓ |           | 2.1 ✓  | ✓ 31.5    |  |  |            |
| +50    | ✓ |           | 2.7 ✓  | ✓ 30.9    |  |  |            |
| 551400 | ✓ |           | 2.5 ✓  | ✓ 31.1    |  |  |            |

Top 1/2" P.I.N. - S.W. Prop. Line Ramona + San Diego Ave

Suth-S.y. P.L.

1-3-52  
King

Cold

11433.57 ✓

|          |         |           |        |                       |
|----------|---------|-----------|--------|-----------------------|
| 551450   | ✓       |           | 2.2 ✓  | ✓ 31.4                |
| 552      | ✓       |           | 1.6 ✓  | ✓ 32.0                |
| T.P      | 11.32 ✓ | 1443.60 ✓ | 1.23 ✓ | 1432.34 ✓             |
| 552450   | ✓       |           | 10.3 ✓ | ✓ 33.4                |
| 553      | ✓       |           | 8.9 ✓  | ✓ 34.8                |
| +50      | ✓       |           | 8.0 ✓  | ✓ 35.7                |
| 554      | ✓       |           | 6.5 ✓  | ✓ 37.2                |
| +50      | ✓       |           | 4.6 ✓  | ✓ 39.1                |
| 555      | ✓       |           | 2.7 ✓  | ✓ 41.0                |
| +50      | ✓       |           | 0.7 ✓  | ✓ 43.0                |
| T.P      | 8.63 ✓  | 1451.85 ✓ | 0.44 ✓ | 1443.22 ✓             |
| 556      | ✓       |           | 7.0 ✓  | ✓ 44.8 <sup>3</sup> ✓ |
| +50      | ✓       |           | 4.9 ✓  | ✓ 46.9 <sup>3</sup> ✓ |
| 557      | ✓       |           | 2.5 ✓  | ✓ 48.3 <sup>4</sup> ✓ |
| TBM      |         |           |        |                       |
| 55742103 | 13.10 ✓ | 1462.05 ✓ | 2.90 ✓ | 1448.95 ✓             |
| 557450   | ✓       |           | 11.9 ✓ | ✓ 50.1                |
| 558      | ✓       |           | 9.9 ✓  | ✓ 52.1                |
| +50      | ✓       |           | 8.3 ✓  | ✓ 53.7                |
| 559      | ✓       |           | 6.6 ✓  | ✓ 55.4 ✓              |

Top 2" Pipe 7' Lt.



Suth - S. W. P. L.

1462.05 ✓

559+50 ✓

5.7 ✓

✓ 56.3

560 ✓

4.9 ✓

✓ 57.1

+50 ✓

3.7 ✓

✓ 58.3

561 ✓

2.1 ✓

✓ 59.9

+50 ✓

8.2 ✓

✓ 61.8

T.P. ✓

5.56 ✓

1466.48 ✓

1.13 ✓

460.92 ✓

562 ✓

3.6 ✓

✓ 62.9

+50 ✓

3.8 ✓

✓ 62.7

563 ✓

4.7 ✓

✓ 61.8

+50 ✓

5.5 ✓

✓ 61.0

564 ✓

5.6 ✓

✓ 60.9

+50 ✓

5.5 ✓

✓ 61.0

565 ✓

5.7 ✓

✓ 60.8

+50 ✓

6.6 ✓

✓ 59.9

566 ✓

8.6 ✓

✓ 57.9

+50 ✓

10.0 ✓

✓ 56.5

567 ✓

10.4 ✓

✓ 56.1

+50 ✓

8.8 ✓

✓ 57.7

568 ✓

5.2 ✓

✓ 61.3

1-7-52

RAIN

46

✓

Suth-S.V.

1-7-52  
RING

Rain

47

1466.48

|               |       |         |      |         |
|---------------|-------|---------|------|---------|
| T.P.          | 12.00 | 1476.30 | 2.18 | 1464.30 |
| 568+50        |       |         | 9.6  | 64.7    |
| 569           |       |         | 5.2  | 71.1    |
| T.P.          | 10.30 | 1485.78 | 0.82 | 1475.48 |
| 569+50        |       |         | 9.2  | 76.6    |
| 570           |       |         | 5.6  | 80.2    |
| 750           |       |         | 4.3  | 81.5    |
| T.B.M.        | 12.93 | 1494.65 | 4.06 | 1481.72 |
| 571           |       |         | 13.2 | 81.4    |
| +50           |       |         | 12.5 | 82.1    |
| 572           |       |         | 9.1  | 85.5    |
| +50           |       |         | 5.2  | 89.4    |
| 573           |       |         | 0.7  | 93.9    |
| 80<br>573+072 |       |         | 0.5  | 94.1    |
|               | 4.06  | 1498.71 | 0.00 | 1494.65 |
| +50           |       |         | 2.3  | 96.4    |
| 574~          |       |         | 2.5  | 96.2    |
| +50           |       |         | 5.5  | 93.2    |
| 575           |       |         | 7.2  | 91.5    |

Top 2" Iron Pipe 1+ 576+46.90 Bot.

5474-S.V.P.L.

1498.71

575+50 ✓ 5.3 ✓ ✓93.4

576 ✓ 3.2 ✓ ✓95.5

+50 ✓ 5.9 ✓ ✓92.8

577 ✓ 10.1 ✓ ✓88.6

✓0.46 ✓1486.16 ✓1301 ✓1485.70

+50 ✓ 2.3 ✓ ✓83.9

578 ✓ 8.0 ✓ ✓78.2

✓0.43 ✓1474.00 ✓12.59 ✓1473.57

+50 ✓ 1.3 ✓ ✓72.7

579 ✓ 7.7 ✓ ✓66.3

EC +09.23 ✓ 10.2 ✓ ✓63.8

+18 ✓ 10.2 ✓ ✓63.8?

+25 ✓ 12.1 ✓ ✓61.9

+39 ✓ 10.5 ✓ ✓63.5

+50 ✓ 10.3 ✓ ✓63.7

580 ✓ 12.7 ✓ ✓61.3

✓0.59 ✓1461.54 ✓13.05 ✓1460.95

+50 ✓ 2.6 ✓ ✓58.9

581 ✓ 6.7 ✓ ✓64.8

18-52  
KING

REIN

48

Turn on Bol

Turn on Bol

Suth-SV 92

1-8-52  
King  
West  
Williams

Rain  
Cold

49

1461.34

|     |     |      |         |       |                 |
|-----|-----|------|---------|-------|-----------------|
| 581 | +50 | ✓    | 12.1    | ✓     | 49.4            |
|     |     | 0.44 | 1448.88 | 13.15 | 1448.39         |
| 582 |     | ✓    | 4.7     | ✓     | 44.1            |
|     |     |      |         |       | <del>48.1</del> |
|     | +50 | ✓    | 8.6     | ✓     | 40.2            |
| 583 |     | ✓    | 10.9    | ✓     | 37.9            |
|     | +50 | ✓    | 17.3    | ✓     | 35.5            |
|     |     | 0.76 | 1436.37 | 13.22 | 1435.61         |
| 584 |     | ✓    | 1.1     | ✓     | 35.3            |
|     | +50 | ✓    | 1.9     | ✓     | 34.5            |
| 585 |     | ✓    | 4.6     | ✓     | 31.8            |
|     | +50 | ✓    | 6.3     | ✓     | 30.1            |
| 586 |     | ✓    | 7.3     | ✓     | 29.1            |
|     | +50 | ✓    | 9.2     | ✓     | 29.2            |
| 587 |     | ✓    | 11.0    | ✓     | 25.4            |
|     | +50 | ✓    | 13.1    | ✓     | 23.3            |
|     |     | 0.10 | 1423.34 | 13.13 | 1423.24         |
| 588 |     | ✓    | 3.0     | ✓     | 20.3            |
|     | +50 | ✓    | 4.7     | ✓     | 18.6            |
| 589 |     | ✓    | 6.2     | ✓     | 17.1            |

Tarn on Bob

✓

Sutcliffe V.P.L.

142334

|                   |   |      |               |                                        |
|-------------------|---|------|---------------|----------------------------------------|
| 589+50            | ✓ |      | 7.0 ✓         | ✓16.3                                  |
| 590               | ✓ |      | 8.0 ✓         | ✓15.3                                  |
| +50               | ✓ |      | 10.5 ✓        | ✓12.8                                  |
| 591               | ✓ |      | 9.9 ✓         | ✓13.4                                  |
| +50               | ✓ |      | 10.2 ✓        | ✓13.1                                  |
| 592               | ✓ |      | 11.4 ✓        | ✓11.9                                  |
| +50               | ✓ |      | 15.2 ✓        | ✓10.1 <sup>200</sup><br><del>8.1</del> |
| T.B.M.            | ✓ | 6.53 | ✓141796 11.91 | ✓1411 -43                              |
| 592+60            | ✓ |      | 8.20 ✓        | ✓9.8                                   |
| +91               | ✓ |      | 12.0 ✓        | ✓6.0                                   |
| 593~              | ✓ |      | 12.0 ✓        | ✓6.0                                   |
| +33               | ✓ |      | 9.1 ✓         | ✓8.9                                   |
| +50               | ✓ |      | 9.3 ✓         | ✓8.7                                   |
| 594~              | ✓ |      | 8.9 ✓         | ✓9.1                                   |
| +50               | ✓ |      | 7.6 ✓         | ✓10.4                                  |
| 595               | ✓ |      | 7.1 ✓         | ✓10.9                                  |
| +50               | ✓ |      | 7.1 ✓         | ✓10.9                                  |
| 596~              | ✓ |      | 6.5 ✓         | ✓11.5                                  |
| +10 <sup>96</sup> | ✓ |      | 6.13 ✓        | ✓11.87 <sup>3</sup> <sub>JW</sub>      |

1-8-5-2  
10.11.9

Rain

58

Spike 14 F.P. 9' Lt. 592+50

POT 2x2 Hub

erock

✓ 2x2 Hub

Suth-S.V.

King - 1-8-52

57

1417.96

|        |   |       |         |        |         |
|--------|---|-------|---------|--------|---------|
| 596+50 | ✓ |       | 6.3 ✓   | ✓ 11.7 |         |
| 597~   | ✓ |       | 7.1 ✓   | ✓ 10.9 |         |
| +50    | ✓ |       | 7.2 ✓   | ✓ 10.8 |         |
| 598~   | ✓ |       | 6.1 ✓   | ✓ 11.9 |         |
|        | ✓ | 10.66 | 1422.62 | 6.00   | 1411.96 |
| +50    | ✓ |       | 8.3 ✓   | ✓ 14.3 |         |
| 599    | ✓ |       | 5.6 ✓   | ✓ 17.0 |         |
| +50    | ✓ |       | 4.9 ✓   | ✓ 17.7 |         |
| 600~   | ✓ |       | 5.2 ✓   | ✓ 17.4 |         |
| +50    | ✓ |       | 3.3 ✓   | ✓ 19.3 |         |
| 601    | ✓ |       | 2.0 ✓   | ✓ 20.6 |         |
| +50    | ✓ |       | 1.8 ✓   | ✓ 20.8 |         |
| 602~   | ✓ |       | 2.2 ✓   | ✓ 20.4 |         |
| +50    | ✓ |       | 1.9 ✓   | ✓ 20.7 |         |
|        | ✓ | 9.25  | 1430.21 | 1.66   | 1420.96 |
| 603~   | ✓ |       | 8.9 ✓   | ✓ 21.3 |         |
| +50    | ✓ |       | 8.7 ✓   | ✓ 21.5 |         |
| 604~   | ✓ |       | 8.5 ✓   | ✓ 21.7 |         |
| +50    | ✓ |       | 7.8 ✓   | ✓ 22.0 |         |

✓

Suth-S.W. Dr

1-8-52  
King

RAIN

|                    |   |         |        |           |
|--------------------|---|---------|--------|-----------|
| 605 -              | ✓ | 1430.21 | 7.1 ✓  | ✓ 23.1    |
| + 50               | ✓ |         | 6.5 ✓  | ✓ 23.7    |
| 606                | ✓ |         | 7.0 ✓  | ✓ 23.2    |
| + 50               | ✓ |         | 6.8 ✓  | ✓ 23.4    |
| 607                | ✓ |         | 6.9 ✓  | ✓ 23.3    |
| + 50               | ✓ |         | 5.7 ✓  | ✓ 24.5    |
| 608                | ✓ |         | 6.2 ✓  | ✓ 24.0    |
| + 50               | ✓ |         | 4.5 ✓  | ✓ 25.7    |
| 609                | ✓ |         | 3.8 ✓  | ✓ 24.4    |
| + 50               | ✓ |         | 2.7 ✓  | ✓ 27.5    |
| + 65 <sup>35</sup> | ✓ | 1431.75 | 2.38 ✓ | ✓ 1427.83 |
| + 69 <sup>5</sup>  | ✓ |         | 5.5 ✓  | ✓ 26.3    |
| 85 <sup>62</sup>   | ✓ |         | 3.90 ✓ | ✓ 27.85   |
| 610 ~              | ✓ |         | 3.50 ✓ | ✓ 28.25   |
| 610 + 08           | ✓ |         | 3.68 ✓ | ✓ 28.07   |
| + 25               | ✓ |         | 5.0 ✓  | ✓ 26.8    |
| + 30               | ✓ |         | 3.3 ✓  | ✓ 28.5    |
| + 50               | ✓ |         | 3.6 ✓  | ✓ 28.2    |
| 611 ~              | ✓ |         | 3.6 ✓  | ✓ 28.2    |
| + 50               | ✓ |         | 3.1 ✓  | ✓ 28.7    |

1X1 Hub Pit

Edge oil

near A Road

Edge oil

✓

54th S.V. P.

7-8-52

|       |   |               |        |           |
|-------|---|---------------|--------|-----------|
| 612   | ✓ | ✓ 1431.75     | 2.9 ✓  | ✓ 28.9    |
| +50   | ✓ |               | 4.1 ✓  | ✓ 27.7    |
| 613   | ✓ |               | 5.0 ✓  | ✓ 26.8    |
| +50   | ✓ |               | 5.5 ✓  | ✓ 26.3    |
| 614   | ✓ |               | 5.7 ✓  | ✓ 26.1    |
| +50   | ✓ |               | 6.1 ✓  | ✓ 25.7    |
| 615   | ✓ |               | 5.8 ✓  | ✓ 26.0    |
| +50   | ✓ |               | 4.9 ✓  | ✓ 26.9    |
| 616 ~ | ✓ |               | 3.0 ✓  | ✓ 28.6    |
| +     | ✓ | 10.25 1440.55 | 145 ✓  | 141 30.30 |
| +50   | ✓ |               | 11.8 ✓ | ✓ 28.8    |
| 617   | ✓ |               | 12.7 ✓ | ✓ 27.7    |
| +50   | ✓ |               | 12.7 ✓ | ✓ 27.9    |
| 618   | ✓ |               | 12.4 ✓ | ✓ 28.2    |
| +50   | ✓ |               | 12.1 ✓ | ✓ 28.5    |
| 619   | ✓ |               | 11.2 ✓ | ✓ 29.4    |
| +50   | ✓ |               | 9.0 ✓  | ✓ 31.6    |
| 620   | ✓ |               | 6.22 ✓ | ✓ 34.33   |
| +50   | ✓ |               | 6.4 ✓  | ✓ 34.2    |

on large rock 15" left of 616+10+

1 x 1 Hub Pot



Sutcliffe P.L.

1-8-52  
RING

R914

54

|                        |   |         |          |          |
|------------------------|---|---------|----------|----------|
| 621                    | ✓ | 1440.55 | 8.8 ✓    | ✓31.8    |
| +50                    | ✓ |         | 9.5 ✓    | ✓31.1    |
| 622                    | ✓ |         | 9.3 ✓    | ✓31.3    |
| +50                    | ✓ |         | 9.0 ✓    | ✓31.6    |
| 623                    | ✓ |         | 9.2 ✓    | ✓31.4    |
| +50                    | ✓ |         | 8.7 ✓    | ✓31.9    |
| 624                    | ✓ |         | 8.3 ✓    | ✓32.3    |
| +50                    | ✓ |         | 6.4 ✓    | ✓34.2    |
| 625                    | ✓ |         | 5.0 ✓    | ✓35.6    |
| +50                    | ✓ |         | 4.2 ✓    | ✓36.4    |
| 626                    | ✓ |         | 2.7 ✓    | ✓37.9    |
|                        | ✓ | 12.07   | ✓1450.07 | 2.55 ✓   |
|                        | ✓ |         |          | ✓1438.00 |
| +50                    | ✓ |         | 11.2 ✓   | ✓38.9    |
| 627                    | ✓ |         | 10.2 ✓   | ✓39.9    |
| +50                    | ✓ |         | 9.0 ✓    | ✓41.1    |
| 628                    | ✓ |         | 7.3 ✓    | ✓42.8    |
| +50                    | ✓ |         | 5.1 ✓    | ✓45.0    |
| 629                    | ✓ |         | 3.5 ✓    | ✓46.6    |
| +50                    | ✓ |         | 1.1 ✓    | ✓49.0    |
| +59 <sup>2</sup> J.B.M |   |         | 0.85 ✓   | ✓1449.52 |

Turn on Bob

Top 1" Iron Pipe @ End P.L. Survey

Sata-S.V.P.L

1-8-52  
KMS

Rain

53

|          |       |           |       |             |
|----------|-------|-----------|-------|-------------|
| T.B.M    | 10.04 | 1459.26   |       | 1449.22     |
|          | 0.49  | 1449.65   | 10.10 | 1449.16     |
|          |       | 36.77 VCC |       |             |
|          | 0.16  | 1436.77   | 13.14 | 1436.51     |
| #        |       |           |       |             |
| B.M. 777 |       |           | 12.34 | 1424.43     |
|          |       |           |       | 1424.33 VCC |

Top 1" Pipe

1424.19 - 702970 ON old 1928 Pro 6-16

checked, Reduced 1-10-52

W. Carter

checked pages 1-55

1-29-52 R.A.M.



B.M.S. From Sutherland Dam  
To Tunnel #2 Along Edge Rd.

KING  
West-T  
Williams φ

3-26-52

66

|        |       |                    |       |         |                                                            |
|--------|-------|--------------------|-------|---------|------------------------------------------------------------|
| B.M.   | 3.22  | 1991.57            |       | 1988.29 | So. End - East side - Abt 1/3 - Set 1927 - Painted on wall |
| T.P.   | 12.51 | 2000.74            | 3.28  | 1988.23 |                                                            |
| T.P.   | 13.26 | 2013.08            | 0.92  | 1999.82 |                                                            |
| T.P.   | 13.17 | 2012.99<br>2026.14 | 0.11  | 2012.97 |                                                            |
| T.P.   | 12.39 | 2038.38            | 0.15  | 2025.99 |                                                            |
| T.B.M. | 11.54 | 2048.96            | 0.94  | 2037.42 | #1 S.W. End - Conc Wall - Truck Unloading                  |
| T.P.   | 12.16 | 2041.37            | 0.25  | 2048.71 |                                                            |
| T.P.   | 0.23  | 2048.87            | 12.73 | 2048.64 |                                                            |
| T.P.   | 0.23  | 2035.83            | 13.27 | 2035.60 | Rack                                                       |
| T.P.   | 0.23  | 2023.94            | 12.12 | 2023.71 | Rack No. side Rd.                                          |
| T.P.   | 0.07  | 2010.88            | 13.13 | 2010.81 | Rack                                                       |
| T.P.   | 0.24  | 1998.29            | 12.83 | 1998.05 |                                                            |
| T.P.   | 0.23  | 1985.38            | 13.14 | 1985.15 |                                                            |
| T.P.   | 0.16  | 1972.69            | 12.85 | 1972.53 |                                                            |
| T.B.M. | 0.27  | 1960.09            | 12.92 | 1959.77 | #2 ginnery No. side - Extra wide spot in rd.               |
| T.P.   | 0.37  | 1947.50            | 12.91 | 1947.13 |                                                            |
| T.P.   | 0.16  | 1935.73            | 11.93 | 1935.57 |                                                            |
| T.P.   | 0.15  | 1922.87            | 13.01 | 1922.72 |                                                            |
| T.P.   | 0.48  | 1910.77            | 12.58 | 1910.29 |                                                            |

B.M.s From Suth. Dam  
Along Rd. to Tunnel #2

1910.77

|      |       |         |       |         |
|------|-------|---------|-------|---------|
| B.M. | 0.61  | 1898.68 | 12.70 | 1898.07 |
| T.P. | 0.27  | 1886.10 | 12.85 | 1885.83 |
| T.P. | 0.14  | 1872.97 | 13.27 | 1872.83 |
| T.P. | 0.06  | 1860.18 | 12.85 | 1860.12 |
| T.P. | 0.45  | 1848.20 | 12.43 | 1847.75 |
| T.P. | 0.41  | 1836.33 | 12.28 | 1835.92 |
| T.P. | 0.29  | 1823.99 | 12.63 | 1823.70 |
| B.M. | 0.25  | 1811.03 | 13.21 | 1810.78 |
| T.P. | 0.13  | 1798.06 | 13.10 | 1797.93 |
| T.P. | 0.45  | 1785.33 | 13.18 | 1784.88 |
| T.P. | 0.02  | 1774.83 | 10.52 | 1774.81 |
| B.M. | 0.15  | 1767.69 | 7.29  | 1767.54 |
| T.P. | 0.01  | 1754.50 | 13.20 | 1754.49 |
| T.P. | 0.02  | 1741.47 | 13.10 | 1741.40 |
| T.P. | 0.21  | 1728.65 | 12.98 | 1728.44 |
| B.M. | 10.88 | 1729.70 | 9.83  | 1718.82 |
| T.P. | 12.11 | 1741.21 | 0.60  | 1729.10 |
| T.P. | 11.75 | 1750.33 | 2.63  | 1738.58 |
| T.P. | 11.39 | 1761.60 | 0.12  | 1750.21 |

3-26-52  
King-N.  
West T  
Williams †

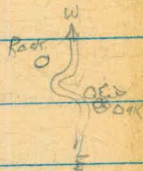
Clear Hot

57

#3 - Painted Rock - So. Edge Rd. - Approx. where P.H. hits Rd.

#4 - 10' West Conc. Culv. No. side Rd. = 120' West of  
Lone Oak No. side Rd.

#5 - Painted Rock So. side Rd. - 10' West culvert



#6 S.W. Cor. Wheel guard - Co. Bridge - San Isabel Creek

B.M. S. Sully Dam - Tunnel #2  
Along Co. Rd.

1761x60

|              |       |         |       |         |         |
|--------------|-------|---------|-------|---------|---------|
| B.M.         | 12.84 | 1773.51 | 0.93  | 1760.67 |         |
| T.P.         | 11.90 | 1784.96 | 0.53  | 1772.98 |         |
| T.P.         | 7.85  | 1792.50 | 0.31  | 1784.65 |         |
| T.P.         | 12.14 | 1804.53 | 0.11  | 1792.39 |         |
| T.P.         | 11.14 | 1815.59 | 0.08  | 1804.45 |         |
| B.M.         | 11.60 | 1825.81 | 1.34  | 1814.21 |         |
| T.P.         | 12.16 | 1837.82 | 0.15  | 1825.66 |         |
| T.P.         | 12.91 | 1850.34 | 0.39  | 1837.43 |         |
| T.P.         | 13.16 | 1863.36 | 0.14  | 1850.20 |         |
| T.P.         | 9.96  | 1871.82 | 1.50  | 1861.86 |         |
| T.P.         | 12.84 | 1883.89 | 0.77  | 1871.05 |         |
| T.P.         | 13.02 | 1896.01 | 0.90  | 1882.99 |         |
| B.M.         | 12.17 | 1907.63 | 0.55  | 1895.48 |         |
| T.P.         | 12.25 | 1919.31 | 0.57  | 1907.06 |         |
| T.P.         | 8.18  | 1925.71 | 1.78  | 1917.53 |         |
| Check - T.P. |       |         | 13.22 | 1912.49 | 1912.40 |
| T.P.         | 8.83  | 1926.36 |       | 1917.53 |         |
| B.M.         | 11.57 | 1935.47 | 2.46  | 1923.90 |         |

King 3-26-52 Clear Hot  
West X  
Williams ?

58

#7 Painted Rock - No. Edge Rd. 150' W. of Gully 412' off

#8 - Spike - off tree - West side Rd. 50' so. Sta. 104 50

#9 - Large Rock - No. side Rd.

9 on rock 1st Rd.

Check 1/2 old hub Sta 100 + 34.14

#10 Painted Rock - 110' East of F. Sta. & 100' + 84 - on East Edge Rd.

B.M.S. Suth. Tadm  
to TUNNEL #2 - so portal

King  
West - T  
Williams - 9

3-27-52 - Strong Winds

59

1935.47

|      |       |         |      |         |
|------|-------|---------|------|---------|
| T.P. | 12.98 | 1948.20 | 0.25 | 1935.22 |
| T.P. | 11.38 | 1959.13 | 0.45 | 1947.75 |
| T.P. | 11.57 | 1970.57 | 0.13 | 1959.00 |
| T.P. | 11.80 | 1982.32 | 0.05 | 1970.52 |
| T.P. | 12.12 | 1994.28 | 0.16 | 1982.16 |
| T.P. | 12.81 | 2006.97 | 0.12 | 1994.16 |
| B.M. | 9.94  | 2014.89 | 2.02 | 2004.95 |
| T.P. | 13.12 | 2027.90 | 0.11 | 2014.78 |
| T.P. | 12.15 | 2040.02 | 0.05 | 2027.87 |
| T.P. | 10.96 | 2050.49 | 0.49 | 2039.53 |
| T.P. | 13.24 | 2063.23 | 0.50 | 2049.09 |
| T.P. | 13.31 | 2075.84 | 0.70 | 2062.53 |
| T.P. | 12.09 | 2087.63 | 0.30 | 2075.64 |
| T.P. | 11.84 | 2099.31 | 0.16 | 2087.47 |
| T.P. | 6.06  | 2104.77 | 0.66 | 2098.65 |
| B.M. | 4.84  | 2108.48 | 1.09 | 2103.62 |
| T.P. | 12.74 | 2120.11 | 1.09 | 2107.37 |
| T.P. | 11.27 | 2131.37 | 0.01 | 2120.10 |
| T.P. | 12.14 | 2143.18 | 0.33 | 2131.04 |

#11 Pointed Rock - East Side Rd. on sharp curve to Lt.

#12 - Large rock - straight East <sup>North</sup> Tunnel Portal - East Side Rd.

B.M.S. Suth. Dam Tunnel #2

3-27-52  
King

2143.18

|      |      |         |       |         |         |
|------|------|---------|-------|---------|---------|
| J.P. | 6.99 | 2150.06 | 0.11  | 2143.07 |         |
| T.P. | 0.06 | 2139.33 | 10.79 | 2139.27 |         |
| T.P. | 0.19 | 2126.41 | 13.11 | 2126.22 |         |
| T.P. | 0.55 | 2113.66 | 13.20 | 2113.11 |         |
| T.P. | 1.14 | 2103.76 | 11.04 | 2102.62 |         |
| T.P. | 0.11 | 2091.33 | 12.54 | 2091.22 |         |
| T.P. | 0.87 | 2079.31 | 12.89 | 2078.44 |         |
| T.P. | 0.88 | 2068.05 | 12.14 | 2067.17 |         |
| TBM  |      |         | 2.49  | 2065.68 | 2065.15 |
| TBM  | 3.15 | 2067.86 | 3.34  | 2064.71 | 2064.68 |
| T.P. | 0.07 | 2059.07 | 8.86  | 2059.00 |         |
| T.P. | 1.21 | 2046.13 | 13.15 | 2045.92 |         |
| T.P. | .41  | 2033.39 | 13.15 | 2032.98 |         |
| T.P. | 1.00 | 2021.90 | 12.49 | 2020.90 |         |
| T.P. | .47  | 2010.04 | 12.31 | 2009.39 |         |
| T.P. | .30  | 1998.19 | 12.17 | 1997.89 |         |
| T.P. | 1.62 | 1988.79 | 11.02 | 1987.17 |         |
| T.P. | .24  | 1978.61 | 10.42 | 1978.37 |         |
| T.P. | .54  | 1969.05 | 10.10 | 1968.51 |         |

on old hub 16450+

n ginnon set for core drilling

B.M.'s - Suth. Dam - Tunnel 2

3-27-52  
King

61

1969.05

B.M.

7.4.1

1961.64

1961.59

CONC. MONI - 170 + 95.35

checked, April 3, 1952 by V.C.



Profile Near S. Tyndal #2  
 Portal - 172+38 to 178  
 New Portal 172+40 - Set 5-30-52

|                                       | B.S.   | I.V.      | F.S.    | 1941.0               |
|---------------------------------------|--------|-----------|---------|----------------------|
| T.B.M.                                | 1.28 ✓ | 1942.28 ✓ |         | 1941.0               |
| T.P.                                  | 0.04 ✓ | 1929.55 ✓ | 12.77 ✓ | 1929.57 ✓            |
| T.P.                                  | 0.81 ✓ | 1921.19 ✓ | 9.17 ✓  | 1920.38 ✓            |
| on hub<br>172+38.55 ✓                 |        |           | 6.32 ✓  | 1914.9 ✓             |
| 172+40 - New Portal.<br>May 30 - 1952 |        |           | 6.7 ✓   | 1915 JKH ✓           |
| 172+50 ✓                              |        |           | 13.1 ✓  | 1907.8 ✓ 1908.1 ✓    |
| 172+57 ✓                              |        |           | 14.1 ✓  | 1907.1 ✓<br>1895.6 ✓ |
| 172+63 ✓                              |        |           | 11.3 ✓  | 1902.5 ✓ 1909.9 ✓    |
| 172+80 ✓                              |        |           | 16.4 ✓  | 1904.8 ✓             |
| T.P.                                  | 12.8 ✓ | 1909.66 ✓ | 12.81 ✓ | 1908.38 ✓            |
| 173+00 ✓                              |        |           | 7.3 ✓   | 1902.4 ✓             |
| T.B.M.                                |        |           | 5.36 ✓  | 1904.5 ✓             |

3-31-52  
 KING  
 W. J. Williams &  
 B450 - B. center

clear Hot

62

on old hub - 171+87.5

BK 236 - old Tunnel Portal

Lt. of E

Rt. of E

1953.3 1950.2 1919.9 1909.7 1913.6  
 $\frac{+38.4}{60}$   $\frac{+35.3}{57}$   $\frac{+5.0}{20}$   $\frac{-5.2}{5}$   $\frac{-1.5}{3}$

1919.9 1946.9 1950.1  
 $\frac{+5.0}{8}$   $\frac{+32.0}{44}$   $\frac{+35.2}{52}$

1951.6 1948.6 1911.9  
 $\frac{+42.7}{60}$   $\frac{+39.7}{45}$   $\frac{+3.0}{35}$

1903.9 1903.9 1906.3 1909.9 1946.1 1949.6  
 $\frac{-5.0}{6}$   $\frac{-5.0}{8}$   $\frac{-2.6}{11}$   $\frac{+1.0}{20}$   $\frac{+37.2}{79}$   $\frac{+41.5}{54}$

1949.2 1946.5 1908.6  
 $\frac{+46.8}{59}$   $\frac{+44.1}{48}$   $\frac{+6.0}{65}$

1902.2 1899.4 1906.6 1908.4 1941.5 1946.5  
 $\frac{-0.2}{5}$   $\frac{-3.0}{55}$   $\frac{-1.0}{15}$   $\frac{+6.0}{17}$   $\frac{+38.8}{44}$   $\frac{+44.1}{55}$

on rock - 173+03

Profile - E. So. Tunnel Portal # 2

1909.55 ✓

|        |   |        |          |
|--------|---|--------|----------|
| 173+07 | ✓ | 11.4 ✓ | 1898.3 ✓ |
| 173+25 | ✓ | 12.8 ✓ | 96.9 ✓   |
| 173+50 | ✓ | 14.8 ✓ | 1894.9 ✓ |
| 173+58 | ✓ | 14.7 ✓ | 95.0 ✓   |
| 173+68 | ✓ | 10.3   | 99.4     |
| 173+75 | ✓ | 11.5 ✓ | 1898.5 ✓ |
| 173+93 | ✓ | 16.0 ✓ | 93.7 ✓   |
| 174+00 | ✓ | 14.6 ✓ | 95.1 ✓   |
| 174+08 | ✓ | 14.5 ✓ | 95.7 ✓   |
| 174+25 | ✓ | 17.2 ✓ | 92.5 ✓   |

3-31-52  
KING  
West  
Williams  
Duro

L+ - 0

R+ - 0

|        |        |        |        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1904.6 | 1926.9 | 1907.9 | 1910.4 | 1897.9 | 1894.9 | 1907.9 | 1932.5 | 1930.7 |
| +47.7  | +42.0  | 13.0   | +3.0   | 0.0    | +13.0  | +37.6  | +43.5  |        |
| 69     | 48     | 17     | 2      | 2      | 146    | 30     | 55     |        |
| 1938.9 | 1935.6 | 1907.5 | 1894.2 | 1894.2 | 1907.5 | 1930.5 | 1935.1 | 1938.9 |
| +40.2  | +37.2  | +9.0   | -4.3   | -4.3   | +9.6   | +32.0  | +36.6  | +40.4  |
| 60     | 48     | 20     | 7      | 4      | 14     | 39     | 51     | 65     |
| 1937.4 | 1906.1 | 1908.6 | 1912.9 | 1916.1 | 1908.1 | 1893.9 | 1893.1 | 1906.1 |
| +42.3  | +33.1  | +13.0  | +17.8  | +21.0  | +13.0  | -1.2   | -1.0   | 11.0   |
| 72     | 52     | 52     | 49     | 27     | 20     | 5      | 10     | 23     |
| 1937.4 | 1933.0 | 1928.6 | 1901.7 | 1894.8 | 1892.5 | 1901.5 | 1928.9 | 1935.5 |
| +42.3  | +40.5  | +36.1  | +8.7   | +6.3   | 0.0    | +9.0   | +33.8  | +40.4  |
| 72     | 70     | 46     | 26     | 13     | 10     | 23     | 41     | 65     |

Profile-Suite P.L. 50 Tunnel  
Portal #2

1909.66

174730 ✓

17.2 ✓ 1992.5 ✓

T.P. ✓

11.91 ✓

17.56 ✓ 4.01 ✓ 1905.65 ✓

174759 ✓

5.7 ✓ 1911.9 ✓

174778 ✓

1.7 ✓ 1915.9 ✓

P.O.J.  
174784 ✓

1.8 ✓ 15.8 ✓

T.B.M. ✓

0.93 ✓

1916.77 ✓ 1.72 ✓ 1915.84 ✓

175709 ✓

7.0 1909.8

175749 ✓

27.0 ✓ 1889.8 ✓

1899.8 ✓

175754 ✓

25.8 ✓ 1891.0 ✓

176700 ✓

6 ✓ 1910.7 ✓

3-31-58 Clear - Cool  
King  
West  
Williams  
B450

64

1992.9  
+25°  
100'

1934.9  
+23.0  
92.5

1927.5  
+18.7  
73

1905.8  
+3.9  
33

1913.2  
+1.3  
23

1917.7  
+5.8  
10

1898.9  
-13°  
15.4

1891.7  
-20.7  
28.8

1891.4  
-20.5  
57.2

1897.3  
-14.8  
58

1905.5  
+13°  
82

1932.4  
+10.5  
10

1924.4

1936.0  
+20°  
113

1931.8  
+15°  
85

1929.8  
+8°  
67

1917.8  
-2°  
42

1927.8  
-18°  
11

1915.8  
0.0  
0

1901.8  
-13.0  
18

1899.4  
-26.5  
37

1899.5  
-26°  
47

1894.8  
-21°  
58

1923.2  
+5.9  
82

1921.7

242 hub - 214 - 51.4 13.4 + 58

1978.0  
182  
111

1926.2  
+16°  
84

1922.8  
+13°  
64

1908.5  
-1°  
40

1902.5  
-7°  
27

1909.8  
0.0  
0

1896.8  
-13°  
21

1888.3  
-21.5  
38

1886.1  
-21°  
48

1897.8  
-12°  
59

1917.7  
+7.9  
81

1919.8  
+9°  
92

1917.4  
+34°  
101

1921.8  
+36°  
61

1919.4  
+20.4  
51

1880.6  
-10.4  
20

1879.1  
-11.4  
22

1882.8  
-7.2  
20

1892.0  
+1.0  
46

1901.7  
+1.1  
58

1901.0  
+1.0  
70

1890.5  
+7.8  
30

1910.7  
+8.0  
45

1912.9  
+4.2  
35

1895.5  
-25.0  
36

1895.5  
-36°  
45

1892.0  
-27°  
55

1892.0  
-17.4  
70

1898.7  
-12°  
92

Profile - Tunnel #2 - Portal So. End

4-1-52  
King

65

|             |         |                    |                        |
|-------------|---------|--------------------|------------------------|
|             | 1916.77 |                    |                        |
| 707. D61224 | ✓       | 4.9                | 1911.9                 |
| 176453      | ✓       | 6.6                | 1910.2                 |
| 177700      | ✓       | 10.9               | 1905.9                 |
| T.P.        | 1.40    | 1915.97            | 1220 1904.57           |
| 177750      | ✓       | 5.6                | 1900.4                 |
| 178100      | ✓       | 11.0               | 1895.0                 |
| 178440      | ✓       | 18.3               | 1887.7                 |
|             |         | <del>1216.57</del> |                        |
| T.P.        | 12.21   | 1916.78            | 1.40 1904.67           |
| T.P.        | 12.96   | 1928.68            | 1.06 1913.2            |
| T.P.        | 13.15   | 1941.76            | 0.07 1928.61           |
|             |         | 1951.57            | 1941.58                |
| T.P.        | 12.99   | 1953.57            | 0.18 1946.58           |
|             |         | 1963.19            | 1953.8                 |
|             | 9.37    | 1962.47            | 0.75 1951.82           |
|             |         |                    | 1.55 1961.64 - 1961.57 |

Lt. R

Rt. E

|        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|
| 1915.7 | 1910.7 | 1913.0 | 1912.1 | 1908.2 | 1910.1 |
| +5.5   | +0.5   | +2.8   | +1.9   | -2.0   | -2.0   |
| 100    | 80     | 50     | 23.4   | 172    | 172    |
| 1908.0 | 1906.7 | 1911.9 | 1907.2 | 1904.1 | 1907.1 |
| +2.1   | +0.3   | +1.3   | +1.5   | -1.7   | -1.7   |
| 100    | 80     | 50     | 30     | 15     | 15     |
| 1904.1 | 1907.6 | 1909.5 | 1906.9 | 1902.4 | 1907.2 |
| -3.5   | -3.8   | -2.6   | -1.9   | -1.8   | -1.8   |
| 26.7   | 27     | 76     | 88     | 100    | 115    |
| 1901.1 | 1904.1 | 1905.7 | 1902.4 | 1901.1 | 1901.1 |
| -2.0   | -3.5   | -2.6   | -1.9   | -1.8   | -1.8   |
| 26.7   | 27     | 76     | 88     | 100    | 115    |

CHECK READING WITH KING

|        |        |        |        |        |        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1904.1 | 1900.0 | 1901.8 | 1901.7 | 1902.6 | 1903.9 | 1902.9 | 1903.0 | 1903.0 | 1903.0 | 1903.0 |
| +1.2   | +1.2   | -0.4   | +1.7   | +1.3   | -2.6   | -2.6   | -2.6   | -2.6   | -2.6   | -2.6   |
| 100    | 77     | 50     | 19     | 19     | 65     | 78     | 81     | 105    | 117    | 117    |
| 1892.4 | 1896.3 | 1897.6 | 1896.2 | 1896.5 | 1897.0 | 1897.0 | 1897.0 | 1897.0 | 1897.0 | 1897.0 |
| -2.1   | +1.0   | +2.6   | +1.3   | -1.9   | -3.3   | -3.2   | -2.6   | -1.4   | -1.4   | -1.4   |
| 75     | 50     | 22     | 7      | 14     | 39     | 42     | 43     | 25     | 25     | 25     |

Checked & Reduced  
4 APRIL 52 VRC.  
11 APRIL 52 GRS

Checked - Jefferson  
16 Jan. 53

Top stake - 174459  
Top - CONC 1744 - 170495

New Alignment -  
So. Tunnel Portal #2

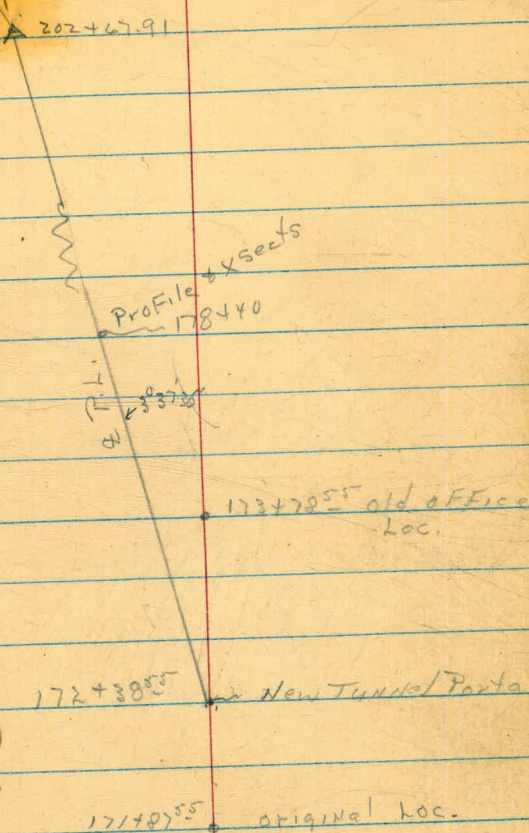
As per  
Rankin  
Instructions

4-2-52  
KING

Hot.

68

VOID



Tunnel

Depth Water Core Drill  
Holes-Tunnel #2- Suth. P.h.

|                            |              |             |
|----------------------------|--------------|-------------|
| Hole - 176+72 <sup>+</sup> | El. Top Pipe | 1961.9      |
|                            |              | <u>69.0</u> |
|                            | El. Water    | 1892.9      |

|                          |              |             |
|--------------------------|--------------|-------------|
| Hole 164+29 <sup>+</sup> | El. Top Pipe | 2065.2      |
|                          |              | <u>71.5</u> |
|                          | El. Water    | 1993.7      |

|             |              |              |
|-------------|--------------|--------------|
| Hole 250+60 | El. Top Pipe | 2132.1       |
|             |              | <u>189.0</u> |
|             | El. Water    | 1943.1       |

King  
West  
Williams

4-2-52

Hot-clear

67

Check Levels  
 Suth. P.L. Sta. 3447700 - to Co. B.M.  
 ELM ST.  
 PR# 211234

|                  | +    | H.I.    | -     | EL.     |         |
|------------------|------|---------|-------|---------|---------|
| B.M.             | 6.80 | 1520.58 |       |         | 1514.50 |
| T.P.             | 3.88 | 1521.37 | 3.09  |         | 1517.49 |
| B.M. #7<br>CHECK |      |         | 3.72  | 1517.65 | 1517.65 |
| T.P.             | 0.49 | 1516.31 | 5.55  |         | 1515.82 |
| T.P.             | 1.40 | 1509.66 | 8.05  |         | 1508.26 |
| T.P.             | 1.36 | 1503.40 | 7.62  |         | 1502.04 |
| T.P.             | 3.15 | 1499.93 | 6.62  |         | 1496.78 |
| T.P.             | 2.65 | 1496.06 | 6.52  |         | 1493.41 |
| T.P.             | 3.06 | 1492.85 | 6.27  |         | 1489.79 |
| T.P.             | 5.29 | 1491.77 | 6.37  |         | 1486.48 |
| T.P.             | 3.16 | 1492.49 | 2.44  |         | 1489.33 |
| T.P.             | 4.39 | 1491.25 | 5.63  |         | 1486.86 |
| T.P.             | 3.88 | 1482.40 | 12.73 |         | 1478.52 |
| T.P.             | 9.10 | 1489.48 | 2.02  |         | 1480.38 |
| T.P.             | 4.73 | 1492.48 | 1.73  |         | 1487.75 |
| T.P.             | 0.77 | 1481.20 | 12.05 |         | 1480.43 |
| T.P.             | 1.87 | 1471.56 | 11.51 |         | 1469.69 |
| T.P.             | 5.33 | 1471.30 | 5.59  |         | 1465.97 |
| CHECK<br>B.M.    |      |         | 3.82  | 1467.48 | 1467.50 |

5-29-52 #7- 68  
 KING  
 Williams T  
 Mortel †  
 Jacobs †

4 Nail IN Pav. - P. 16

#7  
 B.M. SPIKE IN P.P. # 14079

PAINTED RED D ON ROCK RT. 378+45

CHECK LEVELS  
 SUTH. R.L. STA. 344+74.80 To Co. B.M.  
 ELM ST. #  
 EL. RP. 211234

KING  
 WILLIAMS T  
 MARTEL †  
 JACOBS †

5-29-52

HOT

69

|                   | +     | HI      | -     |                 |
|-------------------|-------|---------|-------|-----------------|
| B.M.              | 1.02  | 1468.52 |       | 1467.50         |
| T.P.              | 12.17 | 1480.42 | 0.27  | 1468.25         |
| T.P.              | 5.15  | 1480.05 | 5.52  | 1474.90         |
| T.P.              | 0.18  | 1472.39 | 7.84  | 1472.21         |
| T.P.              | 0.64  | 1460.25 | 12.78 | 1459.61         |
| T.P.              | 4.14  | 1457.12 | 7.27  | 1452.98         |
| CHECK<br>B.M.     | 1.13  | 1453.99 | 4.26  | 1452.86 1452.88 |
| T.P.              | 3.29  | 1452.76 | 4.52  | 1449.27         |
| T.P.              | 3.44  | 1451.75 | 4.45  | 1448.31         |
| T.P.              | 3.47  | 1449.85 | 5.37  | 1446.38         |
| T.P.              | 3.38  | 1446.59 | 6.64  | 1443.21         |
| T.P.              | 2.39  | 1442.83 | 6.15  | 1440.44         |
| T.P.              | 3.61  | 1441.28 | 5.16  | 1437.67         |
| T.P.              | 2.88  | 1437.91 | 6.25  | 1435.03         |
| T.P.              | 4.84  | 1437.53 | 5.22  | 1432.69         |
| T.P.              | 6.67  | 1441.13 | 3.07  | 1434.46         |
| CHECK<br>Co. B.M. |       |         | 3.28  | 1437.85 1437.80 |
|                   |       |         |       | 1437.89 1437.80 |

PAINTED RED □ ON ROCK RT 378+45

LARGE ROCK 15' LT 393+50 HIGHEST PT. NAIL  
 RED H.

Co. B.M. ON Co. Rd. ELM ST. P.P. # 211234

LEVELS 12-18-51 PAGE 27



Profile From End  
 Suth-S.W. Conduit - sta. 629+59.52 to +00  
 For Ph. to creek on FANSHA Ranch

King  
 Jacobs  
 Martel

6-23-52

Hot  
 Revised - Not Used  
 U.C. 8 Feb 53  
 70

|                      | +    | -       | FS    | ELEV    |
|----------------------|------|---------|-------|---------|
| T.B.M.               | 3.30 |         |       | 1452.52 |
| <del>629+59.52</del> |      |         |       |         |
| <del>0+00</del>      |      | 3.50    |       | 1449.02 |
| <del>630+09.52</del> |      |         |       |         |
| <del>+50</del>       |      | 5.40    |       | 1447.12 |
| <del>630+59.52</del> |      |         |       |         |
| <del>1+00</del>      |      | 7.80    |       | 1444.72 |
| <del>631+09.52</del> |      |         |       |         |
| <del>+50</del>       |      | 13.00   |       | 1439.52 |
| T.P.                 | 1.34 | 1441.51 | 12.35 | 1440.17 |
| <del>631+59.52</del> |      |         |       |         |
| <del>2+00</del>      |      | 4.70    |       | 1436.81 |
| <del>632+09.52</del> |      |         |       |         |
| <del>+50</del>       |      | 7.70    |       | 1433.81 |
| <del>632+58.81</del> |      |         |       |         |
| <del>2+99.81</del>   |      | 10.70   |       | 1430.81 |
| T.P.                 | 0.04 | 28.79   | 12.76 | 28.75   |
| <del>633+09.52</del> |      |         |       |         |
| <del>3+50</del>      |      | 2.06    |       | 1426.73 |
| <del>633+59.52</del> |      |         |       |         |
| <del>4+00</del>      |      | 6.10    |       | 1422.69 |

T.B.M. Top Pipe 629+59.52 P.54

\* Revised Stationing - Extension of preceding section

+1.7  
 $\frac{1.7}{10}$

-1.5  
 $\frac{1.5}{10}$

+1.0  
 $\frac{1.0}{10}$

-0.7  
 $\frac{0.7}{10}$

-0.0  
 $\frac{0.0}{10}$

-0.4  
 $\frac{0.4}{10}$

+1.0  
 $\frac{1.0}{15}$

0.0  
 $\frac{0.0}{10}$

+2.2  
 $\frac{2.2}{15}$

+2.5  
 $\frac{2.5}{15}$

0.0  
 $\frac{0.0}{9}$

+0.8  
 $\frac{0.8}{15}$

+1.5  
 $\frac{1.5}{15}$

0.0  
 $\frac{0.0}{9}$

+1.1  
 $\frac{1.1}{15}$

0.0  
 $\frac{0.0}{15}$

+1.4  
 $\frac{1.4}{12}$

+2.7  
 $\frac{2.7}{15}$

+1.0  
 $\frac{1.0}{7}$

+1.7  
 $\frac{1.7}{13}$

2.3  
 $\frac{2.3}{10}$

+0.8  
 $\frac{0.8}{7}$

+1.5  
 $\frac{1.5}{13}$

Note all Elev. over + Flow & E. 6'

Revised See FB815 (44-6)

Profile From End  
Suth-S.V. P.L. - So-800

King 6-23-52  
Jacobs  
Marble

71

|             |         |         | ELEV.   |
|-------------|---------|---------|---------|
| Δ 633+98.82 | 4439.30 | 9.0     | 1419.79 |
| 634+09.52   | 4750    | 9.90    | 1418.89 |
| T.P. 1.24   | 17.31   | 12.72   | 1416.07 |
| 634+59.52   | 5+00    | 2.30    | 1415.01 |
| 635+09.52   | +50     | 6.60    | 1410.71 |
| 635+59.52   | 6+00    | 11.60   | 1405.71 |
| Δ 635+71.32 | 6+11.89 | 12.00   | 1405.31 |
| T.P. 2.66   | 1408.00 | 11.97   | 1405.34 |
| 635+89.52   | 6+30.89 | 3.20    | 1404.80 |
| 635+90.52   | 6+31.89 | 9.50    | 1398.50 |
| 636+01.52   | 6+42    | 9.50    | 1398.50 |
| 636+02.02   | 6+42.5  | 3.20    | 1404.80 |
| 636+02.52   | 6+43    | 7.50    | 1400.50 |
| 636+09.52   | 6+50    | 7.80    | 1400.20 |
| T.P.        | 0.65    | 1400.04 | 8.61    |
|             |         |         | 1399.39 |

+2.2  
14

+1.3  
10

-0.3  
11

+0.4  
19

+1.7  
15

0.0  
11

0.0  
15

+1.5  
25

-0.4  
11

+0.6  
19

+1.7  
15

-1.4  
6

-1.5  
10

0.0  
15

+3.0  
16

+1.0  
11

+0.9  
15

+2.5  
14

+0.6  
9

+1.0  
15

Top grt Res. concs wall

Bottom Res. concs

Top Res. concs wall

expanded

+3.6  
20

+0.2  
5

+3.0  
20

Revised See FB815 (44-6)

Profile From End  
Sull. S.V.P. Co. 80'

King 6-23-52  
Jacobs  
Martal

72

|                      |           |   |       |         |
|----------------------|-----------|---|-------|---------|
|                      | + 1400.04 | - |       |         |
| 636+59.52<br>7+00    |           |   | 1.30  | 1398.74 |
| 637+09.52<br>+50     |           |   | 4.70  | 1395.34 |
| 637+29.52<br>7+70    |           |   | 8.10  | 1391.94 |
| 637+59.52<br>8+00    |           |   | 8.90  | 1391.14 |
| 637+89.52<br>8+25    |           |   | 9.60  | 1390.44 |
| 638+09.52<br>8+50    |           |   | 12.60 | 1387.44 |
| 638+41.22<br>8+81.70 |           |   | 15.20 | 1384.84 |

|  |            |            |
|--|------------|------------|
|  | LT:        | RT:        |
|  | +3.0<br>20 | +0.9<br>13 |
|  | 0.0<br>8   | +2.8<br>21 |
|  | +2.0<br>23 | +3.6<br>20 |
|  | -0.8<br>15 |            |
|  | -1.0<br>7  |            |
|  | +2.0<br>20 | +3.6<br>20 |
|  | -0.4<br>10 |            |
|  | +7.1<br>26 | +4.0<br>13 |
|  | +4.5<br>16 | +7.9<br>20 |
|  | -1.0<br>4  |            |
|  | +8.0<br>25 | +1.5<br>9  |
|  | +3.1<br>11 | +3.0<br>20 |
|  | 0.0<br>5   |            |

Revised - see FB 815 (Pg 44-6)

|      |       |         |      |         |
|------|-------|---------|------|---------|
| T.P. | 11.15 | 1410.17 | 1.02 | 1399.02 |
| T.P. | 12.26 | 21.86   | 0.57 | 09.60   |
| T.P. | 12.76 | 24.25   | 0.37 | 21.49   |
| T.P. | 11.10 | 45.15   | 0.20 | 34.05   |
| T.P. | 7.48  | 51.09   | 1.54 | 43.61   |

T.B.M. 1.87 1449.22 1449.22 Top 1" Iron P. pe

7-11-52 HOT 73

SUTH. P.L.

CHECK LEVELS

STA. 506+10 TO TOP 1" IRON PIPE  
629+59.12WILLIAMS T  
JACOBS 9

|                 | +     | HI      | -     |         |                           | 20' LT.                                                  |
|-----------------|-------|---------|-------|---------|---------------------------|----------------------------------------------------------|
| B.M.            | 7.00  | 1423.80 |       | 1416.80 | U.S.G.S. B.M. A-62 (1927) | BRASS CON. MON. 506+10                                   |
| T.P.            | 1.61  | 1416.20 | 9.21  | 1414.52 |                           |                                                          |
| T.P.            | 8.27  | 1419.85 | 4.62  | 1411.58 |                           |                                                          |
| T.P.            | 0.99  | 1414.65 | 6.19  | 1413.66 |                           |                                                          |
| T.P.            | 5.58  | 1414.13 | 6.10  | 1408.55 |                           |                                                          |
| T.P.            | 10.14 | 1415.94 | 8.33  | 1405.80 |                           |                                                          |
| CHECK<br>T.B.M. |       |         | 3.07  | 1412.87 | 1412.80                   | SPIKE IN P.P. T'RT. STA. 529+87                          |
| T.P.            | 7.98  | 1423.18 | 0.74  | 1415.20 |                           |                                                          |
| T.P.            | 5.00  | 1416.75 | 11.43 | 1411.75 |                           |                                                          |
| T.P.            | 8.13  | 1424.80 | 0.08  | 1416.07 |                           |                                                          |
| T.P.            | 8.75  | 1433.16 | 0.39  | 1424.41 |                           |                                                          |
| CHECK<br>T.B.M. |       |         | 4.72  | 1428.44 | 1428.35                   | TOP 1/2" PIN - S.W. PROP. LINE RAMONA & AVE<br>SAN DIEGO |
| T.P.            | 5.60  | 1437.03 | 1.73  | 1431.43 |                           |                                                          |
| T.P.            | 10.96 | 1447.44 | 0.55  | 1436.48 |                           |                                                          |
| T.P.            | 10.71 | 1457.61 | 0.54  | 1446.90 |                           |                                                          |
| CHECK<br>T.B.M. |       |         | 8.56  | 1449.05 | 1448.95                   | TOP 2" PIPE T'LT. STA. 557+21.03                         |
| T.P.            | 10.51 | 1467.22 | 0.90  | 1456.71 |                           |                                                          |
| T.P.            | 3.30  | 1465.38 | 5.14  | 1462.08 |                           |                                                          |
| T.P.            | 12.05 | 1468.64 | 8.79  | 1456.59 |                           |                                                          |

7-11-52 HOT 74.

WILLIAMS T.  
JACOBS †

SOUTH P.L.

## CHECK LEVELS

STA. 506+10 TO TOP 1" IRON PIPE  
629+59.12

|                 | +     | 1468.54 | -     |         |
|-----------------|-------|---------|-------|---------|
| T.P.            | 12.82 | 1481.10 | 0.36  | 1468.28 |
| T.P.            | 5.90  | 1486.87 | 0.13  | 1480.97 |
| CHECK<br>T.B.M. |       |         | 5.08  | 1481.79 |
| T.P.            | 12.68 | 1499.04 | 0.51  | 1486.36 |
| T.P.            | 2.66  | 1500.69 | 1.01  | 1498.03 |
| T.P.            | 0.45  | 1488.72 | 12.42 | 1488.27 |
| T.P.            | 0.02  | 1476.12 | 12.62 | 1476.10 |
| T.P.            | 0.42  | 1464.98 | 11.56 | 1464.56 |
| T.P.            | 0.30  | 1452.56 | 12.72 | 1452.26 |
| T.P.            | 0.13  | 1439.75 | 12.94 | 1439.62 |
| T.P.            | 1.30  | 1431.35 | 9.70  | 1430.05 |
| T.P.            | 1.51  | 1423.41 | 9.45  | 1421.90 |
| T.P.            | 6.14  | 1422.95 | 6.60  | 1416.81 |
| T.P.            | 6.26  | 1426.66 | 2.55  | 1420.40 |
| T.P.            | 7.17  | 1431.72 | 2.11  | 1424.55 |
| T.P.            | 6.45  | 1433.86 | 4.31  | 1427.41 |
| T.P.            | 5.78  | 1436.70 | 2.94  | 1430.92 |
| T.P.            | 4.21  | 1437.95 | 3.16  | 1433.54 |
| T.P.            | 2.63  | 1434.16 | 6.22  | 1431.53 |

TOP 2" IRON PIPE 7' LT. 570+40.90 P.O.T.

R.H.

NAIL ON FENCE POST 20' LT.

7-11-52 HOT 75

## CHECK LEVELS

SUTH. P.L. STA. 506+10 TO TOP 1" IRON PIPE  
629+59.12

WILLIAMS T  
JACOBS 4

+ 1434.16 -

T.P. 4.45 1432.97 5.64 1428.52

CHECK

T.P. 6.00 1433.86 5.11 1427.86 1427.83 1X1 HUB POT. 609+65.55

T.P. 4.67 1430.95 7.58 1426.28

T.P. 5.04 1433.81 2.18 1428.77

T.P. 6.06 1436.97 2.90 1430.91

T.P. 8.95 1441.40 4.52 1432.45

T.P. 7.92 1448.57 0.75 1440.65

T.P. 2.70 1450.69 0.58 1447.99

CHECK

T.B.M. 1.37 1449.32 1449.22 TOP 1" IRON PIPE STA. 629+59.12

PROFILE FOR CORRECTION OF WASH

WILLIAMS T  
Mc HONEY P  
JACOBS  
KEMP

9-5-52

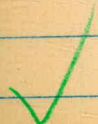
HOT

76.

STA. 526+00 To 530+00  
+ HI - ELI

| BM.    | 2.58 | 1416.38 | 1412.80       |
|--------|------|---------|---------------|
| T.P.   | 5.03 | 1413.30 | 1408.27       |
| 526+00 | ✓    |         | 4.2 ✓ 09.1 ✓  |
| 526+50 | ✓    |         | 4.6 ✓ 08.7 ✓  |
| 52700  | ✓    |         | 5.5 ✓ 07.8 ✓  |
| 527+37 | ✓    |         | 9.6 ✓ 03.7 ✓  |
| 527+59 | ✓    |         | 11.8 ✓ 01.5 ✓ |
| 527+66 | ✓    |         | 11.0 ✓ 02.3 ✓ |
| 527+84 | ✓    |         | 12.2 ✓ 01.1 ✓ |
| 527+89 | ✓    |         | 10.3 ✓ 03.0 ✓ |

SPIKE IN PP 7' RT. STA 529+87



PROFILE FOR CORRECTION OF WASH

STA. 526+00 TO 530+00

H.I.  
1413.30 ✓ -

WILLIAMS T  
Mc HONEY &  
JACOBS  
KEMP

9-5-52

HOT

77

|          |      |         |        |           |
|----------|------|---------|--------|-----------|
| 527+89.5 | ✓    |         | 7.9 ✓  | ✓ 05.4    |
| 528+00   | ✓    |         | 7.1 ✓  | ✓ 06.2    |
| 528+50   | ✓    |         | 4.9 ✓  | ✓ 08.4    |
| T. Rod   | 8.08 | 1416.27 | 5.11 ✓ | 1408.19 ✓ |
| 529+00   | ✓    |         | 8.2 ✓  | ✓ 08.07   |
| 529+20   | ✓    |         | 7.9 ✓  | ✓ 08.37   |
| 529+50   | ✓    |         | 6.0 ✓  | ✓ 10.27   |
| 530+00   | ✓    |         | 5.5 ✓  | ✓ 10.77   |

CHECK TO  
T.B.M.

1412.80 1412.80

SPRINK P.P. 4943 7' RT. STA. 529+87





2467  
1680  

---

781

|     |                  |                    |      |                  |
|-----|------------------|--------------------|------|------------------|
| Bm  | <del>9.68</del>  | <del>1430.44</del> |      | 1420.76          |
| T.P | <del>10.86</del> | <del>32.68</del>   | 8.62 | <del>21.85</del> |
| T.P | <del>12.63</del> | <del>40.86</del>   | 4.44 | <del>28.24</del> |
|     | 9.84             | 30.60              |      | 1420.76          |
|     | 4.92             | 29.30              | 6.22 | 24.38            |
|     | 4.96             | 28.48              | 5.98 | 23.52            |
|     | 7.55             | 32.03              | 4.00 | 24.48            |
|     | 5.79             | 32.41              | 5.41 | 26.52            |
|     | 1.76             | 27.69              | 6.48 | 25.93            |
|     | 4.85             | 24.61              | 7.93 | 19.76            |

8+81.70      End.

~~6+ 11.80      13° 11' R~~

~~4+ 39.30      18° 33' R~~

~~2+ 99.29      53° 13' L~~

0+00 17° 50' L End South-S.U PL 629+59.12

1912

98.60  
572  
92.98

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

Co. B.M. Elmst. 1437.00

DIFF. 322.96

4760.76 = 228495.90 hub.

573 + 10.69 BC

1345

2929

1893.64

572

99.36

2153

1683

S.T. 303.59

R 1500

22° 53

L-59908

DEFL. 1146

375  
70  
3150

45  
55  
225  
225

270  
240  
510

342  
315

658

578  
140

93.64

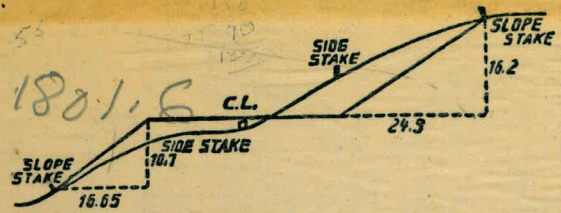
92.96

68

592

85

87



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 | 71.20 | 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 |

THE NATIONAL BLANK BOOK COMPANY  
HOLYOKE MASSACHUSETTS  
NEW YORK CHICAGO BOSTON SAN FRANCISCO