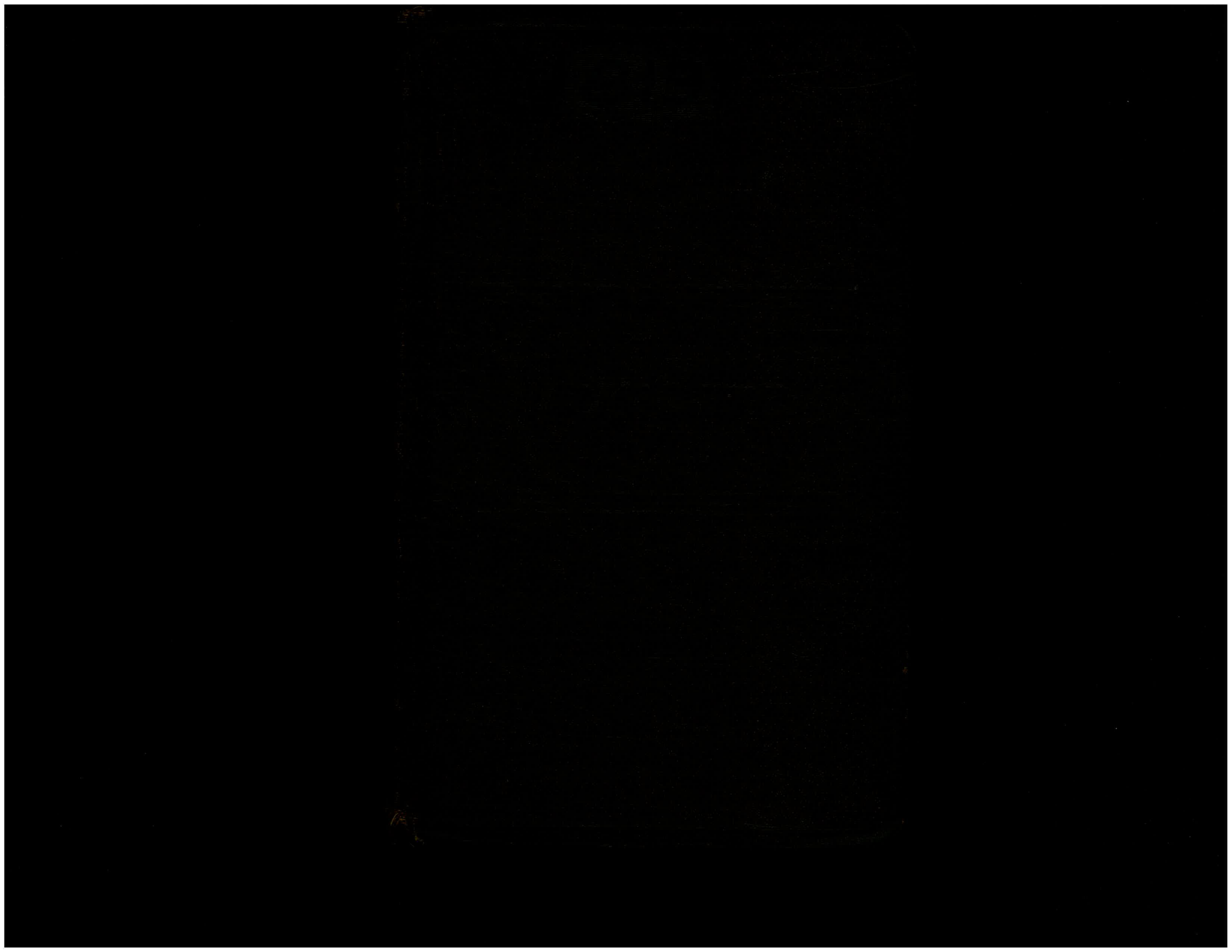

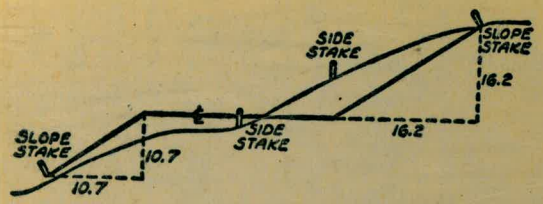

Distances from Side Stakes for Cross-Sectioning

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.

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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

ALIGNMENT AND PROFILE 30-31ST. ISLAND 1-3 ✓

" " " GAINES, BENICIA-GOSHEN 4-8 ✓

" " " FRESNO, YUMA-RILEY 9-11

& Proposed water, ANNA ST. PAC. HWY - KNOXVILLE alice 12-13

& Profile " " " " " 14-18 ✓

& Proposed WATER, WARNER ST. Catalina - Silvergate 19. alice ✓

& Profile " " " " " 20-21. ✓

OFFICE & FIELD REVISION, ANNA ST. AT PAC. HWY Bridge ✓ 22

REVISED Profile " " " " " " 23-25 alice

& Proposed Water Hilger, Klauber to Gibson ✓ 26-30

COTTONWOOD ST. ESEL to 40TH Proposed WATER ✓ 31-33

BONITA DRIVE & Profile proposed water ✓ 34-35

COBAN ST & Profile " " ✓ 36-37

BONITA DR & Proposed WATER ✓ 39.

COBAN ST & Proposed WATER alice ✓ 40.

UDAL ST proposed water ✓ 41-42

Warrington - Udal to Tennyson ✓ 43-44

Warring St & DIXON PLACE ✓ 45-47

Proposed water OTAY ST, 65TH To Brooklyn ✓ 48

& Profile, 6 X-Sects, " " " " " ✓ 49-50 alice

COBAN ST. BONITA DR. Wy. Stks & Grds 6" WAT. ✓ 51-52

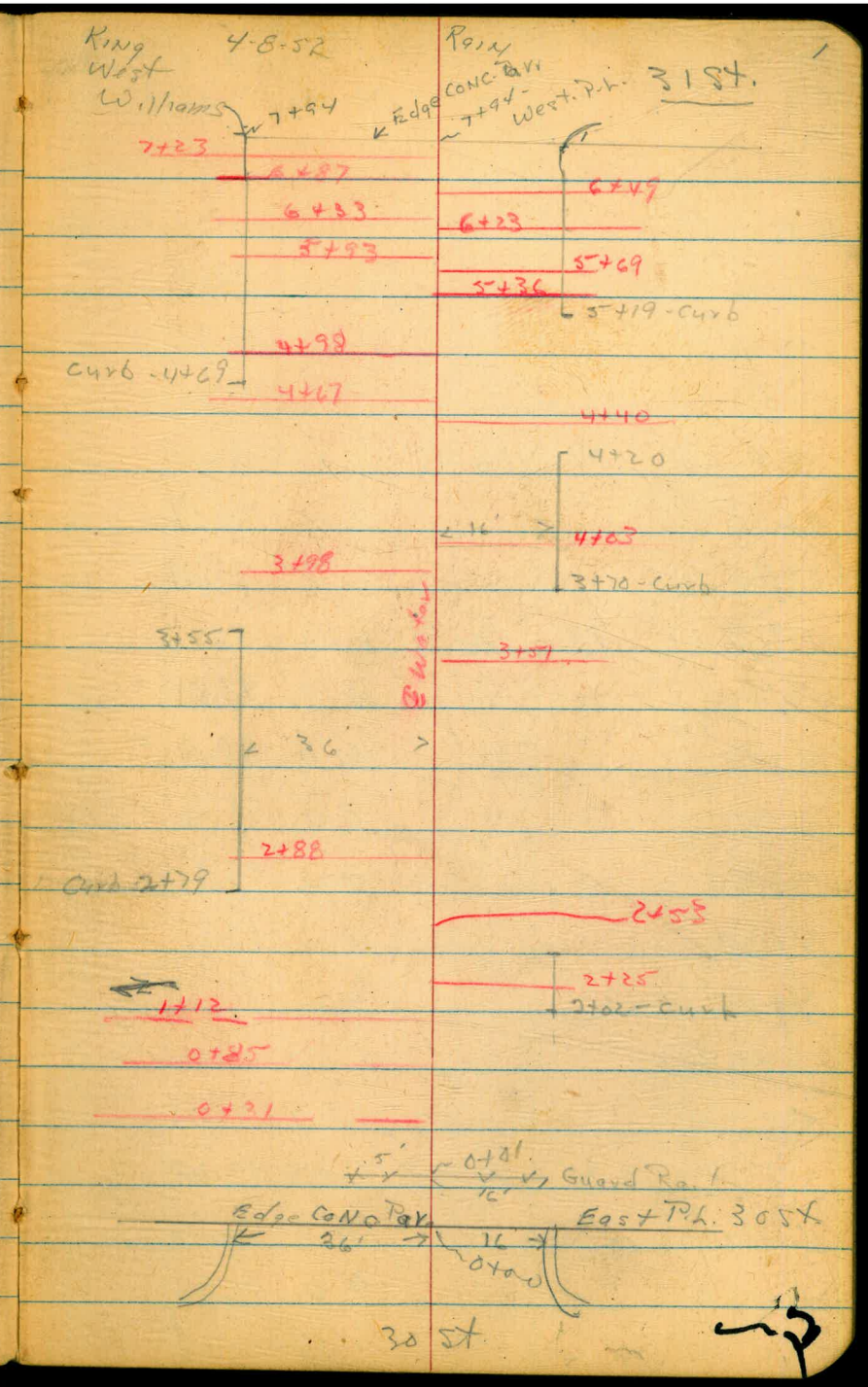
BONITA DR, SANTA ISABEL Subd, " " 8" WAT. 53-55 alice ✓

HILGER ST; KLAUBER TO GIBSON " " " 6" WAT 56-58 ✓

EUCLID AVE, ORANGE TO EL CAJON " " " 8 WAT 59-61 alice

INDEX

Alignment For P.L.
10' So. & Island St. 30-31



Profile For Proposed P.L. 10'50.0 Island - 30-31 St

King West Williams 4-8-52 cloudy

B.M.	2.65	116.55			113.90
0+00			2.1	114.45	✓
0+20			3.6	112.95	✓
0+50			11.8	104.75	✓
T.P.	.51	106.99	10.07	106.48	
1+00			6.4	100.59	✓
1+50			11.7	95.29	✓
T.P.	.74	96.11	11.62	95.37	
2+00			2.9	93.21	✓
2+50			6.0	90.11	✓
3+00			8.0	88.11	✓
3+50			9.2	86.91	✓
4+00			10.1	86.01	✓
4+50			11.2	84.91	✓
5+00			12.0	84.11	✓
5+50			12.9	83.21	✓
T.P.	6.70	90.38	12.43	83.68	
6+00			8.1	82.28	✓
6+50			9.0	81.38	

B.P. S.W. Cor. 30th Island

PROFILE FOR PROPOSED P.L.
10' So. ℄ ISLAND 30-31 ST.

KING 4-8-52 CLOUDY
WEST 3.
WILLIAMS

90.38

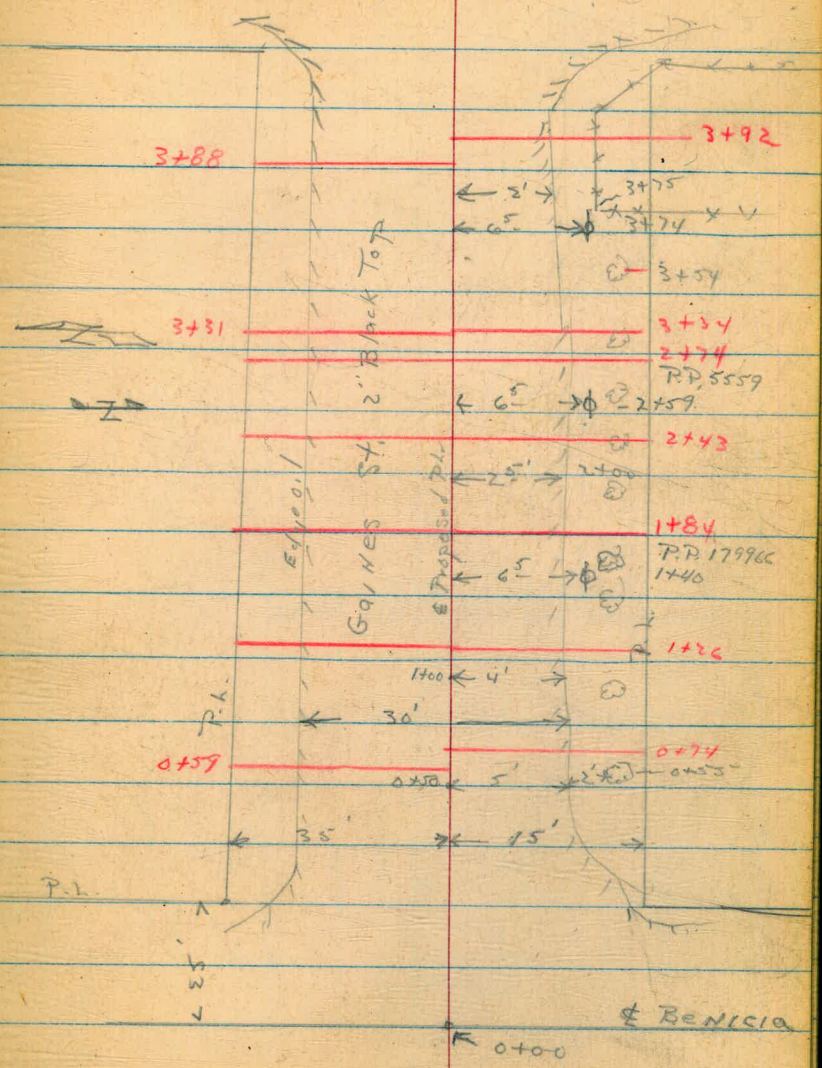
7+00			9.7	80.68	✓
7+50			10.4	79.98	✓
7+94			11.0	79.38	CONC. PAVE
T.P.	13.13	103.10	.41	89.97	
T.P.	12.82	115.91	0.01	103.09	
CK. TO B.M			2.00	113.91	113.90

10' So ℄ Proposed P.L. 99 Nos St. Benicia – Goshen

King 4-9-52
West
Williams

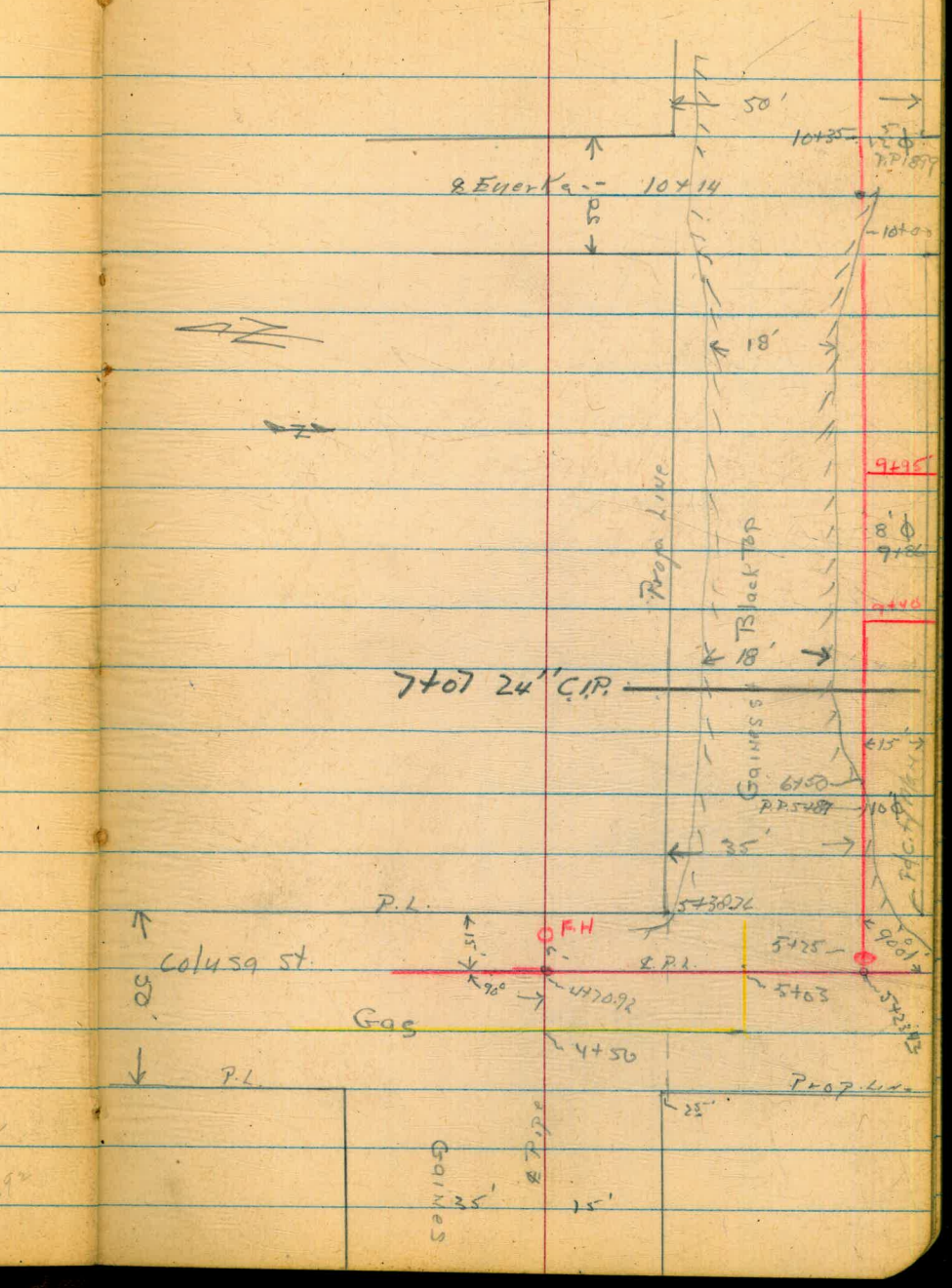
Colusa

Note: For ties
See City Eng 1630-P72



Proposed P.L.
Gaines St.
Benicia — Goshen

King 4-9-52



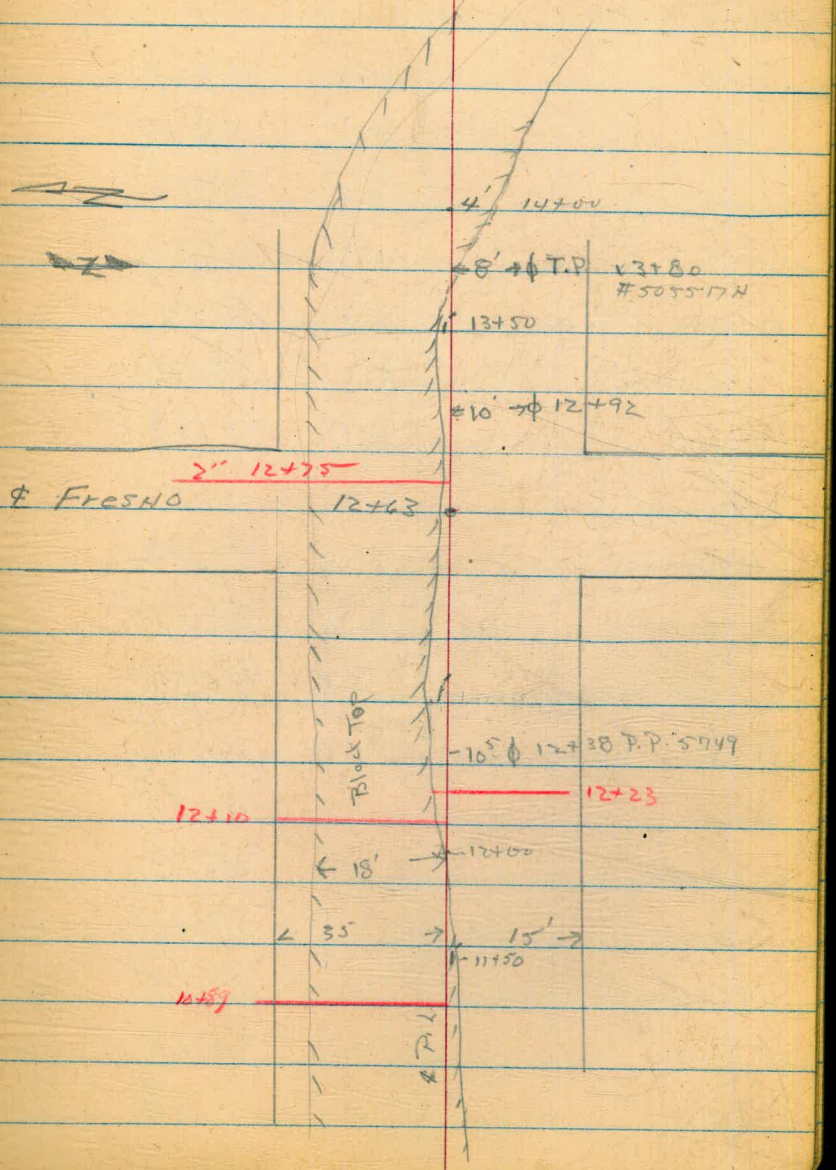
A

A 4+70.92

4+70.92
25
4+45.92
5+01.92

Proposed R.L.
Gaines St.
Benicia – Goshen

4-9-52
King



Profile
Proposed P.2.
Gaines St. Benicia-Goshen

B.M.	1.20	44.49			43.29
0+00			10.4	34.09	✓
+50			8.2	36.29	✓
1+00			7.4	37.09	✓
+50			6.7	37.79	✓
2+00			5.7	38.79	✓
+50			5.0	39.49	✓
3+00			4.1	40.39	✓
+50			3.3	41.19	✓
4+00			2.5	41.99	✓
+50			2.7	41.79	✓
4+70.9			2.6	41.89	✓
T.P.	1.32	43.73	2.08	42.41	✓
5+00			1.9	41.83	✓
5+23.92			2.7	41.03	✓
5+50			3.7	40.03	✓
6+00			6.5	37.23	✓
6+50			8.9	34.83	✓
7+00			10.5	33.23	✓

King
West-A
Williams

4-9-52

7

Spike in P.P. S.W. Cor Riley-Benicia - City BR 147) P.C.C

Profile Proposed R.2
Gaines-Benicia-Goshen

King 4-9-52

8

43.73

7+07			21.5	22.23	Top 24" C.I.P. Culvert
7+50			9.3	34.43	
8+00			8.5	35.23	
8+50			7.0	36.73	
9+00			5.4	38.33	
9+50			3.6	40.01	
T.P.	13.11	53.89	2.95	40.78	
10+00			11.4	42.49	
+50			9.4	44.49	
11+00			6.8	47.09	
+50			4.4	49.49	
12+00			2.5	51.39	
+50			1.3	52.59	
13+00			1.4	52.49	
+50			1.8	52.09	
14+00			2.5	51.39	
14+78			3.1	50.70	
T.B.M.			0.90	52.99	

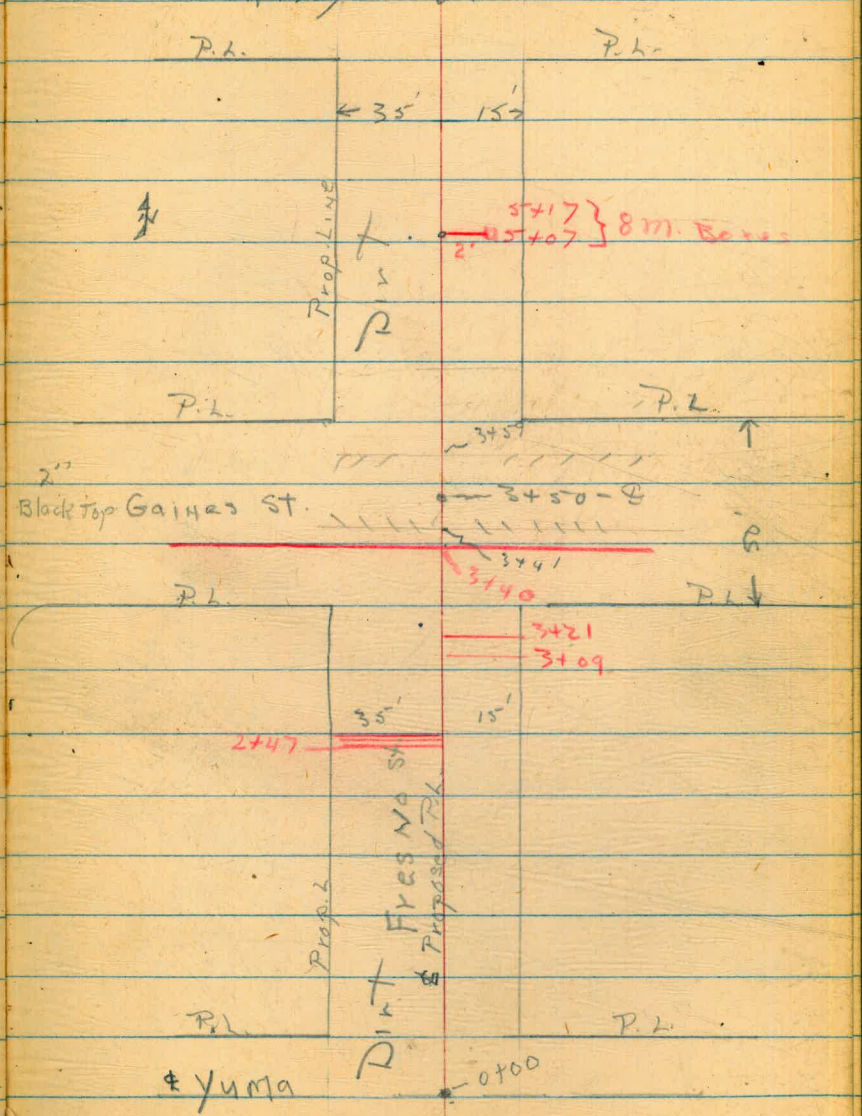
R. Hall Fresno Gaines - See page 10

Proposed P.L.
Fresno St.
Yuma – Riley

King
West
Williams

4-9-52

9



Profile Fresno St.
East & Yuma - Riley

10'

	+		−		
T.B.M.	1.64	54.63 ~~59.63~~			52.99
	0.17	41.88 ~~39.88~~	12.92	41.71 ~~39.71~~	
0+00			14.5	27.38	
0+25			12.3	29.58	
0+50			7.4	34.48	
0+70			3.1	38.78	
T.P.	12.58	53.65 ~~51.65~~	0.81	41.07 ~~39.07~~	
1+00			10.2	43.45	
1+25			9.1	44.55	
1+50			8.1	45.55	
2+00			6.0	47.65	
+50			3.1	50.55	
T.P.	10.67	63.29 ~~61.29~~	1.03	52.62 ~~50.62~~	
3+00			9.2	54.09	
3+30			7.9	55.39	
3+35			10.4	52.89	
3+41			10.6	52.69	
3+59			10.4	52.89	
3+65			9.5	53.79	

King 4-9-52
West
William

10

Nail in E Gaines - Fresno St.

Edge 0.1
" "

Profile - Proposed R.L.
Fresno - Yuma to Riley

King 4-9-52

		63.29 ~~62.29~~		
3+81			3.4	59.89
4+00			1.5	61.79
T.P.	12.68	75.51 ~~74.51~~	0.46	62.83 ~~61.83~~
4+50			8.1	67.41
T.P.	12.75	87.82 ~~86.82~~	0.44	75.07 ~~74.07~~
5+00			11.9	75.92
5+50			4.3	83.52
T.P.	12.85	100.28 ~~99.28~~	0.39	87.43 ~~86.43~~
6+00			7.8	92.48
T.P.	10.10	109.58 ~~108.58~~	0.80	99.48 ~~98.48~~
6+50			8.7	100.88
7+00			1.1	108.48
T.P.	0.76	98.46 ~~97.46~~	11.88	97.70 ~~96.70~~
B.M.			10.82	87.64 ~~86.64~~ 87.62.

@ Riley 54.

Top T-Line Pipe M.E. Co. Eureka at Riley

ANNA ST.
PAC HWY TO KNOXVILLE
& PROPOSED WATER MAIN

MAY 16, 1952 — BEATTY, WEST, POWELL — 12

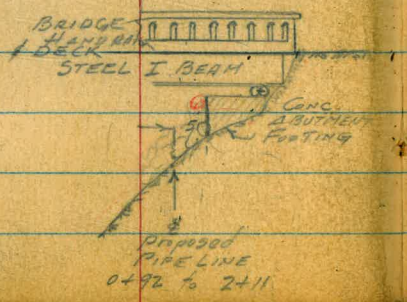
12+76.0 POT

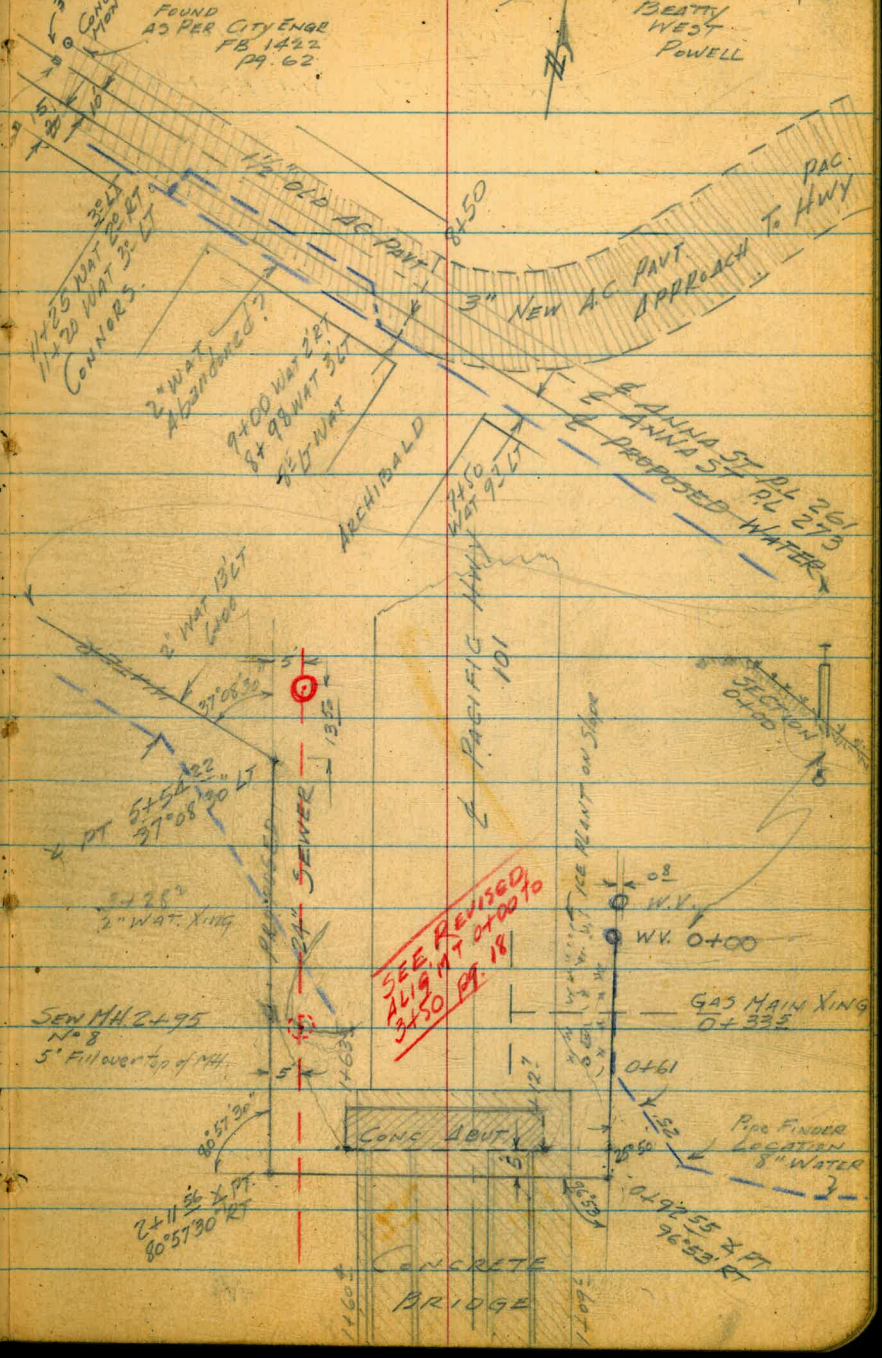
5+54.22 ℄ PT 37°08'30" LT.

2+11.56 ℄ PT 80°57'30" RT

0+92.55 ℄ PT 96°53' RT

0+00 AT W.V.

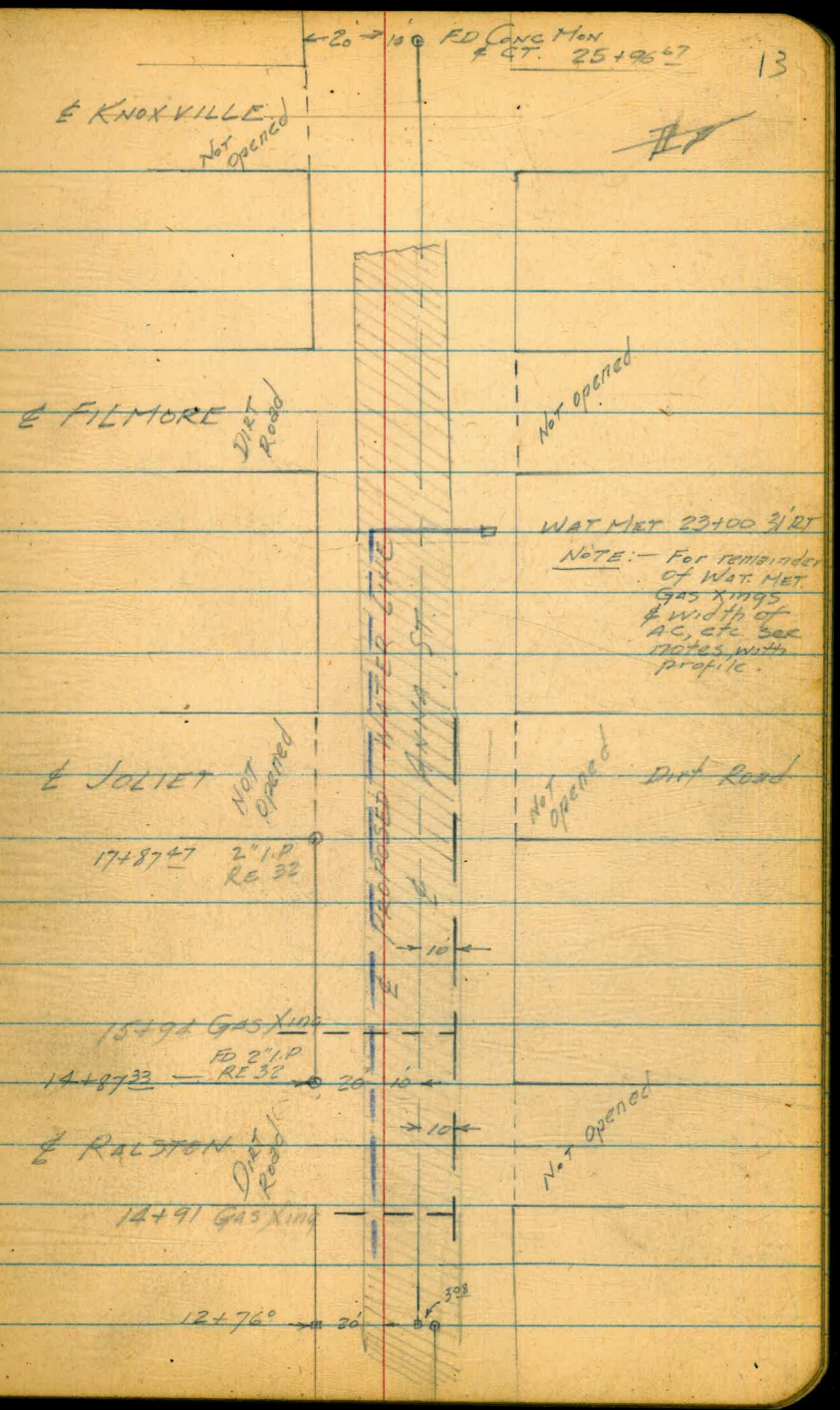




ANNA ST.
PAC. HWY - to - KNOXVILLE
℄ PROPOSED WATER MAIN

25+96.67 POT.

17+87.47 POT.



ANNA ST.
PAC. HWY. TO KNOXVILLE
℄ PROFILE OF PROPOSED WATER LINE

BM	5.68	17.05	11.37
0+00		3.8	13.3
0+00		10.70	6.35
0+50		3.0	14.1
0+61		2.3	14.8
0+71		3.0	14.1
0+92.55	℄ PT.	8.6	8.5
1+00		8.8	8.3
℄	5.11	13.50	08.39
1+09.6		+7.55	21.05
		0.80	12.7
1+16.5		+1.70	15.20
1+50		5.4	8.1
1+54		+1.70	15.20
		0.80	12.70
1+60.4		+7.52	21.0
2+00		4.9	8.6
2+11.56	℄ PT	5.5	8.0
2+25		2.0	11.5

NAIL IN Pole 150' LT. 0+00

LEFT 8.2/10 × 1.8/4 +1.2/10 RIGHT

Top of VAL. Stem
SEE SKETCH

5.0/4 × 1.7/3

11.9/10 × 5.6/10

Bottom of Conc. DECK of Bridge

Top Conc. abutment 5° RT, 1+12.70

Bottom of Steel I beam girder

NAT. GRD. 8.6/10 × 5.4 3.1/5 0.8/5 0.8/10

Bottom of steel I beam girder

{ Top Conc. abut 5' RT 1+63.5 } 6.8/5 × 5.1 1.8/5 0.8/5 0.8/10

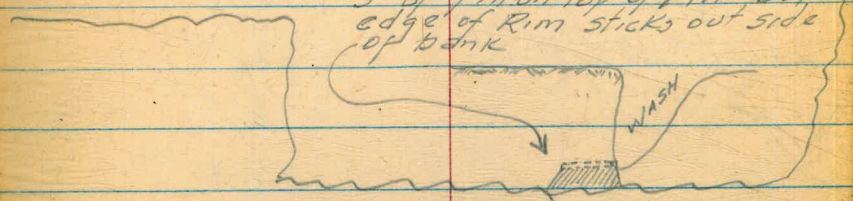
Bottom of Conc. Deck of Bridge

ANNA ST (Cont'd)
℄ Profile

		13.50		
2+30			4.0	9.50
+50			4.2	9.3
+75			3.0	10.5
3+00			3.3	10.2
P +50	4.65	14.15	4.00	09.50
		Rim 8.45 Unable to get Inv.		5.70
4+00			4.3	09.85
+50			3.8	10.4
5+00			4.2	10.0
+54.22		℄ PT.	4.4	9.8
6+00			4.9	9.3
+50			6.5	7.7
7+00			8.2	6.0
+50			9.1	5.1
+85		Edge of A.C.	8.7	5.45
8+00			9.2	4.95
P	4.26	09.60	8.81	05.34
+50			5.4	4.2
9+00			5.6	4.00

3+28 2" WAT. Xing.

Sewer MH #8 5' RT. 2+95
5' of Fill on top of MH but edge of Rim sticks out side of bank



El. Rim of Sew MH → 08.8
05.4
El. Top of 24" Sew. -04.6
18.8

See Sketch of Location & Align pg. 12

6+00 WAT. 13' LT

Edge of A.C 23' RT
Edge of A.C 28' RT
" " " 5' LT 28± RT

WAT. 9± LT.

Nail in Pole SE Cor Archibald & Anna

End New A.C, Begin old A.C, Edge of A.C 5° LT
℄ WAT. 8± LT

" " " 5° LT

ANNA ST.
& Profile
(Cont'd)

		09.60		
9+50		5.6	4.00 ✓	Edge A.C 4° LT.
10+00		5.7	3.9 ✓	" " 4° " WAT. 6° LT
+50		5.7	3.9 ✓	" " 3° "
11+00		6.1	3.5 ✓	" " 4° " WAT. 6° LT
+50		6.2	3.4 ✓	" " 3° " 11+20 WAT. 3° LT 11+25 WAT. 2° RT 16° RT
12+00		6.3	3.3 ✓	" " 3° "
+50		6.3	3.3 ✓	" " 3° "
13+00		6.5	3.1 ✓	" " 2° " WAT. 3° LT
+50		6.4	3.2 ✓	" " 1° "
14+00		6.3	3.3 ✓	" " 2° "
+50		6.2	3.4 ✓	" " 2° " WAT. 2° LT
℄	3.90	07.16	6.34 03.26	14+91 GAS Xing
SET TBM			2.17 02.69	on 2" I.P SW Cor Ralston & Anna.
15+00			3.9 3.3 ✓	AC 4° LT
+50			3.8 3.4 ✓	" 4° LT
16+00			4.0 3.2 ✓	" " " 15+94 GAS Xing 16+00 WAT. 1° LT 16+24, 14° LT WAT. MET
+50			4.2 3.0 ✓	" 3° "
17+00			4.3 2.9 ✓	" 5° " , 12' RT 2° LT. WAT.
+50			4.6 2.6 ✓	" 8° " , 11' RT

ANNA ST.
℄ Profile
(Cont'd.)

	07.16			
18+00	4.8	2.4 ✓	1½" A.C. 9° LT, 9° RT.	
+50	4.9	2.3 ✓	" 10° LT, 8° RT.	
19+00	5.1	2.1 ✓	" 12° LT, 8° RT.	
+50	4.9	2.3 ✓	" 11° LT, 5° RT	19+35, 12° RT WAT. MET.
20+00	5.0	2.2 ✓	" , 5° RT	
+50	5.1	2.1 ✓	" , 6° RT	
21+00	5.0	2.2 ✓	" , 5° RT	
+50	5.2	2.0 ✓	" , 6° RT	15° LT. 21+56. WAT. MET. 9° RT, 21+77 WAT MET
22+00	5.6	1.6 ✓	" , 5° RT	
+50	5.4	1.8 ✓	" 9° LT, 9° RT	
P 4.64	06.40	05.40	01.76	
23+00	4.6	1.80 ✓	" 12° LT, 12° RT	WAT. 2° LT WAT MET 31° RT. END of WATER.
+50	4.8	1.6 ✓		
24+00	4.9	1.5 ✓	" 11° LT, 10° RT	End of A.C.
+50	5.0	1.4 ✓		
25+00	5.2	1.1 ✓		
+50	5.3	1.1 ✓		
+96.67	5.6	.8 ✓		
26+00	5.7	.7 ✓		

ANNA ST. ℄ Profile (Cont'd)

		06.40		
SET TBM	06.55	06.53	06.42	-0.02
CK TBM	4.87	07.57	03.83	02.70
CK TBM	14.68	19.99	02.26	05.31
CK BM	3.80	15.17	8.65	11.34 = 11.37

REVISED ℄ PROFILE STA 0+00 to 3+50

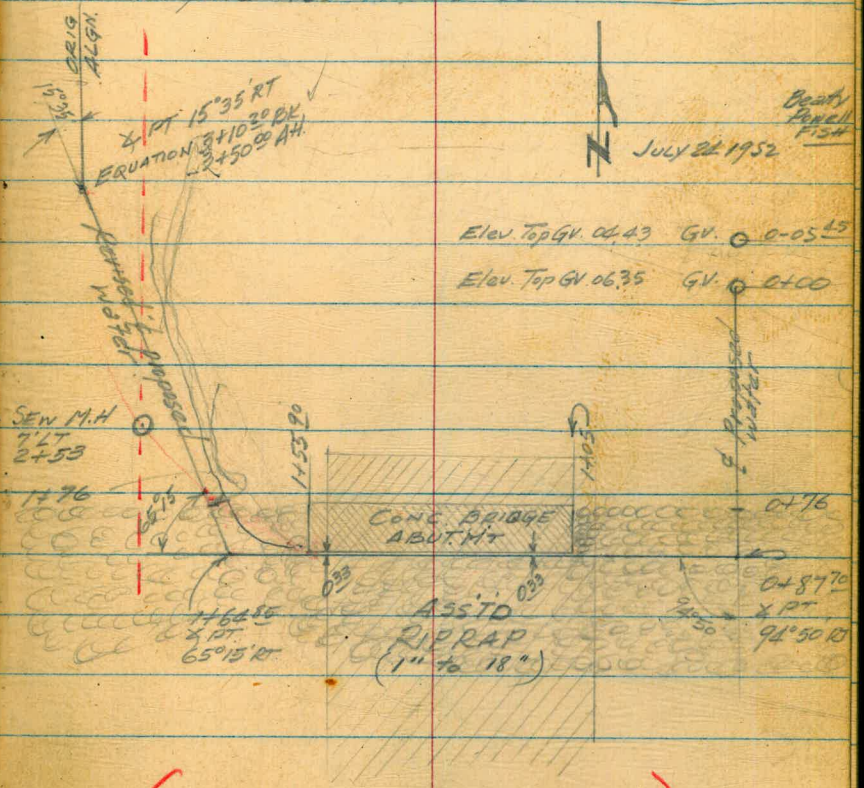
Top of GV: 0-05 45		10.74	04.43	
0+50		1.1	14.1	
+67		00	15.2	
+76	Begin Riprap	0.6	14.7	
+83		1.2	14.0	
0+87 70	℄ PT (94°50' RT)	2.4	12.8	
	(on Conc Abut)	2.47	12.70	(0 33 RT.)
1+05		2.5	12.7	
1+55 90	(on Conc Abut)	2.46	12.71	(0 33 RT.)
		2.6	12.6	
1+64.85	℄ PT (65°15' RT)	2.8	12.4	
	5.07 17.62	2.63	12.54	
1+76.	End Riprap	2.8	12.8	
1+85		3.3	14.3	
2+00		3.9	13.7	
+50		7.5	10.1	
3+00		7.8	09.8	
3+10 2 = BK	℄ PT	8.1	09.5	
3+50 AH.	(15°35' RT)	7.8	09.8	
4+00				

Conc. Mon. 10' RT 25+96

on 2" I.P. Prop Cor S.W Cor Ralston & Anna

Nail in pole SE Cor Anna & Archibald

Nail in pole 150' LT. 0+00



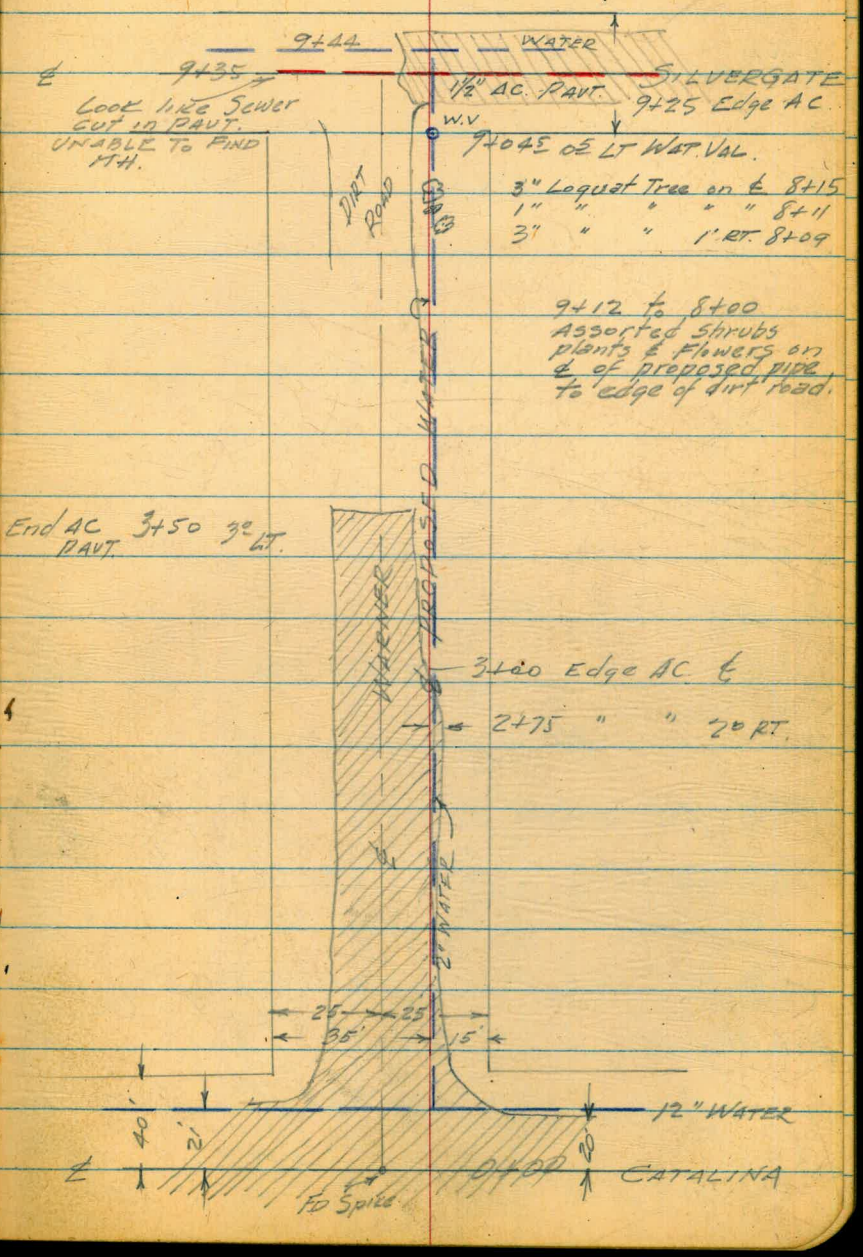
(SEE Page 22.)

DEWilson

WARNER ST
CATALINA TO SILVERGATE
& PROPOSED 6" WATER LINE

May 21, 1952 — 19

BEATTY
WEST
POWELL
KEMP
VARONFAKIS



WARNER ST.
CATALINA TO SILVERGATE
& PROFILE OF PROPOSED WATER

BM	0.47	304.07		293.60
P	9.22	312.64	0.65	303.42
P	0.16	299.93	12.87	299.77
SET TOM			13.10	286.83
0+00			13.10	
+20			13.45	
+40			13.5	
1+00			10.1	
+50			6.8	
2+00			3.5	
+50			0.3	
P	12.95	312.72	0.16	299.77
3+00			9.5	
+50			6.0	
4+00			3.4	
+50			1.8	
5+00			1.5	
+50			2.3	
6+00			4.2	

BM on curb 85' So. S. prop. line of Dudley on Silvergate

on ℄ Nail 0+00 (℄ Catalina ℄ ℄ of pipe)

℄ Catalina

Edge of AC. pavt Catalina

1+33 27' LT WAT. MET

1+63 9' RT WAT. MET

2+46 27' LT WAT. MET

2+75 9' RT WAT. MET

3+35 9' RT WAT. MET

3+58 28' LT WAT. MET

3+81 9' RT. WAT. MET

4+64 28' LT. WAT. MET ℄ 9' RT. WAT. MET

5+64 29' LT WAT. MET

5+94 9' RT WAT. MET.

6+02 15 RT MAIL BOX

WARNER ST. (Cont'd)
& Profile

		312.72		
6+50			6.3	
7+00			8.9	
P	0.37	303.77	9.32	303.40
+50			2.8	
8+00			5.4	
+50			8.3	
9+00			11.2	
+08			12.0	
+10			12.9	
+50			13.9	
CK B.M.			10.17	293.60

6+92 9'RT. WAT. MET. →

7+52 9'RT WAT MET. →
7+58 28'LT WAT. MET. 7+85 5'RT 8" Tree

Edge Road 2°-LT

Edge Road 4°-LT

" " 5°-LT

(REVISION OFFICE)

STA.	ANGLES	FITTINGS
0+00 ℄ RT.	11°24'	1-11¼° BEND.
0+90 ℄ PT. RT.	73°40'	1-90° } BENDS
1+40 ℄ PT. RT.	62°47'	1-11¼° } 1-45° } BENDS
2+89 ℄ PT. RT.	19°0'	1-22½° BEND

(REVISION FIELD)

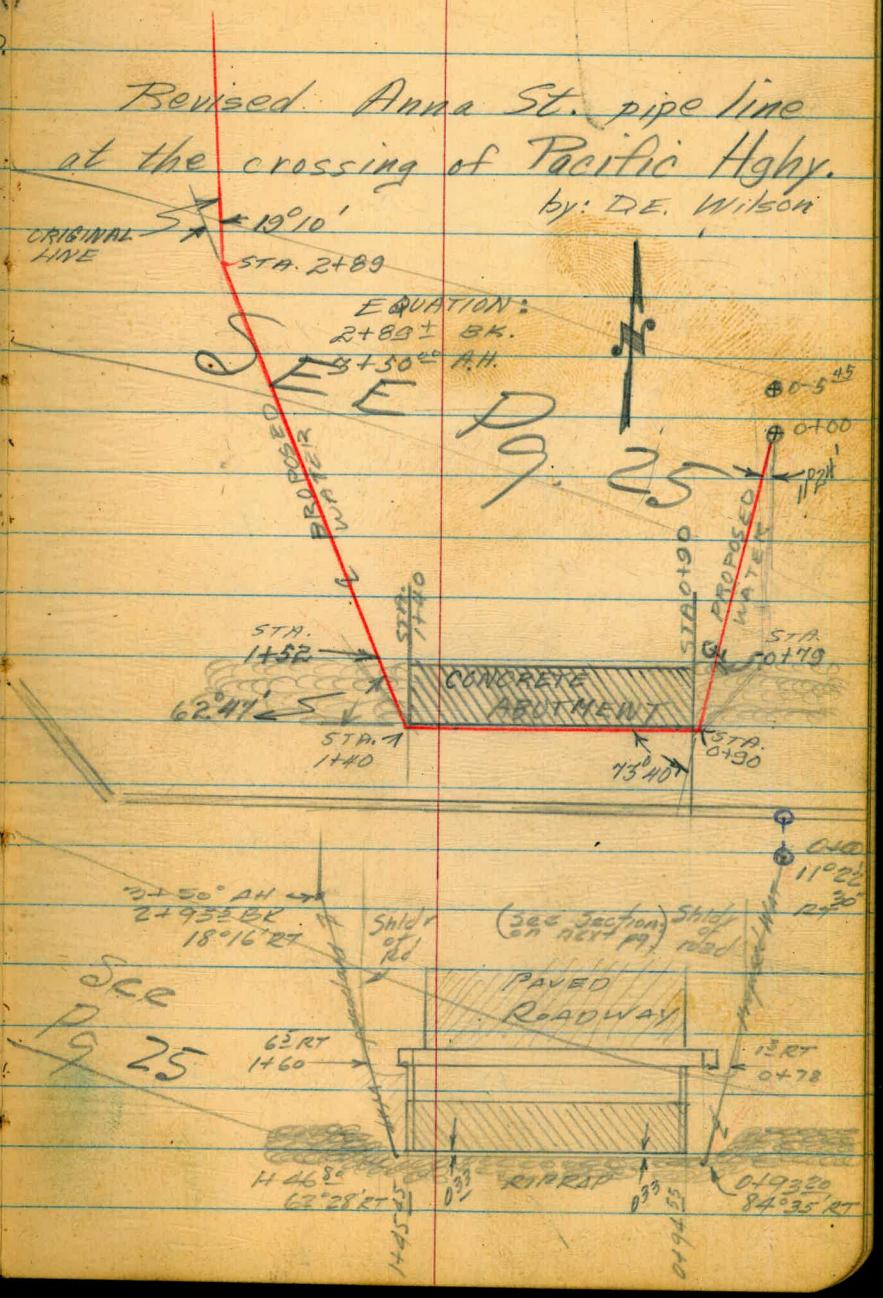
7/30/52

IDEATH DOUGLAS KEMP FISH.

3+50.00 AH.	
2+95.5 BK ℄ PT	18°16' RT
1+60 6.5 RT	To Face of Bridge Abut
1+46.80 ℄ PT	62°28' RT
1+45.45 } 0+94.55 }	Edge Conc Abut.
0+93.20 ℄ PT	84°35 RT
0+78 12 RT	To Face Bridge Abut.
0+00 ℄ PT	11°22'30" RT ± (No definite BK TANGENT)

Revised Anna St. pipe line at the crossing of Pacific Hghy.

by: D.E. Wilson



REVISED PROFILE
ANNA ST. AT
PAC. HWY BRIDGE

BM	12.21	23.58	11.37
0+00		10.3	13.3
0+50		3.6	20.0
0+65		2.6	21.0
0+78		2.4	21.2
0+93 20		10.9	12.7
0+94 55		10.9	12.7
0+94 55 on Conc Abut 0 33 RT		10.88	12.70
1+45 45 " " " " "		10.87	12.71
1+46 80		11.0	12.6
+57		5.9	17.7
+65		4.6	19.0
2+00		9.7	13.9
2+50		13.7	09.9
2+95 50 BK		14.1	09.5
3+50 AH.			
CK BM		12.21	11.37

	ST.			CT.		
	(8.5)			(16.3)		
	15.1			5.3		
	5		C	5		
	(17.0)			(21.0)	(21.0)	
	6.6			2.6	2.6	
	5		C	3	5 5	Edge of Berm
	(18.4)			(21.1)		
	5.7			2.5		
	5		C	3	Edge of Berm	
	(15.4)	(20.8)		(21.2)		
	8.2	2.8		2.4		
	9	2		1 2		
(2.4)	(13.4)	(17.6)		(20.0)		
10.2	10.2	6.0		3.6		
15 Edge Rip Rap	L	1	C	5	(21.3)	
	(14.2)	14.2		2.3	2.3	
	9 2	9 2				
	15	5	C	5	9	Edge of Berm
	(11.8)	(11.9)	(13.2)	(16.3)	(21.2)	(21.3)
	11.8	11.7	10.6	7.3	2.4	2.3
	15	5	4	7	15	18 Edge of Berm

(Field & Office together West & Wilson)

Revised Profile ANNA St At Bridge

Sta	+	H	−	
	6.52	16.02		9.50
2+50			6.3	9.7 ✓
2+00			3.4	12.6 ✓
1+69			1.3	14.7 ✓
1+64 7/2			2.4	13.6 ✓
1+40 7/2			3.6	12.4 ✓
	6.87	(14.36) 14.56	8.53	7.49
0+92 8			1.4	13.0 ✓
	7.76	(19.33) 19.73	2.59	11.74
			8.65	10.9
0+65 2			4.8	14.7
0+50			5.41	14.1
0+00			5.79	(13.14) 13.94
			13.06	(6.47) 6.67
			8.14	(11.37) 11.57

Nail 3+35

3.9 / 10 L — 2.6 / 3° R — 2.0 / 5 R — 0.7 / 10 R

12.8 — 3.2 / 10 L — (18.6) +5.6 / 6° R

6.1 / 10 L — 3.3 / 12 R Bridge Abt

4.9 / 10 L

edge abut

5.0 / 10 L — 1.5 / 2° R — 0.0 / 10 R

(12.43) 7.1 / 5 L — 2.1 / 5° R (17.43)

Top Gate Valve

11.37 BM

Wilson
West

Revised Pipe Line
Anna St.

8/30/55 Ck'd by WEST & party.

25.

3+50 AH.
2+96 BK. ∡ 15°43' RT.

1+64[7] ∡ 80°09' RT.

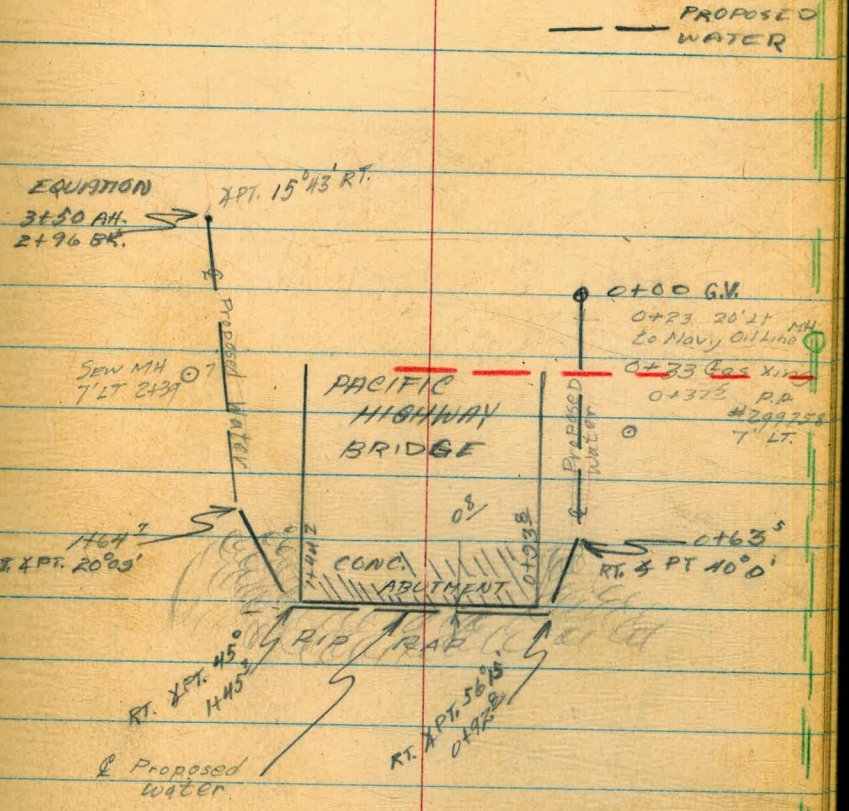
1+45[7] ∡ 45° RT.

1+44[7] } Conc. ~~0[8] PT 1" RT.~~
0+93[8] } Abut. for ℄ Pipe

0+92[8] ∡ 56°15' RT.

0+63[5] ∡ 40° RT.

0+00.



Hilger St.
Klauber to Gibson
℄ Proposed Water Main

Wilson
Martell
Varontakis

Aug. 29, 1952

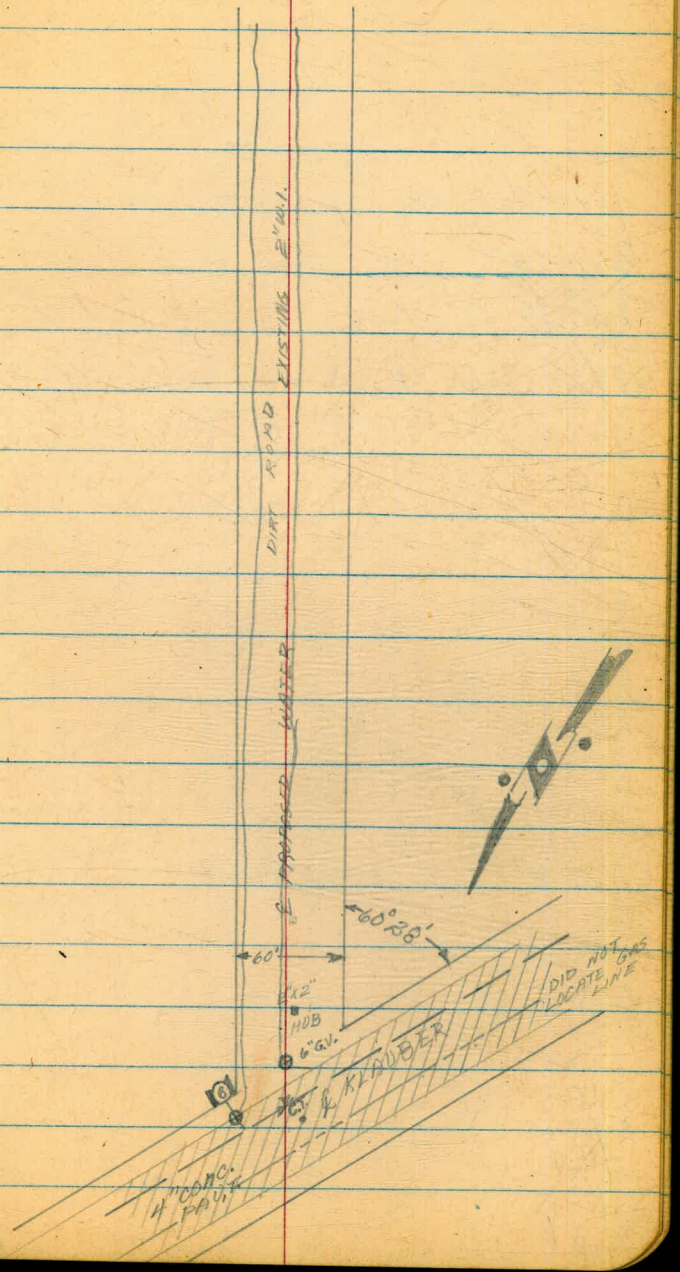
26.

0+90 15 10' RT 90° to 2"x2" HUB

0+46 South Edge of Pav't. } 4" CONC. PAV'T.

0+23 North Edge of Pav't. }

0+00 North Prop. Line Klauber



Cont.

Hilger St.
Klauber to Gibson
& Proposed Water

15+78 ℄ South Prop. Line of Gibson

15+48 ℄ CONC. MON. ℄ of Hilger & Gibson

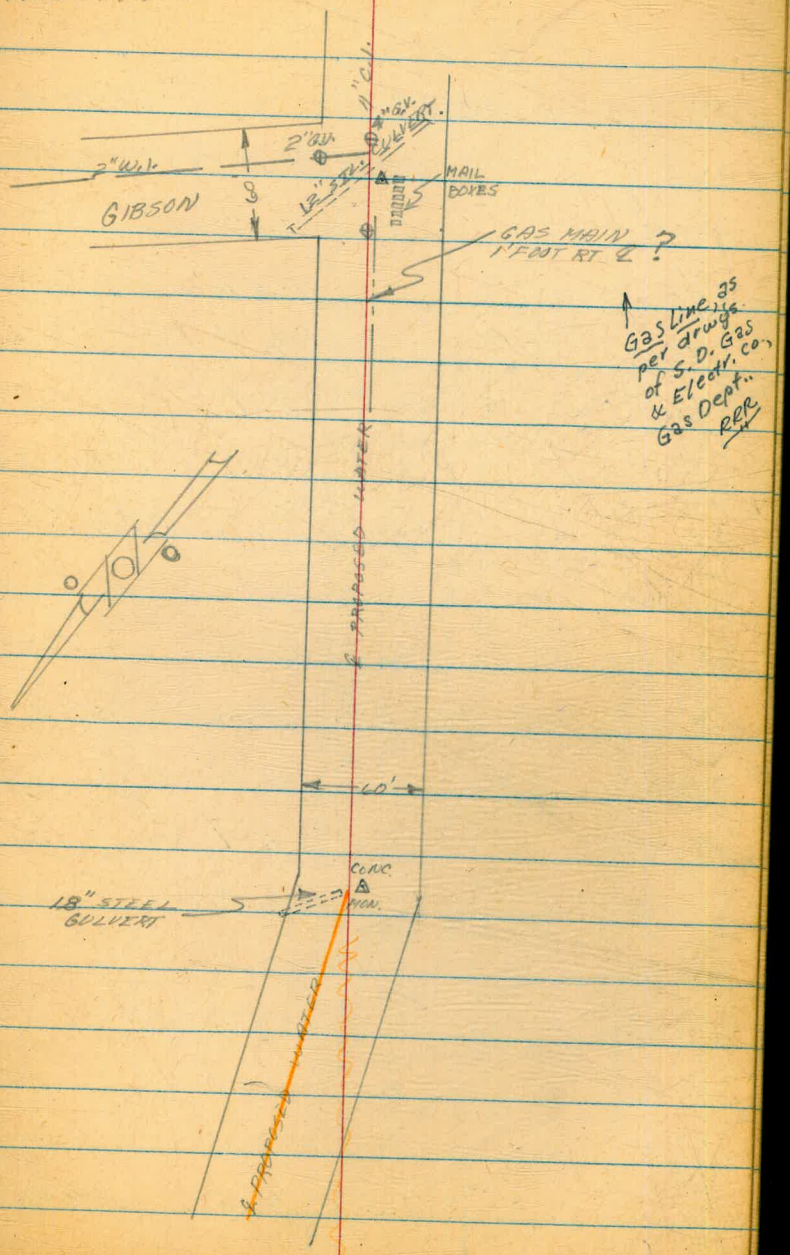
15+41 12" STL. CULVERT WITH AT GROUND LINE
TOP OF PIPE

15+30 to 15+48 6 MAIL BOXES 6' RT.

10+14 33 ℄ LT. 28°15'

Wilson
Martell
Varontakis

Aug. 29, 52 27.



Hilger St.
℄ Profile
Klauber to Gibson

STA.	+	HI	−		
BM	2.60	405.03X		402.43	
0+00			+1.0	404.03	
0+23			4.13	400.9	
0+46			4.47	400.6	
0+50			4.7	400.3	
1+00			8.4	396.6	
1+50			12.5	392.5	
TP	1.36	393.87	12.52	392.51	
2+00			6.7	387.2	
2+50			12.3	381.6	
TP	1.62	382.39	13.10	380.77	
3+00			4.0	378.4	
3+50			5.7	376.7	
4+00			6.2	376.2	
4+50			7.2	375.2	
5+00			8.2	374.2	
5+50			10.0	372.4	
6+00			12.0	370.4	
TP	0.55	370.32	12.62	369.77	

Wilson
West
Martell
Varonfakis

Aug. 29, 52 28.

LET ℄ ATTIX & KLAUBER

~~N. Edge Pavt on KLAUBER~~

N. Edge Pavt

S. Edge Pavt

8.4 4.0'	5.3 7	5.4 10'		RT
12.2 3'	10.9 5'	10.4 10'		RT.
Rock in Hilger				
6.5 2'	4.2 6'	3.4 10'		RT.
12.1 .8'	9.5 4'	8.8 10'		RT.
Rock in Hilger				
3.7 1'	3.3 10'			RT
6.8 2'	8.3 10'			RT
1.6 3'	9.9 10'			
10.0 2'	9.8 3'	11.7 10'		RT.
12.4 2'	12.1 4'	15.0 10'		
Rock in Hilger				

Hilger
& Profile
Klauber to Gibson

Wilson
West
Martell
Varountakis

Aug. 29, 1952 29.

STA.	+	HI.	-		
		370.32			
6+50			2.9	367.4	
7+00			5.7	364.6	
7+50			8.7	361.6	
8+00			13.0	357.3	
TP	0.65	359.18	11.79	358.53	
8+50			5.7	353.5	
9+00			10.0	349.2	
9+50			12.1	347.1	
TP	1.41	347.65	12.94	346.24	Rock in Hilger
10+00			3.0	344.7	
10+33			4.1	343.6	℄ PT.
10+18±			5.3	342.4	Flow line. 18" I.D. CULVERT
10+50			4.9	342.8	
11+00			6.6	341.1	
11+50			8.2	339.5	
12+00			10.2	337.5	
12+50			13.0	334.7	
TP	0.81	335.76	12.70	334.95	Rock in Hilger.
13+00			3.5	332.3	

SAME AS 6+00 & 7+00
5.7 5.3 7.8
2' 3' 10' RT.

SAME AS 7+00 & 8+00
13.0 12.6 14.7
3' 5' 10' RT

SAME AS 8+00 & 9+00
9.9 9.3 11.1
3' 5' 10' RT.

2.9 6.8
2' 10' RT.

Rad
-3.6 20' LT.

4.9 7.9
1' 10' RT.

6.9 10.2
2' 10' RT

SAME AS 11+00 & 12+00
9.7 13.0
2' 10' RT

3.0 6.1
2' 10' RT

Hilger St.
& Profile
Klauber & Gibson

Sta.	+	HI 333.76	−	
13+50			5.9	329.9
14+00			9.2	326.6
14+50			12.5	323.3
TP	3.43	326.51	12.68	323.08
15+00			6.4	320.1
15+48.01			9.2	317.3
15+78.01			11.9	314.6
IP			3.86	322.65 322.7
2" GV			7.6	318.9
TP	11.88	337.42	0.97	325.54
TP	11.20	347.08	1.54	335.88
TP	12.47	357.95	1.60	345.48
TP	12.55	369.89	.61	357.34
TP	11.15	380.46	0.58	369.31
TP	11.39	391.06	0.79	379.67
TP	12.34	402.85	0.55	390.51
TP	4.60	405.11	2.34	400.51
OK BM			2.71	402.40 =

Wilson
West
Martell
Varantakis

Aug. 29, 1952 30.

SAME AS 13+00 & 14+00

6.7 11.6
2' 10' RT

Rock in Hilger

6.4 11.5
5' 10' RT

2" Iron Pipe on SE corner Gibson & Hilger

2" G.V. SE corner Gibson Hilger

402.42.7 L&T & Klauber & Attix

Nov. 26, 1952
Beatty
Powell
Alexander

Cottonwood St
Earl St. To 40th
& Profile proposed WATER

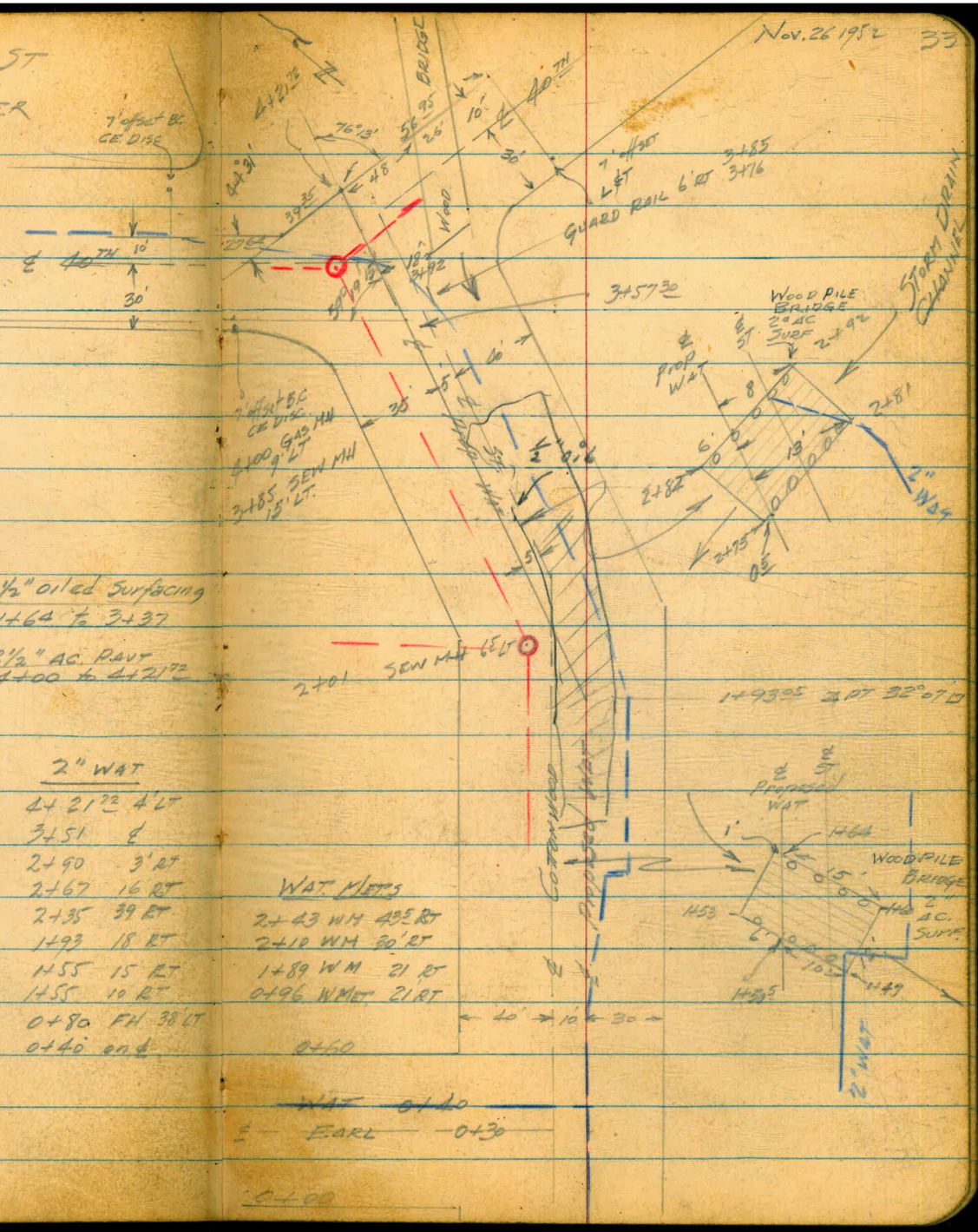
BM.	0.00	53.06	53.06	BO NW Cor 40th & Epsilon
P	0.92	40.88	13.10 39.96	
P	0.13	28.00	13.01 27.87	
P	4.25	19.73	12.52 15.48	
0+00	= Wly Proplne Earl		8.5 11.2	
+50			8.0 11.7	
1+00			7.8 11.9	
+50			6.1 13.6	
1+51.5			5.95 13.8	Edge Bridge
+52			10.1 9.6	
+57.5	& Ditch		9.9 9.8	
+63			9.7 10.0	
1+64			5.85 13.9	Edge Bridge
1+93.05			5.9 13.8	
2+00			6.0 13.7	
			5.95 13.8	N. Rim Sew. MH 65 Lt 2+01
			12.15 7.6	Inv. 8" Sew.
+50			4.8 14.9	
2+73			5.05 14.7	Edge Bridge
+74			9.3 10.4	

5.5/5 3.9/2 × 4.7/2 5.9/3 5.8/5

COTTONWOOD ST. (cont'd)

		19.73			
2+86	✓		8.8	10.9	
2+87			4.90	14.8	Edge Bridge
3+00			4.9	14.8	
+51.3			5.0	14.7	
			5.31	14.4	N. Rim Sew. MH 15' Lt. 3+85
			10.60	9.1	
4+00			5.5	14.2	
+21.72			5.45	14.3	
6' Nor	} 4+21.72		5.6	14.1	
39.35 Nor			4.95	14.8	
66.99 Nor			5.1	14.6	
48' So	} 4+21.72		4.30	15.4	Edge BRIDGE
49' So			8.70	11.0	
73' So			8.60	11.1	& DITCH
74' So			4.25	15.5	Edge Bridge
SET TBM	12.77	28.07	4.43	15.30	on City Engr Disc 7' off BC. Ret NE Cor Cottonwood & 40TH
TP	13.35	41.24	0.18	27.89	
TP	11.93	53.11	0.06	41.18	
CK BM			0.05	53.06 = 53.06	

Cottonwood St
℄ Proposed Water



4+21.72 ⅄ PT 76°13' RT Lay

½" oiled Surfacing
1+64 to 3+37

2½" AC. PAVT
4+00 to 4+21.72

1+93.05 ⅄ PT 32°07' LT

2" WAT
4+21.72 4' LT
3+51 ℄
2+90 3' RT
2+67 16 RT
2+35 39 RT
1+93 18 RT
1+55 15 RT
1+55 10 RT
0+80 FH 38' LT
0+40 end ℄

WAT Mets
2+43 WM 43' RT
2+10 WM 20' RT
1+89 WM 21 RT
0+96 WMet 21 RT

0+60 Ely RL EARL ST.
0+30 ℄ EARL
0+00 Wly RL EARL ST.

0+60
~~WAT 0+60~~
℄ EARL 0+30
0+00

BONITA DRIVE
(ALSO AS LOMA AVE, MAP 2852)
& PROFILE OF PROPOSED WATER

BM	0.46	210.66	210.20	Top Ft Santa Isabel & Bonita Dr MK'D 210.04
				See F.B. 786. pg. 7
CK P		7.48	203.18 = 203.17	
				LEFT
9+84		2.0	208.7	Edge Conc Pavt 3.15/10
+50		3.8	206.9	" " " 3.92/10
+33.90		4.0	206.7	End Conc Pavt & Begin AC Pavt. 4.08/10
9+00		6.1	204.6	4" Edge AC Pavt 5.65/10
+50		9.5	201.2	" " " 9.50/10
8+00		13.2	197.5	" " " 13.47/10
P	0.06	197.34	13.38 197.28	
7+53 ℄ PT.		3.55	193.8	" " " 4.10/10
+27.5 (End AC Pavt 10'CT)		5.3	192.0	End 4" " " 5.90/10
				Begin 3½" AC.
7+00		7.0	190.3	3½" AC 7.05/1
+50		10.2	187.1	" " 10.4/3
8+00 G+00		13.35	183.99	" " 13.38/2
P	0.26	184.32	13.28 184.06	
+74		2.45	181.9	2.45 on AC Pavt
+50		3.55	180.8	
5+48.35 = Bonita Drive		3.65	180.7	
12+26.3 Coban St				
SET TBM		2.32	182.00	⊓ on Conc pad fdn of Conc Block Wall SE Cor Bonita Dr & Coban

BONITA DRIVE (Cont'd.)

		184.32			
5+00			4.3	180.0	
5+00			7.4	176.9	
+50			10.9	173.4	
PI	1.26	172.28	13.30	171.02	
4+00			2.1	170.2	
+50			3.8	168.5	
3+00			5.3	166.98	
+50			6.7	165.6	
2+00			8.0	169.3	
+50			9.8	162.5	
1+00			11.1	161.2	
+50			12.8	159.5	
PI	2.86	162.53	12.61	159.67	
0+00			4.8	157.7	
			6.92	155.6	
SET TBM			4.11	158.42	
PI	3.64	166.17	0.00	162.53	
PI	5.41	167.88	3.70	162.47	
SET TBM	12.0	175.70	4.27	163.61	

LEFT

4.35 4.30 on AC pavt
Edge of AC Pavt.
7.30 2.3
" " " 10.95 2
" " " 2.00 15
" " " 4.00 15
" " " 5.48 10
" " " 6.65 20
" " " 8.05 1
" " " 9.48 15
" " " 10.95 15
" " " 12.65 15

on Nail on Fen Cor

Top (?) 8" C.I. existing pipe

Cor, End Conc Curb.

Nail in Pole

COBAN ST. (PER MAP 2852)

(ALSO AS BONITA WAY - (SIGN POST))

℄ PROFILE PROPOSED WATER

	175.70			
0+00		13.7	162.0	
		17.70	158.0	Top 6" A.C Existing pipe 0+00
+50		12.0	163.7	
1+00		10.3	165.4	
+50		8.6	167.1	
2+00		7.3	168.4	
+50		6.0	169.7	
3+00		4.8	170.9	
+50		3.6	172.1	
4+00		2.7	173.0	
+26.63		2.9	172.8	
		6.90	168.8	Begin ?" AC.? PIPE Top of existing pipe } 4+26.63
℄	9.83	185.39	0.14	175.56
7+23.3		6.9	178.5	End ?" AC.? Pipe Top of existing pipe } 7+23.3
		8.82	176.6	
+25		6.3	179.1	
+50		6.2	179.2	
8+00		5.7	179.7	
+50		5.3	180.1	

Ground line very irregular, pipe line recently water settled

COBAN ST (Cont'd.)

		185.39			
9+00			4.9	180.5	
+50			4.6	180.8	
10+00			4.5	180.9	
+50			4.7	180.7	
11+00			5.1	180.3	
+50			5.6	179.8	
12+00			6.5	178.9	
+06			5.95	179.4	Edge A.C. PAVT.
12+26.3			4.75	180.6	Intersection
CK TBM	13.16	195.16	3.39	182.00 = 182.00	□ on Conc fdn of Conc P/L W&H SE Cor COBAN & Bonita Dr.
SP	11.88	206.47	0.57	194.59	
SP	5.38	211.26	0.59	205.88	
CK BM			1.07	210.19 = 210.20	Top FH NE Cor Bonita Dr. & Santa Isabel

DEC. 2 1953

BONITA DRIVE
℄ Proposed WATER

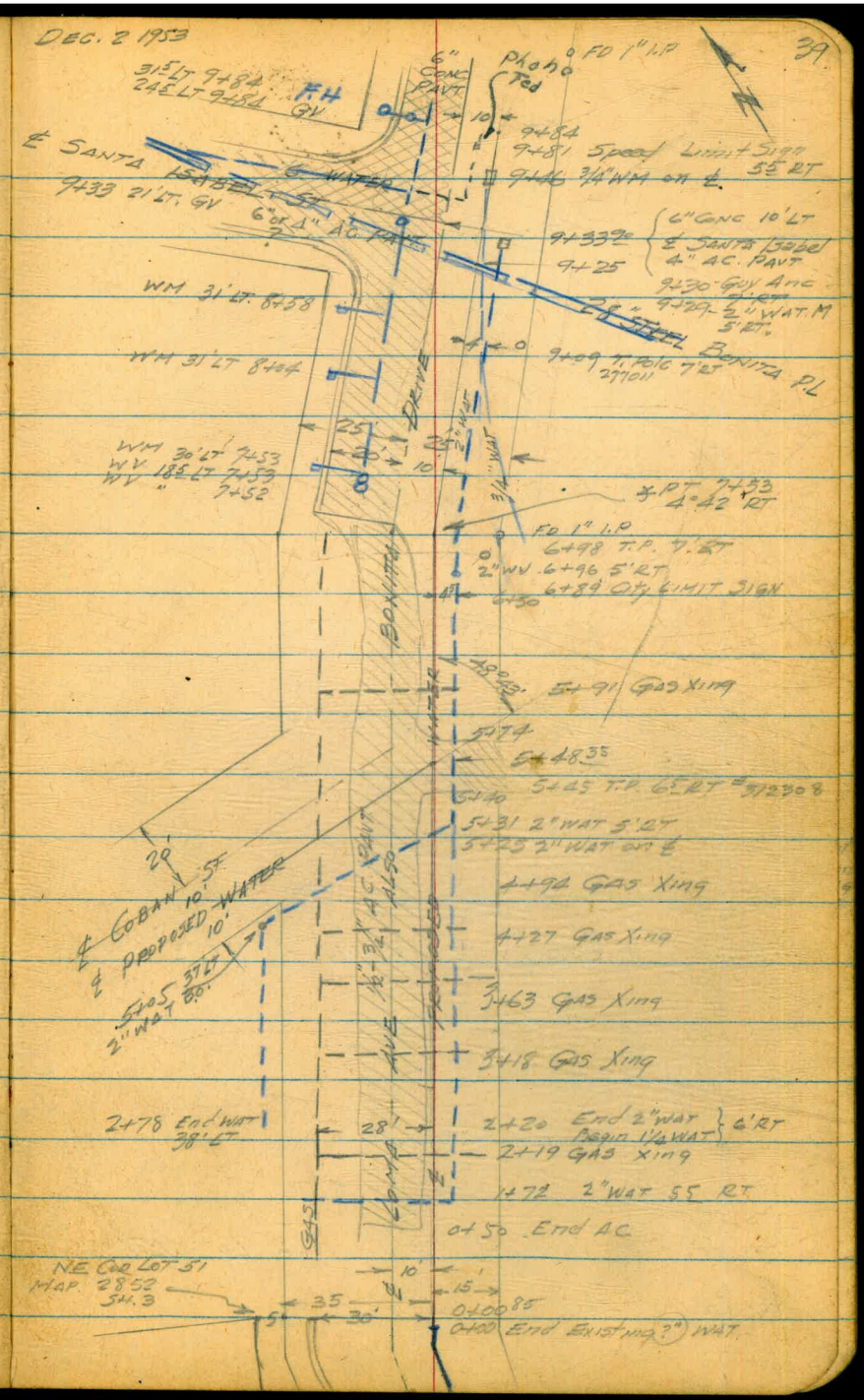
9+84 End of proposed water

9+53 4°42' RT

5+48.35 BONITA DR (= 12+26.3 COBAN ST.)

0+00.85 (90° LT 40.16' TO NE COR LOT 51)

0+00 = End (?") WATER (509.62 / 12.5 / 522.12 NE'LY FROM ℄ OF ARROYA)



COBAN ST
& PROPOSED WATER

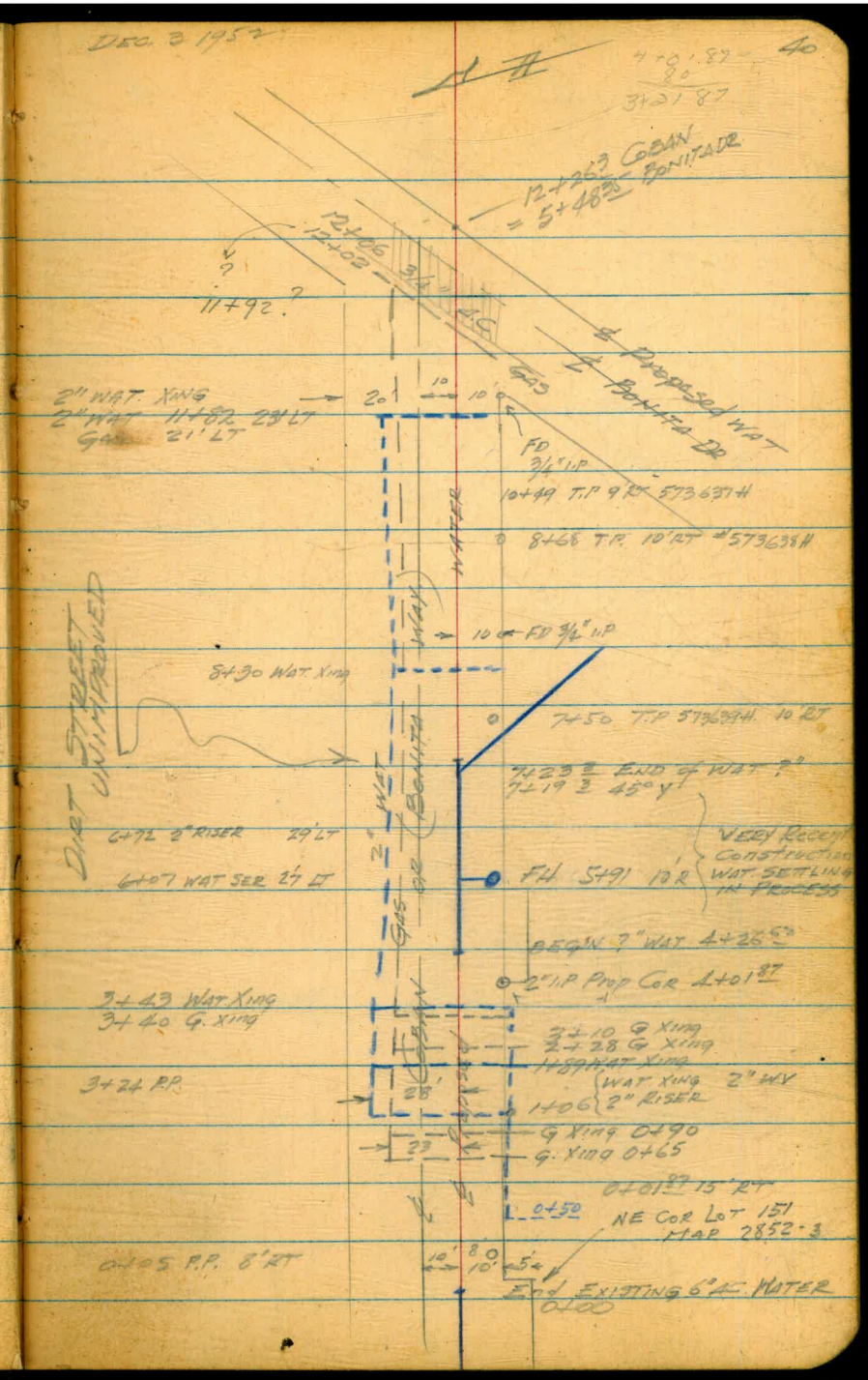
12+26 Intersn with proposed WAT Bonita Dr

7+23 End EXISTING WAT
7+19 45° Y

4+26 BEGIN EXISTING ?" PIPE

0+01 15' RT NEly COR LOT 151

0+00 End 6" A.C. pipe



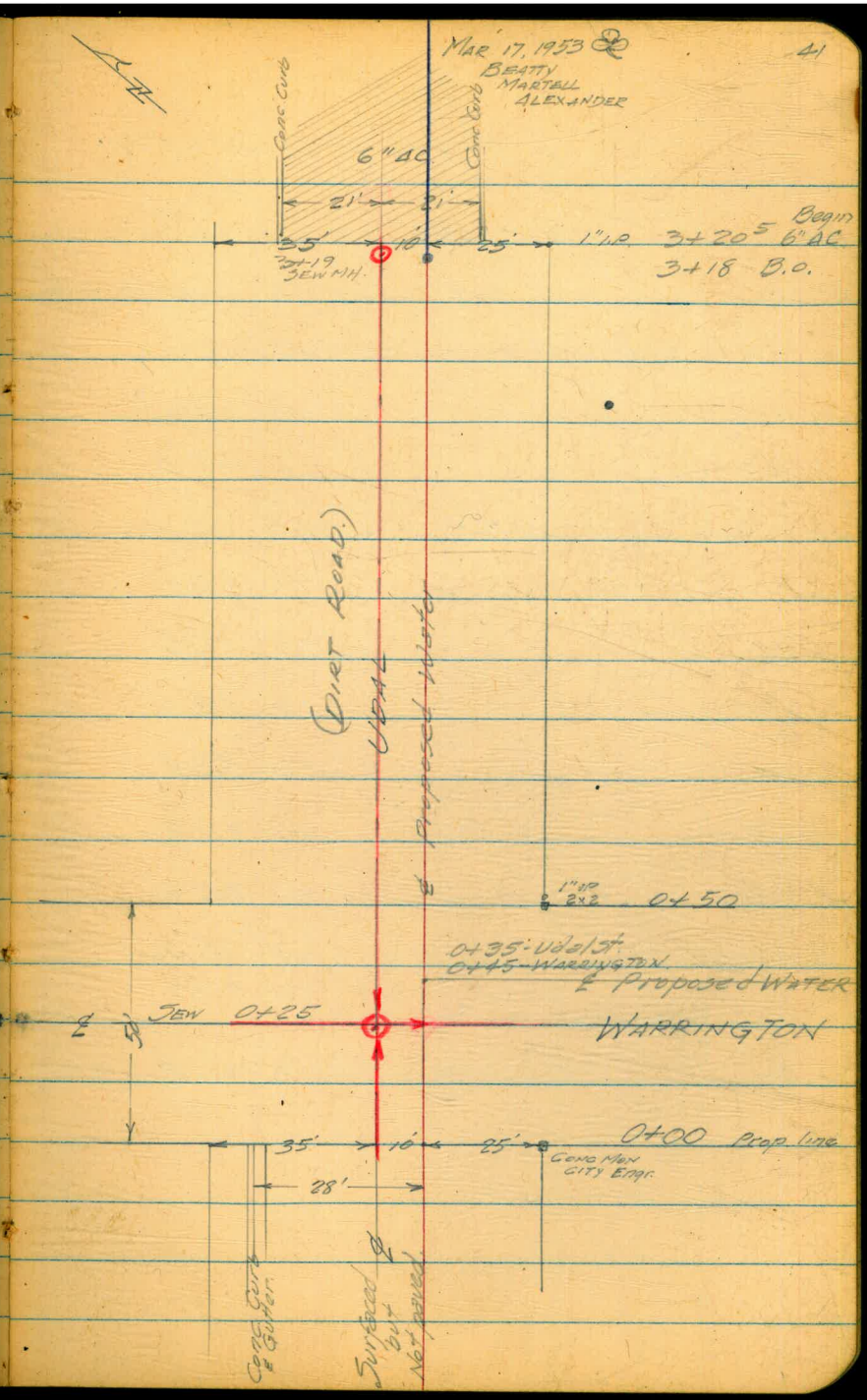
UDAL ST.
WARRINGTON. Ely
& PROPOSED WATER

3+20.5 Begin curb & gutter & 6" AC

3+18 ± B.O.

0+35 Udal St. = 0+45 proposed W&T on Warrington.

0+00 = Nwly prop line WARRINGTON



UDAL ST
(Cont'd.)
& Profile proposed water.

BM	0.99	117.32		116.83
	0.76	105.23	12.85	104.47
CK BM	0.05	96.47	8.81	96.42 = 96.35
SET T&M			8.87	87.60
0+00			10.2	86.3
+35			8.6	87.9
Sew. Invert at M.H		Rim 9.15 Inv. 22.90		
+50			7.1	89.4
1+00			5.2	91.3
+50			3.9	92.6
2+00			3.7	92.8
+50			4.5	92.0
3+00			5.1	91.4
3+20.5			5.3	91.2
Sew Invert at MH		Rim 5.10 Inv. 17.00		91.37
CK BM			0.05	96.35 = 96.35

BP SWly SEly Cor Voltaire & Chatsworth

BP SEly Cor Poinsettia &
Rim of Sew MH 3+19
on City Engr. Mon SWly Cor. Warrington & Udal

M.H. 0+25

M.H. 3+19

BP SEly Cor Voltaire & Poinsettia

WARRINGTON ST.
UDAL TO TENNYSON
& PROPOSED WATER

4+65± Intersin with Water line ? size
4+50 = 10" Sly & TENNYSON

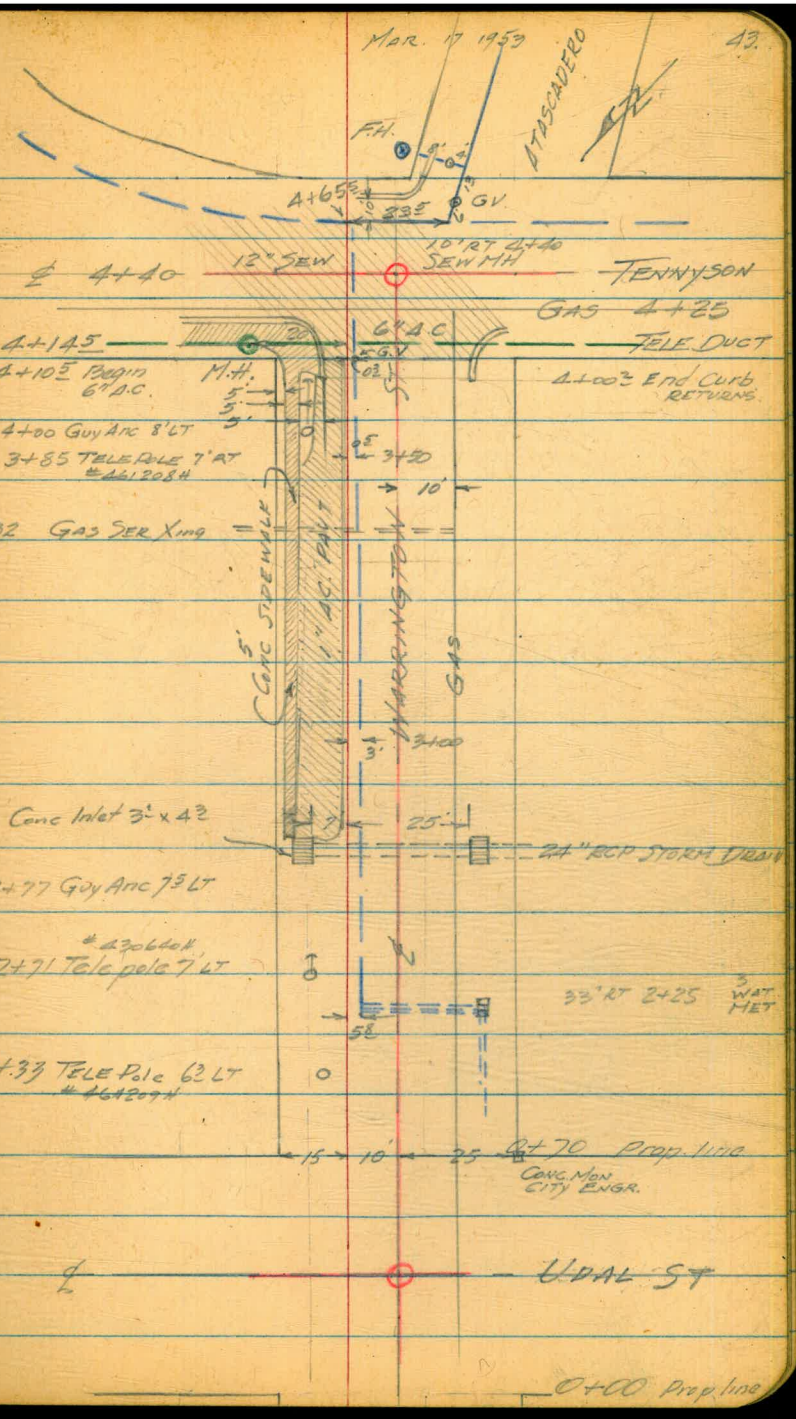
4+14± TELE Duct.

4+00± End curb return.

2+78 24" CrossCulv 7' LT 25' RT Inlet. Outlet.

0+70 = Prop line Udal St.

0+00 = Prop line Udal St.



Warrington St.
& Profile
Proposed Water

TBM	2.58	90.18	87.60	Conc Mon Swly Cor Udal & Warrington
0+00		2.6	87.6	
+50		2.4	87.8	
1+00		2.8	87.4	
+50		4.2	85.7	
2+00		5.0	85.2	
+50		5.0	85.2	
7' Lt, Inlet 24" R.C. Culv.		7.83	82.4 F.L.	Sta 2+76 24" RC Cross Dr
25' Rt, Outlet " " "		8.10	82.1 F.L.	
3+00		5.3	84.9	1" A.C. 05 LT {2+80 4+10 5
+50		5.25	84.9	
4+00		5.15	85.0	
Sew M.H. 42"		Rim 4.04 Inv. 19.20	86.1 71.0	
4+50		3.95	86.2	
4+65 5 Intersn with Water		4.05	86.1	
TELE MH		Rim 4.59	85.6	20' LT 4+14.50 TELE M.H.
		Top of duct 8.75	81.4	

CK BM	2.36	89.96	2.58 87.60 = 87.60	Conc Mon Swly Cor Udal & Warrington
CK Curb NE Cor.			5.10 84.86 = 85.67	~~NE plug curb~~. Gane

WARRINGTON ST.
WILDWOOD TO DIXON PLACE
DIXON PLACE
WARRINGTON TO CHATSWORTH

7+06 = Intersn WATER MAIN
6+94 Edge A.C.

5+80 Edge A.C.

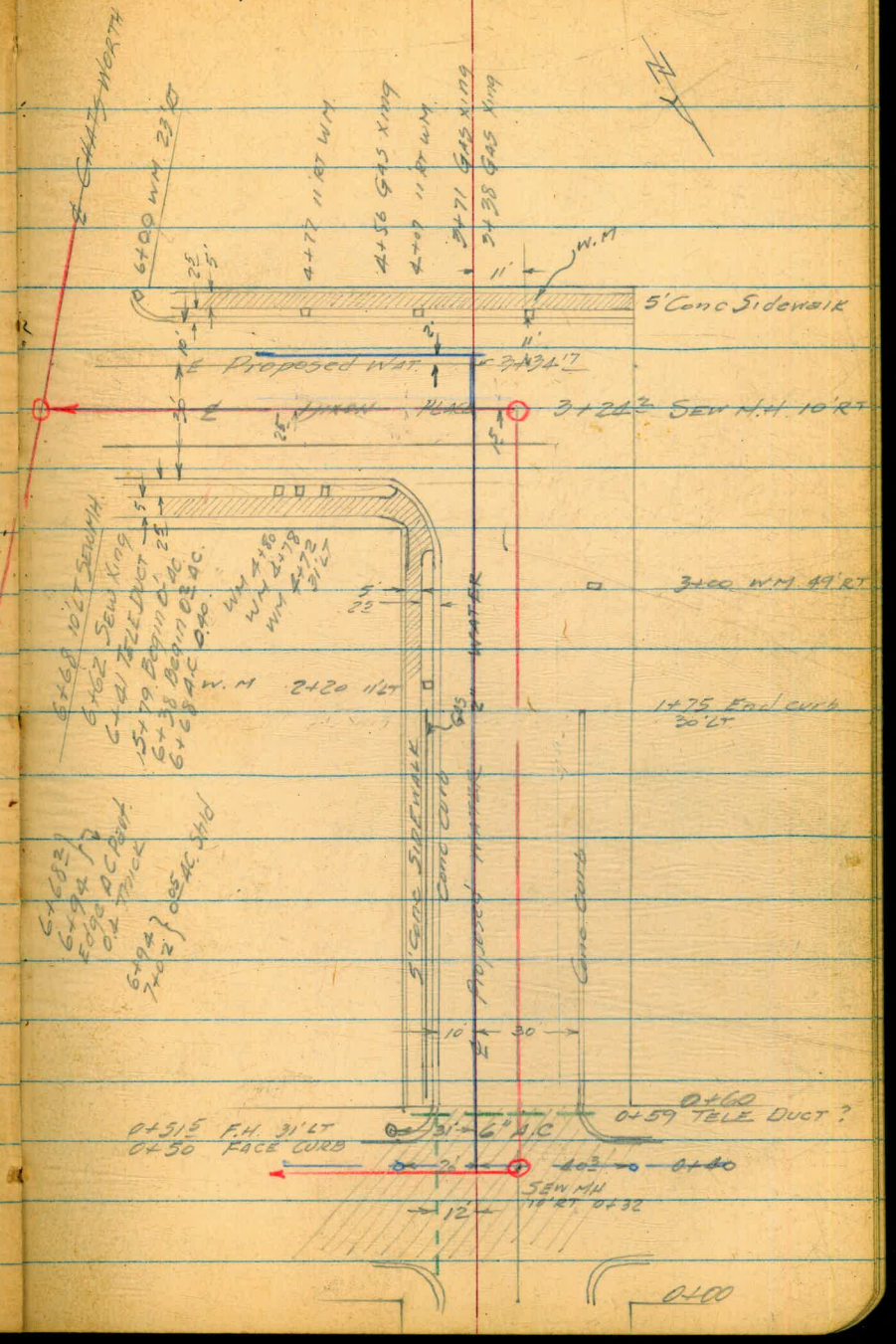
3+34.17 90° Bend LT.

2+94.17

0+60 Edge 6" AC Pavt Prop. line Wildwood

0+40 Intersn 6" mat.

0+00 Ny prop. line Wildwood



WARRINGTON ST.
Wildwood to Dixon Place
Dixon Place
Warrington to Chatsworth
& Profile proposed Water

BM	5.81	217.05		= 211.24
0+00		7.10		209.9
		Rim 5.92	211.13	211.1
Sew M.H.		Inv. 11.70		205.3
0+20		5.90		211.1
0+60	Edge A.C.	5.72		211.3
1+00		5.4		211.6
+50		4.9		212.1
2+00		5.3		211.7
+50		6.5		210.5
3+00		7.5		209.5
		Rim 6.46	210.59	210.6
Sew M.H.		Inv. 13.00		
+34.7		7.4		209.6
+50		8.1		208.9
4+00		11.4		205.6
P	0.00	204.83	12.27	204.83
+50		2.5		202.3
5+00		5.5		199.3
+50		8.0		196.8
6+00		9.8		195.0

NW Cor (BP gone) Warrington & Wildwood

6" Sew 0+30 10' Rt 0+30

WARRINGTON & DIXON (Cont'd.)

		204.83			
6+50			11.8	193.0	
		RIM	12.48	192.4	
SEW M/H		INV	19.88	185.0	
6+94			12.8	192.0	
7+02			13.0	191.8	
7+06			13.0		
P	0.12	191.75	13.20	191.63	
P	0.00	178.39	13.36	178.39	
			8.76	169.63	= 170.18

SEW M/H. 6+68

Edge A.C. Shldr.

Plug NE Cor Wildwood & Chatsworth } Gone .12 5.81 5.93

35.37
13.22
47.54
+ 5.93
41.61

211.24
170.18
41.06

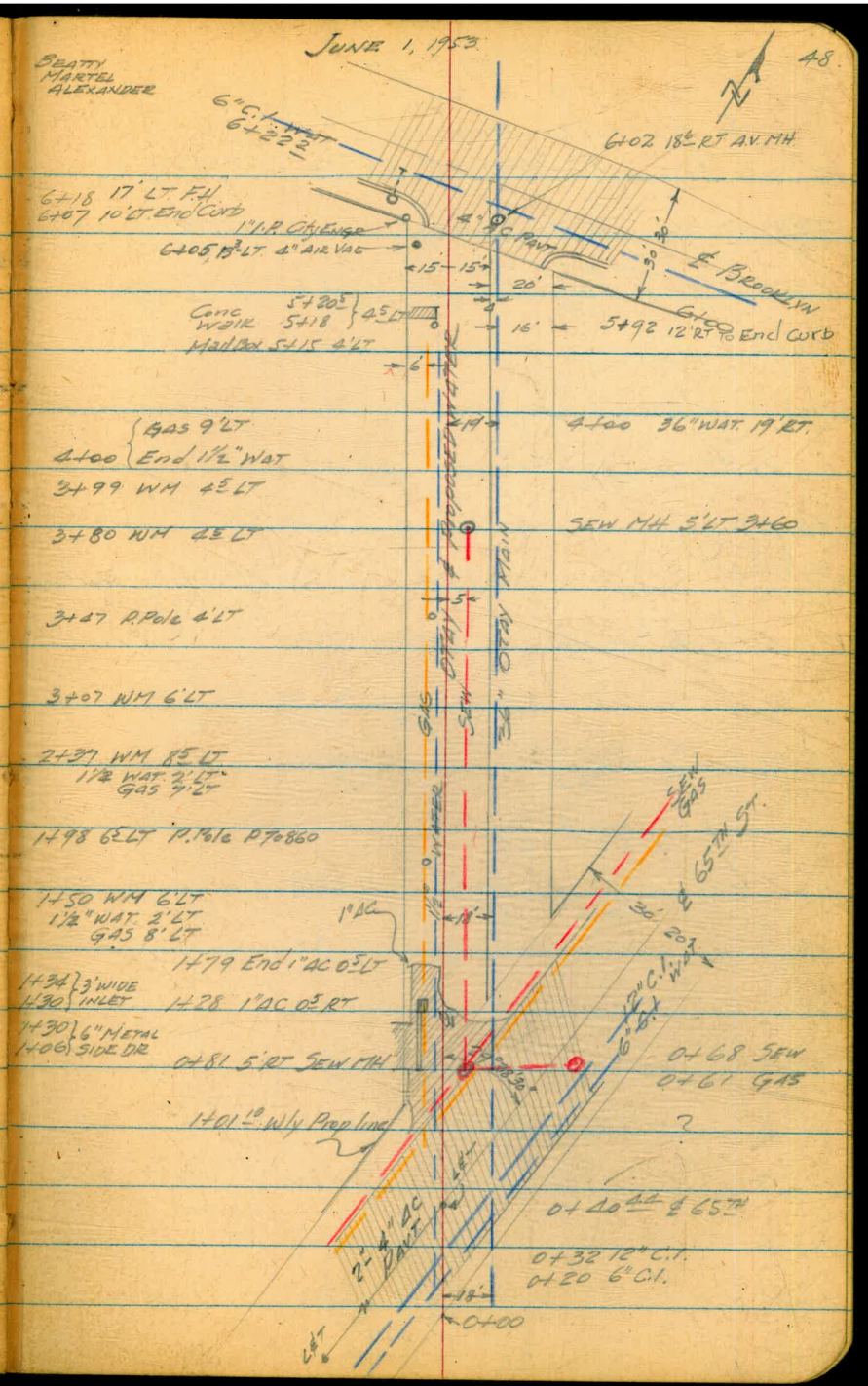
OTAY ST.
65TH ST. TO BROOKLYN AVE
PROPOSED WATER MAIN

6+00 = Sly Prop Line Brooklyn Ave

1+01.10 Wly Prop Line 65TH St.

0+40.41 ℄ 65TH St. (79°38'30" RT)

0+00 = Ely Prop. Line 65TH St.



OTAY ST 65TH To BROOKLYN
℄ PROFILE PROPOSED WATER ℄ X-SECTION of 30' STREET

T℄M.	12.57	231.29		218.72
℄ 0+00 = Ely. prop. line 65TH ℄ OTAY ST.			4.6	
0+10			4.0	
0+17 = AC Shldr. Rd			4.1	
0+40 = ℄ 65TH			1.9	
0+62 AC. Shldr. of Rd.			0.93	
P	13.26	244.45	0.10	231.19
SET OHSI SEW. MH		RIM:	12.10	
			9.60	
		To So. INV.	21.70	222.75
		To NW INV.	19.60	224.85
1+01.10 Wly prop. line 65TH ℄ OTAY ST			10.75	
INV. 6" SIDE DR ℄ 2' LT 1+06			11.15	
INV. 6" SIDE DR ℄ 4' LT. 1+30			10.10	
1+50			7.0	
2+00			3.3	
P	13.35	257.62	0.18	244.27
℄ 2+50			12.0	
℄ 3+00			8.1	

Newly Cor. Sidewalk. ENCANTO PUMP PLANT.

	℄ ST.	RT. NEly Prop Line
LT. SWly Prop Line	6.8 / 30.33	4.6 ℄
	4.1 / 30.33	1.9 ℄
	14.5 / 30.33	10.75 ℄
	7.0 / 15	7.0 ℄
	3.7 / 15	3.3 ℄
	12.1 / 15	12.0 ℄
	8.6 / 15	8.1 ℄

2.2 / 30.33	
+0.8 / 30.33	
8.5 / 30.33	
7.0 / 15	
3.1 / 15	
11.9 / 15	
7.9 / 15	

SECTIONS ⊥ TO ℄ 65TH ST

OTAY ST.
Cont'd

		257.62						
3+50			4.1	253.1	4.1/15	4.1 c	3.9/15	
	Sew M/H Sta 3+60 Rim 2.94 8.2							
	" "	Inv. 11.14						
4+00			0.1	257.5	0.6/15	c	+0.2/15	
PI		13.31 270.85	0.08	257.54				
+50			9.6	261.3	8.9/15	9.6 c	9.6/15	
5+00			6.0	264.9	5.4/15	6.0 c	5.8/15	
+25			4.3	266.6	4.3/15	4.3 c	4.3/15	
+50			4.0	266.9	4.3/15	c	3.9/15	
6+00	Edge AC part So Prop line Brooklyn		4.20	266.7	3.4/17.3	4.2 c	3.5/15	SECTION 11 TO BROOKLYN AVE
ck PI		0.22 268.33	2.74	268.11	Top F.H. Brooklyn & Otay, SW Cor			
PI		0.08 255.70	12.71	255.62				
PI		0.62 244.68	11.64	244.06				
ck PI			12.23	232.45 = 232.39	(FB 818 pg 61)			

Coban St Stakes for
Water Main & Meters
BONITA DRIVE Westerly

Sta	+				
	0.48	210.68		210.20	
	0.85	198.51	13.02	197.66	
	5.90	191.34	13.07	185.44	
	0.86	181.80	10.40	180.94	
	0.94	171.68	11.06	170.74	
0+00			10.12	161.6	157.5
0+05	Begin Work			161.9	157.8
+25			8.8	162.9	158.9 +154.4
+50			8.1	163.6	160.0
+49			7.8	163.9	163.7
1+00			6.2	165.5	161.3
+05			5.9	165.8	164.8
1+50			4.7	167.0	162.5
+87			2.8	168.9	166.8
+86			3.4	168.3	166.8
2+00			3.4	168.3	163.8
+50			2.2	169.5	165.0
3+00			0.9	170.8	166.2
3+00			0.8	170.9	169.6
	11.62	183.11	0.19	171.49	

West
Williams
Varon Fokis

7-16-53

51

Top FH Santa Lucia & Bonita

C4 1 C4 1 0+05 Begin
C3 5 C2
C3 4
C0 2 WM 5203 South
C4 2
C1 0 WM 5221 South
C4 5
C2 1 WM 5230 North
C1 5 WM 5231 South
C4 5
C4 5
C4 6
C1 3 WM 5241 South

COBAN ST (CONT'D)

7/16/53

34+46		183.11	11.1	1720	170.5	C1 5			WM 5251 South
+50			11.3	171.8	167.4	C4 4			
4+00			10.3	172.8	168.6	C4 2			
~~+26~~			10.25	172.8	168.3	C4 5			
4+21 C	END WORK								
~~4+25~~ 3			6.4	176.7	176.0	C0 1	173.5	C3 2	
7+282	Begin Work		6.3	176.8	176.4	C0 4	173.8	C3 0	
+50			3.6	179.5	176.9	C2 6	174.5	C5 0	
8+00			3.2	179.9	180.7	F0 8			WM (No Number) South
+30			3.2	179.9	177.2	C2 1	175.4	C4 5	
+50			2.8	180.3	177.6	C2 1	176.4	C3 9	
9+00			0.9	182.2	181.2	C1 0			WM 5206 North
+41			2.5	180.6	177.5	C3 1	176.4	C4 2	
+50									
	4.74	186.22	1.63	181.48					
9+91			4.2	182.0	181.2	C0 8			WM 5202 North
10+00			5.5	180.7	177.5	C3 2	176.3	C4 4	
+50			5.6	180.6	177.4	C3 2	176.3	C4 3	
11+00			6.1	180.1	176.7	C3 4	176.0	C4 1	
+25			6.2	181.0	180.4	C0 6			WM 5204 North
+50			6.6	179.6	175.9	C3 1	175.5	C4 1	
12+00			~~7.4~~	178.8	175.1	C3 1			
~~+26~~ 195	45° X PT		6.0	180.2	174.3	C5 9			JBM Page 3-4

-4.26 = 181.96 = 180.06

BONITA DRIVE
SANTA ISABEL SUBDIVISION
(5) STKS & GRDS for 8" A.C. WATER

July 17, 1953
Beatty.
Storey.
Martell
Alexander.

PP	12.55	172.22		159.67	NAIL IN FENCE Cor (pg. 35 this book)	
0+00			14.3	157.9		
0+05	Begin Work		14.3	157.9	155.2	C27
0+28	NW WAT. MET		12.2	160.0	158.8	C12 5320 BONITA
0+50			12.5	159.7	156.2	C35
0+82	NW WAT. MET		10.1	162.1	160.0	C21 5330 ~~5096~~ "
1+00			11.2	161.0	157.4	C36
+50			9.9	162.3	158.5	C38
+72	NW WAT. MET		7.2	165.0	162.3	C27 5336 "
2+00			8.1	164.1	159.6	C45
+15	SE. WAT. MET		7.7	164.5	163.2	C13 5337 "
+50			5.9	166.3	160.8	C55
3+00			4.9	167.3	161.9	C54
+14	NW WAT. MET.		5.2	167.0	166.2	C08 5348 "
+48	SE. WAT. MET		3.8	168.4	166.9	C15 5347 "
+50			3.7	168.5	163.2	C53
4+00			1.7	170.5	165.8	C47
4+00	SE. WAT. MET		1.6	170.6	169.0	C16 5235 BONITA
PP	12.90	184.82	0.30	171.92		
+27	F.H. TEE		12.5	172.3	167.2	C51
(5)	F.H.		10.9	173.9	170.6	C33 C67

BONITA DR. (CONT'D)

	184.82					
4+50		11.5	173.3	168.4	C4 9	
4+62 SE WAT MET.		11.1	173.7	172.8	C0 9	5355 BONITA
5+00		8.1	176.7	171.5	C5 2	
5+05 SE WAT MET.		8.1	176.7	175.5	C1 2	5359 "
5+45 8x6 TEE		4.4	180.4	174.3	C6 1	
5+47(W) SE 2-WAT METS.		4.5	180.3	{178.2	C2 1	5361
5+47 ⊙		4.6	180.2		C2 0	5363 ? sidelane to SE
5+50		4.2	180.6	174.6	C6 0	
5+74 SE. WAT MET.		3.8	181.0	179.9	C1 1	5367 ? " " "
CK TBM.		2.81	182.01	=182.00	Conc Ftg of wall □ SE Cor of LANE	
PI						
6+00	12.86	196.91	0.77	184.05	177.8	C6 2
6+10 NW WAT MET			9.3	187.6	182.0	C5 6 5364 "
6+42 SE WAT MET.			11.2	185.7	184.2	C1 5 5371 "
6+50			9.7	187.2	181.0	C6 2
6+75			8.5	188.4	182.5	C5 9
7+00			6.3	190.6	184.3	C6 3
7+50			3.1	193.8	188.0	C5 8
7+53 ℄ PT.			2.9	194.0	188.2	C5 8
7+58 SE WAT MET			2.2	194.7	192.7	C2 0 5375 BONITA DR
PI	12.02	208.76	0.18	196.74		
8+00			11.2	197.6	192.0	C5 6

BONITA DR. (CONT'D.)

208.76

8+50		7.3	201.5	196.0	C55
9+00		5.0	203.8	200.0	C38
9+40	8" TEE	2.0	206.8	203.1	C37
9+56	END Work	2.03	206.7	203.1	C36
9+61	Existing Cross?				
P curb	3.73	211.12	1.37	207.39	
CK BM.			0.93	210.19 = 210.20	Top F.H. NEly Cor Santa Isabel & BONITA DR.

HILGER ST.
KLAUBER TO GIBSON
⑤ STKS & GRDS. FOR 6" WATER

AUG. 18, 1953
BRATTY
MARTELL
ALEXANDER

BM	2.61	405.04		402.43		L & T. & KLAUBER & ATTIX DR (Pg. 28 This Book)
0+69 =	Sly Proj. KLAUBER 5' from 6" GV.					
0+74	= Begin Work		6.45	398.6	395.5	C3!
1+00			8.34	396.7	393.2	C35
+50			12.42	392.6	388.6	C40
℄	0.07	391.77	13.36	391.70		
2+00			4.5	387.3	384.0	C33
+50			10.14	381.6	378.1 / 379.4	~~C22~~ C35
℄ +75	1.38	380.60	12.55	379.22	376.5 / 377.0	~~C23~~ C27
3+00			2.8	377.8	374.8 / 375.8	~~C20~~ C30
+50			4.0	376.6	373.3 / 373.4	~~C32~~ C33
4+00			4.7	375.9	371.7 / 371.0	~~C49~~ C42
+50			5.1	375.5	369.6 / 368.6	~~C69~~ C59
5+00			5.8	374.8	367.5 / 366.2	~~C86~~ C73
+25					366.1	
+15	F.H. TEE		6.7	373.9	362.0	~~C89~~ C78 C62 C116
⑤ F.H.			2.9	377.7	371.0	
+50			7.85	372.75	364.7 / 363.9	~~C89~~ C81
6+00			10.3	370.3	362.0 / 361.6	~~C87~~ C83
℄ +50	0.24	368.06	12.78	367.82	359.0	C88
7+00			3.4	364.7	356.0 / 356.4	~~C83~~ C87
+50			6.6	361.5	353.0 / 353.8	~~C97~~ C85
8+00			10.6	357.5	350.0 / 351.2	~~C63~~ C75
℄	0.13	354.82	13.37	354.69		

NOTE: Grade Change due to REVISED Profile & from STA 10± to 15± REVISED Ground line.

HILGER ST (CONT'D)

		354.82				
8+50			1.6	353.2	347.0 ~~348.6~~	~~C46~~ C62
9+00			5.6	349.2	344.0 ~~346.0~~	~~C52~~ C52
+50			7.8	347.0	341.2 ~~343.2~~	~~C56~~ C58
10+00			9.5	345.3	338.5 ~~340.8~~	~~C45~~ C68
~~+15~~ +16	Outlet Inv. 18" Conc. Dr. 02 Lt. & pipe		12.2	342.4	337.2 ~~340.0~~	~~C47~~ C57
+35	F.H. TEE		13.13	341.69	335.7 ~~340.0~~	~~C47~~ C60
2.33	⑤ F.H.	344.02	9.5	345.3	341.7	~~C36~~ C96
+50 ~~+38~~			4.92	339.1	334.5 ~~340.0~~	~~F09~~ C46
+55 90 x 10	22½ BEND		5.6	338.4	333.3 ~~339.0~~	C41
11+00			6.5	337.5	333.5 ~~336.7~~	C40
+50			8.4	335.6	330.9 ~~334.1~~	C47
12+00			10.5	333.5	328.3 ~~331.5~~	C52
+50 ~~+38~~			12.5	331.5	325.8 ~~328.9~~	C57
④	2.43	333.94	12.51	331.51	323.2 ~~326.3~~	C61
13+00			4.6	329.3	320.7 ~~323.7~~	C57
+50			7.5	326.4	318.1 ~~321.1~~	C53
14+00			10.5	323.4	315.6 ~~318.5~~	C52
⑤ +50	2.93	323.73	13.10	320.80	313.0 ~~315.9~~	C54
15+00			5.3	318.4	312.7 ~~315.6~~	C54
+05 ~~+5~~	F.H. TEE		5.6	318.1		C67 C108
⑤	F.H.		0.2	323.5	316.8	

Elev. & pipe	
340.5	
338.2	
337.4	
336.6	
334.9	
332.7	
330.6	
328.4	
327.9	
322.6	
320.2	
317.7	
317.5	

HILGER ST (CONT'D)

	323.73			
15+50	7.7	316.0	310.4 / 313.3	
15+52.38 Intersection ℄ Gibson				
15+60 End work	8.4	315.3	310.0 / 312.8	
15+60.95 6×6 TEE	8.6	315.1	309.7 / 312.5	

NOTE: Existing 2" GV 2"C.I. 3' LT of correct position of 6×6" TEE

	10℄	322.69 - 322.65		

WATER METS

3+82 E	+0.3	4+00	376.2	376.1
3+89 W	-2.3	4+00	373.6	374.7
5+65 E	+2.8	5+50	375.6	368.5
9+74 E	+1.6	10+00	346.9	343.4
11+38 E	+8.0	11+50	343.6	336.3
13+17 E	+7.0	12+00	340.5	331.9
13+89 W	-1.5	14+00	321.9	321.9

C5⁶	315.3 / 8.4	
C5³	314.9 / 8.9	
C5⁴	314.4 / 9.3	

2" I.P. SE Cor. Gibson & Hilger

CO¹	1617 Hilger
FI¹	1612 "
C7¹	1567 "
C3⁵	1505 "
C7³	1461 "
C8⁶	1425 "
CO²	1420 "

NOTE: BK MET 2.2 E RT ℄ Road
" " 29' LT ℄ Road
FH 3 set 29' LT ℄ Road
otherwise would be located in traveled roadway

Beatty 8/19/53

EUCLID AVE
ORANGE AVE TO EL CAJON
⑤ STKS & GRDS. FOR "WATER

AUG. 27, 1933
BEATTY.
KEMP
ALEXANDER

						Elev. & Type
B.M	3.81	354.55		350.74	BP. NW Cor. Orange & Euclid	
0+35	8" G.V. (City)		3.95	350.60	346.1	C45 4.10
0+40	Begin Work		3.95	350.6	346.2	C44 4.15
0+50			3.90	350.65	346.1	C46 4.12
1+00			4.15	350.4	345.5	C49 4.60
+50			4.75	349.8	345.0	C48 5.10
2+00			5.40	349.15	344.5	C47 5.73
+50			6.03	348.52	344.0	C45 6.32
3+00			6.65	347.9	343.5	C44 6.90
+50			7.20	347.35	343.0	C44 7.45
TP	2.50	349.14	7.91	346.64		
4+00			2.40	346.74	342.5	C42 2.67
+50			3.04	346.1	342.0	C41 3.30
5+00			3.64	345.5	341.5	C40 3.96
+50			4.24	344.9	341.0	C39 4.50
6+00			4.84	344.3	340.4	C39 5.10
+50			5.50	343.64	340.4	C32 5.76
+75	F.H. TEE		5.64	343.50	340.4	C31 5.88
7+00			5.75	343.39	340.4	C30 5.94
+50			5.40	343.74	340.4	C33 5.66

Euclid Ave (Cont'd)

			349.14		
8+00		5.20	343.94	340.6	
+50		4.86	344.28	340.8	
9+00		4.57	344.57	341.0	
+50		4.20	344.94	341.2	
10+00		3.74	345.40	341.4	
+50		3.26	345.84	341.6	
+75		3.40	345.74	341.8	
10+90	End Work	3.14	346.00	341.9	
TP	5.76	351.71	3.19	345.95	
CK BM			4.46	347.25	= 347.215 347.094

Water Meters

0+96 E	Exist. Curb used for grade
1+29 E	
1+62 W	
2+27 E	
2+20 W	
E	?
2+56 W	
3+06 W	

C33	5.38
C35	5.00
C36	4.70
C37	4.38
C40	3.93
C42	3.44
C39	3.37
C41	3.08

BM Sw. Cor 47th & El Cajon

8/28/53

4201 Euclid

4211, 4213, 4213½

4208

4217 - 23

4216

4225 - 31

4222

4228

EUCLID AVE WATER METER

3+11 E	4235
3+57 E	4237
3+66 W	4234
3+80 E	4245
4+00 W	4238
4+00 E	4251
4+31 W	4242-48
4+92	4265-79
5+00	4254
5+43 W	4256
5+68 W	4258
6+05 W	4261
6+20 E	4283-85
6+32 E	4289-4765
6+06 W	4264
6+28 W	4268-74½
7+29 W	4276
7+55 W	4280
7+76 E	4305

EUCLID AVE
Cont'd
WAT. METS

8+01 W	4306 Euclid
8+12 W	4310
8+34 W	4326
9+30 W	4328 ?
8+31 E	4313-17
9+00 E	4321-29
9+43 E	4333
	4330 MET LEFT OUT per Bell

ALTADENA AVE
ORANGE TO TROJAN
⑤ STR.S & GRD.S 6" WATER

Aug. 27, 1953

63

				362.89			
BM	13.42	376.31		~~376.16~~		BP SW Cor WINONA & TROJAN Gone!	
						~~BP NW Cor 50TH & TROJAN~~ GONE!	
P	0.01	363.39					
6+90	End Work		12.96	363.35	~~359.7~~	C37	℄ Pipe 0.3
6+70	F.H. TEE.		3.33	360.1	~~356.7~~	C34 ⑤ FH 2.5 EL 360.9 GRD 362.2	3.4
6+50			6.3	~~356.9~~	~~353.7~~	C32 F33 C12	6.7
P	0.37	350.58	13.18	350.21			
6+00			1.6	349.0	~~345.6~~	C44 ✓	1.7
					~~338.6~~		
5+50			8.0	342.6	~~339.3~~	~~C43~~ C21	8.3
P					~~332.0~~		
5+00	0.22	337.38	13.42	337.16	~~333.8~~	~~C42~~ C52	13.5
					~~327.7~~		
4+50			4.9	332.5	~~328.6~~	~~C45~~ C48	5.0
4+25			6.9	330.5	~~325.6~~	C51 ✓	7.0
4+00			8.5	328.9	~~324.2~~	C47	8.8
3+75			9.8	327.6	~~322.8~~	C46	10.1
3+50			10.95	326.4	~~321.4~~	C50	11.3
3+25			12.0	325.4	~~320.0~~	C54	12.3
P	0.94	324.90	13.42	323.96			
2+75			1.3	322.6	~~317.6~~	C60	1.6
2+50			2.1	322.8	~~316.4~~	C64	2.5
2+00			4.6	320.3	~~313.9~~	C72	5.0
1+50			8.0	316.9	~~311.4~~	C55	8.5
1+25			10.3	314.6	~~309.2~~	C54	10.6
1+00			12.0	312.9	~~309.0~~ 305.6	C73	12.3
0+80							
0+~~96~~			12.8	312.1	~~302.0~~	C101	13.0
0+41			13.5	311.4	~~302.0~~	C91	13.5
					~~308.3~~		
0+38	(Begin Work)		13.6	311.3	~~309.3~~	C30	13.7
P on curb	11.82	323.48	13.24	311.66			
			2.92	320.56			

ALTADENA AVE (Cont'd.)

WAT. MET.S.

1+64 E	Lt	324.9	7.5	317.4	316.3	C1	✓	4211 Altadena
1+94 W.		"	5.1	319.8	317.7	C1	✓	4212 "
2+16 E			4.6	320.3	318.7	C16	✓	4219 "
2+52 W		324.9	1.7	323.2	320.5	C27		4230 "
2+59 E		324.9	1.94	323.0	320.5	C25	✓	4225, 4227 "
3+00 E.	Rt	337.38	12.9	324.5	322.4	C21	✓	4239 "
3+15 W.	Lt	337.38	12.15	325.2	323.5	C17	✓	4238 "
3+77 E		"	9.8	327.6				
~~3+59 E~~			~~10.8~~	~~326.2~~	326.0	C16	✓	4245 "
3+69 W		"	10.2	327.2	326.2	C10	✓	4244 "
3+96 E		337.38	8.6	328.8	326.9	C19		4251 "
4+25 W		337.4	7.0	330.4	329.4	C1	?	No Address
4+62 W.		337.4	4.1	333.3	332.4	C09		4258 "
5+02 E			13.2	337.4	335.3	C21	4269	4271, 4273
5+66 W			5.9	344.7	344.5	C02		4276
5+70 E	Rt	350.58	5.9	344.7	344.5	C02		4277 "
6+16 E			12.5	350.9	350.6	F27		4285 "
6+48 E			7.2	356.2	359.8	F35		4285 "
6+81 W	Rt	363.4	+1.0	364.46	367.0	F25		4292 "

RADIO DRIVE
ATTIX ST TO WINNET
⑤ GRDS. & STKS FOR 8" A.C.

AUG. 31 1953
BEATTY
SHOREY
KEMP

BM.	0.21	344.98		344.77		Top. FH. SE. Cor. ATTIX ST. & RADIO DR. (FD 890 pg. 58)
						342.5 = Elevation & pipe
0+25	G.V.	(by City)	2.4	342.6	338.9	C37 2.5
0+65	Began Work		3.85	341.1	338.0 / 338.2	C29 C31 3.9
1+00			4.8	340.2	336.6 / 337.4	C28 C36 4.9
+50			5.8	339.2	335.8 / 336.7	C29 C34 6.0
2+00			6.7	338.3	334.9 / 335.1	C32 C34 6.8
+50			7.9	337.1	334.0	C31 8.0
3+00			8.7	336.3	332.8	C35 8.8
+50			9.8	335.2	331.7	C35 9.9
4+00			11.4	333.6	330.5	C31 11.4
⑪ +50	5.00	337.70	12.28	332.70	329.4	C33 12.4
5+00			5.5	332.2	328.6	C36 5.6
+50			5.5	332.2	327.7	C43 5.7
+90						
+85	F.H. TEE.		5.8	331.9	327.1	C48 6.0
⑨ F.H.			1.2	336.5	332.5	C40 C94
6+00			6.0	331.7	326.9	C48 6.1
+50			7.3	330.4	326.0	C44 7.3
7+00			8.3	329.4	325.2	C42 8.3
+50			9.2	328.5	324.3	C42 9.1
8+00			10.2	327.5	323.4	C41 10.1

NOT ENOUGH COVER

RADIO DRIVE
ATTIX ST. to WINNET
(Cont'd.)

			337.70.					
P	8+30.5	X PT 0.95	327.65	11.00	326.70	322.8	C39	326.6 Elev. & Pipe 10.1
	+50			1.6	326.1	321.8	C43	1.5
	9+00			3.8	323.9	319.1	C28	3.5
	+50			7.0	320.7	316.4	C43	6.6
	10+00			10.6	317.3	313.7	C36	10.1
P		1.25	316.87	12.03	315.62			
	+50			2.4	314.5	311.0	C35	2.3
	+75			3.5	313.4	309.6	C38	3.6
	11+00			4.3	312.6	308.8	C38	4.4
	+53	F.H. TEE		4.9	312.0	307.1	C42	3.0
	(5)	F.H.		+0.5	317.4	313.0	C42, C103 ✓	
	12+00			5.4	311.5	305.6	C59 ✓	5.6
	+50			6.9	310.0	304.1	C59	7.0
	13+00			9.3	307.6	302.5	C51	7.6
P	+50	2.84	308.26	11.45	305.42	301.0	C44	11.5
	+87			3.65	304.6	299.8	C48	3.7
	14+00			3.8	304.5	"	C47	3.7
	+50			4.4	303.9	"	C41	4.4
	15+00			4.6	303.7	"	C39	4.6
	+25			4.9	303.4	299.8	C36	5.0
	+50			5.1	303.2	299.3	C39	5.2

RADIO DRIVE (Cont'd)

		308.26				
16+00		5.4	302.9	298.3	C46	302.7 Elev. & pipe 5.6
+50		5.8	302.5	297.3	C52	6.1
17+00		7.3	301.0	296.2	C48 ✓	7.7
+50		9.0	299.3	295.2	C41	9.1
+64						
+70	END WORK	9.3	299.0	295.0	C42	9.3
						(FB. 890 pg. 60)
CK. B.M.		6.18	302.08	= 302.03	CH13 H on Cor Conc Wall, Radio & Wunsch, NW. Cor.	
	WATER METS		(SET 20' RT, LT & ST)			
3+68 Sly	Ø 337.70	3.3	334.4	336.2	F18	6529 RADIO
3+91 Nly	"	0.1	337.6	336.3	C13	? "
10+40 Nly	+6.0 10+50		320.5	317.1	C34	6432 "
10+96 Sly	-0.8 11+00		311.4	315.0	F36	No Exist Met No Address
11+72 Sly	-1.5 11+53		310.5	312.5	F20	6409 "
12+10 Nly	+3.9 12+00		315.6	311.0	C44	6418 "
12+73.5 Nly	+6.6 13+00		312.4	309.2	C32	6348 "
13+70 Sly	-1.1 13+50		304.3	306.6	F23	6389 "
14+25 Nly	+1.1 14+00		305.6	305.4	C02	6392 "
15+43 Nly	+4.3 15+50		307.5	303.4	C41	6372 "
15+83 Sly	-1.0 16+00		301.9	302.7	F08	6367 "
16+56 Nly	+3.5 16+50		306.0	301.7	C43	6306 "

FRANCIS ST
OCEAN VIEW TO WEBSTER
② STKS & GRDS FOR WAT. MET.S

Sept 1 1953
BEATTY
SHOREY
KEMP.

BM	11.60	57.68		46.08	
0+00 = Nly Prop line Oceanview					
0+71 E.			3.0	54.7	54.2
0+78 W.			2.9	54.8	54.3
P.	9.41	66.49	0.60	57.08	
1+27 W.			5.3	61.2	58.5
1+58 E.			4.0	62.5	60.6
1+75 W.			4.8	61.7	60.6
2+31.5 W.			5.1	61.4	60.9
2+38.5 E.			3.6	62.9	61.2
2+57 W.			5.7	60.8	60.6
2+76.5 E.			4.6	61.9	60.8
3+47.5 E.	2.65	63.39	5.75	60.74	60.0
P.					
3+55.5 W.			3.5	59.9	59.5
3+80 E			2.2	61.2	59.7
0+00 = Nly Prop line Franklin					
0+30 E			3.1	60.3	58.8
0+87 E			3.9	59.5	58.1
1+09 E			4.2	59.2	57.9
1+45 E			4.9	58.5	57.4
1+73 W			6.4	57.0	56.4
P	2.62	61.12	4.89	58.50	

L & T NE Cor Oceanview & Francis.

C0.5	449 Francis
C0.5	448 "
C2.7	440 ? "
C1.9	435 "
C1.1	434 "
C0.5	424 "
C1.7	421 "
C0.3	414 "
C1.1	415 "
C0.7	407 "
C0.4	404
C1.5	3465 Franklin
C1.5	347 "
C1.4	341 "
C1.3	335 "
C1.1	329 "
C0.6	328 "

9/2/53

FRANCIS ST
(Cont'd.)

61:12

4+10 E	3.6	57.5	56.6	C09	233 Francis
4+87 E	3.4	57.7	54.2	C15	227 "
5+32.5 W.	5.1	56.0	54.9	C11	218 "
5+32.5 E	3.9	57.2	55.7	C15	219 "
5+78 W	7.1	56.0	53.1	C09	212 "
5+88 E	6.9	54.2	53.0	C12	209 "
CL Road RT	10.32	50.8		48.0 C21 = (C23)	
CL 2+80	9.74	51.58		49.0 C24 = (C22)	

HARDING ST.

37TH TO 38TH

(6) STKS & GRDS FOR 6" A.C WAT

1	BM.	7.00	70.47		63.47	
2	H	12.25	82.60	0.12	70.35	
			(Top Curb	3.1	79.46	0+12.)
0	SET TBM.			0.34	82.26	
0	0+50	Begin Work	(6)	3.1	79.5	
			(8)	2.8	79.8	75.7
1P	P					
1	1+00	10.55	92.70	0.45	82.15	78.0
1	+50			7.7	85.0	80.5
1	2+00			6.0	86.7	82.6 / 83.0
	+25			5.0	87.7	83.0
2	+50			5.2	87.5	83.6 / 83.0
2	3+00			7.0	85.7	81.5
2	3+25			8.7	84.0	80.2
	3+70	6" TEE		10.4	82.3	78.0
2	3+88	6" F.H. TEE		10.5	82.2	77.0
	H	5.80	88.25	10.25	82.45	
3	3+88	(5) F.H.				
3H	4+00			6.6	81.7	76.4
3	+25			7.6	80.7	75.4
	+50			8.1	80.2	75.0
4	5+00			7.0	81.3	77.0
4	P +50			3.6	84.7	80.0
	P +75	11.66	99.65	0.26	87.99	82.5
4	6+00			9.0	90.7	86.0
4	6+50			3.5	96.2	92.0
4	6+55	End Work		2.9	96.6	92.4
4	CK H			1.93	97.72	97.70

Sept. 4, 1953
Death, Shorter, Kemp.

70

Top F.H. SE Cor 37TH & Occidental (F.B. 851 pg. 6.)

Top FH SE Cor Harding & 37TH

C 3.8			
C 4.1	79.7 / 2.9		Elev. Grd line & pipe
C 4.2	81.5 / 4.1		
C 4.5	84.2 / 5.2		
C 4.1	85.8 / 5.9		
C 4.2	87.3 / 5.4		
C 4.5	87.4 / 5.5		
C 4.2	85.2 / 7.5		
C 3.6	83.7 / 9.6		
C 4.3	81.8 / 9.9		
C 5.2	82.0 / 10.7		
C 5.3	81.5 / 6.8		
C 5.3	80.5 / 7.8		
C 5.2	80.0 / 8.3		
C 4.3	81.2 / 7.1		
C 4.7	85.1 / 3.2		
C 5.5	87.7 / 0.6		
C 4.7	90.5 / 9.2		
C 4.2	3.8		
C 4.2	3.4		

WAT. MET.S.

0+88	N.
1+28	N.
1+60	S
1+89	N.
2+23	N
2+70	N
3+97	N.
4+21	N
4+21	S
4+98	S.
5+03	N
6+47	S.

No MET.S Existing Of.
4+15
4+84

77.30 Inv.
10.95 4+38

So Rim Sew M.H. 38TH & Harding (F.B. 851 pg. 7)

LIETA ST.
ASHER ST.

Sept. 10, 1953
Beatty
Kemp
Shorey

(2) STKS & GRDS For WAT. METS

BM.	5.07	47.97	42.90	
0+00 = Sly Prop line LITTLEFIELD				
1+83 Wly.		6.2	41.8	43.2
BM.	11.55	54.45	42.90	
0+00 = Ely prop line LIETA				
0+35 Sly		11.0	43.5	42.9
0+97 Sly		9.5	45.0	45.1
1+76 Nly		4.7	49.8	48.9
2+25 Nly		3.0	51.5	50.0
BM	5.07	47.97	42.90	
0+00 = Nly prop. line Tonopah				
3+81 Ely		1.2 4.5	43.5 46.8	43.6
3+30 Ely		2.1 4.3	43.7 45.9	43.6
2+71 Ely		3.6 3.6	44.2 44.4	43.1
2+35 Ely		4.3 4.1	45.9 43.7	43.0
1+92 Ely		4.5 +2	46.8 43.5	43.8
0+00 = Sly prop line Asher				

CH13 x Red pt Se Cor LIETA & ASHER

F/T To Nursery ? address

C06	1459 LIETA
F01	4315 ASHER
C09	4328 ASHER
C15	1502 MORENCI
F01 C32	1405 Lieta
C03 C25	1411 "
C13 ✓	1425 "
C29 C07	1431 "
C26 C07	1437 "

9/10/53

MORENCI ST.
ASHER ST. N/y & S/y

(2) STKS & GRDS for WAT. MET.S

BM	11.55	54.45		42.90		
0+00 = S/y prop line ASHER						
1+05 W/y			8.0	46.5	46.6	FOL 1444 Morenci
1+69 W/y			8.8	45.7	45.4	CO3 1436 "
2+84 W/y			8.7	45.8	44.5	C13 1426 "
3+26 W/y			8.0	46.5	44.0	C25 1414 "
3+21 E/y			8.4	46.1	43.9	C22 1413 "
2+68 E/y			8.6	45.9	44.4	C15 1425 "
0+00 = N/y prop line ASHER						
0+23 E/y			0.7	53.8	52.1	C17 1507 "
P 0+80 W/y	10.38	64.39	0.44	54.01	53.0	C19 1514 "
1+33 W/y			9.2	55.2	54.5	C07 1522 "
1+69 W/y			9.7	54.7	55.5	FO8 1526
1+91 W/y			8.9	55.5	56.1	FO6 1532
2+05 E/y			6.5	57.9	57.3	CO6 1531
2+43 E/y			5.3	59.1	58.5	C06 1541 "
3+04.5 E/y			2.8	61.6	60.0	C16 1549 "
3+08 W/y			4.9	59.5	59.0	C05 No Address
3+54 E/y			1.4	63.0	61.1	C19 1559 Morenci
D	2.64	67.03	0.00	64.39		
CK BM			2.23	64.80	64.79	CURB X RAD PT SE Cor Littlefield & Morenci

"Z" St.
37TH To 38TH
⑤ Stk.s & Grds for 6" A.C. Wat

SEPT 10, 1953
BEATTY
SHOLEY
KEMP

BM.	5.30	16.36		11.06	
TP	13.31	26.74	2.93	13.43	
SET TBM	8.91	35.11	0.54	26.20	
0+00 = Wly P.L 37TH St.					
0+50 Begin Work			9.3	25.8	22.4
1+00			8.1	27.0	22.4
1+37			8.1	27.0	22.4
1+48 S. WAT. MET			8.0	27.1	28.6
1+50			8.2	26.9	22.0
2+00			11.0	24.1	20.4
2+10 N. WAT. MET			10.0	25.1	30.6 21.0
2+15			10.5	24.6	20.4
2+33 N WAT. MET			9.9	25.2	31.2 23.0
2+75			9.0	26.1	23.4
3+00			6.5	28.6	25.2 25.9
3+37	12.11	45.37	1.85	33.26	29.0 29.6
3+57 S WAT. MET			+1.5 10.6	34.8	33.5
3+87			6.8	38.6	31.3 31.6
4+25			2.1	43.3	31.6
4+27 S WAT MET			+1.2 3.3	42.1	34.8
4+50			2.2	43.2	31.6
5+00			7.8	37.6	31.6
5+50			11.8	33.6	31.6
6+00			10.1	35.3	31.6
6+50 S WAT MET			9.5	35.9	36.6
6+50			8.6	36.8	32.4
6+56 F.H. TEE			8.9	36.5	32.5
6+90 = End work			8.29	37.08	33.2
TP	000	360.1	9.36	36.01	
TP	0.30	23.15	13.16	22.85	
TP CK BM	4.25	13.72	11.88 4.65	11.27 11.67 = 11.06	

SE bo 38TH & ALPHA (F.B. 851 pg. 12)

③ L&T NW Cor "Z" & 37TH

F Ground line & pipe

C34	25.5 9.6	
C46	8.2	
C45	8.3	3711 Z ST
F15		
C49	8.6	
C37	10.9	
F55		3722 "
C36	10.7	
F60		3727 " REAR
C31	8.9	
C34	6.2	
C43	1.7	
C13		3743 "
C74	6.6	
C117	2.0	
C73		3757 "
C116	1.8	
C60	7.3	
C20	10.9	
C37	9.3	
F07		1304 38TH.
C41	⑤ FH 36.2 CUTT 8.8 9.2	36.6 8.4
C40	FOR C37	8.6
C38		

Sept 11 1953
BEATTY
SHOREY
KEMP.

PARADISE ST.
SPRINGFIELD TO TOOLEY
(5) STKS & GRDS FOR 8" A.C.

BM.	12.60	446.77		434.17	Top F.H. SE. Cor Springfield & Paradise (F.B 852 pg 4.)	
0+65 = EXISTING G.V. (4"?)						
0+70						
0+60		Begin Work	9.4	437.4	431.3	C6' — NOTE:— ℄ of pipe moved 0.2' Rt. to meet existing — 436.6 Ground line & pipe
1+00			7.3	439.5	433.7	C5.8 — ℄ of pipe moved 6± Rt. — 7.9
1+50			4.9	441.9	437.1	C4.8 — 4.9
2+00			2.0	442.8	440.5	C4.3 — 2.1
D	11.40	457.93	0.24	446.53		
2+50			10.8	447.1	442.8	C2.3 — 10.6
3+00			7.9	450.0	445.1	C1.9 — 7.5
3+50			5.0	452.9	447.4	C5.5 — 4.5
4+00			2.3	455.6	449.8	C5.8 — 1.9
P						457.9
4+50	8.01	465.76	0.18	457.75	452.1	C5.7 — 0.0
4+85.5	F.H. TEE		2.1	458.7	453.7	C5.0 — 7.0
(5) F.H.			8.1	457.7	457.3	C0.4 C4.0
5+15.5	6"x8" TEE		6.5	459.3	454.8	C4.5 — 6.4
5+50			5.9	459.9	455.6	C2.3 — 5.8
6+00			5.4	460.4	456.2	C4.2 — 5.3
6+50			4.3	461.5	456.6	C4.9 — 4.3
7+00			3.3	462.5	456.2	C6.2 — 3.6
7+29 +26'	6"x8" TEE		2.7	463.1	455.5	C7.6 — 2.6
D	4.12	466.99	2.89	462.87		
CK P			4.81	462.18	462.23	prop Cor.

PARADISE ST
CONT'D

WAT. MET.S.

426.77

0+77 Swly		7.9	438.9	437.0	C/9	1910 - Paradise
1+79 Swly		1.2	445.6	443.7	C/2	1920 "
	457.93					
2+39 Swly		8.2	449.7	446.6	C3½	1930 "
2+47 NEly		12.6	445.3	446.0	F07	1923 "
3+70 Swly		1.5	456.4	452.6	C38	1942 "
	465.76					
5+82 NEly		5.5	460.3	459.2	C½	1961 - 1963
5+99 Swly		5.0	460.6	460.2	C06	1970
6+25 NEly		4.9	460.9	459.8	C½	1975
7+05 Swly		2.8	463.0	459.0	C40	?
1+07 Swly		2.2	463.6	459.7	C46	?

MALLARD ST.
SPRINGFIELD TO ALCEDO
(5) STKS & GRDS FOR 8" A.C. WAT.

OCT. 13 1953
BEATTY
MARTELL
ALEXANDER

B.M.	0.84	463.25	462.41		Top F.H. SE Cor Springfield & Mallard (FB 818 pg. 23)
0+00	= 20' Ny SE Cor SPRINGFIELD & MALLARD	(2x2 CE. Hub)			
0+27	BEGIN WORK (90° Bend)	3.1	460.2	455.0 451.2	C5.2 ✓ C9.2
0+75		4.55	458.7	450.7	C8.0
1+00		5.05	458.2	450.6	C7.6
1+50		5.25	458.0	450.6	C7.6
2+00		4.85	458.6	450.2	C8.2
+37		3.95	459.3	450.0	C9.2
+50		3.47	459.8	449.7	C10.1
3+00		3.15	460.1	448.5	C11.6
+30		6.15	457.1	447.8	C9.3
+62		9.62	453.6	447.0	C6.6
4+00	0.26	450.51	13.00	450.25	444.8	C5.5
+50			3.76	446.8	442.0	C4.8
5+00			7.23	443.3	439.1	C4.2
+30			9.03	441.5	437.4	C4.1
+62			10.43	440.1	435.6	C4.5
6+00			11.1	439.4	435.8	C3.6
6+28	F.H. TEE		10.94	439.6	435.9	C3.7	Stkd 21° Sly & St 8° from PL
(5) P.H.			11.17	439.34	440.8	F15 C3.4

MALLARD ST. (CONT'D)

		450.51							
6+50			10.47	440.0	436.1	C39			
7+00			9.03	441.5	436.3	C52			
+50			6.6	443.9	438.1	C58			
+55 +68		8" WYE = (10' SE'ly, & Mulberry St.)	6.4	444.1	438.4	C57			
8+00			5.34	445.2	440.0	C52			
+50			3.96	446.5	441.8	C47			
9+00			1.6	448.9	443.7	C52			
P Peak	13.33	463.72	0.12	450.39					
+50			11.22	452.5	445.5	C70			
10+00			6.0	457.7	447.4	C103			
+08			5.2	458.5	447.6	C109			
+50			2.1	461.6	447.1	C145			
+83			3.22	460.5	446.8	C137			
11+25			8.65	455.1	446.1	C100			
P 11+58	0.14	452.42	12.02	451.68	443.8	C79	12.3		
12+00			4.6	447.8	440.4	C74	4.9		
+50			9.0	443.4	436.3	C71	10.3	442.1	442.07 (5)
+68	F.H. TEE		11.95	441.05	434.8	C57	GRD	439.7	10.35 H.B.
P 13+00	0.03	439.27	13.18 2.85	439.24 436.4	432.2	C42	3.9	C 2.4 C 7.3	
+30			6.72	432.55	428.2	C24	6.8		
+62			10.84	428.4	424.0	C44	10.9		

MALLARD ST
CONT'D

H	0.22	439.27	13.03	426.24			
		426.68	2.4	424.1	421.2	C29	1.8
14+00							
+50			6.4	420.1	417.5	C26	5.2
+83			8.27	418.21	415.0	C32	6.9
15+00			9.15	417.3	413.3	C40	8.7
+50			11.5	415.0	408.3	C67	11.1
H	0.01	413.35	13.14	413.34			
16+00			0.8	412.6	403.3	C93	0.6
+50			4.3	409.1	398.3	C108	4.6
17+00			9.13	404.2	393.3	C109	9.5
CK TBM			11.55	401.80	= 401.84		
HD	0.00	400.48	12.87	400.48			
+50			3.2	397.3	388.3	C90	3.7
+69	F.H. TEE		6.6	393.9	386.4	C75	6.8
(5)	F.H.		1.03	399.5	390.5	C90 C131	E Hyd 6.2
18+00			12.5	388.0	383.3	C47	12.7
+18			3.3				
+23	8"x6" Wye		15.8	384.7	381.0	C37	15.9
H	3.62	403.89	0.21	400.27			
CK TBM			2.08	401.81	= 401.84		

WATER METERS

12+23 S/L	N.	452.42	6.20	446.2	443.5	C27	6653 MALLARD
11+42 S/L	N.	463.72	10.27	453.45	448.8	C47	6665 "
7+20 S/L	N.	450.51	7.60	442.9	441.1 / 442.0	C89 C08	6703 "
5+12 S/L	N.	450.51	7.94	442.6	443.7 / 444.0	F14 F1	6725 "

Staked 22.5 & 54.75 from pt

MALLARD ST (CONT.D)

10/15/53

CHECK LEVELS.

HP					
14+	B.M.	3.08	468.25		465.17
+	TBM.	1.12	464.80	4.57	463.68
+	"	1.46	453.38	12.88	451.92
15+	"	1.26	441.60	13.04	440.34
+	"	1.15	429.57	13.18	428.42
HP					
16+	"	1.61	417.97	13.21	416.36
+	"	1.41	406.13	13.25	404.72
17+	"	0.66	393.66	13.13	393.00
CK HP					
+	"	1.12	381.57	13.21	380.45
+	"	0.10	371.01	10.46	371.11
18+	"	1.17	359.17	13.01	358.00
+	"	2.41	352.12	9.46	349.71
"	CK BM.	9.28	355.33	6.07	346.05=344.77
CK	"	13.21	368.37	0.17	355.16
12+	"	12.53	380.50	0.40	367.97
11+	"	12.11	392.15	0.46	380.04
7+	"	12.62	404.63	0.14	392.01
5+	CK BM			0.90	403.73=402.43

Conc Mon NECor 69th & Mallard.

465.17
+ 3.08
468.25
- 4.57
463.68 = 462.41 = 1.27 diff.

To F.H. Springfield & Mallard.

Top F.H Attix & Radio Dr = 1.28 diff.

402.43

Let Attix Dr & Klauber = 1.30 diff.

MALLARD ST (CONT'D) 10/15/53

CHECK LEVELS

HI					
14+	B.M.	3.08	468.25		465.17
+	TBM.	1.12	464.80	4.57	463.68
+	H.	1.46	453.38	12.88	451.92
15+	H.	1.26	441.60	13.04	440.34
+	H.	1.15	429.57	13.18	428.42
HI					
16+	H.	1.61	417.97	13.21	416.36
+	H	1.41	406.13	13.25	404.72
17+	H	0.66	393.66	13.13	393.00
CK HI					
+	H	1.12	381.57	13.21	380.45
+	H	0.10	371.01	10.46	370.91
18+	H	1.17	359.17	13.01	358.00
+	H	2.41	352.12	9.46	349.71
H	CK B.M.	9.28	355.33	6.07	346.05=344.77
CK	H.	13.21	368.37	0.17	355.16
12+	H	12.53	380.50	0.20	367.97
11+	H	12.11	392.15	0.46	380.04
7+	H	12.62	404.63	0.14	392.01
5+	CK BM			0.90	403.73=402.43

CONC. MON NE Cor 69TH & Mallard.

465.17
+ 3.08
468.25
- 4.57
463.68 = 462.41 = 1.27 diff.

To F.H. Springfield & Mallard.

Top F.H. ATTIX & RADIO DR = 1.28 diff.

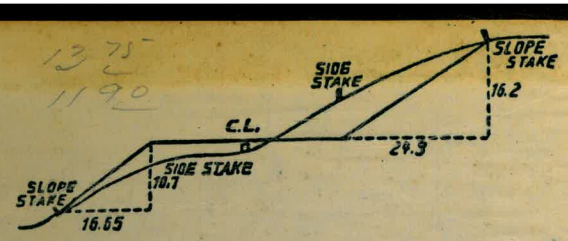
402.43

LET ATTIX DR & KLAUBER = 1.30 diff.

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

Wildwood & Chatsworth
NE plug Curb 170.18

Warrington NWBD 211.24



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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