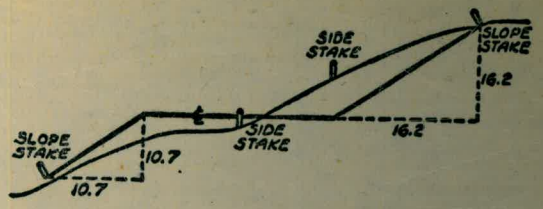

Distances from Side Stakes for Cross-Sectioning

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.

817

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	Degree of Curve													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	03	.06	09	13	16	19	.22	.25	.28	.31	34	38	42	.46
15°	04	10	14	19	24	.29	.34	.39	45	.51	.53	58	.63	.68
20°	06	.13	19	.26	.32	.39	.45	.51	.58	.65	.72	79	.84	.90
25°	.08	16	24	.33	40	49	.58	67	.75	.83	90	.99	1.06	1.14
30°	10	19	.29	39	49	.59	.69	79	.89	.99	1.09	1.20	1.29	1.39
35°	11	22	.34	47	.58	.69	.70	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	15	.30	44	60	76	91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	19	38	.57	76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	21	42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	23	46	.69	.93	1.16	1 40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	25	.51	76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	30	.61	91	1.22	1.53	1.84	2.15	2.46	2 78	3.10	3.44	3.78	4.12	4.46
85°	33	66	1.00	1.33	1.68	2.02	2.36	2 70	3.05	3.40	3.77	4.14	4.55	4 89
90°	36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	39	79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4 76	5.31	5 86	6.43	7 01	7 60
120°	62	1.25	1 93	2.52	3.16	3.81	4 45	5.11	5.77	6 44	7 12	7.80	8.50	9 22

FOR EXTERNALS ADD

Central Angle	Degree of Curve													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	036	.046	.056	.065	.074	.083	.093	.106	120	127	135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.985	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

INDEX

alice

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INDEX (Cont'd.)

51ST ST.
ORANGE TO TROJAN
PROFILE & PROPOSED WATER MAIN

FEB. 5 1952
BEATTY
POWELL
BERGER

(℄ = 10' East ℄ STREET)

BM	4.15	390.98 ✓		386.83	B.P. SW Cor EL Cajon & 51ST
TP	0.07	377.80	13.11	377.87	
SET TBM			7.91	369.89	½" I.Rod Prop. Cor
TP	0.70	365.29	13.21	364.59	
TP	1.12	353.16	13.25	352.04	
TP	0.23	340.18	13.21	339.95	
TBM	1.12	335.94	5.36	334.82	Top F.H.
0+00 = So Propline Orange					
0+30			5.6	330.3 ✓	
0+64	Line of curb		7.1	328.8 ✓	
+73			6.6	329.3 ✓	
+79			6.7	329.2 ✓	
+86			5.6	330.3 ✓	$\frac{10.6}{5} \times \frac{3.6}{4}$
1+00			7.6	328.3 ✓	
+30			10.7	325.2 ✓	$\frac{14.7}{5} \times \frac{8.7}{2}$
TP	0.65	323.44	13.15	322.79 ✓	
+56			3.5	319.9 ✓	
+60			4.9	318.5 ✓	
+87			8.2	315.2 ✓	

51ST ST.
ORANGE To Trojan

		323.24	
1+96		10.8	312.6 ✓
	Top 30" CMP	12.41	311.03 ✓
2+02	Bott 30" CMP	14.91	308.53 ✓
2+07		10.8	312.6 ✓
+10		13.2	310.2 ✓
+13		14.9	308.5 ✓
+22		10.1	313.3 ✓
+39		11.0	312.4 ✓
+85		9.9	313.5 ✓
3+00		10.4	313.0 ✓
+14		10.2	313.2 ✓
+32		8.9	314.5 ✓
+49		8.3	315.1 ✓
+61		8.1	315.3 ✓
+67		7.2	316.2 ✓
+74			
+80		5.8	317.6 ✓
+80		3.9	319.5 ✓
+81		4.2	319.0 ✓
4+00		4.5	318.9 ✓

45° ±
9' LT To Inlet 30" CMP Cross Drain Skew

Bottom of gully

DIRT Driveway

9" LT Begin Cobble stone Ret Wall
Bottom " " " "
S. RT TO END
Top " " " "

51ST ST.

ORANGE TO TROJAN

		323.44		
4+04			4.7	318.7 ✓
+14			6.6	316.8 ✓
+32			4.5	318.9 ✓
P	8.31	331.09	0.66	322.78
+40			10.1	321.0 ✓
+40			7.3	323.8 ✓
+44				
+59			7.0	324.1 ✓
+93			5.1	326.0 ✓
5+00			4.8	326.3 ✓
5+05			4.0	327.1 ✓
+17			2.7	328.4 ✓
+18			2.3	328.8 ✓
+22			2.2	328.9 ✓
+31			4.8	326.3 ✓
+45			6.9	324.2 ✓
+62			6.0	325.1 ✓
6+00	(12th)		1.0	330.1 ✓
+14			0.0	331.1 ✓

4' high Spanish Bayonet Plant.

End of Wall 6° Lt.
Bottom of Cobble stone Wall
Top of " " "

25° Rt 18" Pepper tree

8° Lt Begin Rubble Masonry Ret Wall

Top Wall 4.3 / 0.5 x

4' Lt End Rubble Masonry Ret Wall

7' Ornament Cypress tree

51ST ST.

ORANGE TO TROJAN

		331.09			
P		12.60	343.66	0.03	331.06 ✓
6+50				3.7	340.0 ✓
P		11.14	354.45	0.35	343.31
+58				11.8	342.7 ✓
+81	(So. Prophet Trojan)				
+85				6.1	348.4 ✓
+91				5.3	349.2 ✓
7+11	(E. TROJAN AVE)			2.4	352.1 ✓
+31	(20' Nor E. Trojan)			2.1	352.4 ✓
P		12.53	366.93	0.05	354.40
CK P				2.33	364.60 = 364.59

SAN ELIJO ST.
NICHOLS TO OWENS
& PROFILE PROPOSED WATER MAIN.

STATION	+ B.S.	H.I.	- F.S	ELEV.
BM	13.63	54.26 ✓		41.625
P	13.28	67.16 ✓	0.38	53.88 ✓
P	13.35	80.21 ✓	0.30	66.86 ✓
SET TBM			4.80	75.41 ✓
0+00			6.6	73.61
+18			5.6	74.61
+26			5.2	75.01
+40			4.9	75.31
+52			4.0	76.21
+53				
"				
+65				
1+00			1.0	79.21
+25				
+26			1.25	
+27				78.96
P	8.87	87.99 ✓	1.09	79.12 ✓
1+33				
1+51.5			8.85	79.14
1+70			8.75	79.24

FEB. 8 1952
BEATTY
POWELL
BERGER

(℄ = 10' East'ly ℄ STREET)

BP. NE Cor Rosecran & NICHOLS

Top F.H. SE Cor NICHOLS & San ELIJO

So. prop line Nichols on AC pavement

" "

℄ Nichols " "

" "

Nor. prop line Nichols & Begin Juniper hedge
End AC Pavt. (3.5 RT 2.5 LT - 6' high.

Begin Rubble wall (1.5 high) 2.5 LT

Edge AC pavt 14' RT 23.5 LT

End Juniper hedge, begin ornamental hedge 3 same wide

5' RT To 30" ornamental tree (rubber?)
9' RT to Rubble wall

6' RT To 12" Ornam tree. 8' RT to Rubble wall

End hedge 3' RT 2' LT. Begin AC. Pavt.

End of rubble wall 3' RT B.C. of RW picket fence 22.5 RT.

17' RT EC of rustic RW. 4.5 picket fence

Cor of Garage 21.5 RT.

Cor. of Garage 21.5 RT. Edge A.C. 8' LT.

Edge AC pavt

SAN ELIJO ST.
NICHOLS TO OWENS

		87.99		
1+91		5.6	82.39	Edge A.C. pav't 45 RT
2+00		5.0	82.99	
2+03		7.85	80.14	23° RT Fen. Cor. Edge AC pavt
2+31		6.0	81.99	15 RT Approx ℄ of cul-de-sac.
+52		4.8	83.19	Edge of A.C pavt.
+66		4.4	83.59	
PI	12.21	100.00 ✓	9.20	87.79 ✓
+73		8.9	91.10	
+77		8.4	91.60	
+80		8.8	91.20	
+95				11° RT Tel pole
3+00		5.2	94.80	
+41		+1.0	101.0	
PI	1.13	101.00 ✓	0.15	99.85 ✓
+46		2.9	98.10	
+52		13.02	87.98	Edge conc. pav't
+65		13.25	87.75	in gutter on Line of face of curb
+78		11.58	89.42	℄ Owens St.

SAN ELIJO
NICHOLS TO OWENS

		101.00			
TP	0.06	87.6~~2~~ 74 23	13.32	87.68	✓
TP	0.54	75.~~1~~ 12	13.05	74.~~57~~ 69 22	
TP	0.90	63.~~00~~ 74	13.01	62.~~77~~ 19	
TP	2.55	52.~~62~~	12.93	50.~~87~~ 41.62	
CK BM.			11.12	~~41.50~~ = 41.63	BP. NE Cor Rosecrans & Nichols

Plotted 2-21-52 A.T.

MISSOURI ST.
NOYES TO OLNEY
& PROFILE PROPOSED WATER MAIN

B.M.	7.12	123.12 ✓	116.00
SET TBM.	1.92	119.80 ✓	5.24 117.88 ✓
0+00		6.0	113.80
+50		5.5	114.30
1+00		5.7	114.10
+50		6.2	113.60
2+00		6.1	113.70
+50		5.2	114.60
3+00		5.1	114.70
+29		13.22	106.58
+29		5.50	114.30
+50		5.1	114.70
4+00		5.3	114.50
+50		6.2	113.60
5+00		8.2	111.60
+50		9.1	110.70
+80		9.6	110.20
6+10		9.9	109.90
6+20		9.92	109.88
SET TBM		15.27 8.02	111.78 ✓

FEB. 8 1952
BEATTY
POWELL
BERGER

9.

℄ = 10' South ℄ STREET
GAS LINE = 10' North ℄ ST.
LT. 10' LINE S.E COR {LAMONT / MISSOURI

GAS X'ING	WAT. X'ING
RT. 1+275	RT. 1+56
RT 1+78	LT. 1+61
RT 1+83	RT. 2+05
RT 2+38	LT 2+22
	LT. 2+52
	RT. 2+61
	LT. 3+05
	LT. 3+37
	LT 3+59
	LT. 4+21
	LT. 4+55
	LT. 4+90

Invert of 6" Sewer 10' LT. To M.H.

Rim of M.H.

RIM SEW M.H. 10' LT 64
Invert of 6" SEWER
NAIL IN POLE NW. COR MISSOURI & OLNEY

JUAN ST.
TAYLOR TO GAINES
℄ PROFILE – PROPOSED 6" WATER
℄ = 10' Southerly ℄ St

BM	4.73	09.45 ✓	04.72
0+00		5.08	4.37
0+40			
+50		4.60	4.85
+61.5			
+80		5.42	4.03
+93		5.3	4.15
1+00		5.2	4.25
1+01.5			
1+02			
+50		5.1	4.35
2+00		5.1	4.35
+25	Rim of MH	4.65	4.80
+25			
+31			
+48			
+50		5.0	4.45
+81			
+85			
+91			
3+00		4.9	4.55

FEB. 14, 1952
Beatty
Powell
Berger

10

B.P. S.E Cor JUAN & Taylor

E 33' prop. line Taylor St (on Conc)
WATER LINE X.ing (A.C on Conc)
℄ Taylor
GAS LINE XING (A.C on Conc)
(A.C on Conc)

A.C on Conc
West prop line Taylor — 24.9 RT To End curb ret
5.0 LT To End curb ret

6.3 LT Stop sign

15.5 RT to Gas M.H.

1.5 RT ℄ 12.0 RT Edge 2" AC — RT 5.08 / 1.5 Edge AC (2")
5.10 / 2 " "

10' RT Sewer MH.

6.8 LT Guy Anchor

6.3 LT Po & Tel Pole # P-2925

2+63 26.5 RT. WAT. MET — 4.96 / 2.0 E.AC

7.0 LT 3 Guy Anchors

4.8 / 2.0 Edge A.C

Plotted 2-25-52 D.T.

JUAN ST.

TAYLOR TO GAINES

E PROFILE - PROPOSED 6" WATER

09.25

3+50		4.8	4.65
4+00		4.6	4.85
+05.8			
+24.5	Rim of M.H	4.03	5.42
		2.45	
+24.5	Inv. Sew.	6.78	2.67
P	4.94 10.36 ✓	4.03	05.42 ✓
4+50		5.6	4.76
+51.5			
5+00		5.7	4.66
+50		5.6	4.76
6+00		5.5	4.86
+50		5.3	5.06
7+00		5.3	5.06
+45.5			
+50		5.4	4.96
+58			
+63			
+76			
+81			

2/12/52

11

RT.

4.66 Edge A.C.
2.5

(55 LT Pole & Tel. Pole # 407235
3+485

4.45 " "
2.5

{ 8' LT To 7' offset Hub & CT.
{ 28' RT " " " " "

10' RT Sewer M.H Flows East on Taylor

RIGHT

5.47 E. A.C
2.5

65 LT Pole & Tel. Pole #3001

5.45 E. AC
2.3

5.53 E. AC.
2.5

55 LT Pole & Tel. Pole #3049

5.35 E. AC.
2.5

5.07 E. AC
3.5

4.95 E. AC
5.

{ Clump of 3 Elm trees 60 ft
{ " " " " 35 LT

5.1 E. AC
11.0

2° RT 6" Elm

6° LT Clump 4 - Black Acia Trees

2 - 6" Elm 6° RT.
2 - 2" Elm 5° LT

Clump of 5 - Tamarac trees.

Juan St.
Taylor To Gaines
& Profile Proposed 6" Water

10.36

8+00	(West Proline Gaines)	5.0	5.36	
TBM	4.48	10.48 ✓	4.36	06.00 ✓
CK BM			5.76	04.72 = 04.72 ✓

0+00
0+65

2+06

2+34.5
2+90
2+91

5+57.5
5+60
5+92

5+93

6+13

6+31

6+47

6+48

6+79

6+80

7+16

7+40

2/14/52

12

{16° RT To Edge A.C. 5.45 E.AC
{35° To RR Rail Prop Cor & SW Top. 16.

BP SW. Cor Juan & Taylor

Water Crosses
Gas Crosses

22' RT to Gas

2" Water Crosses
9.5 LT WAT. MET. WAT. Crosses
Gas Ser. Crosses Gas 18°-RT

" " "

10.5 LT. WAT MET. WAT. Crosses
WAT Ser Cross Water MET. 9.5 LT (near edge)

Gas Ser Crosses

" " "

8.5 LT. Wat. Met Wat Crosses.

Gas Ser. Crosses

10.5 LT. Wat. MET WAT. Crosses.

7.0 LT WAT. MET " "

Gas Ser. Crosses

7.5 LT WAT. MET Water Crosses

Gas SER. Crosses

Columbia St
Chalmers To Walnut
℄ Profile Proposed 6" Water
℄ = 10' East'ly ℄ St.

BM	11.37	108.48 ✓	97.11
0+00 = (Nor. P.L. - Chalmers)			
0+40 ℄ Chalmers		12.65	95.83 ✓
+50		12.76	95.72 ✓
+61		13.10	95.38 ✓
+65		13.37	95.11 ✓
+69		13.03	95.45 ✓
+73		12.6	95.88 ✓
+76		12.2	96.28 ✓
+80	(Se. Prop. line Chalmers)	11.1	97.38 ✓
+84		9.7	98.78 ✓
1+00		8.9	99.58 ✓
1+04		8.8	99.68 ✓
+04.5		9.1	99.38 ✓
+11		8.85	99.63 ✓
+21		8.35	100.13 ✓
+28		6.4	102.08 ✓
+38		5.0	103.48 ✓
1+50		4.7	103.78 ✓
+56		3.3	105.18 ✓

BP SE Cor Columbia & Chalmers

0+30 Gas Xing.

Edge Conc. Gutter — Gas Line 31.5 RT.

℄ " "

Edge Conc Gutter

7' offset Lft 21° LT.

{ 16° LT End curb ret.
{ 35° RT End " ret.

Ner Edge Lawn

Edge oiled driveway

" " "

{ 15' RT Edge A.C Road
{ 35' RT " " "

COLUMBIA ST
CHALMERS TO WALNUT
& PROFILE PROPOSED 6" WATER

		108.48			
1+58			4.0	104.48 ✓	
1+66			3.0	105.48 ✓	
1+ Proj	11.05	119.51 ✓	0.02	108.46 ✓	
1+86			8.5	111.01 ✓	
1+90			6.3	113.21 ✓	1' Wide hand placed Stone ret wall – no mortar
1+94			5.6	113.91 ✓	
2+00			6.0	113.51 ✓	
+02			6.0	113.51 ✓	
+02			5.20	114.31 ✓	} Conc Curb – irreg. but approx 45° Skew to RT
+02			5.20	114.31 ✓	
+02			5.5	114.01 ✓	Edge A.C Driveway
+22			5.10	114.41 ✓	Edge AC " Begin 2° Sidewalk 45° Skew RT
+25			5.27	114.24 ✓	Edge Conc Sidewalk
+25			3.10	116.41 ✓	1° Wide Rubble Masonry Ret Wall
+26			3.15	116.36 ✓	
+27			3.1	116.41 ✓	
P	12.90	131.74 ✓	0.67	118.84 ✓	
+46			11.2	120.54 ✓	14° LT. TO WAT. MET
+50			10.9	120.84 ✓	

2+18 – GAS Xing
2+21 14° LT WAT MET

COLUMBIA ST.
CHALMERS TO WALNUT.
& PROFILE PROPOSED 6" WATER

		131.74		
2+62		10.1	121.64 ✓	
+69		6.1	125.64 ✓	
+71		6.5	125.24 ✓	
+795		5.9	125.84 ✓	
+80		5.5	126.24 ✓	
+85		5.0	126.74 ✓	
+91		5.4	126.34 ✓	
3+00		4.0	127.74 ✓	
+07		2.5	129.24 ✓	
+12		2.0	129.74 ✓	
+21		+0.5	131.79 ✓	
P (conc)	6.11	137.84 ✓	0.01	131.73 ✓
+24.5			5.45	137.39 ✓
+33			4.95	132.89 ✓
+35			4.1	133.74 ✓
+39 (10.5 LT OF SEW. M.H.)				
+50			2.9	134.94 ✓
+53			2.3	135.54 ✓
+81			0.0	137.84 ✓
4+00			0.0	137.84 ✓
+12.5				

2+64 GAS Xing

Edge A.C. Driveway — 2°-wide grass in center

" " "

GAS Xing

3+03 13.5 LT WAT. MET

A.C. DRIVEWAY

GAS. Xing.

3+63 LT 11.2 WAT. MET
1.5 LT. 2" G.V.

2" GAS Xing GAS 23° LT

WALNUT ST.

COLUMBIA TO INDIA

℄ PROFILE PROPOSED 6" WATER

℄ = 10' Southerly ℄ St.

		137.84		
4+13.5		1.75	136.09 ✓	} 3' oiled sidewalk — 5° RT To Edge AC ROAD
+16.5		1.85	135.99 ✓	
+19		2.1	135.74 ✓	Edge A.C Road
True 4+31° ℄ P.I. →		2.0	135.84 ✓	on AC (WAT MET 24.5' So. 2.5 Easterly)
←Δ = 90°01'30" RT				WAT MET 4+36, 24.5 LT
4+50		4.1	133.74 ✓	" " " WAT MET 4+39. 24.5 LT
+58.5		5.05	132.79	Edge AC on ℄ — Edge A.C 25 RT (Street)
+67		6.0	131.84	on Nat Grd (Iceplant) 4+66 / 4+71 } GAS Xings.
+68		6.8	131.04	" " " (" ")
+78		8.5	129.34	Edge A.C } Driveway — 4+87 25° LT WAT MET
5+00		12.35	125.49	Edge A.C } Driveway — A.C 5° RT (Street)
PI	1.12	126.61 ✓	12.35 125.49 ✓	Cor sidewalk 1319 Walnut
+21		5.1	121.51	A.C 4.5 RT street
+23		6.0	120.61	
+25		5.7	120.91	5+31 15.5 LT WAT MET
				1.5+41 GAS Xing
+39		9.1	117.51	Edge A.C Driveway — 5° RT AC Street
+50		10.3	116.31	on A.C
+60		10.7	115.91	End A.C - Wooden Barricade. GAS Xing
+64		10.9	115.71	
PI	0.18	112.04 ✓	12.75 113.86 ✓	Conc (SW) sidewalk

WALNUT ST
COLUMBIA TO INDIA
& PROFILE PROPOSED 6" WATER

		114.04			
5+70			2.6	111.44	
+75			4.3	109.74	
+80			5.2	108.84	
+84			6.2	107.84	
+85			7.0	107.04	
+91			9.0	105.04	
6+00			12.5	101.54	
PI	0.69	102.06 ✓	12.67	101.37 ✓	
+10			3.7	98.36	
+27			7.4	94.66	
PI	0.72	89.82 ✓	12.96	89.10 ✓	
+50			1.3	88.52	
+58			4.1	85.72	2" WAT 8± LT — 2" GAS 20± RT
+58			6.5	83.32	
+65			9.3	80.52	
+65			10.3	79.52	
PI	0.00	77.21	12.6	77.21 ✓	
+72			4.7	72.51	
6+76±			5.15	72.06	Begin A.C. Pavt { 3" A.C. on 6" Conc Pavt.

WALNUT ST.

COLUMBIA TO INDIA
& PROFILE PROPOSED 6" WATER

77.21

6+76 ± 5.58 71.63 ✓

6+86 ± 7.26 69.95 = 69.96

6+88 ± curb line

7+02 ± (12' East of & St.) 7.62 69.59

CK BM.

2-18-52 18.

16 ± LT & 36 ± RT End of curb ret

LT 8 ± 5 To Edge Storm DRAIN

LT. 32 ± 6 F.H

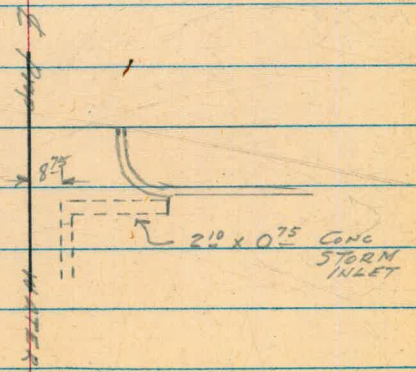
LT 30 ± To STORM DR. Inlet 2' x 0 ± 75

G.V 30' LT & (6+99 ± 32 ± 6 LT. To G.V.)

CK'd curb.

BR (Gone) NW Cor Indiana & Walnut

7+02 ± is westerly of east PL 26'
Approx E of India is 11 ± Westerly of 7+02 ±



FRANKLIN AVE
32nd ST. TO BANCROFT
℄ PROPOSED 6" Water

BM	10.24	58.85 ✓		48.61
TP	13.34	72.12 ✓	0.07	58.78 ✓
TP	7.26	78.90 ✓	0.48	71.64 ✓
SET TBM			3.51	75.39 ✓
0+00			5.65	73.25
+30			5.70	73.20
+50			5.95	72.95
+60				
1+00			5.7	73.20
+50			5.7	73.20
2+00			6.3	72.60
+50			6.7	72.20
3+00			10.0	68.90
TP	0.78	66.79 ✓	12.89	66.01 ✓
+28			0.8	65.99
+50			2.6	64.19
+84			4.5	62.29
+92			3.8	62.99
+93			6.8	59.99
+97			7.5	59.29

2/18/52

20

BP NW Cor. 31ST Ocean View

Top F.H. 32nd & Franklin SW Cor

West Prop line 32nd St. on Conc Pavt. 6" G.V

℄ 32 on A.C. Pavt

on A.C. curb line

End curb ret. 10' RT 30' LT.

WAT MET 32° LT 1+28
WAT MET 12° RT 1+47
WAT. MET. 30° LT 1+62 1760 GAS Xing.
" " 32.5 LT. 2+04.5
" " 13.5 RT 2+26
2+27 GAS Xing
2-WAT. MET.'s 35° LT 2+34
WAT. MET 36° LT 3+11
WAT. MET 75 RT 3+12

GAS Crossing

3.5/5 × 6.4/1.5 7.0

FRANKLIN ST.
32nd to BANCROFT
℄ Profile Proposed 6" Water

	66.79		
4+00		7.6	59.19
+08		8.8	57.99
+28		9.0	57.79
4+45		10.30	56.49
4+48		9.85	56.94
4+58 E. Prop line Bancroft.			
11	12.28 78.98 ✓	0.09	66.70 ✓
CK TBM		3.62	75.36 - 75.39
0-05	3.5 RT G.V., 11.2 RT F.H.		
0+10	Curb line		

3+97 10.2 RT End Curb ret
19.2 LT To 2" GAS

Curb Line
℄ Bancroft St (dirt)

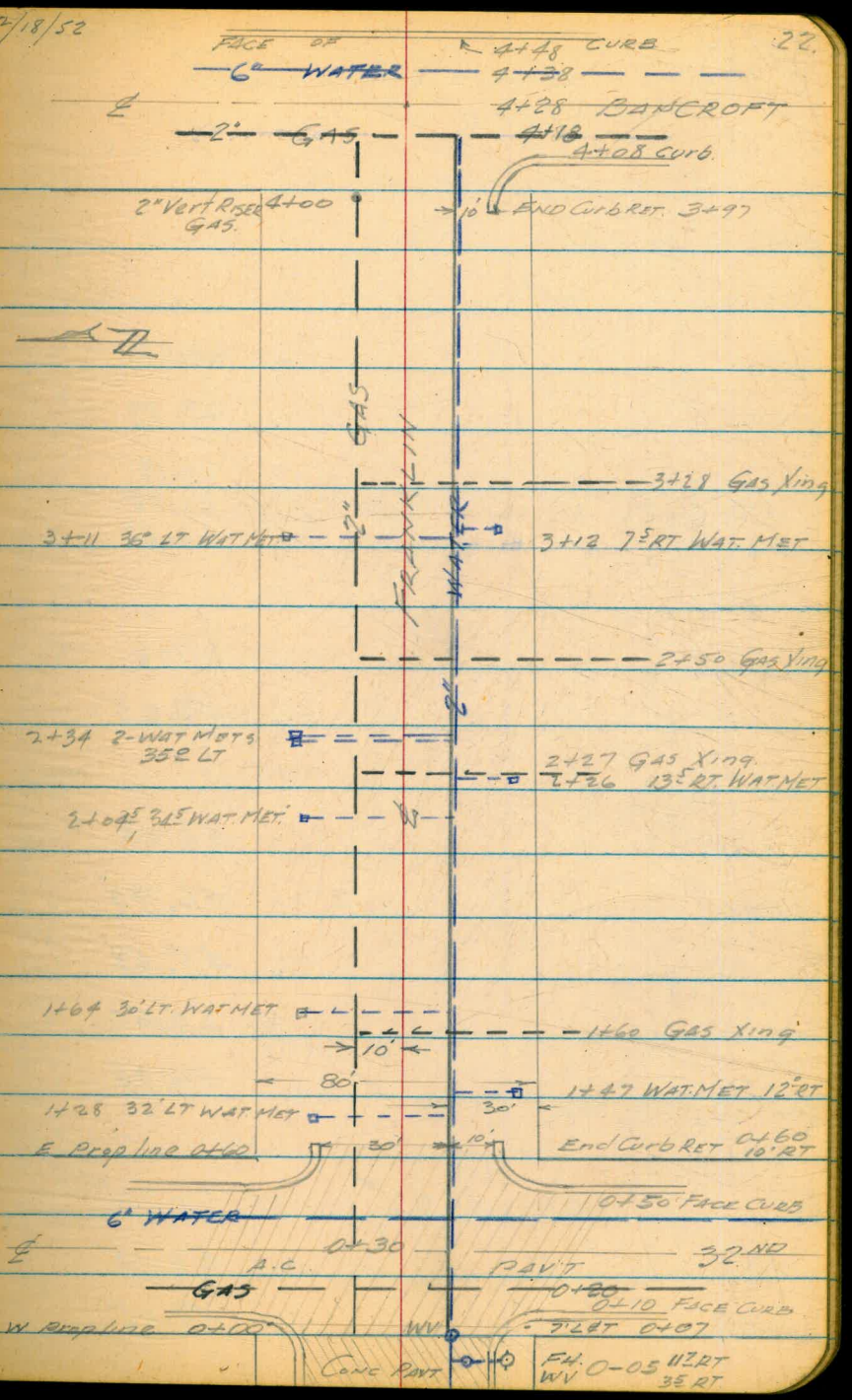
Curb line

Top F.H.

FRANKLIN ST
32nd To Bancroft
Proposed 6" WATER

2/18/52

22.



Plotted 2-21-52 PBT

GARDENA AVE.
FRANKFORT TO KNOXVILLE
℄ PROFILE PROPOSED 6" WATER
℄ = 10' SOUTH ℄ ST.

FEB. 19, 1952 BEATTY POWELL BERGER

BM.	0.76	64.88 ✓	64.12	BP on Curb west side of Frankfort 1 Nor Nor line Garde
0+00				West Prop line Frankfort ST.
0+14		0.61	64.27	Top of curb
0+14		1.15	63.73	Gutter
+30		0.7	64.18	
+38		RIM 0.90 INV. - 13.13	63.98	92 LT To SEW M.H. Rim
+40		1.2	63.68	℄ Frankfort
+45				3° RT To G.V.
+63		3.5	61.38	
1+00		5.2	59.68	
+22				Mail Box 0° RT
+50		6.3	58.58	
2+00		7.9	56.98	
+38		9.2	55.68	
+34		9.38	55.50	10° LT Sew. M.H
	Rim INV.	14.78		
+50		10.1	54.78	
+90				1° RT Mail Box
PI	3.99	56.25 ✓	12.62 52.26 ✓	
+89		4.1	52.15	
+92		5.1	51.15	

0+32 Edge AC.

2+56 19° RT. WAT MET

2+94 2" WAT on ℄

GARDENA AVE
FRANKFORT TO KNOXVILLE
& PROFILE PROPOSED 6" WATER

	56.25			
3+00		5.0	51.25	
3+20 ℄		4.8	51.45	
+38		5.4	50.85	Edge road
+50		5.8	50.45	Edge road 5° LT
SET TBM		8.10	48.15 ✓	on Conc Mon. SE Cor GALVESTON & GARDENA 3+90 — 2-WAT MET'S 35° LT
4+00		6.5	49.75	
+24		8.1	48.15	
+31		7.6	48.65	
+50		7.8	48.45	
5+00		6.9	49.35	
+50		5.5	50.75	5+02 GAS Xing 5+08 WAT MET 15° RT
6+00		4.3	51.95	
+02		3.7	52.55	
+42		0.9	55.35	
+50		1.4	54.85	
+60		2.5	53.75	
PI	a66	43.92 ✓	12.99	43.26 ✓
7+00			3.2	40.72
+17			6.7	37.22
PI	2.66	34.12 ✓	12.46	31.46 ✓

GARDENA AVE
FRANKFORT TO KNOXVILLE
& PROFILE PROPOSED 6" WATER

	34.12	
7+50	8.9	25.22
+51		
+84	10.4	23.72
7+95.5 = Gardena	10.5	23.62
5+43.0 Berry		
8+00	10.4	23.72
+17	9.7	24.42
+50	9.6	24.52
9+00	10.5	23.62
+50	11.0	23.12
10+00	11.6	22.52
+50	12.1	22.02
+64	12.7	21.42
11+00	12.9	21.22
+29	13.0	21.12
SET TBM.	7.76	26.36 ±

15 RT Guy Anchor

Top/Bank 6.7 / 3 × 9.6 / 15 Edge road

Top/Bank 8.6 / 3. × 11.4 / 15 Edge road

12.0 / 3. Edge road

12.9 / 3. Edge road

10+56 17° LT To G.V.
10+85 6" WAT. Xing.
26° LT To G.V.

Approx E. Prop. line Knoxville

3/4" I.P. SW. Cor Berry & Gardena

Plotted 2-21-52 A.T.

BERVY ST.
LITTLEFIELD to GARDENA
℄ PROFILE PROPOSED 6" WATER

℄ = 10' East ℄ STREET

34.12

5+43.2 = Gardena.		10.5	23.62
7+95.2 Bervy			
5+11		10.7	23.42
5+00		11.4	22.72
+50		13.1	21.02
TP	11.82	22.72 ✓	13.32 20.90 ✓
4+00		2.9	19.82
+50		3.7	19.02
3+00		4.2	18.52
+50		4.8	17.92
2+00		5.2	17.52
+50		5.4	17.32
1+00		5.8	16.92
+50		5.5	17.22
+25		5.0	17.72
+20		5.2	17.52
0+00		5.32	17.40
TP	11.98	29.97 ✓	4.73 17.99 ✓
CK BM		11.23	18.74 ✓ = 18.80
TP	13.20	42.91 ✓	0.26 29.71 ✓

2-18-52
BEATTY
POWELL
BERGER

4+30 - Gas Xing.

3+45 Gas Xing.

2+88 Gas Xing

2+76 22' LT. WAT. MET.
1+69 25° LT WAT. MET.
1+31 Gas Xing
1+12 10° RT. WAT. MET.
0+75 30° LT. WAT. MET.

Nor. Prop line Littlefield St.

Edge A.C Pavt. ℄ Littlefield St.

on A.C. Pav't.

BP Sw. Cor Littlefield & Bervy

Plotted 2-21-52 DET

GALVESTON ST.

LITTLE FIELD TO GARDENA

℄ PROFILE PROPOSED 6" WATER

℄ = 10' East ℄ of Street

42.91

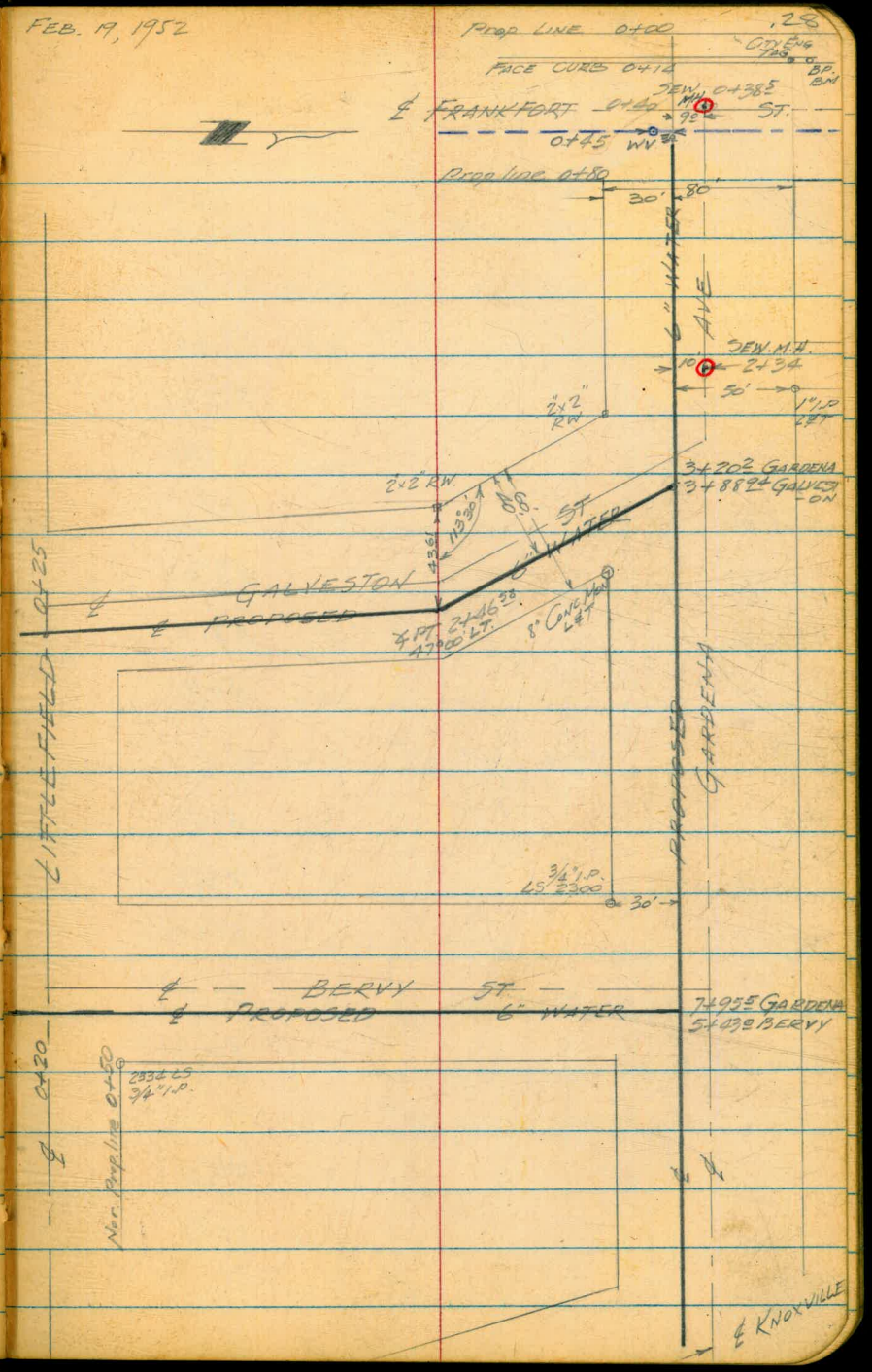
0+00		6.65	36.26	West Prop line Littlefield ST.
0+22		6.44	36.47	Edge AC
0+25		6.2	36.71	℄ Littlefield
				0+46 - 28 LT. WAT. MET.
+50		5.8	37.11	0+77 52 RT WAT MET
+68		5.2	37.71	Edge road
1+00		2.8	40.11	
+50		0.6	42.31	
℄	9.76	52.64 ✓	0.03	42.88 ✓
1+98				3° RT. Guy Pole
2+00		7.8	44.84	
+16		7.3	45.34	Edge road
+46 ℄ RT		7.8	44.84	
				8° LT To Main Box
+70		5.3	47.34	2+51 2° RT WAT MET
				2+76 Gas Xing.
+77		4.9	47.74	Edge road
3+00		4.5	48.14	
+50		2.8	49.84	
3+88.94 Galveston		1.2	51.44	
3+20.2 Gardena				
CK TBM.		4.53	48.11 = 48.15 ✓	Conc. Mon. SE Cor Galveston & Gardena

2-19-52

BEATTY
POWELL
BERGER

GARDENA, BERVY, GALVESTON
PROPOSED 6" WATER

FEB. 19, 1952



Frankfort St.
Ingulf To Milton
& Profile
Proposed 6" Water

	+	HI	−	Ground	
BM	13.28	55.31 ✓		42.03	B.P. SW Cor Erie & Milton
Set TBM			4.12	51.19 ✓	End of curb. SW Cor. Milton & Frankfort
17+90			1.65	53.66	18+10 18' RT AC Pavin
17+73			1.7	53.61	
17+72			0.4	54.91	
17+56			+0.3	55.61	
17+50			2.3	53.01	
17+46			3.1	52.21	
17+40			4.4	50.91	
P	9.94	61.10 ✓	4.15	51.16 ✓	
17+25			10.0	51.10	
17+19			8.1	53.0	
17+17			5.7	55.40	
17+00			5.7	55.40	5'LT. 16+55 Asst'd Shrubs
16+50			5.0	56.10	3'LT. 16+40 8" Pepper Tree
P	12.69	70.71 ✓	3.08	58.02 ✓	16+25 - 16+35 Asst Cactus & Sh
16+00			11.4	59.31	
15+50			4.6	66.11	
P	12.66	82.67 ✓	0.70	70.01 ✓	

FRANKFORT ST
INGULF TO MILTON
& PROFILE
PROPOSED 6" WATER
82.67

15+00			8.7	73.97	
14+50			0.2	82.47	
PI	13.32	92.92 ✓	3.07	79.60 ✓	Cor Conc Wall
14+00			6.8	86.12	13+76, 13' OT 10" Pepper 13' LT 9" "
+60			6.6	86.32	
+50			6.3	86.62	+50 Sewer Mh 10' RT
+37			6.9	86.02	G45 Xing 13+40
13+25			6.1	86.82	+25 Begin divided dirt road & dirt island 3' LT
13+00			4.6	88.32	
12+50			4.5	91.42	
PI	10.24	102.98 ✓	0.8	92.74 ✓	
12+00			9.2	93.78	
+50			6.3	96.68	
11+00			8.2	94.78	

$\frac{2.9}{20}$ $\frac{2.9}{7}$ $\frac{1.7}{4}$ $\frac{3.3}{3}$ $\frac{4.6}{3}$ × $\frac{4.4}{10}$

$\frac{0.2}{20}$ $\frac{0.2}{7}$ + $\frac{1.3}{6}$ $\frac{1.4}{3}$ × $\frac{1.6}{10}$

$\frac{6.5}{20}$ $\frac{6.3}{9}$ $\frac{5.4}{8}$ $\frac{9.0}{2}$ × $\frac{9.1}{10}$

$\frac{4.4}{20}$ $\frac{4.4}{8}$ $\frac{3.2}{6}$ $\frac{5.4}{2}$ $\frac{6.1}{1}$ × $\frac{6.4}{10}$

$\frac{6.7}{20}$ $\frac{6.7}{7}$ $\frac{5.9}{6}$ $\frac{8.1}{2}$ × $\frac{8.5}{10}$

FRANKFORT ST.
INGULF TO MILTON
& PROFILE
PROPOSED 6" WATER

		102.98		
10+50		9.8	93.18	7.8 7.8 7.3 9.0 9.7 9.9 (19 6 5 3 2 10)
10+00		9.5	93.48	7.8 7.9 6.8 8.1 9.4 9.8 (19 7 5 3 2 10)
9+69		9.3	93.68	+69 End divided road & dirt island 4° LT.
+50		9.6	93.38	
+20		8.4	94.58	+20 4" Water Xing (Steel)
9+00		8.0	94.98	
+50		7.9	95.08	
8+00		8.1	94.88	
+50		8.6	94.38	
PI	10.45	104.87 ✓	8.56 94.42 ✓	
7+00		10.9	93.97	
+50		10.9	93.97	
6+00		10.1	94.77	
+50		8.6	96.27	
5+00		6.8	98.07	WAT. 5' LT 5400
+87		6.4	98.47	Edge of Road (Just newly Squirted)
+93	Shldr	5.7	99.17	4+61 Gas Xing
4+58	Shldr	5.4	99.47	4+79 WAT Xing

FRANK FORT ST.

INGULF TO MILTON

℄ PROFILE

PROPOSED 6" WATER

	104.87		
4+50		5.6	99.27
4+00		4.1	100.77
+50		2.0	102.87
P	11.66	116.51 ✓	0.02 104.85 ✓
3+00		10.9	105.61
+50		8.3	108.21
2+00		6.5	110.01
+50		4.4	112.11
1+00		3.5	113.01
+50		2.1	114.41
+40		2.3	114.21
0+00		1.7	114.81
SET TBM		5.31	111.20 ✓
		Rim. 3.72	112.79
		Inv. 13.82	102.69
P	0.50	106.35	104.85
		Rim. 6.96	97.89
		Inv. 15.75	89.10
CK TP		0.50	104.85
P	13.32	93.92	79.60
		Rim 7.20	86.72
		Inv 15.00	78.92

4-8-52 32

Edge of Old Road (2.)

Wat. 32 LT 4+00

4+37 } 2 - 14' LT WAT MET

4+39

3+91 13' LT " "

3+61 13' LT " "

3+51 23' RT " "

3+10 14' LT " "

2+60 14' LT " "

2+09 14' LT WAT MET

1+97 285 RT WAT MET

1+65 16' LT WAT MET

1+55 26' RT WAT MET

℄ Ingulf Connection 10' RT

09
76

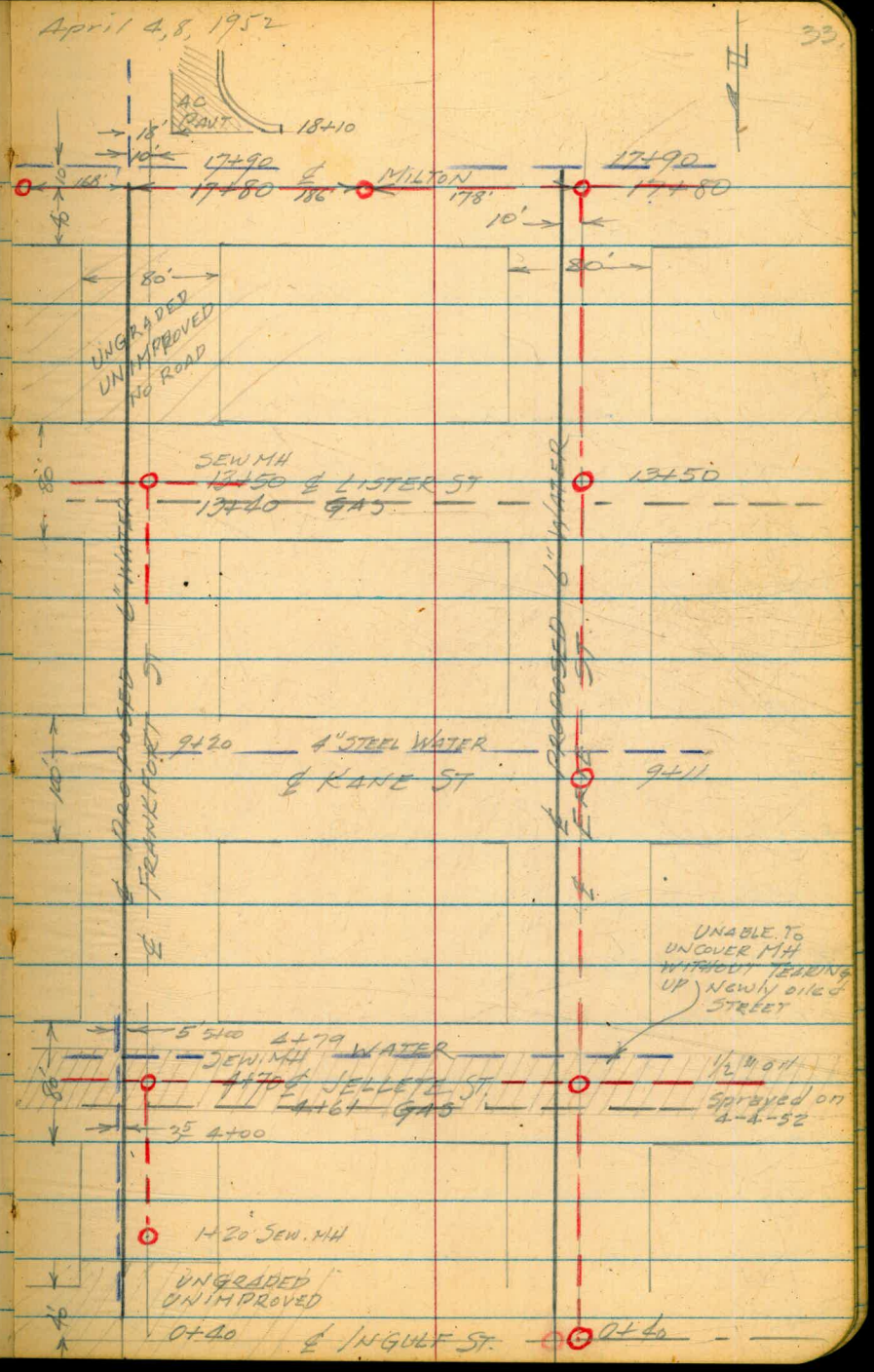
SEWER MH 10' RT 1+20

SEW M.H. 10' RT 2+70

8" SEW MH. 10' RT 13+50

FRANKFORT ST. & ERIE ST
INGULF TO MILTON
PROPOSED 6" WATER

April 4, 8, 1952



ERIE ST.
INGULF TO MILTON
& PROFILE

APRIL 8, 1952
BEATTY
PONELL
BERGER

PROPOSED 6" WAT

	+	HI	—	GROUND	
TBM	2.12	113.32 ✓		111.20	
TP	0.05	100.49 ✓	12.88	100.44 ✓	
TP	0.20	87.29 ✓	13.40	87.09 ✓	
TP	0.03	74.13 ✓	13.19	74.10 ✓	
SET TBM		Rim 8.78 Inv. 16.28		65.35 ✓ 57.85	on SE x Rim SEW M.H 10' RT 0+40
0+00			10.0	64.13	
0+40			8.2	65.93	0+83 12' LT WAT MET.
+50			8.5	65.63	1+05 37' RT " "
1+00			8.5	65.63	
+50			8.4	65.73	
2+00			8.4	65.73	1+55 45 LT Wat MET.
+50			8.0	66.13	1+69 32' RT " "
3+00			7.6	66.53	2+05 33' RT WAT MET.
+50			7.5	66.63	2+50 33' RT " "
4+00			8.0	66.13	2+55 6' LT " "
+50			8.1	66.03	2+90 34' RT " "
+58	Edge of oil		7.8	66.33	3+62 4' LT " "
+77	" "	"	7.6	66.53	3+68 34' RT " "
5+00			8.1	66.03	
TP	2.07	68.93 ✓	9.27	64.86 ✓	on Conc Casing for Pe Pole SE Cor JELLET & ERIE

ERIE ST
INGULF TO MILTON
& PROFILE
PROPOSED 6" WATER
68.93 HI

5+50		3.6	65.33	(0.6 lower 2"ht)
6+00		4.8	64.13	(0.6 " ")
+50		6.3	62.63	
7+00		7.1	61.83	
+50		8.5	60.43	
8+00		9.7	59.23	
+50		11.6	57.33	
9+00		11.1	57.83	
	Rim 11.83		57.10	
	Inv. 20.03		48.90	SEW. M.H. 10' RT
+50		12.0	56.93	
10+00		13.0	55.93	
PI	1.37	57.04 ✓	13.26	55.67 ✓
+50		1.5	55.54	
11+00		1.7	55.34	
+50		2.0	55.04	
12+00		2.7	54.34	
+50		3.6	53.44	
13+00		4.6	52.44	
13+50		5.5	51.54	
	Rim 6.07		50.97	
	Inv. 14.87		42.17	SEW. M.H. 10' RT

Begin	4+98 55 LT
Dry	5+19 5° LT
Cobble	5+20 3' LT
Stone	5+40 2' LT
Wall	5+41 5 LT
End	5+60 55 LT

9+11 (Straight thru)

10+43 8' LT WAT. MET.
10+99 9' LT " "
11+12 8' LT " "
11+81 6' LT " "
12+27 5' LT " "
12+76 8' LT " "

12+96 } 49 LT Conc
13+04 } Driveway

13+50 Straight thru

ERIE ST.
INGULF TO MILTON
& PROFILE
PROPOSED 6" WATER
57.04 HI

14+00		6.6	50.44		
+50		8.0	49.04		
15+00		9.8	47.24		
+50		11.9	45.14		
16+00		13.1	43.94		
P	4.32	48.14 ✓ 13.22	43.82 ✓		
+50		4.6	43.54		
17+00		4.9	43.24		
+50		5.5	42.64		
+90		5.6	42.54		
		Rim 5.43	42.71		
		Inv. 13.53	34.61		
CK BM		6.04	42.10 ✓ = 42.03		
TBM	9.53	60.72	51.19		
		Rim 1.10	59.62 ✓		
		Inv. 9.20	51.52 ✓		
TBM	3.20	54.39 ✓	9.53 51.19 ✓		
		Rim 6.16	48.23 ✓		
		Inv 13.96	40.43 ✓		

14+00 14+02 }	10 LT	2-WAT MET.	
SEW. M.H	10' RT	17+80	10" E To W 8" from Nor.
10" SEWER MH	168' LT	17+80	(Frankfort St)
10" SEWER MH	186' RT. — 17+80	FRANKFORT ST.	
	178' LT. — 17+80	ERIE ST.	

OGDEN ST.
WIGHTMAN - WESTERLY
SHILO ST.
WIGHTMAN TO OGDEN
& Proposed 6" WATER

2+14± TEE on OGDEN

2+09± ℄ PT 27°56' LT.

0+00 = SHILO
6+55 WIGHTMAN

6+43 End of Work ± OGDEN

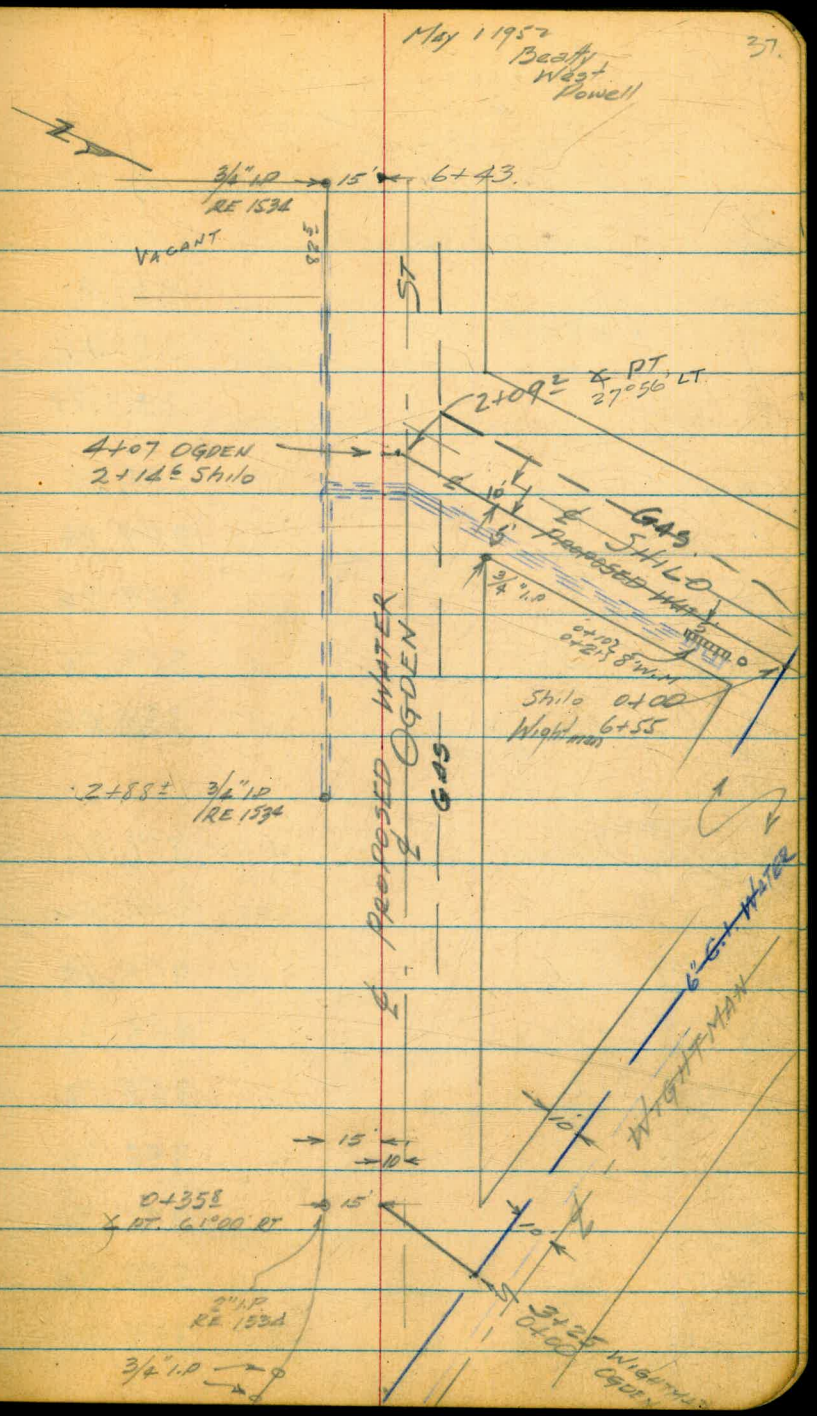
4+07 OGDEN
2+14± SHILO

0+35± ℄ PT 61° RT

0+00 = OGDEN
3+25 WIGHTMAN

May 1 1957
Beatty
West
Powell

37.



SHILO ST.
WIGHTMAN TO OGDEN
& OGDEN ST.
WIGHTMAN - WESTERLY
& PROFILE PROPOSED WATER

BM.	3.59	358.36	354.77	NAIL IN POLE SE COR SHILO & WIGHTMAN
0+00 = SHILO		10.45	347.91	Top 6" C.I.
6+55 WIGHTMAN		5.6	352.76	
				0+10 5'LT Po Pole #3801
				Nat Grd. 0+10 / 0+21 } 8-WAT MET'S 5'LT
0+50		4.6	353.76	
				0+79 5'LT Guy Anc.
1+00		3.4	354.96	
				0+90 Gas Xing
+50		4.1	354.26	0+92 5'LT Po Pole #597090H
2+00		4.1	354.26	
				1+95 Gas Xing
+09.3 (℄ PT)		4.1	354.26	
2+14 = (TEE) SHILO		4.3	354.06	
4+09 OGDEN				
0+00 = OGDEN		6.65	351.71	Top 6" C.I.
3+25				
		3.1	(355.26 Wightman)	
+35.3 (℄ PT)		3.2	355.16	
				0+63 10' LT Guy Anc
+50		3.0	355.36	0+86 10'LT Po Pole #5323
1+00		2.6	355.76	
+50		2.6	355.76	
				1+89 / 1+89 } Gas Xing
2+00		3.0	355.36	
				2+35 10' LT Po Pole #5319
+50		3.4	354.96	
3+00		3.5	354.86	

OGDEN ST.
Cont'd.

	358.36		
3+50		3.4	354.96
4+00		4.3	354.06
+09		4.1	354.26
+50		4.8	353.56
5+00		5.3	353.06
+50		6.8	351.56
6+00		11.0	347.00
+35		12.7	345.66
+43		16.4	341.96
CK BM.		3.59	354.77 = 354.77

3+41 Gas Xing

4+09 10' Lt Pe Pole #5301

4+57 } Gas Xing
4+65 }

5+15 Gas Xing

5+61 9' Lt Power Pole #5281

5+86 9' Lt Guy Anc.

Modesto St & Sumac
Juniper to Laurel
& Proposed Water

8+92.28 Intersn proposewater Laurel

8+31.03 ℄ PT 27°50' RT

7+33.23 E.C

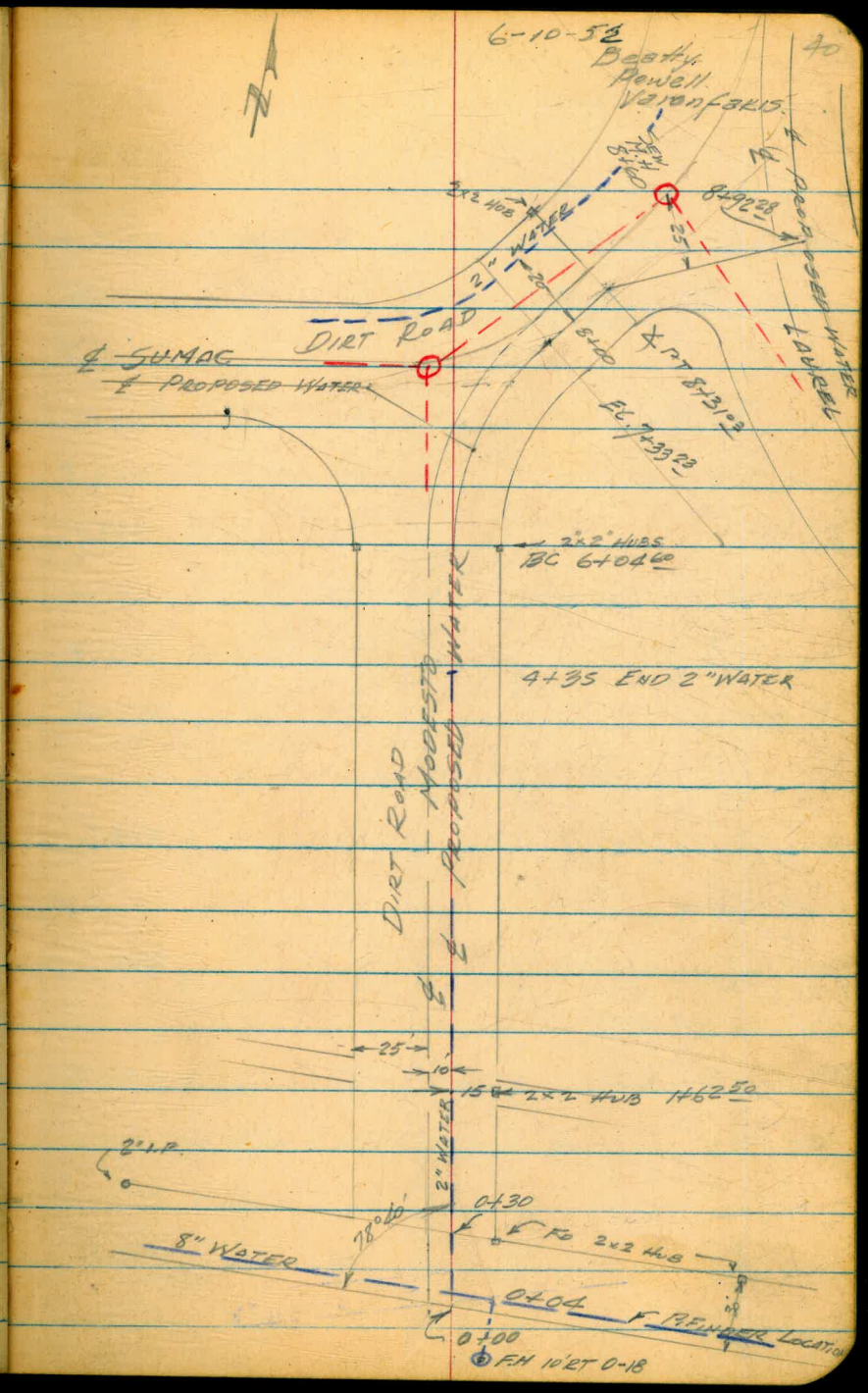
Δ = 45°55 RT
R = 160.51
L = 128.63

6+04.60 B.C

1+62.50 POT 15' RT 2x2 Hub

0+30 = N'ly Prop line Juniper

0+04 8" Water.



Modesto St.
Juniper To Laurel
& Profile - Proposed Water

TBM	0.16	268.56	268.40
$8+92^{28}$ (Intersn. With proposed water Laura)	1.6		266.96
+50	2.9		265.7
Sew. M.H	Rim 2.13 Inv. 13.23		
$+31^{03}$ (℄ PT.)	4.8		263.8
8+00	5.5		263.1
7+50	7.4		261.2
$7+33^{23}$ (EC.)	7.8		260.8
7+00	8.2		260.4
6+50	8.4		260.2
$6+36^{70}$ Modesto $= 8+02^{30}$ Sumac	8.5		260.1
$6+04^{60}$ (B.C.)	9.2		259.4
Set TBM.	3.63	264.93	
6+00	9.2		259.4
5+50	10.1		258.5

June 15, 1952
Beatty
Powell
Varonfakis

41

(See Pg. 45)
Nail in Po. Pole west side of Street Laurel & Sumac
= 3+11° Proposed water Laurel St.

25' Lt. 8+60

2" Wat. 20' Lt
Wat Met 24' Lt. 7+98
7+85 Wat Met 11' Rt.

2" Wat 20 Lt 7+40
Wat. Met 23' Lt 7+40
7+18 Wat Met 16' Rt.

Wat Met 27' Lt 7+02
" " 37' Lt. 6+71

Left — Edge Road 4: 8.2 7.8 / 3 × 9.9/10 — Right

6+43 7' Rt Guy Anc.

Edge Road 5: 8.1 7.6 / 4 × 9.4/10

6+23 8' Rt Po. Pole

Edge Road 6: 8.3 7.9 / 4 × 10.2/10

3/4" I.P. SW Cor. Sumac & Modesto

Edge Road: 9.0 8.6 / 6 5 × 11.2/10

5+20 8' Rt. Po. Pole

Modesto St
℄ Profile proposed Water (Cont'd)

		268.56		
5+00		9.1	259.5	
PI	6.08	265.61	9.03	259.53
4+50		7.7	257.9	
4+00		7.7	257.9	
3+50		7.8	257.8	
3+00		7.8	257.8	
2+50		6.6	259.0	
2+00		5.4	260.2	
1+50		5.2	260.4	
1+00		6.5	259.1	

Edge Road 9.1/7 8.8/6 × 11.1/10

" " 6.3/7 6.2/6 × 9.3/10

℄ - 4+35 End 2" WAT
4+30 5'LT Mail Box
4+25 8'RT Guy Anc.
4+08 28'LT. WAT. MET
4+04 8'RT. Po. Pole

6.3/6 5.8/5 9.0/10

6.4/7 6.0/6 × 9.3/10

WAT. MET 32'LT 3+21
MAIL BOX 4'LT 3+20

6.0/6 5.6/5 × 8.9/10

5.7/5 5.4/4 × 7.7/10

2+25 2" Water on ℄

5.1/4 4.7/3 × 6.1/10

2" WAT. 4'=LT 1+62 - 1+62 7'RT Po. Pole

Edge Road 5.5/4 5.1/2 ×

7.1/5 6.5/4 ×

Modesto St
& Profile proposed water (Cont'd.)

	265.61		
0+50	8.9	256.7	Edge Road 9.7 4 9.0 3
0+37	9.8	255.8	Man Boxes 15 LT 0+51 0+52
0+35	10.6	255.01	
0+30	10.7	254.9	
0+04 & pipe on Juniper	12.2	253.4	2" WAT. 7' LT.
SET. TBM	12.02	253.59	Top F.H. 10' RT. 0-18 (Cont'd page 49.)

Laurel St + Sumac
& Profile

West
Kemp
Wilson

June 13 52

	+	H.I.	−		
	1.01	288.90		287.89	Brk. Top Hyd. Popular + Hollywood Park
	1.16	281.70	8.36	280.54	Turn on NW Prop Pipe Fairmont Sumac
	1.02	272.35	10.37	271.33	0-56 ℄ WAT. Fairmont 0-21 Edge Conc Pavt
	6.39	270.54	8.20	264.15	−11.8 for invert Turn on W Rim MH Fairmont + Laurel
BC			6.0	Edge of Pavement	
0+00			6.5	264.04	West Prop Line Fairmont at Laurel
+25			6.2	264.3	
+50			6.1	264.4	
+75			5.9	264.7	
1+00			5.7	264.8	
+25			5.5	265.0	
			5.23	North Rim MH	Alley −11.0 = 15.23
+50			5.1	265.4	
+75			5.0		
2+00			4.9	265.6	
+25			4.7		
+50			4.6	265.9	
+75			4.4		
3+00			4.1	266.4	3+30 Begin 1" AC. Driveway 1' LT 3+50 " 1" AC. " 4° LT
+25			3.1	267.4	3+695 Begin Conc Driveway 12 LT 3+80 " " 1' LT
+50			2.1	268.4	" Conc Wall 2' High 1' LT 3+88 Edge Conc Steps on ℄
+75			1.8	268.7	4+00 Conc Wall 3° RT 4+11 End Conc Wall 5' RT

.08/10
1.3/6 1.0/10
00/6 Concrete Drive

Laurel + Sumac

		270.54	2.14	268.40
	9.26	277.66		
380.75			7.0	Edge Concrete wall 2' Hi
4+00			9.1	268.6
P.C.C 4+02 81			8.9	268.8
4+25			8.3	269.4
EC 4+55 53			7.8	269.9
5+00			7.2	270.5
BC 5+39 45			6.9	270.8
5+50			5.8	271.9
+75			5.3	272.4
6+00			4.3	273.4
+25			3.7	273.96
+50			3.4	274.3
+75			3.8	273.9
7+00			3.7	273.96
7+05 75			3.6	274.1
+50			3.0	274.7
+77 75			2.5	275.2
			044	277.22

3+75 7.8 ± LT. WAT. MET
4+05 23' LT " "
2" WAT. Ends 18' LT 4+07

8+71 ± 2' LT Guy Anc

9.0/10	9.0/7	7.0/3.0	6.6/10
8.5/10	8.8/20'	6.6/3.0	6.0/10
7.8/10	8.2/20	5.7/6.0	5.5/10
7.2/10	7.2/3.0	5.0/4.0	4.5/10
		Rock	
6.5/10	6.7/3.0	4.4/2.0	3.6/10
	6.0/3.0	3.8/1.0	3.4/10
	6.0/3.0	2.4/10.	
	4.4/3.0	1.6/10.	
	4.0/10.	3.8/10.	
	3.6/10.	2.5/10.	
		2.4/5	
	2.5/10	0.9/10	

4+11 4' RT P. Pole D295317
4+31 4' RT Guy Anc

Laurel + Sumac

6-13-52 - 46

	+	H.I.	−	
	11.02	288.24		277.22
			8.7	
EO 8+93.58			6.2	282.0
			5.9	
9+00			5.9	282.3
9+50			5.9	282.3
10+00			7.7	280.5
+37.56			9.0	279.2
			8.90	279.3
			0.30	287.94 = 287.89

8.7/10

8+93 3-WAT Met's 35'LT

East edge of MH in alley Sumac -10E to Invert

8.2/10 P. Pole #2576 3'LT

5.3/4.0

6.9/6.0

10+27E P.P. #2599 6'LT -6E to Invert

Tojo M.H. Sumac + Fairmont

Ret. Curb 25'LT 10+276 Ret. Curb 5°LT

Sew MH 10+30. 11'LT

LAUREL ST
Fairmount to SUMAC
SUMAC ST
Laurel to Fairmount
& Proposed Water.

10+56.56 W. prop. line Fairmount

8+92.58 E.C Δ 66°00' RT (3 chords @ 22½°)
R 99.69
L 114.83

7+77.75 B.C

7+05.75 E.C

Δ 24°00'
R = 397.02
L = 166.30

5+39.45 B.C

4+55.53 EC

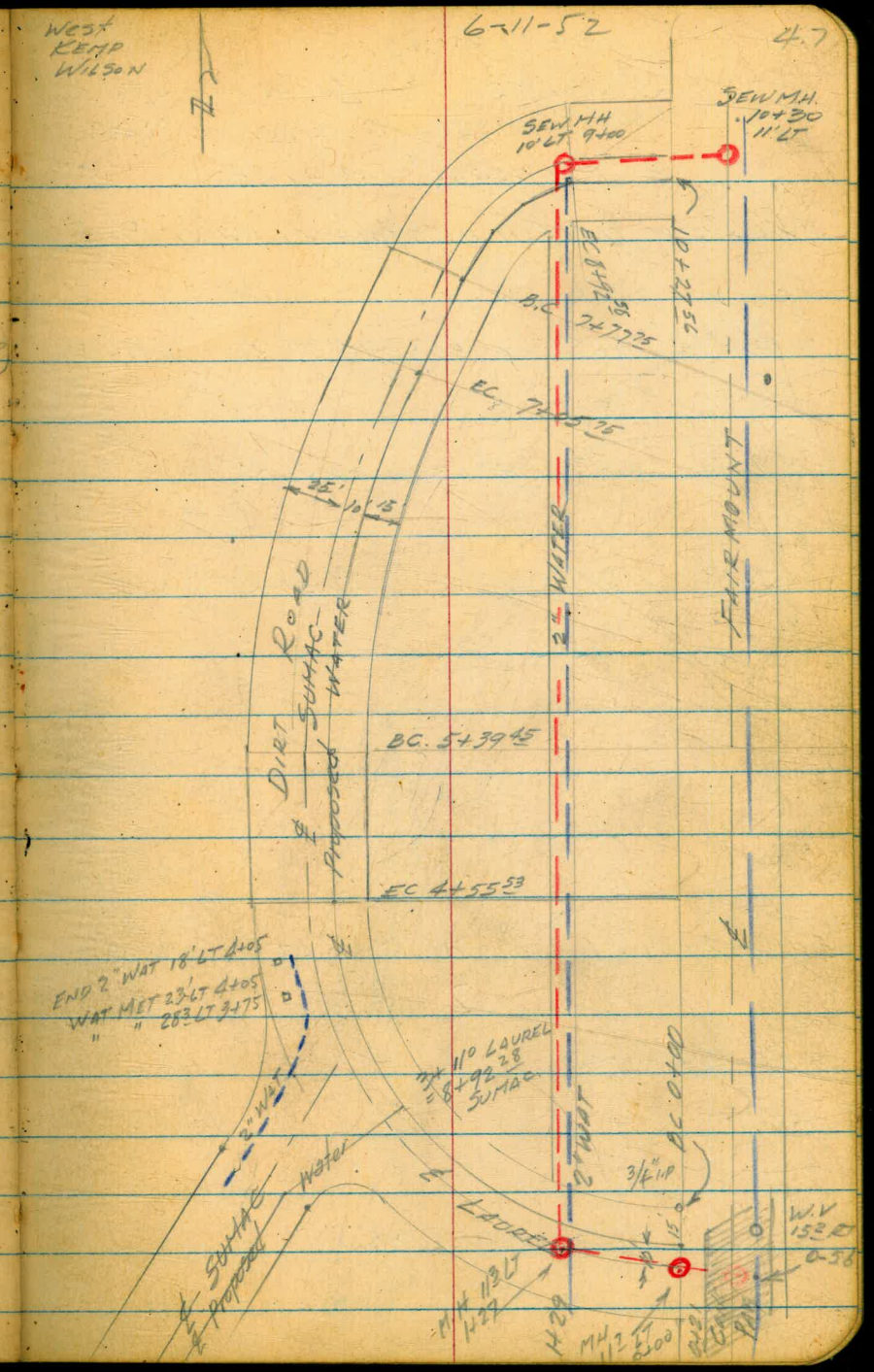
Δ 90°00' RT
R 290.
L = 402.81

B.C
0+00 = W. Prop line. Fairmount.

WEST
KEMP
WILSON

6-11-52

4.7



SUMAC. ST

JUNIPER to INTERSECTION with proposed Water on MODESTO & Proposed WATER

8+02.30 Intersn with proposed water Modesto (= 6+36.70 Modesto)

7+29.97 ℄ PT (AT. BC.) 12°33' RT

6+73.29 ℄ PT (AT. EC.) 25°31' RT

6+20.74 ℄ PT (AT. BC.) 25°31' RT

EC 2+89.78 Δ 6°32' RT
R 765.
L 87.23

B.C 2+02.55

0+00 (35' LT Conc. Mon)

6-12-52.
Beatty
Rowell
Varonfakis

7+29.97 12°33 E ℄ PT

6+73.29 ℄ PT 25°31 RT

SUMAC.
7+93.0
86°05 LT
EQUALS
6+63.45 MODESTO
AHEAD TO 8+13.29
44°53' RT

6+20.74 ℄ PT
25°31' RT

8+02.30

3/4" I.P.

2x2 HUB

68.45
729.07
797.52
16.27
813.79

2" WATER
SUMAC
Modesto WATER

EC 2+89.78

B.C 2+02.55

CONC MON 35' LT 0+00

JUNIPER

SUMAC 3T
JUNIPER TO MODESTO
& Profile Proposed Water

T.BM	11.39	264.98		253.59
TP	1.06	266.04	0.00	264.98
0+00			7.3	258.74
Top of Stem of G.Val.			9.64	256.40
0+50			10.8	255.24
TP	2.30	256.94	11.40	254.64
1+00			2.9	254.0
1+50			4.4	252.5
2+00			4.4	252.5
+02 55 B.C			4.4	252.54
2+50			4.2	252.7
2+89 78 E.C.			3.2	253.7
3+00			2.8	254.1
3+50			1.2	255.7
TP	12.04	266.60	0.38	256.56

Top F.H. SE Cor JUNIPER & MODESTO (See Page 43)

9.1/10 = 7.5/2 Edge Road

35° LT Sta 0+00 G.Val on 8" WATER
19.5 LT 2" WAT.

Edge Road × 11.3/3 8.9/10

0+30 2" WAT 20' LT
1+00 " " 23' LT
2+00 " " 24' LT

× 00/7 +2.1/10

× 3.4/4 2.0/8 +1.3/10

1+46 9' RT Guy Anc.
1+72 9' RT Po Pole

WAT MET 25' LT H85

× 4.3/4 2.5/10

2+35 5' RT Mail Box
2+54 7' RT Wat. Met

× 3.3/4 0.7/10

3+05 9' RT WAT MET
3+18 9' RT. Po. Pole

× 1.1/3 0.3/5 +2.2/10

3+59 7' RT Wat. Met

Sumac St
℄ profile (Cont'd)

	268.60		
4+00	11.6	257.0	2" WAT. 18.3 LT 4+00
			WAT. MET 23' LT. 4+00
4+50	10.0	258.6	
5+00	8.7	259.9	2" WAT. 20.5 LT 5+00
+50	7.4	261.2	
6+00	6.1	262.5	
6+20.74 ℄ PT	5.8	262.8	2" WAT. 21 LT
6+73.39 ℄ PT	5.4	263.2	
7+29.97 ℄ PT	5.9	262.7	
			WAT MET 46' LT 7+51
7+50	6.3	262.3	
SEW M.H.	Rim 6.90 Inv. 11.22		21' LT 7+76
7+97	8.2	260.4	

11.6/2 8.1/10
Mail Box 4' RT 4+01
WAT. MET. 5' RT 4+02
Po Pole 5' RT 4+06
~~WAT MET 6' RT 4+28~~
10.1/3 6.8/8 6.5/10
8.8/3 5.1/10
Po Pole 5' RT 5+20
7.6/3 3.4/10
WAT. MET 5' RT 5+62
6.3/2 2.6/10
5.9/5 3.7/10
5.4/4.5 3.3/10
Mail Box 5' RT 6+92
WAT. MET 10.5 RT. 7+50

Sumac.

℄ Profile (Cont'd)

	268.60			
8+00		7.7	260.9	
8+02.30		8.5	260.1	
CK TBM ℄05	268.96	3.69	264.91 = 264.93	3/4" IP prop cor
CK TBM		0.58	268.39 = 268.40	Nail in Pole Sumac ℄ Laura

Poppy Place
Manzanita To Manzanita
& Proposed Water

5+62.60 AT 2" D.O VAL.

3+40.79 ℄ PT (at EC) 19°26'10" LT.

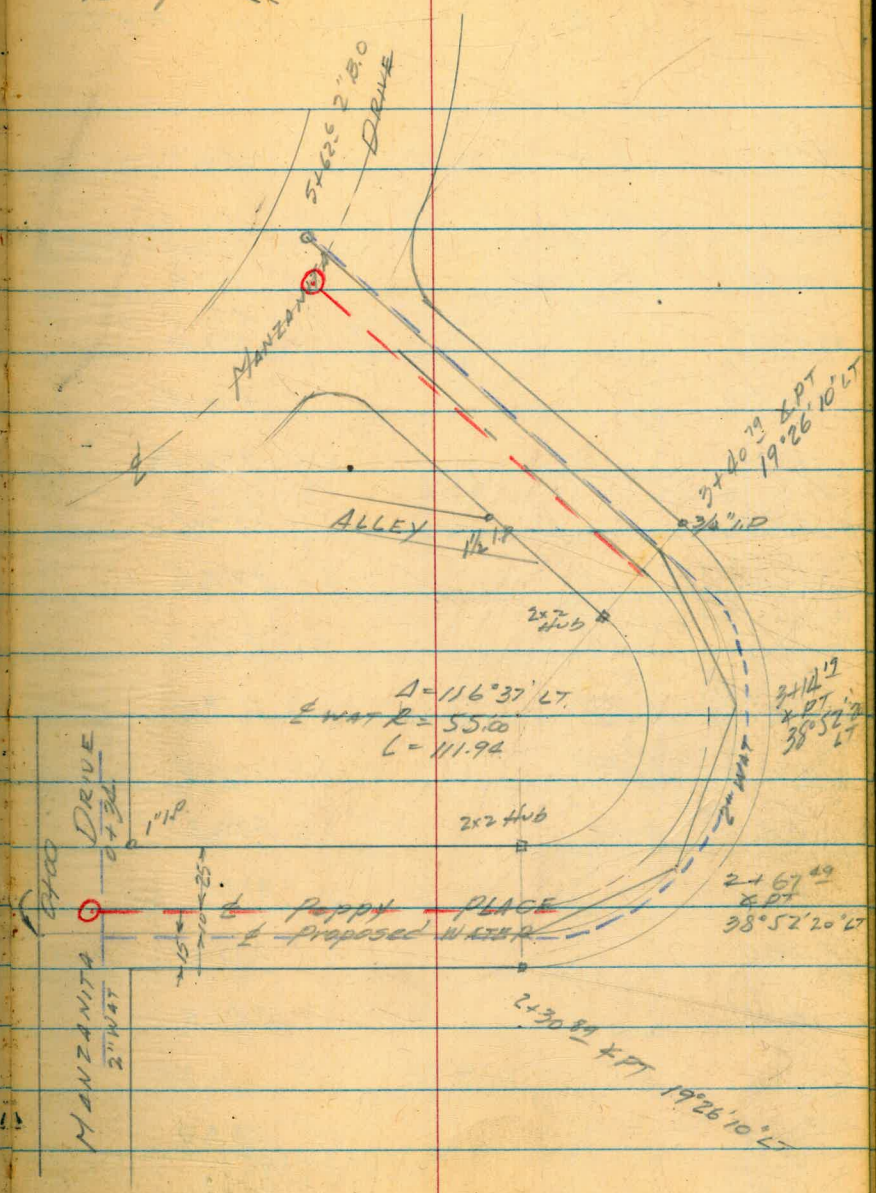
3+16.19 ℄ PT (P.O.C.) 38°52'20" LT.

2+67.49 ℄ PT (P.O.C) 38°52'20" LT.

2+30.89 ℄ PT (at BC) 19°26'10" LT.

0+00 Nor Prop Line Manzanita Dr

West Kemp



Poppy Place
℄ Profile proposed WATER

West
Kemp.

BM	3.20	289.58		286.38	Top F.H. SE Cor Violet & Poplar
TP	4.13	282.58	11.13	278.45	
SET. TBM			1.63	~~286.31~~ 280.95	Top F.H. SE Cor Violet & MANZANITA DRIVE
0+00.	Nor prop line Manzanita Drive		4.8	277.8	
			Rim 4.89	277.7	277.69
0+25			Inv. 13.20	269.18	SEW M.H. 10'LT 0+25
0+50			5.7	276.9	
1+00			6.0	276.6	
+50			5.9	276.7	1+32 25'LT WAT. MET
2+00			5.0	277.6	1+66 26'LT " "
2+30.89	℄ PT		4.6	278.0	2+18 25'LT " "
+67.49	℄ PT		4.5	278.1	
3+16.19	℄ PT		3.8	278.8	
+40.79	℄ PT		3.2	279.4	
+50			3.1	279.5	
4+00			2.4	280.2	
+50			1.3	281.3	
TP	8.55	289.91	1.19	281.39	
5+00			6.9	283.0	
+35			Rim 5.40	284.5	
+50			Inv. 10.50	279.4	
			5.2	284.7	
+62.6			5.3	284.6	
			6.12	Top Stem 2" VALVE	
CK BM			3.53	286.41 = 286.38	

C 5.8 10

C 6.0 2 9.2 10

C 5.9 2 7.6 10

1+94 Gas Ser Xing
1+89 P Pole #3937 5'RT
2+11. 5'RT. WAT. MET
2+40 Gas Ser Xing
2+46 6'RT WAT. MET
2+81 15'RT. WAT. MET
2+87 Gas Ser Xing
2+83 P Pole #P3947 13'RT
3+30 12'RT. WAT. MET
3+43 Gas Ser Xing

5+15 4'RT. WAT. MET

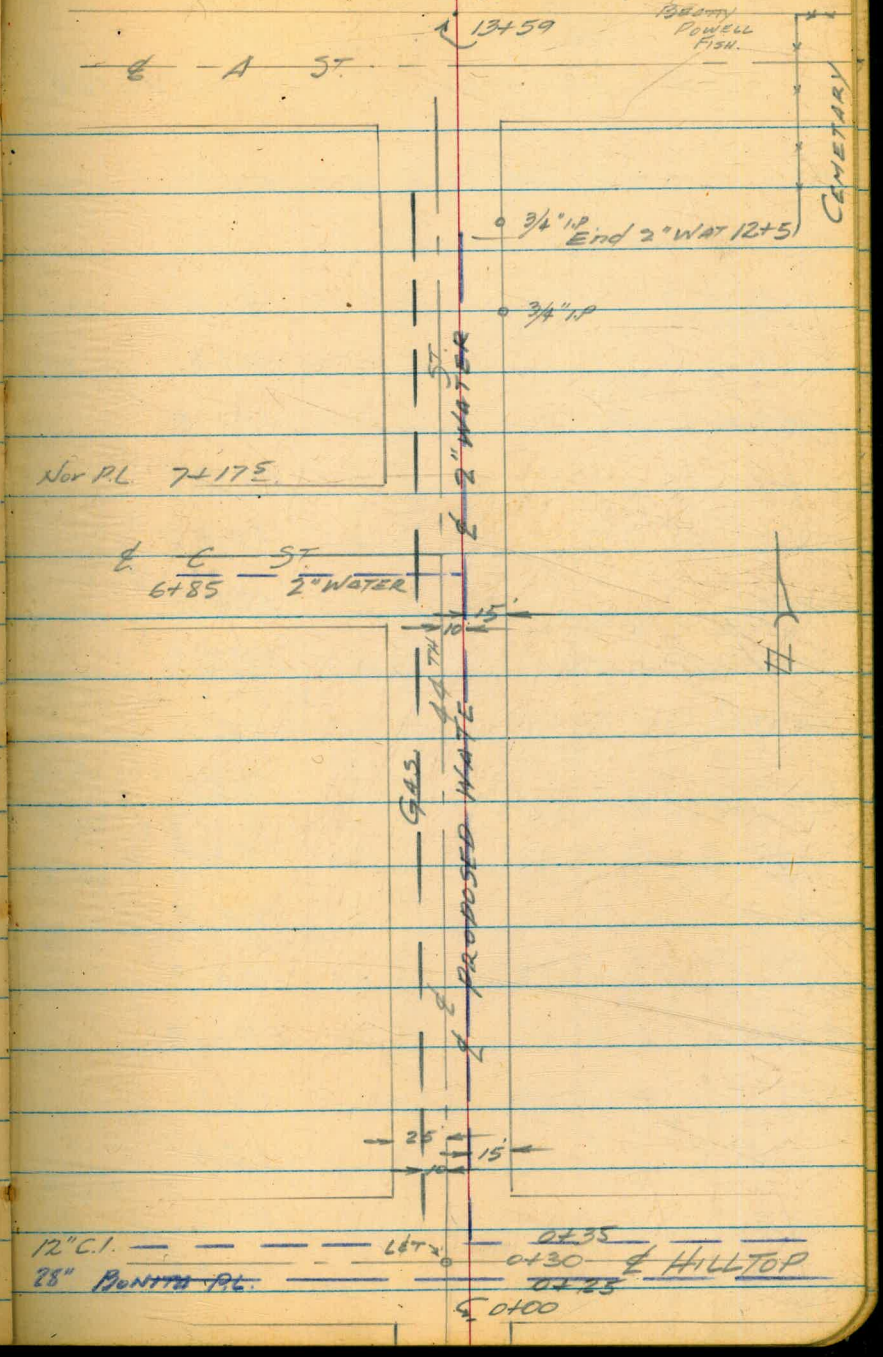
SEW M.H. 10'LT 5+35

5+48 Gas Ser Xing

44TH ST.
HILLTOP TO "A" ST.
℄ PROPOSED WATER

13+59 Nor prop line "A" ST.

0+00 = So. Prop. Line HillTop



BEATTY
POWELL
FISH

44TH ST.
HILLTOP TO "A" ST.
& PROFILE PROPOSED WATER

BM.	6.53	176.75	170.22
0+00	= So Prop. line Hilltop.		
0+30	& Hilltop	5.58	171.2
0+41		5.72	171.0
0+50		5.3	171.5
0+71		4.2	172.6
1+00		4.1	172.7
+50		4.6	172.2
2+00		4.7	172.1
+50		4.3	172.5
3+00		3.7	173.1
+50		3.0	173.8
4+00		2.5	174.3
+50		1.8	175.0
5+00		0.5	176.3
P	13.04	189.64	0.15 176.60
+50		11.7	177.9
6+00		9.5	180.1
+50		6.6	183.0

Nail in Pole SW Cor Hilltop & 44TH

on A.C

Edge A.C

1+93 - 28' LT WAT MET

2+82 - 28' LT. WAT MET

3+03 28' LT. WAT MET

3+55 - 25' LT. " "

4+16 27' LT WAT MET

5+64 27' LT WAT MET.

6+48 - 28' LT. WAT. MET.

0+35 12" C.I. WAT. Xing

1+35 GAS SER Xing

#372587

1+43 6' RT Po Pole

1+64 6' RT. Guy Anc.

2+43 GAS SER Xing

2+69 8' RT WAT. MET.

3+14 7' RT 8" Acacia Tree

3+43 GAS SER Xing

3+55 7' RT WAT. MET

3+70 7' RT 6" Acacia Tree

4+37 7' RT Guy Anc.

4+38 8' RT WAT MET

4+60 6' RT P. Pole

4+64 7' RT 6" Acacia

5+08 7' RT. Begin Row of Acacia Trees, 10-12' apart 18 Trees

6+02 5' RT WAT. MET.

6+41 GAS SER Xing

6+59 6' RT. Guy Anc.

6+72 6' RT. P. Pole #76726 ST. LIGHT SERVICE

44TH ST
& Profile
(Cont'd)

		189.64		
7+00			3.8	185.8
+50			1.2	188.4
~~8+00~~ TP	5.51	195.08	0.07	189.57
8+00			4.4	190.7
+50			3.4	191.7
9+00			2.1	193.0
+50			1.1	194.0
10+00			0.7	194.4
+50			1.8	193.3
11+00			3.4	191.7
+50			6.8	188.3
12+00			10.1	185.0
+50			12.4	182.7
TP	1.35	183.98	12.45	182.63
13+00			4.0	180.0
+34			8.8	175.2
+50			9.3	174.9
+59			13.2	170.8
SET	5.76	185.36	2.38	179.60

6+85 2" WAT TO LEFT

6+95 45 RT WAT MET

7+16 32' LT WAT MET
7+18 4' RT MAIL BOX
7+17± Nor prop. line
7+24 GAS SER XING
7+40 7' RT End row trees

7+73 30' LT WAT MET

7+80 6' RT WAT MET
7+88-91 3' RT 4 MAIL BOXES
7+92 5' RT P. Pole

8+18 27' LT WAT MET

8+25 GAS SER XING

9+30 25' LT WAT MET

9+59-63-35 RT 3-MAIL BOXES
9+65 5' RT WAT MET.
9+92 7' RT P. POLE

10+17 6' RT WAT MET.
10+52 GAS SER XING

11+09 7.5 RT WAT MET
11+20 GAS SER XING
11+63 6' RT P. Pole

11+78 - 28' LT WAT MET

12+51 0.5 LT END 2" WATER

Nor. Prop. line "A" ST

NAIL IN GUY POLE 6' RT 13+56

44TH ST
& Profile
(Cont'd.)

		185.36		
T.P.	11.91	196.80	0.47	184.89
T.P.	0.64	187.52	9.92	186.88
T.P.	2.17	177.60	12.09	175.43
CK BM			7.34	170.26 = 170.22

TICONDEROGA ST
MORENA TO ETHAN ALLEN
℄ PROPOSED WATER

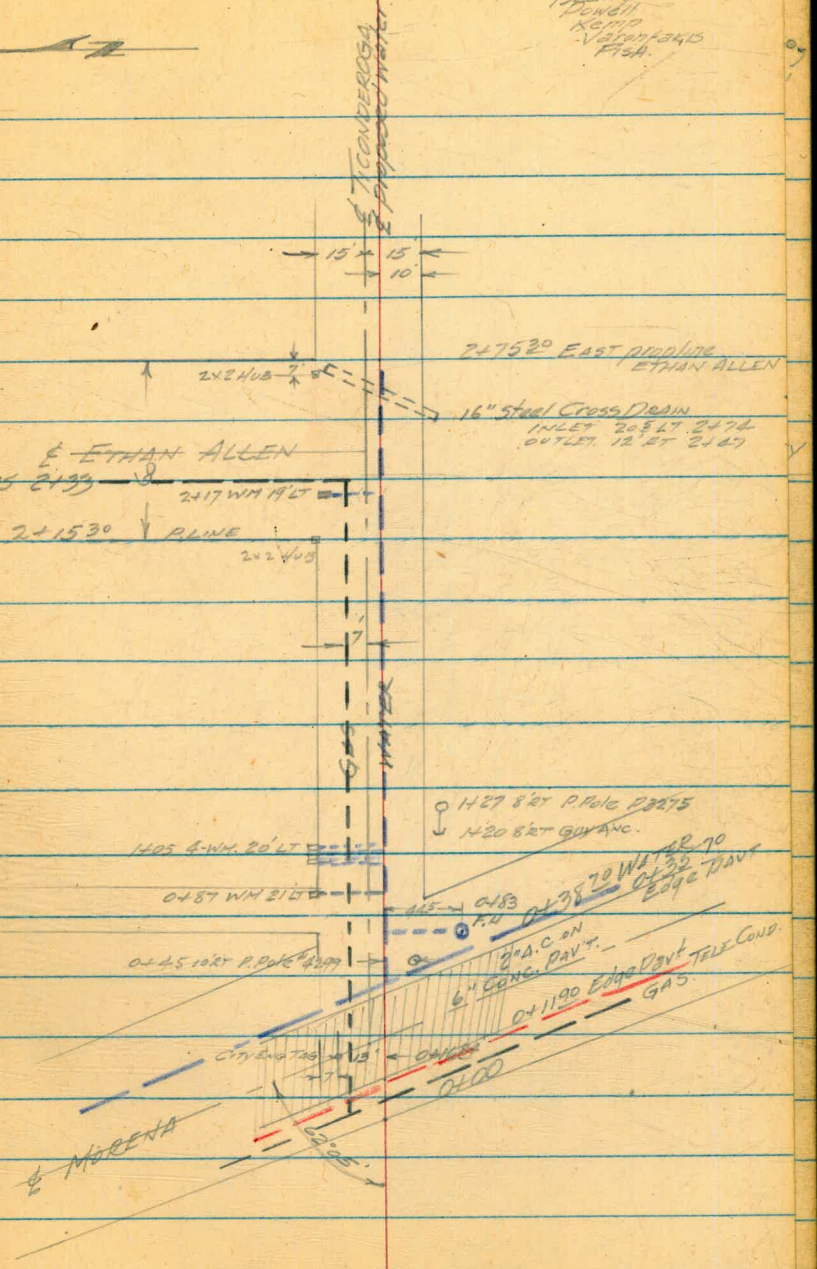
2+75.30 Easterly prop line ETHAN ALLEN

0+38.70 18" WATER LINE

0+00 W. Prop. LINE MORENA

7-8-52 59

PRATT DOWELL KEMP VANDERLAND FISH.



ROSE WOOD ST
MORENA BLVD to PAC HWY
& PROPOSED WATER

7+89.70 Easterly prop line Pac BLVD.

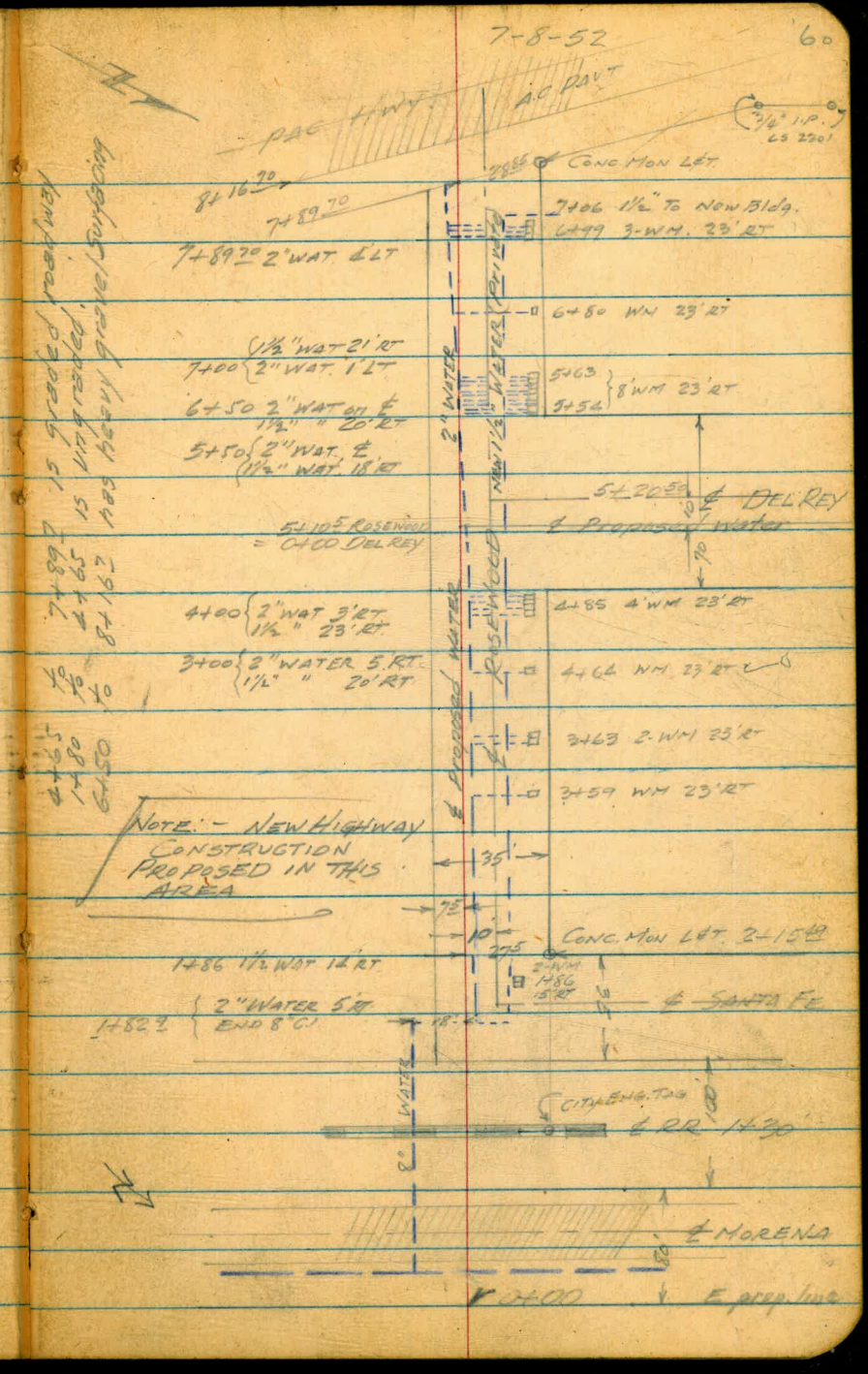
5+10.50 ROSEWOOD
= 0+00 DEL REY

1+30. ℄ RR Track

0+00 = Easterly prop. line Morena Blvd

7-8-52

60



TICONDEROGA ST.
& PROFILE - PROPOSED WATER

JULY 9, 1952
BEATTY
FISH.

BM	3.66	24.68		21.02	Pump Island NE Cor Pac Hy & Balboa
P	3.25	18.86	9.17	15.51	
P	4.36	16.51	6.71	12.15	
CK BM.	13.35	22.84	7.02	09.49 = 09.51	Conc Mon SE Cor Bunker Hill & Pac Hwy. ELEV. KNOWN BUT
P	13.33	36.12	0.05	22.79	
SET TBM.	12.21	45.61	2.72	33.40	Conc Mon SW Cor Bunker Hill & Del Rey
P	12.46	57.38	0.69	44.92	
CK BM. (Calif. State Hwy ?)			1.38	56.00 = 55.98	Spk in pole Cor Santa Fe Ave & Bunker Hill
P	8.05	59.13	6.30	51.08	
0+00			10.65		on A.C. Bus Stop waiting platform
+035			10.80		" " " " " "
+035			11.40		
+11 90			11.26		Edge of A.C. (on 6" Conc. pavt.) Road
			11.15		℄ " " " " " " "
+35 70 ?			11.35		Edge " " " " " "
+43			11.40		
+50			10.6		
1+00			7.0		

7.3 (4) 5.5 (6) 4.7 (10)

TICONDEROGA (Cont'd.)

	59.13			
1+50	3.5			
2+00	7.1			
+50	0.3			
+75.3	0.0			
12' RT 2+47 Outlet of 16" Steel Cross Drain.	3.48			
20.5 LT. 2+70 Inlet of 16" Steel Cross Drain.	1.03			
SET TBM	0.10	49.62	9.61	49.52

Top. FH SE Cor. TICONDEROGA & MORENA

× 3.6 1.5 1.5
4 6 10

× 1.2 0.7 1.0
2 4 10

× 0.4 0.0 2.6
2 3 10

× 0.2 +0.3 2.3
2 3 10

Rosewood St
Morena To Pacific Hwy
& Profile - proposed Water

49.62

0+487	5.58		Edge of A.C. (on 6" Conc. pavt.)
0+595	5.38		℄ " "
0+70	5.55		Edge " "
+05			
0+75	6.0		
0+82	4.7		
0+86	8.2		
0+97	9.1		
1+00	10.4		
+03	9.4		
+11	8.2		
+19	6.3		
+30	℄ RR Track Base of Rails. 5.9		
+40	7.6		
+50	11.4		
+66	11.7		
+68	13.1		
+76	13.1		
+80	13.1	36.5	
Ck BM (Calif State Hwy)	9.18	40.44 = 40.46	200' RT 14+50 Steel pin in edge R.R. Fill Slope

ROSEWOOD ST (Cont'd.)

		49.62		
TP	0.67	39.34	10.95	38.67
			3.09	36.25
2+00	= 0+20		4.1	
+50	= 0+70		7.9	
3+00	= 1+20		11.1	
SET TBM			6.36	32.98
TP	0.02	28.97	10.39	28.95
3+50			3.8	
4+00			5.3	
~~+50~~			~~6.7~~	
+50			6.7	
+79			7.5	
+87			8.7	
+92			7.5	
5+00			7.8	21.17
5+10.50 = 0+00	} ROSEWOOD ST = DEL REY ST		8.1	20.9 ✓
5+50			9.7	19.3
6+00			12.3	
+50			13.3	
TP	1.67	18.06	12.58	16.39

Top. 8" C.I. pipe 18' LT 1+829

on concrete NW Cor Santa Fe & Rosewood

5.3 6.7 7.0 5.5 5.1
3 4 6 8 9

8.3 6.5 6.5
3 8 10

8.0 8.1 9.1 9.0 7.8
10 6 4 2 1

11.7 11.5 12.4
10 2 1

12.6 12.8 13.3
10 2 1

ROSEWOOD
(Cont'd.)

DEL REY ST.
℄ PROFILE of PROPOSED WATER

		18.06.		
7+00		3.7		
+50		5.5		
+89.70		8.6		
8+16.70		10.65		
SET TBM		6.74	11.32	
℄	8.38	26.09	0.35	17.71

℄ PROFILE - PROPOSED WATER - DEL REY ST.
(Not on requested List. But. OK'd by Huntington)

0+00		5.2	20.9	✓
+10		5.8		
+50		5.9		
1+00		5.7		
+50		5.0		
2+00		5.2		
+50		5.2		
3+00		5.0		
+50		4.2		
4+00		3.1		
℄	9.15	31.35	3.89	22.20

3.3 (10) 3.5 (2) 3.9 (1) ×

4.8 (8) 4.8 (2) 5.7 (1) ×

Easterly prop. line Pac Hwy.

Edge of oil shldr. Pac Hwy.

on Conc. mon. NE Cor. Rosewood ℄ Pac. Hwy

3.5 (1) ℄
Edge Graded Road

DEL REY ST.
ROSEWOOD TO BUNKER HILL
& Profile proposed WATER

		31.35		
4+50			7.9	
5+00			7.4	
+48			6.6	
+50			7.1	
+78			6.8	
+80			6.4	
6+00			6.1	
+50			5.6	
7+00			5.1	
+50			4.2	
8+00			4.1	
+50			3.3	
9+00			2.4	
+19			2.4	
+22	(T DITCH)		3.5	
+26			2.2	
P		10.52 38.71	3.16	28.19
+50			9.0	

23.5 Elev. Rod Dist. out.

Edge GRADED Road → 8.4 (3) 7.6 (2) 7.9 (×)

" 7.8 (4) 7.3 (3) ×

Edge of Glendora, (graded roadway)

" " " "

Edge of road 6.8 (12) 6.3 (11) ×

" 6.1 (11) 5.6 (10) ×

" 5.6 (11) 5.1 (10) ×

" 5.1 (10) 4.3 (8) ×

" 4.8 (11) 4.4 (10) ×

" 4.4 (13) 3.5 (9) ×

END GRADED Road 9+10 4.1 (18) 3.6 (15) ×

DEL REY
(Cont'd)

		38.71			
10+00			6.8		
+50			5.6		
11+00			4.0		
+30			4.3		
+31			5.4		
+41.5	& Graded road BUNKER HILL ST.		5.1		
11+50			5.2		
+54			5.3		
+56			4.8		
+63			5.5		
11+67.2			7.0		AT Cyclone WIRE FENCE, Bdry of Northerly prop line BUNKER HILL
CK TBM			5.34	33.37 = 33.40	Conc Mon SW Cor DEL REY & BUNKER HILL
TP		1.03 27.61	12.13	26.58	
TP		2.36 17.96	12.01	15.60	
CK			8.49	09.47 - 09.51	Conc Mon SE Cor BUNKER HILL & P.S.C. Hwy

DEL REY ST
ROSEWOOD TO BUNKER HILL
& Proposed Water

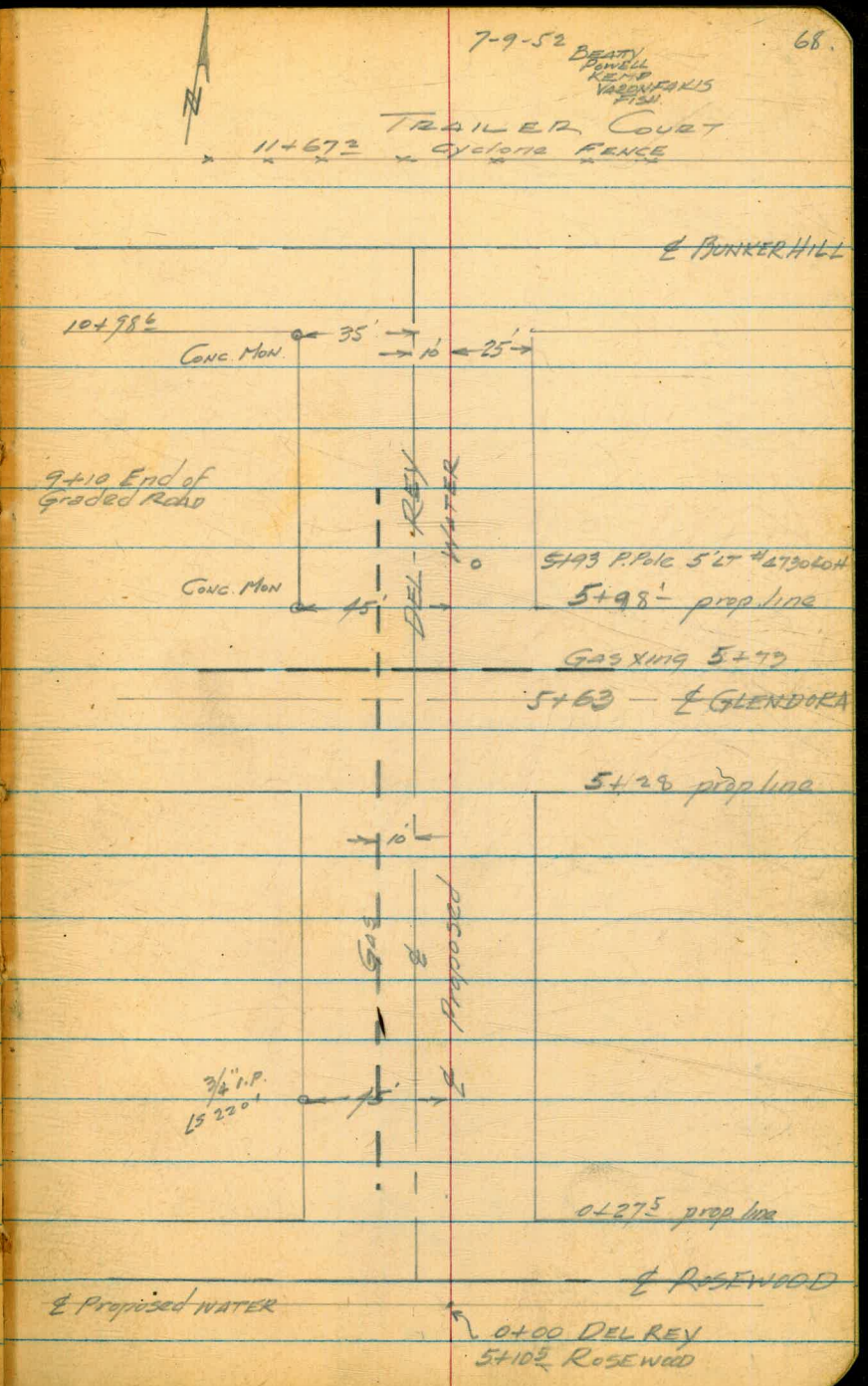
11+67± Nor prop line Bunker Hill

RESIDENCES ON STREET & WAT TAP to Same noted below. METER ARE ON ROSEWOOD

8+78 RT.
8+54 LT.
7+13 LT.
6+94 RT.
6+72 LT.
6+23 RT.
6+10 LT.
4+92 RT.
3+49 RT.
3+40 LT.
1+82 LT
1+06 RT

0+00 = DEL REY
5+10± ROSEWOOD

7-9-52 BEATY, POWELL, KENO, VASSILIADIS, FISH



ALLY, BLK 2
NOR. OF ORANGE, E OF HIGHLAND
& PROPOSED WATER LINE

7+50 = So. Prop. EL CAJON

0+80 Nor. Prop. Line Orange

0+00 So. Prop. Line Orange

AUG. 6 1952 — 69

BEATTY FONELL FISH

℄ EL CAJON BLVD

W.V. 7+65 on ℄

A.C. PAVT.

7+50

NOTE: Length does not check with the sheet by 4'

6+67 SEW MH 5' LT

WAT. MET. LT.

6+09 12'
5+61 13'
5+09 13'
4+30 11'
3+58 13'
3+05 12'
2+61 12'
2+12 13'
1+72 13'

Gas Xings.	Wat. Met. Rt.
7+00	7+07 4'
	6+82 4'
6+38	6+36 5'
	6+01 4'
5+41	5+42 4'
	4+89 4'
4+63	
4+48	
	4+10 4'
4+05	
3+63	3+58 4'
	3+11 5'
3+02	
2+41	2+35 4'
1+87	1+82 4'
	1+60 4'
1+52	
1+14	
	1+06 4'

EL CAJON BLVD

SAN DIEGO WATER

W.V. 0+85 LT

0+80

A.C. PAVT.

℄ ORANGE AVE

0+00

ALLEY BLK 2
NOR./ORANGE & E:/HIGHLAND
& PROFILE

BM	5.70	359.86	354.16
0+80		7.0	352.9
+83		6.6	353.3
1+00		6.0	353.9
+50		4.8	355.1
2+00		4.5	355.4
+50		4.0	355.9
3+00		3.3	356.6
+50		2.9	357.0
4+00		2.5	357.4
+50		2.5	357.4
5+00		2.6	357.3
+50		2.6	357.3
6+00		1.8	358.1
+50		1.4	358.5
	Rim. 1.05		358.8
	INV. 6.70		353.2
7+00		1.2	358.5
+50		3.2	356.7
CK BM		5.70	354.16

BP. NW COR HIGHLAND & ORANGE
on 4" A.C PAVT.

4.95
5.65

JEW M.H 5' LT

ALLEY BLK 4
NOR. OF ORANGE, E of CHAMOUNE
& PROPOSED WATER

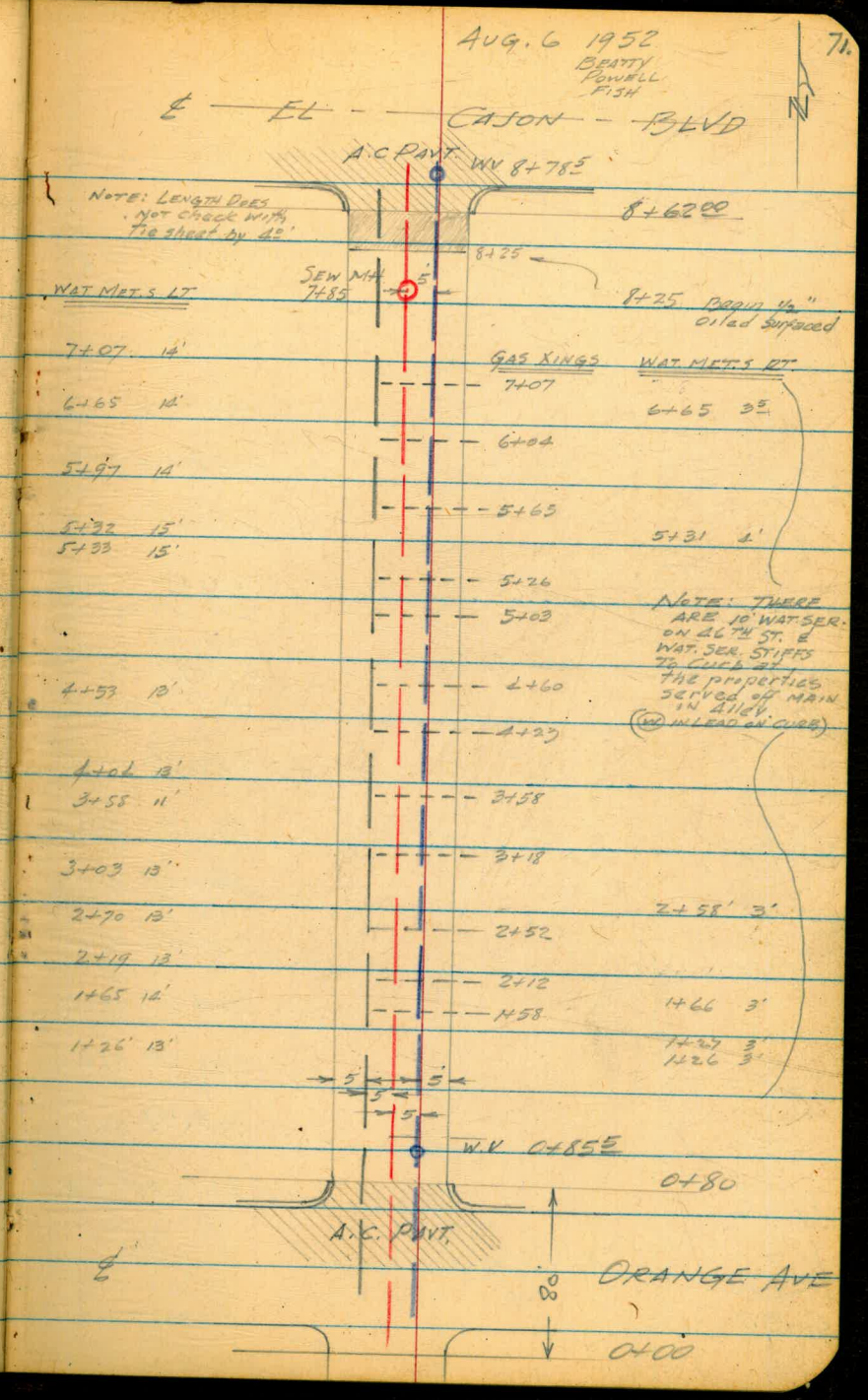
8+62 — So Prop Line El Cajon

0+80 — Nor Prop Line Orange

0+00 — So Prop Line Orange

AUG. 6 1952
BEATTY
POWELL
FISH

71.



ALLEY BLK 4

NOR OF ORANGE, E of CHAMOUNE

& PROFILE PROPOSED WATER

BM	4.25	356.81		352.56	NW COR 45TH & ORANGE BP.
TP	8.24	~~369.22~~ 360.83	4.22	~~361.07~~ 352.59	
0+80			8.26	~~361.01~~ ~~352.8~~ 352.57	on A.C. pavt.
1+00			6.4	~~362.87~~ 354.43	
+50			5.6	~~363.67~~ 355.23	
2+00			5.4	~~363.87~~ 355.43	
+50			5.2	~~364.07~~ 355.63	
3+00			5.1	~~364.17~~ 355.73	
+50			5.0	364.27 355.83	
4+00			5.0	~~364.27~~ 355.83	
+50			4.8	~~364.47~~ 356.03	
5+00			4.5	~~364.77~~ 356.33	
+50			4.5	~~364.77~~ 356.33	
6+00			4.5	~~364.77~~ 356.33	
+50			4.6	~~364.67~~ 356.23	
7+00			4.7	~~364.57~~ 356.13	
+50			4.7	~~364.57~~ 356.13	
8+00			4.5	364.77 356.33	
+50			5.8	~~363.47~~ 355.03	
8+62			6.4	~~362.85~~ 354.41	on A.C. pav't.
TP	4.45	356.87 ~~365.31~~	8.41	352.42 ~~360.86~~	
EK BM			4.29	352.58 - 352.56 ~~360.02 - 360.00~~	

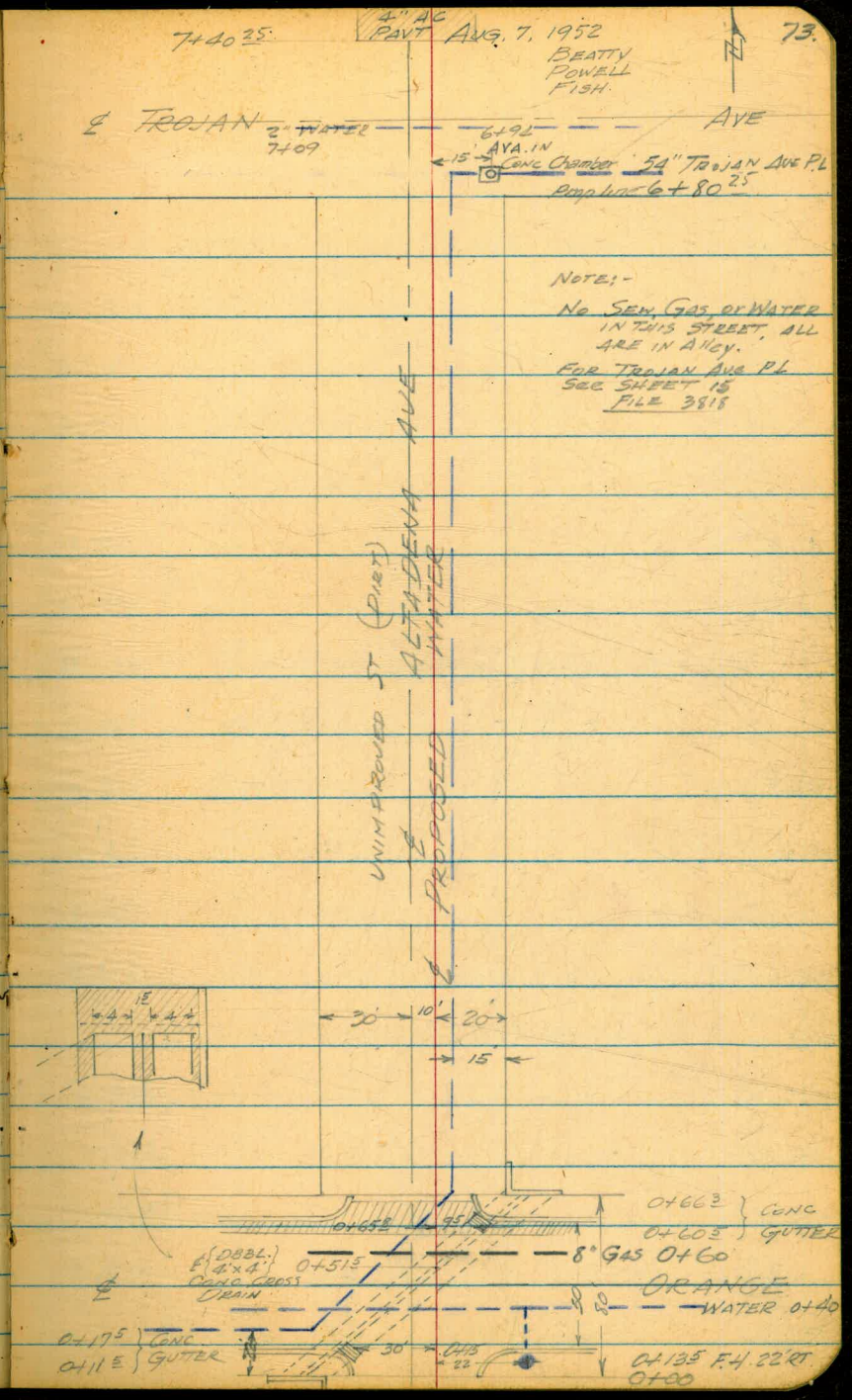
ALTADENA AVE
ORANGE TO TROJAN
& PROPOSED WATER

7+40 25 NOR. PROP. LINE TROJAN

6+80 25 SO. " " "

0+80 NOR P.L. ORANGE

0+00 SO. PROP. LINE ORANGE



ALTADENA AVE
ORANGE TO TROJAN
& PROFILE

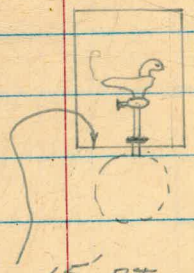
TBM		0.49	323.55	323.06	Top. F/H. SE Cor 50TH & ORANGE
CK BM			2.69	=	BP. SE 50TH & ORANGE
CK BM			10.82	=	BP. NW Altadena & Orange
0+00	So PL. Orange		14.2	309.4	
0+11.5			12.95	310.6	on Conc gutter
0+16.5			13.22	310.3	" " "
0+17.5			12.84	310.7	" " "
0+51.5			11.9	311.7	
	INVERT 4'x4' Cross Drain		19.75	303.8	30' LT 0+15 INV. 4'x4' Conc. Cross DR
	" " " " "		18.45	305.1	9.5 RT 0+65.8 " " " " "
0+60.5			11.77	311.8	on Conc Gutter
0+63.4			11.95	311.6	" " "
0+66.3			11.75	311.8	" " "
0+80	Nor PL. Orange		11.8	311.8	
P		10.90	323.64	312.74	
1+00			11.1	312.5	
+50			7.2	316.4	
2+00			3.7	319.9	
+50			1.4	322.2	
P		13.23	336.87	323.64	

13.15
2.6
4.0
19.75

12.05
2
4
18.45

ALTADENA AVE
& Profile (Contd)

		336.87		
3+00		12.7		324.2
+50		10.7		326.2
4+00		8.2		328.7
+50		4.4		332.5
5+00		+0.4		336.5
TP	13.25	349.97	0.15	336.72
+50		7.7		342.3
6+00		1.1		348.9
TP	13.15	362.66	0.46	349.51
+50		6.0		356.7
TP	11.85	372.41	0.10	362.56
		16.75		357.7
7+00		9.6		364.8
+15		7.9		366.5
7+40.25		5.30		369.1
TP	7.93	379.24	3.10	371.31
CK BM		2.95	376.29	= 376.16



9.55
7.2
16.75

Bottom Air Val Chamber 15' Rt 6+94

on 4" A.C Paut

BP. NW Cor 50th & Trojan

APRIL 1, 1953
BEATTY
MARTELL
ALEXANDER

MODESTO ST.
JUNIPER TO SUMAC
@ STKS & GRDS FOR 6" WATER

TBM.	11.06	264.65 (Top PIPE)	253.59	Top. P.H. See pg 43	12.75 2.80 15.55
0+00 = ℄ 10' C.I.		15.55	249.10		
+05 Begin Work.		12.2	252.45	248.4	C4.1 @ 9
+50		9.1	255.6	250.8	C4.8
1+00		6.55	258.1	253.0	C5.1
+50		4.65	260.0	253.4	C6.6
2+00		4.05	260.6	253.8	C6.8
+50		4.55	260.1	254.2	C5.9
+75		4.85	259.8	254.5	C5.3
3+00		4.95	259.7	254.5	C5.2
+50		5.15	259.5	254.6	C4.9
4+00		5.65	259.0	254.7	C4.3
+50		5.15	259.5	254.8	C4.7
4+98 F.H.		5.05	259.6	254.9	C4.7 254.80 9.85 259.4 GRD. 254.8 FG to FLANGE.
5+50		5.0	259.65	255.0	C4.7
6+00		4.65	260.0	256.1	C3.9
6+14.34 Prop Line B.C.					
+50		4.0	260.7	257.3	C3.4
+58.45 End Work		3.9	260.8	257.4	C3.4
D 7.80	268.77	3.68	260.97		
6+63.45 = 8" TEE					
		0.38	268.39 =	268.40	Nail in pole Laurel & Sumac.

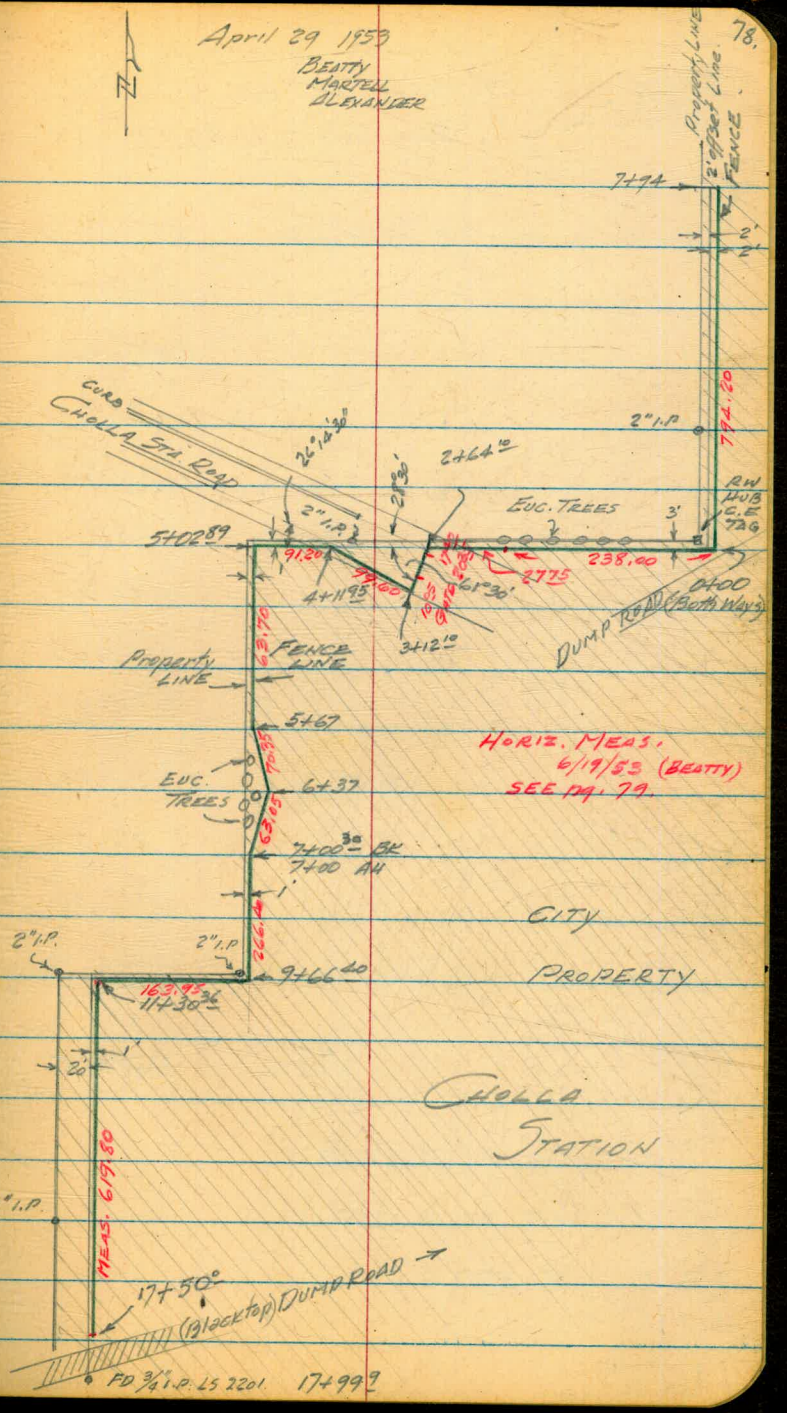
MODESTO (Cont'd)

3+32 W	2595 +29	262.4	258.6	C38	2340	Modesto
4+18 W	2590 +28	261.8	259.2	C24	2410	"
4+60 W	2595 +21	261.6	259.4	C22	2420	"
6+12 3d	BC. Pipeline					

Cholla Station Boundary Fence.

As Per 5875-W (with field revisions)

7+94	N'ly Terminus of Fence		
			STAKED 2' off property line
			Fence To Be Placed 4' off property line.
(To Nor) 0+00	Fence Cor		
0-02 (To West.)			STAKED 3' off P.L. Fence To Be Placed 3' off P.L.
2+64.10 ±	PT.	61°30' LT.	(28°30 Rt. To Curb line)
3+12 ±	PT.	87°45' Rt.	
4+11.95 ±	PT.	26°14'30" LT.	
5+02.89	Fence Cor		STAKED Property Line Fence to be placed 1' INSIDE
5+67 ±	PT.	4°30' LT.	STAKED Property line Fence To Be 1' INSIDE
6+37 ±	PT.	9°32' Rt.	
7+00.30 BK 7+00 AH ±	PT.	5°02' LT.	
9+66.40 ±	Fence Cor.		STAKED Property line Fence To Be Placed 1' INSIDE
11+30.36 ±	Fence Cor.		
17+50 ±	S'ly Terminus of Fence		STAKED, 20' from Property Line Fence 1' INSIDE



6/19/53

BEATTY
MARTELL
ALEXANDER

CHOLLA STATION
FENCE MEAS'MT

See Sketch Pg. 78.

STARTING AT S'ly TERMINUS	619.80 l'n ft
	163.95 " "
	266.40 " "
	63.05 " "
	70.35 " "
	63.70 " "
	91.20 " "
	99.60 " "
	10.05 " "
GATE 20.35	17.60 " "
	27.75 " "
	238.00 " "
ENDING AT N'ly TERMINUS	794.20
Total	2525.45 l'n ft

4 - TERMINUS POSTS
11 - COR. or ∠ POSTS
1 - 20' GATE

6+798 11°27'30" LT

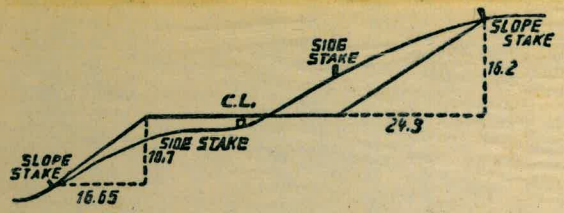
8+48.05 11°14'

(N 808.27
(S 808.87 30th to 31st

(N 614.52 32nd 31st
(S 614 58

32nd & Mark SW BD 81.21

32nd & 1s. NE Cor
Inside P.L.
BD. Conc Mon 83.18



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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

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