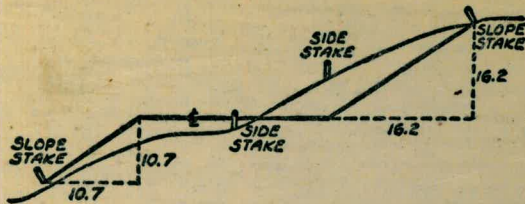


W 861



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.

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

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	.79	.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	.771	.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

Harbor Dr. Proposed 16" Pl. alice 1-27

Alley Blks 11-6 & 7 E of Menlo Not Redwood ✓ 28-34

Alley Blk 5 N of Thorn E of 47 ✓ 35-37

Alley Blk 14 N of Quince E of Menlo ✓ 37-40

OK Alley Blk 5 N of Landis E of 47 ✓ 41-43

Harbor Dr. Pl. STKS for 16" main 45 ✓

Alley Blk 41, 6" water STKS FOR 6" A.C. & METERS alice 72-73

ALLEY BLK #5 N. OF LANDIS E OF 47 74-76  
alice



49-40  
55-20

07+00 10' RT to 6" Storm Drain  
7.5 to Top

21+83 <sup>15</sup>

19° 52' 30" LT

24+60 Fence 41' 21"

Airport Control Tower  
30'

10' x 10' Storm Drain & Duct runs parallel to proposed H.

8+80 <sup>24</sup> All  
8+83 <sup>30</sup> BK

150° 22' 30" RT  
~~49° 40' RT~~

Concrete Runway

6+66 6" Storm Drain Xing Gt. 6" RT

0+32

38° 24' LT



0+15

37° 44' LT

0+05

45° LT

0+00

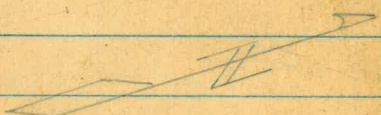
existing 16" RL 5' East of edge of QV Chamber

0+00

0+15

0+05 x 45° LT

Telephone road



45+50  $\beta$

25° 29' 30"

~~26° 09' 11"~~

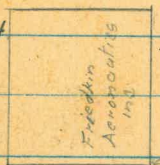
35+50 <sup>82</sup>

P.O.T

53+48<sup>2</sup> end RR Begin Black Top Taxi strip.  
 51+50 Fill Area  
 Large rocks and piles of dirt.  
 34+37<sup>2</sup> end Taxi strip  
 2688'  
 25° 29' 30"

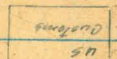
45+10 end Hangar

43' Lt



43+57 Begin Hangar 60' Lt.

43+00 Pl. Xing



40+38 end of Ryan Run

39+60 Begin 1" broken block top

35+50<sup>82</sup> 36' Lt to E. Ry. Hyd

33+55 29' Lt to 18" Storm Drain 4.7% Slope

30+19 26' Lt Light Signal Tower

RYAN AVIATION

39+03<sup>2</sup> end Ramp  
 38+92<sup>2</sup> Begin Ramp  
 38+72<sup>2</sup> end Ramp  
 38+72<sup>2</sup> Begin Gene Ramp

28+00 35' Lt Ry. Hyd  
27+92 16' Lt 5" B.O.



Q Profile Proposed PL

West  
Williams

#

Sta	+	H <sub>i</sub>	-	Elev
B.M.	3.22	11.16		7.94
T.P.	4.26	8.96	6.46	4.70
0+00			4.2	4.8
0+05			4.7	4.3
0+15			5.0	4.0
0+50			5.0	4.0
1+00			4.9	4.1
1+50			5.1	3.9
2+00				
T.P.	4.19	7.96	5.19	3.77
2+50			4.2	3.9
3+00			4.2	3.8
3+50			4.4	3.6
4+00			4.5	3.5
4+50			4.7	3.3
5+00			4.8	3.2
5+50				
T.P.	4.63	7.81	4.78	3.18
6+00			4.7	3.1
6+50			4.9	2.9

PACIFIC HWY LAUREL N.W.B.P

0+14 30' Rt Tol. MH +980 Top Tolo

1.3

4.50

8.8

9.10

8.8

-0.3

Tolerance 0+18

xing



Profile Proposed P.L.

West  
Williams  
Kemp

6-5-53

5

STA	+	7.81 HI	-	EL
			10.97	To Top 6" Pipe -3.16
6+66			4.97	2.84
7+00			4.9	2.9
+50			4.9	2.9
8+00			4.5	3.3
8+50				
T.P.	3.88	7.53	4.16	3.65
4				
8+80.24			3.95	3.6
T.B.M.	4.93	7.57	4.89	2.64
9+00			3.8	3.8
+50			4.0	3.6
10+00			4.1	3.5
+50			4.2	3.4
11+00			4.5	3.1
+50			4.7	2.9
12+00			4.7	2.9
+50			4.7	2.9
13+00			4.7	2.9
+50			4.7	2.9
14+00			4.8	2.8
+50	4.91	7.70	4.78	2.79

6' STORM DRAIN XING 6' RT.

4" PIPE E. END SLIDING GATE 200' STANDARD STA.

Sta	+	Ni	-	
15+00		7.70	4.8	2.9
+50			4.7	3.0
16+00			4.6	3.1
+50			4.6	3.1
17+00			4.7	3.0
+50			4.6	3.1
18+00			4.6	3.1
+50			4.7	3.0
19+00			4.5	3.2
+50			4.5	3.2
20+00			4.5	3.2
+50	5.14	8.22	4.02	3.08
21+00			5.0	3.2
+50			4.9	3.3
+83 <sup>15</sup>			5.0	3.2
22+00			4.9	3.3
+50			4.9	3.3
23+00			4.8	3.4
+50			4.8	3.4

24+00	8.22	4.9	3.3
+50		4.9	3.3
25+00		5.0	3.2
+50		5.1	3.1
26+00		5.2	3.0
+50		5.3	2.9
27+00		5.3	2.9
+02	5.79	8.51	5.49
+50		5.7	2.8
28+00		5.6	2.9
+50		5.4	3.1
+75		4.91	3.6
29+00		5.13	3.4
+50		5.1	3.4
30+00		5.0	3.5
+50		5.0	3.5
31+00		4.6	3.9
+50		4.5	4.0
32+00		4.3	4.2

Turn on top south edge MH cover 10° RI

Top road runway strip

" " " "

32+50		8.51	3.4	4.1
33+00			4.2	4.3
+50			4.1	4.4
+55	6.05	10.15	4.41	4.10
34+00			5.5	4.7
+50			5.3	4.9
35+00			5.3	4.9
+50			5.2	5.0
36+00			5.1	5.1
+50			4.9	5.3
37+00			4.6	5.6
+50			4.3	5.9
38+00			4.6	5.6
+50			4.8	5.4
39+00			4.7	5.5
+50			5.0	5.2
40+00			4.4	5.8
+50	5.57	11.42	4.30	5.85
41+00			5.4	6.0
+50			5.3	6.1

Top storm Drain 29 RT East side

1

42+00		11.42	5.1	6.3
+50			5.1	6.3
43+00			5.0	6.4
+50			5.0	6.4
44+00			5.0	6.4
+50			5.0	6.4
45+00			4.9	6.5
+50			5.0	6.4
46+00			4.7	6.7
+50			4.8	6.6
47+00			4.8	6.6
+50	5.29	11.78	4.93	6.49
48+00			1.7	10.1
+10			3.8	8.0
+50			3.6	8.2
49+00			3.6	8.2
+50			3.8	8.0
50+00			4.1	7.7
+50			4.5	7.3
51+00			5.0	6.8

end of Diet Pido

51+50		11.78	4.3	7.5
+55			2.0	9.8
+84			3.5	8.3
+88			6.0	5.8
52+00			6.0	5.8
+21			5.9	5.9
52+38 <sup>2</sup>			0.6	11.2
+50			0.9	10.9
53+00			6.0	5.8
+39			4.2	7.6
+50			6.1	5.7
54+00	5.02	10.74	6.06	5.72
+50			4.9	5.8
55+00			5.6	5.1
+50			4.3	6.4
56+00			3.8	6.9
+50			4.2	6.5
57+00			4.1	6.6
+50			5.1	5.6

Center of Taxi Strip

West  
Williams  
Varonakis  
Kenjo

6-8-53 11

58+00	10.74	4.9	5.8
+50		4.7	6.0
59+00		4.6	6.1
+50		4.7	6.0
	4.00	10.85	3.89
			6.85
60+00		5.6	5.3
+50		4.8	6.1
61+00		5.1	5.8
+19 <sup>2</sup> A		5.1	5.8
+50		5.0	5.9
62+00		5.0	5.9
+50		4.3	6.6
63+00		4.4	4.5
+50		4.2	6.2
64+00		5.1	5.8
	3.36	9.09	5.13
			5.72
+50		3.4	5.7
65+00		3.4	5.7
+50		3.5	5.6

66+00	9.08	3.8	5.3
+50		4.1	5.0
67+00		4.5	4.6
+50		4.8	4.3
68+00		5.2	3.9
68+24		4.4	4.7
+50			
+75		3.74	5.4
+97		4.01	5.1
69+06 <sup>27</sup>		4.2	4.9
69+27 <sup>27</sup>		4.28	4.8
69+49 <sup>14</sup>		4.55	4.5
69+53 <sup>26</sup> X		4.8	4.3
		3.41	4.7/5.67

24" Culvert N.W. End 6' RT - 44<sup>2</sup> Long { Elev. 3.72 Top 1.53 F.L.

North edge cone pave  
 South " " "

North edge cone pave

Turn on N.W. Fence post Top  
 Log + Cable Fence S.D. Spread beam  
 redhead nail Club



West  
Williams  
Voronokas  
Kemp  
6-10-53

Note:

Cannot locate  
S.W. End

$$EC = \frac{103 + 36.58}{400 + 59.80 \text{ @ } 3\%}$$

$$\Delta = 6.41$$

$$PL. R = 5042.50'$$

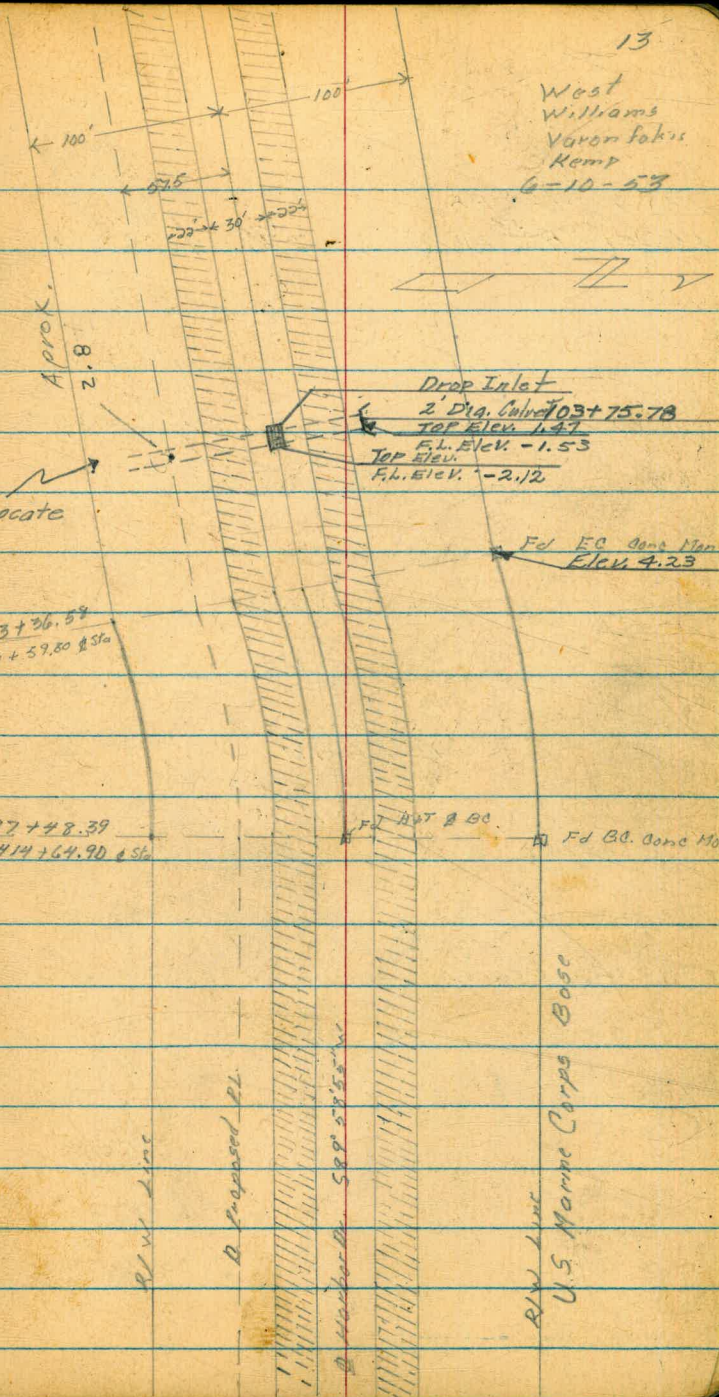
$$L = 578.19$$

$$\text{Def. per Foot} = .34077'$$

103 + 36.58 EC

97 + 48.39 BC

$$BC = \frac{97 + 48.39}{400 + 59.80 \text{ @ } 3\%}$$



R/W Line  
U.S. Marine Corps Base

130+54.02 BK

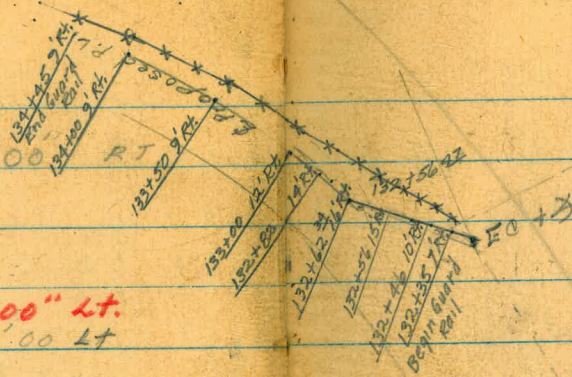
132+59.33 AH 50+3 23°59'00" RT

132+62.34 BK

132+63.16 AH

15  
08

132+24.22 EI+2 20°00'00" Lt.  
25°22'00" Lt



End of bridge = ?

Transit line (3)

$\Delta = 40^{\circ}30'42''$

$L = 6.25'$

$\Delta = 24^{\circ}16'30''$   
Pl. R = 3969  
Def. per foot = 43307463'

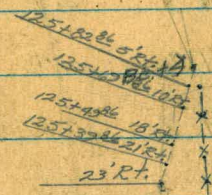
126+25 23 01'00" Lt+0  
125+99.53 2) Begin 3969' radius curve

21°07'30" RT  
125+29.86 end 3942.5' radius curve

$\Delta = 24^{\circ}16'30''$   
Pl. R = 3940.50'  
Def = 0°27'12"  
 $L = 60'$

124+89.86

125.29  
15  
124.89



Begin Bricks

BO 124+69.86 23' Rt.  
441+93.08

124+00.22 RT  
123+77  
Begin Guard rail 22' Rt.

A Pinned

☽ PROFILE PROPOSED P.L.

WEST  
WILLIAMS  
YARONFAKIS  
KEMP

6-12-53

15

STA	+	H <sub>1</sub>	-	E <sub>L</sub>	
T.B.M.	2.41	8.08		5.67	N.W. FENCE POST TOP S.D. SPEEDBOAT CLUB
69+78.18			5.0	3.1	
70+00			5.0	3.1	
+50			4.6	3.5	
71+00			4.7	3.4	
+50			4.5	3.6	
72+00			4.7	3.4	
+50			4.7	3.4	
73+00			4.7	3.4	
+50			4.7	3.4	
74+00			4.7	3.4	
+50			4.8	3.3	
75+00			4.8	3.3	
+50			5.2	2.9	
76+00			5.2	2.9	
T.P.	3.99	7.46	4.61	3.47	
76+20			4.7	2.8	END DRAIN <sup>15.83</sup> 168' 21" FLOW LINE (4' DIA) <sup>INSIDE</sup>
+50			4.7	2.8	
77+00			4.8	2.7	

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-12-53

16

Φ PROFILE PROPOSED P.2.

STA	+	7.46 HI	-	EL
77+50			4.8	2.7
78+00			4.6	2.9
+50			4.5	3.0
79+00			4.7	2.8
+30			4.7	2.8
80+00			4.8	2.7
+50			4.6	2.9
81+00			4.4	3.1
T.P.	4.86	8.15	4.17	3.29
81+50			4.1	4.1
82+00			5.2	3.0
+50			5.2	3.0
83+00			4.9	3.3
+50			4.8	3.4
84+00			4.5	3.7
+50			4.6	3.6
85+00			3.6	4.6
+50			3.3	4.9
86+00				
T.P.	3.43	8.43	3.15	5.00

13.53 (FLOW LINE) / INSIDE 6.10  
95' LT END DRAIN (2.5 DIA.) 57' RT (WOOD GRATE)

SAND FILL  $\frac{0.0}{5' LT}$  (STARTS 83+80<sup>+</sup>)

☒ PROFILE PROPOSED P.L.

STA	+	8.43 HI	-	EL
86+33			3.3	5.1
+50			4.5	3.9
87+00			4.4	4.0
+50			4.8	3.6
88+00			4.7	3.7
+50			4.9	3.5
89+00			4.6	3.8
+50			5.1	3.3
T.P.				
90+00	4.74	8.69	4.48	3.95
+50			4.6	4.1
91+00			4.9	3.8
+50			4.8	3.9
92+00			4.6	4.1
+50			4.6	4.1
93+00			4.1	4.6
+50			3.6	5.1
94+00			4.5	4.2
T.B.M			3.82	4.87

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-12-53

17

FLOW LINE 11.1  
DRAIN 25' LT. (2' INSIDE DA) 9.44 = FLOW LINE  
57' RT

SAND FILL  $\frac{3.3}{5' LT}$   
 $\frac{2.0}{5' LT}$

94+12 18' RT SPIKE SIDE HWY.

± PROFILE PROPOSED P.L.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-15-53

181

STA	+	H <sub>1</sub>	-	F <sub>1</sub>
T.B.M.	3.81	8.68		4.87
94+50			4.7	4.0
95+00			4.9	4.6
+50			5.1	3.6
96+00			5.7	3.0
+50			5.6	3.1
97+00			5.3	3.4
+50			5.5	3.2
98+00			5.1	3.6
+50			5.2	3.5
T.P.	4.31	8.13	4.86	3.82
98+82			4.7	3.4
99+00			5.0	3.1
+50			5.4	2.7
100+00			5.2	2.9
+50			5.5	2.6
101+00			5.5	2.6
+50			5.2	2.9
102+00			5.2	2.9

DRAIN 10.07 = FLOW LINE  
84' LT

8.84 = FLOW LINE  
56' RT (2' DIA.)

± PROFILE PROPOSED P.L.

STA	+	8.13 HI	-	F.
102+50			4.7	3.4
103+00			5.2	2.9
+50			5.3	2.8
104+00			5.3	2.8
T.P.	4.62	7.84	4.91	3.22
104+50			5.0	2.8
105+00			5.3	2.5
+50			5.1	2.7
106+00			5.0	2.8
+50			4.9	2.9
107+00			5.0	2.8
+50			5.1	2.7
108+00			5.4	2.4
T.P.	4.22	7.74	4.32	3.52
9 108+50			5.3	2.4
108+68			9.20	-1.46
109+00			5.3	2.4
+50			5.4	2.3
110+00			5.2	2.5

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-15-53

19

DRAIN

9.84 = FLOW LINE  
106 LT

7.92 = FLOW LINE  
56 RT. (2' DIA.)

± PROFILE PROPOSED P.L.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-15-53

20

STA.	+	7.74 HI	-	EL
110+50			5.2	2.5
111+00			4.9	2.8
+50			5.1	2.6
112+00			4.8	2.9
+50			4.6	3.1
113+00			4.7	3.0
+50			4.6	3.1
114+00			4.4	3.3
T.P.	4.85	2.40	4.19	3.55
114+50			4.8	3.6
115+00			5.1	3.3
+50			5.2	3.2
116+00			5.2	3.2
116+54			5.16	3.2
116+81.2			5.04	3.40
117+00			5.1	3.3
+50			5.1	3.3
118+00			5.2	3.2
+50			5.5	2.9

EDGE A.C.

EDGE A.C.



± PROFILE PROPOSED P.L.

West  
Williams  
Varonfakis  
Kemp

21

6-15-53

STA	+	8.40 HI	-	EL.
119+00			5.1	3.3
T.P.	5.31	7.75	5.96	2.44
119+53			4.8	3.0
120+00			5.1	2.7
+50			4.8	3.0
121+00			4.8	3.0
+50			4.6	3.2
122+00			4.2	3.6
+50			4.1	3.7
122+75.59				
T.P.	5.32	8.93	4.74	3.61
123+00			5.2	3.7
+50			5.0	3.9
124+00			4.3	4.6
+50			4.5	4.4
124+69 <sup>80</sup>			4.9	4.0
+50 ←?			4.3	4.6
125+29 <sup>80</sup>			4.4	4.5
T.P.	11.61	19.47	1.07	7.86
			1.87	18.09

DRAIN

10.61=FLOW L.  
131' LT.

10.15=FLOW L. 9.36=FLOW LINE  
6' RT. 56' RT. (2' DIA.)

4.6 0.9 should be  
7.0 16

4.3 0.0  
7.0 18

3.5 12.3  
7.0 51

3.5 14.3  
5 20

3.8 45.1  
5 21

0.0 17.1  
7 22

US GO. B.M. 5-E near bridge

P. 722  
1944

☉ PROFILE PROPOSED P.L.

STA.	+	H <sub>1</sub>	-	F <sub>1</sub>
B.M.	6.33	24.42		18.09
			GROUND	
125+92.32			10.9	13.5
+4				
125+99.57			5.89	18.5
126+25			5.19	19.2
126+50			4.62	19.8
+75			4.11	20.3
127+00			3.73	20.7
+25			3.34	21.1
+50			2.95	21.4
+75			2.64	21.8
128+00			2.43	22.0
+25			2.20	22.2
T.B.M.	4.89	27.26	2.05	22.37
128+50			4.93	22.3
+75			4.84	22.4
129+00			4.83	22.4
+25			4.86	22.4
+50			4.92	22.34
129+50				
B.M.	2.51	24.85		22.34

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-15-53

22

U.S.C.S. B.M.	S.F.	COR. BRIDGE	P722 1944
9.4		5.97	
BOT. BRIDGE		TOP BRIDGE	
<u>Elev.</u>			
16.9	7.5	2.51 T	BOT BRIDGE
17.4	7.0	2.51 T	BOT BRIDGE
18.0	6.4	2.51 T	BOT BRIDGE
18.6	5.8	2.51 T	BOT BRIDGE
BRASS PLOE EDGE CURB			
20.7	6.6	2.51 T	BOT BRIDGE
20.8	6.5	3.51 T	BOT BRIDGE
20.9	6.4	3.51 T	BOT BRIDGE

♀ PROFILE PROPOSED P.L.

WEST  
WILLIAMS  
VARGON FAXIS  
KEMP

6-15-53

23

STA.	+	24.85 HI	-	FI		
129+75			2.74	22.1	18.6	$\frac{6.3}{2.5}$ LT
130+00			2.92	21.9		BOT BR
+25			3.18	21.7		
+50			3.52	21.3	18.0	$\frac{6.9}{2.5}$ LT
+75			3.90	21.0		BOT BR
131+00			4.31	20.5	17.2	$\frac{7.7}{2.5}$ LT
+25			4.86	20.0		
+50			5.33	19.5	16.2	$\frac{8.7}{3.5}$ LT
+75			5.94	18.9		BOT BR
132+00			6.65	18.2	14.9	$\frac{10.0}{2.5}$ LT
E.C. 7 1/2 PT			7.40	17.5		
132+24.68			TOP BR		14.0	$\frac{10.9}{2.5}$ LT
132+32.83			7.52	17.3		BOT BRIDGE
T.P.	2.94	18.00	9.79	15.06		$\frac{12.9}{9}$ GROUND
132+56 <sup>42</sup>	B1+3PT		5.9	12.1	Old 2x2 Hog 10' RT	STA. 132+50
					$\frac{15.6}{22}$ LT	$\frac{1.9}{9}$ RT



± PROFILE PROPOSED P.L.

STA. + HI. - E.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

6-15-53

25.





Alley Bks 11, 6, + 3  
 N of Redwood  
 E of Menlo

on Drwg.: - South Line  
 Sta. 0+00 at N/L Thorn  
 as per Bob E.

6+37 63

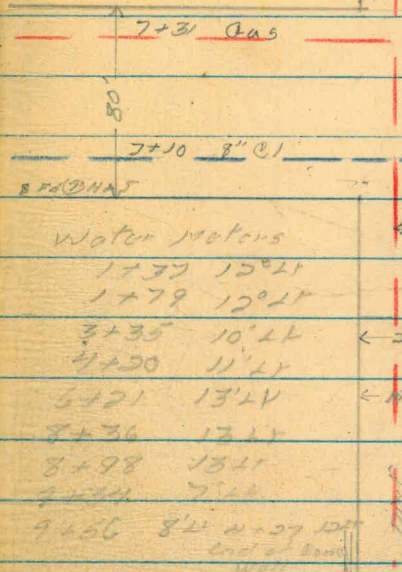
DOT (7) South Bay Line Turn



0+00

South Line Redwood

West  
 Williams  
 Varonfakis  
 Kemp



Water Meters	
1+77	15' 21"
1+79	12' 21"
3+35	10' 21"
4+20	11' 21"
5+21	13' 21"
8+36	12' 21"
8+98	13' 21"
9+56	8' 21" N-27 10'

ALLEY  
 BLOCK  
 (11)



28  
 2" Main Generally follows  
 & Proposed R.L.  
 but Varies from  
 place to place  
 Betw Thorn + Myrtle  
 2" CV

Thorn (Dirt)

Water Meters	
3+97	3' 21"
4+79	6' 21"
5+05	5' 21"
5+66	3' 21"

3+88 6" Cons Wall 6" Thick  
 42 High

Redwood  
 (No Road)  
 0+11 12' 21" R/L NAT. 11



21+05 <sup>73</sup>

North Prop Line Dwight

20+40 <sup>73</sup>

15+03 <sup>07</sup> POT

13+00 POT

11+56 <sup>94</sup> POT

Dwight  
6' Conc pipe

20+72 Gas Pipe

20+87 Water Pipe

ORIENT

Fo @ LAT



← 15' →

← 20' →

← 15' →

(Dirt Road)

Myrtle  
(no road)

(no road)

5.0  
3.9  
2.6

10.34	336.79		326.45
0.06	324.66	12.19	324.60
0.16	312.27	12.55	312.11
1.37	304.25	9.39	302.88
0.36	291.92	12.69	291.56
1.10	280.34	12.68	279.24
3.87	271.17	13.04	267.30
3.91	262.80	12.78	258.89
5.88	258.99	9.69	253.11
0.33	259.13	0.19	258.80

0+00		7.6	251.5
+50		5.0	254.1
1+00		8.6	250.5
3+49	256.38	6.24	252.89
+50		2.9	253.5
2+00		4.1	252.3
+39		5.1	251.3
+44		8.3	248.1
2+50		6.5	249.9

BH BP NW Cor. 45" + Travn

Top FH SE Cor. Travn + Merlo

Turn in S-W Cor. 6" Band Wall

Sp. 1st in	PP	15.21	0.100	P4675
0.8	Right	9.1	11.0	
15.21	5 RT	252.5	10 RT	
+1.3		252.5	8.6	
15.21		258.0	10 RT	
1.1		258.0	10.5	
15.21			5 RT	120
				10 RT
262.0				
+10.6	+2.6	4.6	251.8	6.0
15.21	9.21	5 RT	5 RT	10 RT
100		5.2	251.2	6.1
15.21		6 RT	6 RT	10 RT
1.7		8.6	247.8	
15.21		5 RT	Bottom of Creek	
254.0				
24	20	5.3	251.1	4.6
15.21	74.2	5 RT	5 RT	10 RT

299.00  
10.18  
288.82

256.38

2+70		4.0	252.4
2+77		5.7	250.7
	11.81	266.84	1.35 255.03
3+10		10.4	256.44
	12.43	278.95	0.32 266.52
3+50		12.5	266.45
3+60		7.85	271.1
3+88 <sup>5</sup>		2.90	276.1
	12.38	289.44	1.89 277.06
3+88 <sup>6</sup>		9.4	280.04
4+00		8.4	281.04
4+50		4.4	285.05
	11.53	300.62	0.35 289.09
5+00		10.9	289.72
4+50		7.4	293.22
6+00		4.8	295.8
4+4		3.29	297.3
293		3.19	297.4
6+50		2.5	298.1

6.6  
211  
5.8  
321

11.0 255.9  
2011  
11.6  
321  
261.1  
12.8  
1521

4.6  
10RT  
10.2  
72RT  
5.6  
15RT

TR To Base of 9' High Cobble Wall  
(6.4 High wall 6.1 RT)  
Base of High 6' Conc Wall  
(1.7 Base 3' High Wall)  
70RT

Top Conc Wall  
9.8  
1321  
279.6  
8.3  
3RT  
281.1  
4.4  
1521  
285.0  
3.7  
3RT  
286.1

11.4 289.2  
7521  
7.1  
1411  
293.8  
4.0  
1521  
296.6  
10.3  
58RT  
290.3  
3.2  
5RT  
293.4  
4.5  
58RT  
296.1

10<sup>2</sup> RT Begin conc driveway  
end  
1.8 298.1  
1521  
2.3  
5RT  
298.3

	300.60		
7+00		1.4	299.2
+50		2.4	298.8
8+00		6.0	294.6
	0.28	289.29	11.61
8+50		2.8	286.5
9+00		9.0	280.3
	2.34	281.59	10.04
+50		8.0	273.6
	2.00	270.96	12.63
10+00		4.2	266.8
+42		11.0	
+50		11.2	259.8
+75		11.7	259.3
+77		13.4	257.7
+81		11.4	259.7
+85		9.1	261.9
11+00		5.7	265.3
	12.81	282.71	1.06
+37		2.0	280.7

10-11-53

	1.0	299.6	1.8	298.8
	15.21		5.1	297.8
	0.9	299.7	2.8	297.8
	15.21		5.1	292.6
	4.2	296.4	8.0	
	15.21		15.21	
	4.2	290.5	4.5	283.8
	15.21		5.1	277.0
	5.4	283.9	10.3	271.0
	15.21		5.1	270.9
	1.2	280.3	5.8	270.9
	15.21		5.1	264.6
	2.4	273.4	6.4	264.6
	15.21		5.1	259.0
	7.0	264.0	1.0	259.0
	15.21		13.8	258.2
	8.6	262.4	12.8	258.2
	15.21		13.5	258.2
	9.7	258.3	7.0	264.0
	15.21		10.1	268.2
	8.3	262.7	2.8	268.2
	15.21		10.1	262.7
	9.2	273.5	0.0	282.7
	15.21		10.1	
	5.6	280.7		
	15.21			

erock bank

bottom of erock

282.71

11450 0.2 282.5

7.92 290.30 0.33 282.38

+59<sup>96</sup> 6.05 284.3

+67 10.1 280.2

12+00 10.3 290.0

+50 3.5 286.8

T.P. 7.55 297.26 0.59 289.71

13+00 1.0 296.3

+15 3.8 293.5

+45 13.2 284.1  
Bottom of Creek

+50 12.0 285.3

11.83 308.59 0.50 296.76

14+00 2.5 306.1

11.86 318.84 1.61 306.98

11.80 330.12 0.52 318.32

+40 11.1 319.0

+50 9.7 320.42

15+00 6.0 324.12

+50 2.7 327.42

275.9

14.4  
15.11

11.2  
10.11

17.5  
15.11

18.9  
15.11

11.8  
15.11

9.3  
15.11

10.7  
15.11

10.4  
15.11

+0.7  
15.11

11.9  
15.11

262.7

271.4

278.1

288.0

286.6

286.9

309.3

318.2

5.2  
2.81

4.3  
2.81

4.8  
2.81

+1.0  
2.81

+4.0  
2.81

+2.2  
2.81

7.5  
2.81

5.7  
2.81

10.3  
2.81

286.0

285.5

291.8

301.3

299.4

289.8

302.9

319.8

21 167  
433

34

330.12

16+00 0.6 329.52

11.37 341.31 0.18 329.94

+50 10.7 330.41

17+00 9.1 332.21

+50 7.9 333.41

18+00 6.7 334.61

+50 5.6 335.71

19+00 4.3 337.01

+50 2.6 338.71

20+00 1.8 339.51

2.90 338.41

+50 2.99 338.32

65<sup>2</sup> 2.40 + 5.8 To Flow Line

Top east Rim Sewer M/H

20+83<sup>3</sup> 2.67 338.64

Botr of Eb

21+00 1.82 339.49

+05<sup>73</sup> 0.86 340.45

2.14 341.05 240 338.91

8.29 332.76 =

332.81

BP NW Cor Dwight & Euclid

Reduced by J Gray 9 mae 55

Alley Bk 5'  
N of Thorn  
E of 47<sup>th</sup>

Transit Line  
on E Alley

72.5  
21.0  
93.0

35

7+60 ±

South Prop Line Thorn St

Thorn St  
(no Road)

7+99 6' 0"



6+26 ±

POT

5+99 Small storage shed 7' x 11'  
5+97 end latrine 10' x 11'

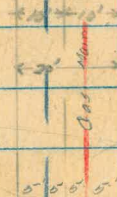
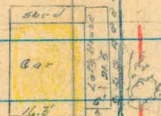
6+02 small tree on E  
6+21 chicken wire fence  
6+16 small grass tree on E

6+06 clothes pole J.R.R.  
5+98 clothes pole N.W.R.  
6+09 4' RT to 12' Cyprus

5+76 Begin latrine 10' x 11'

Mixed Conc P.C. + Gravel  
DRIVEWAY

5+00 Begin Driveway



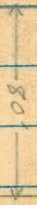
AC Pav

Myrtle St

(Dirt)

0+00

North Prop Line Myrtle



Alley Blk 5  
N of Thorn  
E of 47<sup>th</sup>

West  
Williams  
Kump

12-18-53

36

	3.45	336.26		332.81
	0.66	332.50	4.42	331.84
0+00		2.9		329.6
0+40		4.8		329.7
+50		5.2		327.3
1+00		6.9		325.6
+50		9.2		323.3
2+00		10.8		321.7
	0.23	320.00	12.73	319.77
+50		1.1		318.9
3+00		3.7		316.3
+50		7.8		312.2
4+00		10.8		309.2
	0.22	307.46	12.76	307.24
+50		2.1		305.4
5+00		5.9		301.6
+50		11.8		295.7
	6.50	301.04	12.92	294.54
+75		7.72		293.3

RM BR NW Cor. Dwight + Foodst

	230.9			229.5
	1.6			208
	10.2	227.3		208
	4.67			221
	10.2	226.1		208
	4.89			225.4
	10.2	223.8		208
	6.4			221
	10.2	221.9		208
	8.7			221.6
	10.2	221.6		208
	10.6			221.6
	10.2			208
	0.8	319.2		318.9
	10.2			208
	3.1	316.9		316.4
	10.2			208
	8.2	311.8		312.6
	10.2			208
	10.5	309.5		309.9
	10.2			208
	3.1	304.4		306.0
	10.2			208
	6.9	300.6		302.1
	10.2			208
	11.7	295.8		295.7
	10.2			208

7.25 to edge back floor Garage





Alley BIK 14  
N of Quince  
E of manlo

West  
Williams  
Kemp

map. 1175  
38

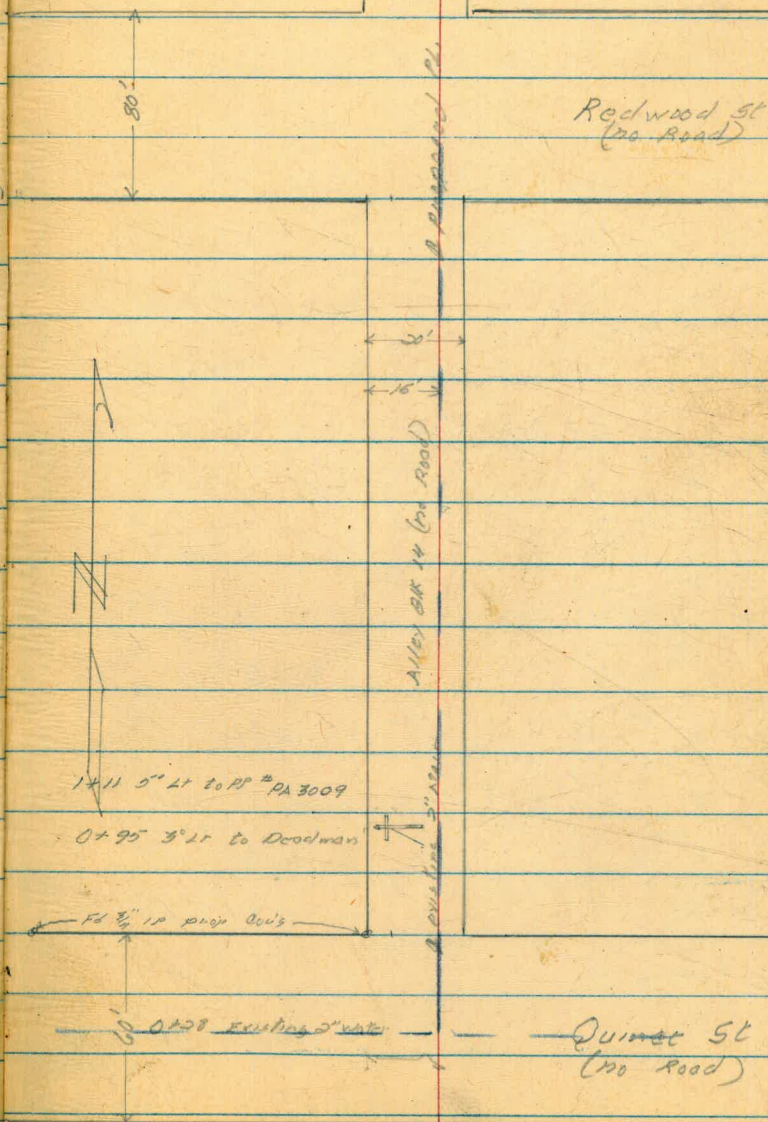
Post 28  
5+34  $\frac{81}{2} = 0+00$  South prop line Redwood

3+65<sup>00</sup> P.O.T

2+73  $\frac{46}{2}$  P.O.T

0+00

South prop line Quince



Alley BIK 14  
N of Quince  
E of Menlo Q Profile

	1.181	260.61		258.80
		9.97	264.07	6.51 254.10
		12.26	275.85	0.48 263.59
		10.34	286.46	0.74 275.11
		10.63	294.70	1.39 284.07
0+00			4.5	290.20
+50			8.7	286.00
	0.85	287.52	8.03	286.67 ✓
1+00			6.3	281.2
+50			10.9	277.4
2+00	3.41	277.90	13.03	274.49
+50			6.6	271.3
+83			9.5	268.4
	1.07	266.91	12.14	265.74
3+00			4.0	262.8
+27			8.4	258.41
+50			8.7	258.1
+65			9.9	256.9
	1.90	256.31	12.40	254.41

West  
Williams  
Kemp

39

Spike in Power Pole see Page 30

			290.8		289.8	289.2
			3.9	16.21	4.9	5.5
			6.8	16.21	5.8 RT 285.7	10 RT 285.2
			287.9		9.5	285.2
			3.7	15.21	6.8	7.3
			7.2	10.21	5.8 RT 280.7	10 RT 280.2
			280.3		10.5	275.0
			0.7	15.21	4.3	5.9
			277.6		5.8 RT 273.7	10 RT 272.0
			275.2		7.9	270.0
			5.8	15.21	10.1	13.7
			272.1		5.8 RT 267.8	10 RT 265.2
			269.6		5.0	6.1.8
			0.4	10.11	9.4	11.1
			266.4		5.8 RT 257.4	10 RT 255.7
			2.3	15.21	10.1	5.8 RT 256.7
			264.5		11.1	5.8 RT 255.7
			3.6	10.21		
			263.2			

TBUT Top 3/4" IP prep On 15' 21" Sta 014

14' Shaker wire fence

14' Shaker wire fence

256.31

4+07

9.0

247.31

9.23 261.63

3.91 252.40

4+50

7.6

254.03

4+90

10.7

250.9

5+34.81 = 0+00

10.1

251.5

2.84

258.79

= 258.80

251.4  
5.4  
10.14

255.8  
11.0  
5 RT

254.7  
1.6  
10.14

247.5  
8.8  
5 RT

244.9  
11.6  
10 RT

4.2  
10.21 Base of Roadwall

131  
5 RT 14.0  
10 RT

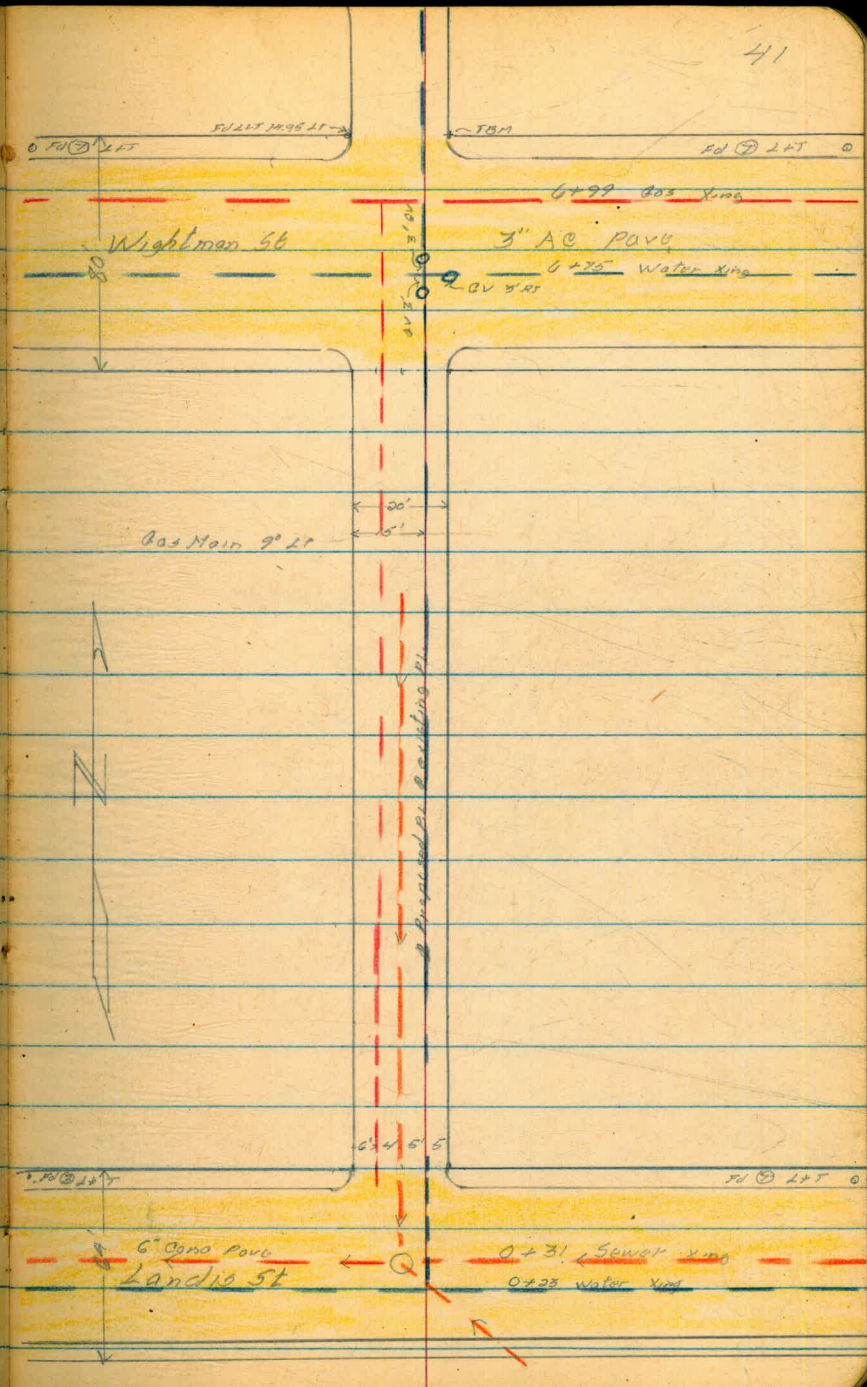
7+28<sup>0.21</sup>

North prop line Wightman

3+74<sup>15</sup> POT

0+00

South prop line Landis



Alley BIK 5 N of Landis  
E of 47th St  
Q Profile

West  
Williams  
Kemp

12-22-53

42

RD NW Cor Dwight & Faulstich

	9.53	342.34	332.81
	5.07	347.13	0.28
			342.06
0+00		5.4	341.7
+07 <sup>e</sup>		5.83	341.3
+07 <sup>z</sup>		6.30	340.8
+31		5.65	+11 <sup>e</sup> to flow
+51		5.63	341.5
+63		5.53	341.6
1+00		4.0	343.1
+50		3.3	343.8
2+00		2.6	344.5
+50		1.8	345.3
	2.12	347.97	1.28
			345.85
3+00		1.9	346.1
+50		1.2	346.8
4+00		1.9	346.1
+50		5.6	342.4
5+00		8.9	339.1
+50		10.2	337.8
6+00		10.2	337.8

South prop line Landis

Top Ob

Bottom of Ob

4° R Top east rim sewer MH

Butten

end curb pavement

347.13  
5.65  
341.48

347.97

+48		7.88	340.1	South edge AC pave
+63		8.12	339.9	Gutter line
7+00		7.21	340.8	
+13		7.45	340.5	Gutter line North Side
+28 <sup>02</sup>		7.14	340.8	
3.76	344.98	6.75	341.22	7AM Turn on + in Core
4.39	346.26	3.11	341.87	Top end curb east side
6.74	342.22	10.78	335.48	
		9.39	332.83	

Noy 5<sup>th</sup> RT 7+28<sup>02</sup>

Top end curb east side





Harbor Dir Pl.

Stks for 16" Main

West  
Williams T  
Varonfakis & 2-9-54  
Komp

45

STA	+	HI	-	FI
T.B.M.	6.63	9.27		2.64
T.P.	5.25	8.81	5.71	3.56
0+05			4.3	4.5
0+27			4.9	3.9 - 0.2
0+32			5.0	3.8 - 0.3
+50			4.8	4.0 - 0.7
1+00			4.8	4.0 - 1.5
(5) FH			3.4	5.4
+50			5.0	3.8 - 1.6
2+00			5.0	3.8 - 1.7
+50			5.2	3.6 - 1.7
3+00			5.1	3.7 - 1.7
+50			5.3	3.5 - 1.8
4+00			5.4	3.4 - 1.8
+50			5.6	3.2 - 1.9
5+00			5.7	3.1 - 1.9
+50			5.7	3.1 - 1.9
6+00	5.62	8.77	5.66	3.15 - 2.0
+50			5.9	3.0 - 2.0

4" PIPE F END SLIDING GATE (PAGE 5)

SPLIT X

BEGIN WORK C 4<sup>1</sup>

X C 4<sup>1</sup>

C 4<sup>2</sup>

C 5<sup>5</sup>

FH TRC

C 0<sup>5</sup>

C 5<sup>4</sup>

C 5<sup>5</sup>

C 5<sup>3</sup>

C 5<sup>4</sup>

C 5<sup>3</sup>

C 5<sup>2</sup>

C 5<sup>1</sup>

C 5<sup>0</sup>

C 5<sup>0</sup>

C 5<sup>1</sup>

C 5<sup>0</sup>

3.81

4.3

4.51

4.99

9.00

8

11+0.0

1.5

-0.5 X 16 PL

-03 Bolt on 16" Pl of  
Sta 0+39+

-03 Top Rod duct  
Sta 0+16

HARBOR	DR.	P.L.	(CONT.)	WEST	WILLIAMS	YARONFAKIS	KEMP	2/9/54	46
	8.77								
7+00		5.8	3.0	-2.0	C 5	$\frac{9}{0}$			
+50		5.9	2.9	-2.0	C 4	$\frac{9}{1}$			
8+00		5.8	3.0	-1.9	C 4	$\frac{9}{1}$			
+50		5.2	3.6	-1.9	C 5	$\frac{5}{1}$			
8+83 <sup>26 OK</sup>		5.3	3.5	-1.9	C 5	$\frac{4}{1}$			
8+80 <sup>22 AH</sup> $\Delta$		5.3	3.5	-1.9	C 5	$\frac{4}{1}$			
8+91 <sup>22</sup>		5.3	3.5	-1.9	C 5	$\frac{6}{1}$			
9+00		5.1	2.7	-1.9	C 5	$\frac{3}{1}$			
+50		5.3	2.5	-1.8	C 5	$\frac{2}{1}$			
10+00		5.4	2.9	-1.8	C 5	$\frac{0}{1}$			
+50		5.6	3.2	-1.8	C 5	$\frac{6}{1}$			
11+00		5.9	2.9	-1.7	C 4	$\frac{5}{1}$			
+50		6.0	2.8	-1.7	C 4	$\frac{5}{1}$			
12+00		5.9	2.9	-1.6	C 4	$\frac{4}{1}$			
+50		6.0	2.8	-1.6	C 4	$\frac{3}{1}$			
13+00	5.24	7.98	4.03	2.74	-1.6	C 4	$\frac{4}{1}$		
+50		5.2	2.8	-1.6	C 4	$\frac{3}{1}$			
14+00		5.3	2.7	-1.6	C 4	$\frac{4}{1}$			
+50		5.2	2.8	-1.6	C 4	$\frac{4}{1}$			
15+00		5.2	2.8	-1.6	C 4	$\frac{4}{1}$			

HARBOR

DR. P.L.  
(CONT.)

798

15+50 5.1 2.9 -1.6

16+00 5.0 3.0 -1.6

+50 5.0 3.0 -1.6

17+00 5.1 2.9 -1.6

+50 5.0 3.0 -1.6

18+00 5.0 3.0 -1.6

+50 5.1 2.9 -1.6

19+00 4.9 3.1 -1.6

+50 4.7 3.3 -1.6

20+00 4.9 3.1 -1.6

+50 5.45 8.58 4.85 3.13 -1.6

20+45 BV 5.5 3.1 -1.6

⑤ FH 5.3 3.3

21+00 5.3 3.3 -1.6

+50 5.3 3.3 -1.6

+83<sup>15</sup> 5.3 3.3 -1.6

22+00 5.1 3.5 -1.6

+50 5.3 3.3 -1.6

23+00 5.2 3.4 -1.6

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

2/9/54

97

C4  $\frac{5}{}$ C4  $\frac{6}{}$ C4  $\frac{6}{}$ C4  $\frac{5}{}$ C4  $\frac{6}{}$ C4  $\frac{6}{}$ C4  $\frac{5}{}$ C4  $\frac{7}{}$ C4  $\frac{9}{}$ C4  $\frac{7}{}$ C4  $\frac{7}{}$ C4  $\frac{7}{}$ C0  $\frac{0}{}$ C4  $\frac{9}{}$ C4  $\frac{9}{}$ C4  $\frac{9}{}$ C5  $\frac{1}{}$ C4  $\frac{9}{}$ C5  $\frac{0}{}$

HARBOR	DR.	P.L.			WEST	48
		(CONT.)			WILLIAMS	
	858				VARONFAKIS	2/9/54
					KEMP	
1123+50			5.2	3.4	-1.6	C5 <sup>0</sup>
1124+00			5.2	3.4	-2.2	C5 <sup>6</sup>
+50			5.4	3.2	-3.0	C6 <sup>2</sup>
1125+00			5.4	3.2	-2.2	C5 <sup>4</sup>
+50			5.5	3.1	-1.6	C4 <sup>7</sup>
1126+00			5.5	3.1	-1.6	C4 <sup>7</sup>
+50			5.6	3.0	-1.6	C4 <sup>6</sup>
1127+00			5.6	3.0	-1.6	C4 <sup>6</sup>
	6.20	8.90	5.88	2.70		
1128+00			6.1	2.8	-1.6	C4 <sup>4</sup>
+50			6.2	2.7	-1.5	C4 <sup>2</sup>
1128+00			6.1	2.8	-1.5	C4 <sup>3</sup>
+50			5.7	3.2	-1.4	C4 <sup>6</sup>
1129+00			5.6	3.3	-1.3	C4 <sup>6</sup>
+50			5.6	3.3	-1.1	C4 <sup>4</sup>
1130+00			5.3	3.6	-1.0	C4 <sup>6</sup>
+50			5.3	3.6	-1.0	C4 <sup>6</sup>
1131+00			5.0	3.9	-0.8	C4 <sup>7</sup>
+50			4.8	4.1	-0.7	C4 <sup>8</sup>

## Harbor Dr Cont

2.90

32+00		4.7	4.2	-0.6
+50		4.8	4.1	-0.5
33+00		4.6	4.3	-0.3
+50		4.4	4.5	-0.2
34+00		4.3	4.6	-0.1
+50		4.1	4.8	-0.0
35+00		4.0	4.9	0.1
+50	5.54 10.45	3.99	4.91	0.1
36+00		5.4	5.1	0.2
+50		5.1	5.1	0.3
37+00		5.0	5.5	0.4
+50		4.7	5.8	0.6
38+00		5.0	5.5	0.7
+50		5.1	5.1	0.8
39+00		5.0	5.5	1.0
+50		5.2	5.3	1.1
40+00		4.7	5.8	1.2
+50		4.5	6.0	1.3
41+00		4.4	6.1	1.4

WEST

WILLIAMS

VARONFAKIS 2-9-54

KEMP

49

C4 $\frac{8}{8}$
C4 $\frac{6}{6}$
C4 $\frac{6}{6}$
C4 $\frac{7}{7}$
C4 $\frac{7}{7}$
C 4.8
C4 $\frac{8}{8}$
C4 $\frac{8}{8}$
C4 $\frac{9}{9}$
C5 $\frac{1}{1}$
C5 $\frac{1}{1}$
C5 $\frac{2}{2}$
C4 $\frac{8}{8}$
C4 $\frac{6}{6}$
C4 $\frac{5}{5}$
C4 $\frac{2}{2}$
C4 $\frac{6}{6}$
C4 $\frac{7}{7}$
C4 $\frac{7}{7}$

HARBOR

DR. P.L.  
(CONT)

10.45

41+50		4.3	6.2	1.5
42+00		4.2	6.3	1.6
450		4.0	6.5	1.6
43+00		4.0	6.5	1.7
405 12" DV		4.0	6.5	1.7
450		4.0	6.5	1.7
44+00		4.0	6.5	1.8
450	506 11.53	3.98	6.47	1.8
45+00		5.0	6.5	1.9
450 2		506	6.47	2.0
		505	6.48	-

Harbor Dr Jacking

2.38 8.05 567

68+75		2.71	5.34	-1.0
68+97 (1)		2.97	5.08	-1.0
69+27 (1)		3.25	4.80	-1.0
69+49		3.52	4.53	-1.0
		2.38		

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

50

2/19/54

2/11/54

C4  $\frac{7}{7}$ C4  $\frac{7}{7}$ C4  $\frac{9}{8}$ C4  $\frac{8}{8}$ C4  $\frac{8}{8}$ C4  $\frac{8}{8}$ C4  $\frac{7}{7}$ C4  $\frac{7}{7}$ C4  $\frac{6}{6}$ C4  $\frac{5}{5}$ 

699 560 47+50

Nail in Post see Page 12

C 6  $\frac{39}{39}$ C 6  $\frac{08}{08}$ C 5  $\frac{80}{80}$ C 5  $\frac{53}{53}$

HARBOR DR P.2

WEST  
WILLIAMS X  
VARONFAXIS  
KEMP ♀

51.

2/23/54  
WARM.

STA	+	H1	-	EL		
T.B.M	6.57	13.04		6.47	45+50 X	PAGE 50
46+00			6.4	6.6	+2.0	C4 <sup>6</sup>
+50			6.4	6.6	+2.1	C4 <sup>5</sup>
47+00			6.4	6.6	+2.1	C4 <sup>5</sup>
+50			6.6	6.4	+1.9	C4 <sup>5</sup>
48+00			5.1	7.9	+1.8	C6 <sup>1</sup>
+50			5.0	8.0	+1.7	C6 <sup>3</sup>
49+00			4.9	8.1	+1.6	C6 <sup>5</sup>
+10			4.9	8.1	+1.6	C6 <sup>5</sup>
+50			5.1	7.9	+1.5	C6 <sup>4</sup>
50+00			5.5	7.5	+1.4	C6 <sup>1</sup>
+50			5.8	7.2	+1.3	C5 <sup>9</sup>
51+00			6.4	6.6	+1.2	C5 <sup>4</sup>
T.P.	2.90	10.58	5.36	7.68		
+50			2.9	7.7	+1.1	C6 <sup>6</sup>
52+00			4.9	5.7	+1.0	C4 <sup>7</sup>
+50			3.9	6.7	+0.9	C5 <sup>8</sup>
53+00			5.2	5.4	+0.8	C4 <sup>6</sup>
+50			5.4	5.2	+0.8	C4 <sup>4</sup> ?

16x6' TEE

HARBOR

DR. P.L.

WEST  
WILLIAMS  
VARONFANIS  
KEMP

52

2/23/54

STA	+	10.58 H1	-	F1		
54+00			4.9	5.7	+0.8	C4 <sup>9</sup>
+50			4.6	6.0	+0.8	C5 <sup>2</sup>
55+00			5.3	5.3	+0.8	C4 <sup>5</sup>
+50			4.1	6.5	+0.8	C5 <sup>2</sup>
56+00			3.7	6.9	+0.8	C6 <sup>1</sup>
+50			4.0	6.6	+0.8	C5 <sup>8</sup>
57+00			4.0	6.6	+0.8	C5 <sup>8</sup>
+50			5.4	5.2	+0.8	C4 <sup>4</sup>
T.P.						C5 <sup>0</sup>
58+00	5.14	10.96	4.76	5.82	+0.8	C5 <sup>8</sup>
+50			5.4	5.6	+0.8	C4 <sup>8</sup>
59+00			4.7	6.3	+0.8	C5 <sup>5</sup>
+50			4.9	6.1	+0.8	C5 <sup>3</sup>
						F.H. TEE
<del>+62</del>			4.9	6.1	+0.8	C5 <sup>3</sup>
						F.H. TEE
+50			5.0	6.0		C0 <sup>0</sup>
<del>+62</del>						F.H. (5')
+74			3.8	7.2	+0.8	C6 <sup>4</sup>
						16x6" TEE
+80			4.3	6.7	+0.8	C5 <sup>9</sup>
						12" G.Y.
60+00			5.4	5.6	+0.8	C4 <sup>8</sup>
+50			4.6	6.4	-0.4	C6 <sup>8</sup>
+75			5.0	6.0	-0.4	C6 <sup>4</sup>



HARBOR

DR. P.L.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

53.

2/23/54 5.24

STA	+	HI	-	EL	
61+00			5.1	5.9	+0.1
T.P.					
X	5.29	11.02	5.23	5.73	+0.5
+25			5.1	5.9	+1.4
+50			5.1	5.9	+1.4
62+00			5.1	5.9	+1.4
+50			4.5	6.5	+1.4
63+00			4.6	6.4	+1.4
+50			4.7	6.3	+1.4
64+00			5.0	6.0	+1.4
+50			5.3	5.7	+1.4
65+00			5.5	5.5	+1.4
+50			5.5	5.5	+1.1
66+00			5.5	5.5	+0.9
+50			5.8	5.2	+0.6
T.P.					
67+00	4.37	9.17	6.22	4.80	+0.3
+50			4.7	4.5	-0.1
68+00			5.1	4.1	-0.4
+12			5.0	4.2	
+15			5.0	4.2	
+24			4.8	4.4	
+50			4.7	4.5	-0.8
CHECK			3.46	5.71	= 5.67
T.B.M.					

C5 <sup>8</sup>C5 <sup>2</sup>C4 <sup>5</sup>C4 <sup>5</sup>C5 <sup>1</sup>C5 <sup>0</sup>C4 <sup>9</sup>C4 <sup>6</sup>C4 <sup>3</sup>C4 <sup>1</sup>C4 <sup>4</sup>C4 <sup>6</sup>C4 <sup>6</sup>C4 <sup>5</sup>C4 <sup>6</sup>C4 <sup>5</sup>C4 <sup>5</sup>C5 <sup>3</sup>

R.H. NAIL IN FENCE POST PAGE 12

6+12.77 BK 61+00 AH

5.34

4.13

9.47

-2.13

5.34

11.20

9.47

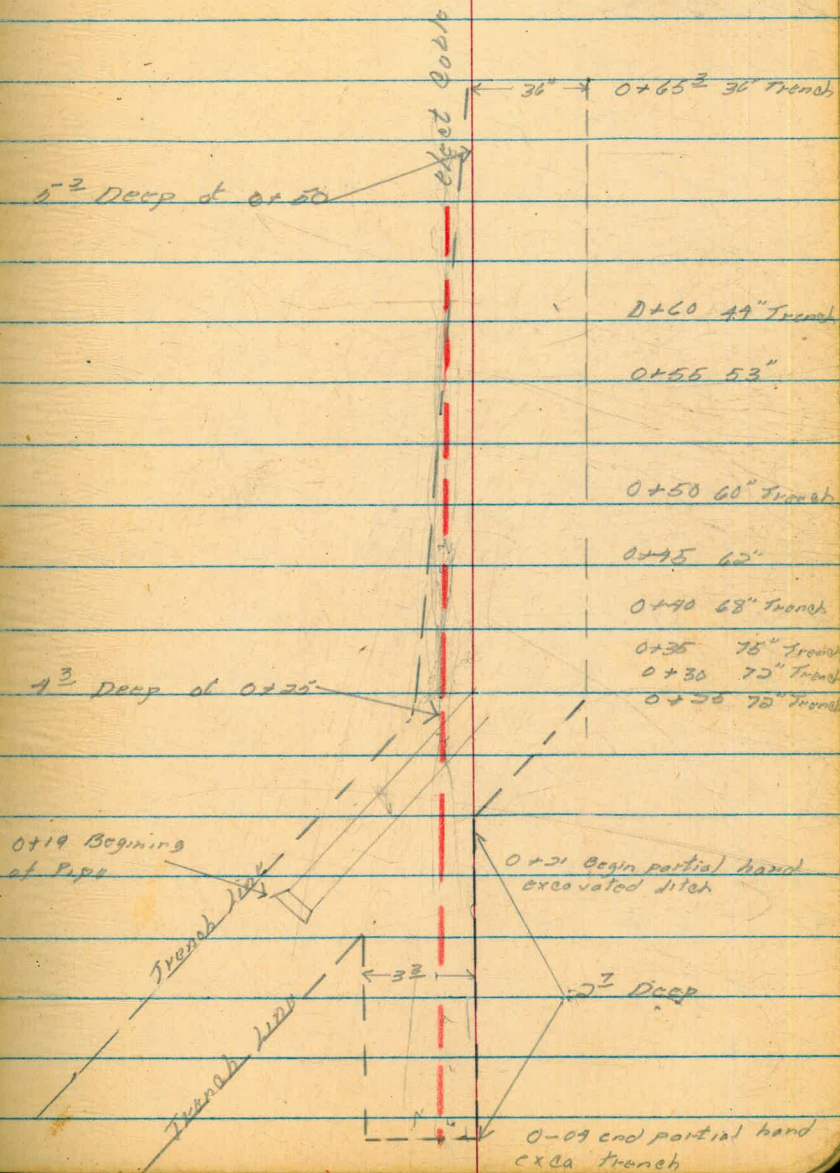
-1.73

68+26 Top existing 16" @ 1

Sketch at Beginning of Harbor St  
 PL. Showing extra excavation  
 for elect cable  
 0+19<sup>40</sup>. Beginning of Pipe by Contractor

WEST  
 WILLIAMS  
 VARONFAKIS  
 KEMP

36  
 41  
 54.  
 2/24/54



HARBOR

DR P.L.

WEST  
WILLIAMS X  
VARONFAXIS †  
KEMP

55.

2/24/54  
WARM

STA.	+	HI	-	EL.	
T.B.M.	2.98	8.65		5.67	R. H. NAIL IN FENCE POST (PAGE 12)
X					
69+53.86			4.33	4.32	-10 05 <sup>32</sup> (6') OFF BACK TAN.
"			4.35	4.30	-10 05 <sup>30</sup> (10') OFF BACK TAN.
"			4.49	4.16	-10 05 <sup>16</sup> (6') OFF FORWARD TAN.
"			4.60	4.05	-10 05 <sup>05</sup> (10') OFF FORWARD TAN.
X					
69+78.18			5.80	2.85	-10 03 <sup>85</sup>
70+00			5.9	2.8	-10 03 <sup>8</sup> F.H. TEE
70+00			6.3	2.4	CO <sup>0</sup> (5') F.H.
+05			5.9	2.8	-10 03 <sup>8</sup> 12" E.V.
+50			5.7	3.0	-10 04 <sup>2</sup>
71+00			5.4	3.3	-10 04 <sup>3</sup>
+50			5.3	3.4	-10 04 <sup>2</sup>
72+00			5.5	3.2	-1.7 04 <sup>2</sup>
+25			5.6	3.1	-1.8 04 <sup>2</sup>
+50			5.5	3.2	-1.8 05 <sup>0</sup>
T.P.					
73+00	4.77	7.92	5.50	3.15	-1.8 05 <sup>0</sup>
+50			4.8	3.1	-1.8 04 <sup>2</sup>
74+00			4.7	3.2	-1.8 05 <sup>2</sup>
+50			4.8	3.1	-1.8 04 <sup>2</sup>

HARBOR

DR. P.L.

WEST.  
WILLIAMS  
VARONFAKIS  
KEMP

56.

2/24/54

STA	+	7.92 HI	-	FL	
75+00			4.7	3.2	-1.8
+50			5.1	2.8	-1.8
76+00			5.0	2.9	-1.8
+50			5.3	2.6	-1.8
77+00			5.4	2.5	-1.8
+50			5.3	2.6	-1.8
78+00			5.3	2.6	-1.8
+50			5.3	2.6	-1.8
T.P.					
79+00	5.42	7.93	5.41	2.51	-1.8
+50			5.6	2.3	-1.8
80+00			5.5	2.4	-1.7
+50			5.0	2.9	-1.7
81+00			4.9	3.0	-1.6
+50			4.9	3.0	-1.5
82+00			5.0	2.9	-1.5
+50			4.7	3.2	-1.4
83+00			4.4	3.5	-1.3
+50			4.7	3.2	-1.3
84+00			4.3	3.6	-1.2

C 50

C 46

C 42

C 42

C 42

C 42

C 42

C 42

C 43

C 41

C 41

C 46

C 46

C 45

C 43

C 46

C 43

C 45

C 48

## HARBOR

DR. P.L.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

2/24/54

57

STA	+	7.93 HI	-	EL		
84+50			4.5	3.4	-1.2	046
T.P.						
85+00	5.31	8.97	4.27	3.66	-1.1	048
+25			5.4	3.6	-1.0	046
+50			5.5	3.5	-1.5	050
86+00			5.3	3.7	-2.5	062
+25			5.4	3.6	-3.0	066
+50			5.6	3.4	-3.0	062
87+00			5.2	3.8	-2.0	058
+50			5.0	4.0	-1.1	052
88+00			5.2	3.8	-1.1	049
+50			4.8	4.2	-1.0	052
89+00			4.8	4.2	-1.0	052
+50			4.9	4.1	-0.8	049
90+00			4.6	4.4	-0.8	052
+50			4.7	4.3	-0.7	052
T.P.						
91+00	4.97	9.37	4.57	4.40	-0.7	052
+50			4.6	4.8	-0.6	052
92+00			4.9	4.5	-0.6	052
+50			4.4	5.0	-0.7	057

2" A.V.A

2" A.V.A

HARBOR DR. P.L.

WEST  
WILLIAMS  
VARONFAKIS  
KEMP

2/24/54

58.

STA.	+	9.37 HI	-	EL.	
8 93+00			4.6	4.8 -0.7	055
8 +50			4.9	4.5 -0.7	053
94+00			4.9	4.5 -0.8	053
CHECK T.B.M			4.58	4.79 -4.87	SPIKE SIDE HWY (PAGE 17)
TBM				4.87	" " " "
79+00				2.51	TBM
	4.94	7.45			
79+37			7.78	-0.33	TOP 30" STORM DRAIN
78+62 <sup>5</sup>			4.7	2.8 -1.8	042
79+00			4.9	2.6 -3.4	062
8 +25			4.9	2.6 -4.6	072
+50			5.1	2.4 -4.6	072
80+00			5.0	2.5 -3.8	053
+25			4.7	2.8 -1.8	076
	2.20	7.96		5.76	TBM spike in post on speed boat club
71+50			10.5	-2.5	
92+00			11.4	-3.4	
+200			11.9	-3.9	30" storm drain xing
+50			11.8	-3.8	
73+00			11.0	-3.0	

3-5-54

59

	3.81	8.77	4.87		Spike TBM
94+50		4.3	4.4	-0.8	C 5 <sup>2</sup>
95+00		4.4	4.3	-0.9	C 5 <sup>2</sup>
+50		4.3	4.4	-0.9	C 5 <sup>3</sup>
96+00		4.3	4.4	-0.9	C 5 <sup>3</sup>
+50		4.5	4.2	-1.0	C 5 <sup>2</sup>
97+00		4.8	3.9	-1.0	C 4 <sup>2</sup>
98 <sup>3'</sup> 100 430	8.06	4.97	3.74	-1.0	C 4 <sup>2</sup>
+75		3.8	4.3	-1.0	C 5 <sup>3</sup>
98+00		4.1	4.0	-1.6	C 5 <sup>2</sup>
+50		3.9	4.2	-2.9	C 7 <sup>1</sup>
+75		4.1	4.0	-3.5	C 7 <sup>5</sup>
+82 <sup>5'</sup>		7.98	0.58	-3.5	
99+00		4.2	3.9	-3.5	C 7 <sup>1</sup>
+50		4.3	3.8	-2.4	C 6 <sup>2</sup>
100+00		4.6	3.5	-1.2	C 4 <sup>2</sup>
+50		4.8	3.3	-1.3	C 4 <sup>2</sup>
101+00		4.3	3.8	-1.3	C 5 <sup>1</sup>
+50		4.4	3.7	-1.4	C 5 <sup>1</sup>
102+00		4.3	3.8	-1.5	C 5 <sup>2</sup>

Top 30' Station Drains

Harbor Dr. P1 Cont

906

+50 4.3 3.8 -1.5

103+00 4.7 3.4 -1.6

+36<sup>58</sup> 1512 8.11 5.07 2.99 -3.3

5.28 9.01 -4.38 3.73

4.16 4.85 = 1.87

4.84 7.83 2.99

103+50 4.8 3.0 -3.8

+75 4.8 3.0 -4.8

104+00 4.7 3.1 -4.8

+50 4.9 3.0 -3.3

105+00 5.3 2.5 -1.6

+50 5.1 2.7 -1.7

106+00 5.1 2.7 -1.8

+50 5.1 2.7 -1.9

107+00 5.1 2.7 -1.9

+50 4.9 2.9 -2.0

108+00 5.2 2.6 -2.8

+50 5.6 2.2 -3.6

+75 5.8 2.0 -3.6

West  
Williams T  
Vorontskis †

3-8-54

Cool

60

C5<sup>3</sup>C5<sup>2</sup>C6<sup>3</sup>

Turn on FO Runway

C6<sup>8</sup>C7<sup>8</sup>C7<sup>9</sup>C6<sup>3</sup>C4<sup>1</sup>C4<sup>4</sup>C4<sup>5</sup>C4<sup>6</sup>C4<sup>6</sup>C4<sup>9</sup>C5<sup>4</sup>C5<sup>8</sup>C5<sup>6</sup>



HARBOR

DR. P.L.

CONT.

7.83

109+00 575 7.89 5.70 2 13-3.1

+50 5.6 23 -2.4

+75 5.5 24 -2.0

110+00 5.4 25 -2.0

+50 5.4 25 -1.9

111+00 5.2 27 -1.9

+50 5.3 26 -1.8

112+00 5.1 28 -1.7

+50 4.7 32 -1.7

113+00 4.7 32 -1.6

+50 4.8 31 -1.5

114+00 4.5 34 -1.4

+50 4.3 36 -1.3

115+00 503 8.39 4.52 3.36 -1.2

+50 5.2 32 -1.2

116+00 5.2 32 -1.3

+50 5.1 33 -1.4

117+00 4.9 35 -1.5

+50 5.0 34 -1.5

WEST

WILLIAMS

VARONFAKIS

3/8/54

61

C 5 <sup>2</sup>C 4 <sup>7</sup>C 4 <sup>4</sup>C 4 <sup>5</sup>C 4 <sup>4</sup>C 4 <sup>6</sup>C 4 <sup>4</sup>C 4 <sup>5</sup>C 4 <sup>9</sup>C 4 <sup>8</sup>C 4 <sup>6</sup>C 4 <sup>8</sup>C 4 <sup>9</sup>C 4 <sup>6</sup>C 4 <sup>4</sup>C 4 <sup>5</sup>C 4 <sup>7</sup>C 5 <sup>0</sup>C 4 <sup>9</sup>

2" A.V.A

HARBOR.

DR. P.L.

CONT.

WEST  
WILLIAMS  
VARONFAKIS

62

3/8/54

8.39

118+00

5.0 3.4 -1.6

C 5 <sup>0</sup>

+50

5.3 3.1 -1.7

C 4 <sup>8</sup>

119+00

5.4 3.0 -3.2

C 6 <sup>2</sup>+37<sup>5</sup>

5.5 2.9 -4.4

C 7 <sup>3</sup>+62<sup>5</sup>

5.7 2.7 -4.4

C 7 <sup>1</sup>

120+00

5.5 2.9 -3.2

C 6 <sup>1</sup>

+50

5.6 2.8 -1.7

C 4 <sup>5</sup>

121+00

11.57 14.40 5.56 2.83 -1.4

C 4 <sup>2</sup>

+50

11.2 3.2 -1.2

C 4 <sup>4</sup>

122+00

10.9 3.5 -1.0

C 4 <sup>5</sup>

+50

10.8 3.6 -0.7

C 4 <sup>3</sup>

123+00

10.8 3.6 -0.5

C 4 <sup>1</sup>

+50

10.7 3.7 -0.3

C 4 <sup>0</sup>

124+00

10.3 4.1 -0.0

C 4 <sup>1</sup>

+50

10.5 3.9 -0.0

C 3 <sup>9</sup>+69<sup>86</sup>

12.75 16.40 12.75 3.65 -0.0

C 3 <sup>7</sup> Turn on Runway

7.46 21.69 2.18 14.22

360 18.06 = 1809

USGS BM SE of Bridge

HARBOR

DR. P.L.

CONT.

WEST  
WILLIAMS  
VARONFAKIS

3/8/54

63

450 8.15

3.65

125+00

47 3.5 -0.0

C 3  $\frac{5}{2}$ +29<sup>36</sup>x

47 3.5 -0.0

C 3  $\frac{5}{2}$ 

4.50 3.65

Turn on Binney

Harbor Dr. P.L.

168 14.74

15.06

T1211 old Hob see page 23

13256<sup>2</sup>

1.3 15.4 7.2

C 8  $\frac{2}{2}$ 

133+00

3.3 13.4 6.1

C 7  $\frac{3}{2}$ 

+50

5.1 11.6 4.6

C 7  $\frac{0}{2}$ 

134+00

11.2 5.5 3.2

C 2  $\frac{3}{2}$ 

+50

11.7 5.0 1.6

C 3  $\frac{4}{2}$ 

135+00

12.3 4.1 0.3

C 4  $\frac{1}{2}$ 

+50

9.88

8.15

12.47 4.27 0.2

C 4  $\frac{1}{2}$ 

136+00

3.9 4.3 0.0

C 4  $\frac{3}{2}$ 

+50

3.9 4.3 -0.3

C 4  $\frac{6}{2}$ 

136+79

6.73 1.42

Top 8" sewer tile

137+00

4.6 3.6 -1.9

C 5  $\frac{5}{2}$ 

+50

6.94 1.21

Top 18" dia + Tile Dual

+50

4.8 3.4 -3.6

C 7  $\frac{0}{2}$

HARBOR

DR.

P.L.

CONT.

WEST  
WILLIAMS  
VARONFARIS

6A

3/12/54

8.15

138+00

5.1

3.1

-5.4

C 8 <sup>5</sup>

+02

9.11

-0.96

Top 8" Water Main Line

+13

8.06

1.09

Top 6" Steam Return Line

+15

7.90

0.25

Top 12" steam line

+19

10.09

-1.94

Top 18" steam Drain

+19

12.55<sup>±</sup>

-4.40

Bottom of Cone inlet structure

+50

4.9

3.3

-5.0

C 8 <sup>3</sup>

139+00

4.6

3.6

-3.2

C 6 <sup>8</sup>

+50

5.0

3.2

-1.4

C 4 <sup>6</sup>

+50 0

4.89

3.26

T.B.M. 5.06

8.32

3.26

139+50

±

138+37.50

5.1

3.2

-5.4

C 8 <sup>6</sup>

140+00

4.7

3.6

-1.4

C 5 <sup>9</sup>

+50

4.6

3.7

-1.5

C 5 <sup>2</sup>

141+00

4.6

3.7

-1.5

C 5 <sup>2</sup>

+50

4.6

3.7

-1.6

C 5 <sup>3</sup>

6' LT. 141+56.47

E.C.  
141+56.47 4.29

8.30

4.31

4.01

ON MONUMENT

CHECK

T.B.M.

5.03

3.27 = 3.26

Harbor DR P.L. CONT.

554	9.55	401			
141+56 <sup>22</sup> 50		56	4.0	-1.4	
142+00		54	4.2	-1.5	
+50		53	4.3	-0.9	
143+00		50	4.6	-0.3	
+50		49	4.7	-0.1	
144+00		49	4.7	0.0	
+50		46	5.0	+0.1	
145+00		45	5.1	+0.2	
+50		45	5.1	+0.4	
146+00		43	5.3	+0.5	
+50		43	5.3	+0.6	
147+00	5.26	10.53	428	5.27	+0.8
+50			5.3	5.2	-0.8
+87 <sup>E</sup>			4.9	5.6	-2.0
148+00			5.33	5.2	-2.0
+12 <sup>S</sup>			5.25	5.2	-2.0
148+50			5.1	5.4	-0.7
149+00			5.0	5.5	+1.3

WEST  
WILLIAMS  
VARONFAKIS

65

3/12/54

on sand near 6' at 141+56<sup>43</sup>  
 C 5  $\frac{4}{1}$   
 C 5  $\frac{7}{1}$   
 C 5  $\frac{2}{1}$   
 C 4  $\frac{9}{1}$   
 C 4  $\frac{8}{1}$   
 C 4  $\frac{7}{1}$   
 C 4  $\frac{9}{1}$   
 C 4  $\frac{9}{1}$   
 C 4  $\frac{7}{1}$   
 C 4  $\frac{8}{1}$   
 C 4  $\frac{7}{1}$   
 C 4  $\frac{5}{1}$  2 "A.Y.A.  
 C 6  $\frac{0}{1}$   
 C 7  $\frac{6}{1}$   
 C 7  $\frac{2}{1}$   
 C 7  $\frac{2}{1}$   
 C 6  $\frac{1}{1}$   
 C 4  $\frac{2}{1}$

HARBOR

DR. P. L.

CONT.

10.53

199+50

4.7

5.8

+1.7

C4  $\frac{1}{8}$

149+89<sup>13</sup> 80

4.7

5.8

+2.0

C3  $\frac{8}{8}$

5.65

4.88

=

485 BC Man North side Hwy

WEST

WILLIAMS

VARONFAKIS

3/12/54

66.

Harbor Dr - P2 Cont

West T  
Williams  
Varonfakis  
Kullhofer ♀

67

3/31/59

T.B.M.	4.04	15.02	10.98
177+24		4.6	10.4 5.7
+50		4.6	10.4 6.1
178+00		4.7	10.3 5.8
+44		4.9	10.1 5.7
179+00		5.2	9.8 5.5
+50		5.4	9.6 5.3
180+00		5.3	9.7 5.1
+50		5.3	9.7 5.3
181+00		5.1	9.9 5.4
+42		4.8	10.2 5.4
182+00		4.5	10.5 5.5
+50		4.6	10.4 5.6
183+00:		4.3	10.7 5.6
T.P.			
+50	8.75	19.16	4.61 10.41 5.7
184+00		9.0	10.2 5.7
+50		9.2	10.0 5.8
185+00		9.2	10.0 5.9
+25		8.9	10.3 5.9

T.B.M. Top East edge cover MH <sup>4 Hago</sup> August

C4 <sup>7</sup>  
12" G.V.  
C4 <sup>3</sup>  
2" A.V.A.  
C4 <sup>5</sup>  
C4 <sup>4</sup>  
C4 <sup>3</sup>  
C4 <sup>3</sup>  
C4 <sup>6</sup>  
C4 <sup>4</sup>  
C4 <sup>5</sup>  
C4 <sup>8</sup>  
C5 <sup>0</sup>  
C4 <sup>8</sup>  
C5 <sup>1</sup>  
C4 <sup>7</sup>  
C4 <sup>5</sup>  
C4 <sup>2</sup>  
C4 <sup>1</sup>  
C4 <sup>4</sup>

HARBOR

DR.

P.L.

19.16

185+50

8.6 10.6 5.9

C4 <sup>7</sup>

186+00

8.0 11.2 7.0

C4 <sup>2</sup>

+50

7.0 12.2 7.8

C4 <sup>4</sup>

187+00

6.1 13.1 8.8

C4 <sup>3</sup>

+50

4.9 14.3 9.9

C4 <sup>4</sup>

188+00

3.9 15.3 10.8

C4 <sup>5</sup>

+50

3.5 15.7 11.6

C4 <sup>1</sup>

189+00

2.5 16.7 12.4

C4 <sup>3</sup>

T.P.

11.90

29.79

12.7 17.89

+50

12.2 17.6 13.5

C4 <sup>1</sup>

190+00

11.1 18.7 14.5

C4 <sup>2</sup>

+50

9.8 20.0 15.5

C4 <sup>5</sup>

191+00

9.1 20.7 16.6

C4 <sup>1</sup>

+50

7.8 22.0 17.5

C4 <sup>5</sup>

192+00

6.7 23.1 18.5

C4 <sup>6</sup>

+50

5.3 24.5 19.5

C5 <sup>0</sup>

193+00

4.0 25.8 19.9

C5 <sup>9</sup>

+50

3.3 26.5 20.3

C6 <sup>2</sup>

194+00

3.0 26.8 21.3

C5 <sup>5</sup>

WEST T

WILLIAMS

VARONFAKIS

KELLHOFER †

3/31/54  
CLEAR, WINDY

68



HARBOR DR. P.L.

29.79

194+50 2.6 27.2 22.3

195+00 2.2 27.6 22.5

+50 1.8 28.0 22.8

196+00 1.3 28.5 23.0

196+09.39 1.2 28.6 23.1

CHECK T.B.M 1.02 28.77 = 28.81

Harbor Dr. Pl. Cont

11.99 40.80 28.81

196+09<sup>39</sup> AH 12.2 28.6 23.1

+25 12.0 28.8 23.3

+50 11.5 29.3 24.9

197+00 9.8 31.0 26.7

+50 2.9 32.9 28.5

198+00 6.0 34.8 30.4

+50 4.1 36.7 32.3

199+00 11.26 50.30 22.6 38.54 34.2

+25 10.8 39.5 34.7

+50 9.8 40.5 35.0

+75 9.1 41.2 35.0

200+00 8.1 41.9 36.0

WEST  
WILLIAMS  
VARONFAKIS  
KELLHOFER

3/31/54

69

C4 <sup>9</sup>

C5 <sup>1</sup>

C5 <sup>2</sup>

C5 <sup>5</sup>

C5 <sup>5</sup>

196+04 TOP E EDGE M.H. (BOOK 747-61)

4/9/54

TOP E EDGE LOWER MH

C5 <sup>5</sup>

C5 <sup>5</sup>

C4 <sup>4</sup>

C4 <sup>3</sup>

C4 <sup>4</sup>

C4 <sup>4</sup>

C4 <sup>4</sup>

C4 <sup>3</sup>

C4 <sup>8</sup>

C5 <sup>5</sup>

C6 <sup>2</sup>

C5 <sup>9</sup>

HARBOR DR. P.L. CONT.

WEST  
WILLIAMS X  
KELLHOFER †

70

4/9/54  
WARM

57.30

200+25 2.3 430 38.2

C4  $\frac{8}{}$

+50 5.4 449 40.6

C4  $\frac{3}{}$

201+00 12.50 6.2.10 0.70 49.60 45.3

C4  $\frac{3}{}$

+50 8.0 54.1 49.9

C4  $\frac{2}{}$

202+00 3.2 58.9 54.7

C4  $\frac{2}{}$

12.97 74.72 0.35 61.75

+50 11.3 63.4 59.2

C4  $\frac{2}{}$

203+00 6.7 68.0 63.8

C4  $\frac{2}{}$

+25 4.7 70.0 66.2

C3  $\frac{8}{}$

+50 3.5 71.2 67.2

C4  $\frac{0}{}$

+65 3.2 71.5 66.9

C4  $\frac{6}{}$

+85 3.7 71.0 66.6

C4  $\frac{4}{}$

204+00 4.8 69.9 64.4

C5  $\frac{5}{}$

+50 10.2 64.5 58.2

C6  $\frac{3}{}$  ?

4.14 66.36 12.50 62.22

+95 6.1 60.3 55.2

C5  $\frac{1}{}$  ?

5.07 61.29 =

61.32 NW BR corner + Willow St

Harbor Dr Pl.  
Check in Depth of Ditch

1284	74.16	61.32
356	75.78	1.94
203+00	12.4	63.4
+25	10.7	65.1
+50	10.7	65.7
+50	7.7	68.1
+65 X	9.8	66.0
+70	7.99	68.3
204+00	11.24	64.54
041	69.47	6.72
+50	10.3	59.2
204+80	13.2	56.3
204+95	12.87	
	+1.50	
	14.37	55
	818	11.29 = 61.32

West  
Williams  
Kellhofer

4/19/59 71

NW-PP Canyon + Willow St

Bottom of pipe

" " "

" " "

Top of 8" CI water pipe

Bottom of pipe

Top existing 6" CI pipe

Bottom of pipe

" " "

" " "

Top existing 16" CI

Stakes For 6" Main

Alley BIK. 41

⊙ stks. & Grds  
N. of Madison, E. of 35<sup>th</sup>

	4.59	398.41		393.82	
TP	4.55	398.85	4.11	394.30	
0+15	6" Cap & 2" Tap		4.6	394.2	390.5
0+50			4.5	394.3	390.4
1+00			4.5	394.3	390.3
1+50			4.8	394.0	390.2
2+00			4.9	393.9	390.1
2+50			5.1	393.7	390.0
3+00			4.8	394.0	389.9
3+50			4.8	394.0	389.8
TP	4.38	398.21	5.02	393.83	
4+00			4.0	394.2	389.7
4+26	02 1 1/4 Bend		4.5	393.7	389.6
4+50			4.4	393.8	389.5
5+00			4.7	393.5	389.4
5+25	6" x 4" Reducer by City		4.7	393.5	389.4
TP	5.56	396.54	7.23	390.98	
OK. B.M.	5.21	397.75	4.00	392.54	
		Wat. Mets.	5.11	392.64	= 392.84
					= 392.78
0+40 E			4.4	394.5	392.9
0+59 W.			4.1	394.8	392.9
0+95 E.			4.7	394.7	392.8
0+97 W.			4.5	394.4	392.8
1+23 E.			4.4	394.5	392.8
1+55 W.			4.3	394.6	392.8

Shorey  
Kemp  
Kellhofer  
Hobbs

7/28/54

72

N.E. T.L. & T. Madison & Wilson

					394.25
C32					4.6
					94.45
C32					4.4
					94.35
C42					4.5
					94.15
C32					4.7
					93.85
C32					5.0
					93.75
C32					5.1
					94.25
C42					4.6
					93.75
C42					5.1
					94.01
C42					4.7
					93.71
C42					4.5
					93.71
C42					4.8
					93.41
C42					4.8
					93.41

S.E. B.P. Mansfield & Adams

Stakes For 6" Main  
Alley BIK 41  
⑤ Stks & Grd.  
N. of Madison, E. of 35<sup>th</sup>

Wat. Mets.

398.85

Shorey 7/28/54  
Kemp  
Kellhofer  
Holtham

73

1+70 W.	4.8	394.1	393.7	C <sub>0</sub> <sup>±</sup>
1+86 E.	5.0	393.9	393.7	C <sub>0</sub> <sup>±</sup>
2+45 E.	5.0	393.9	393.5	C <sub>0</sub> <sup>±</sup>
2+46 W.	5.1	393.8	393.6	C <sub>0</sub> <sup>±</sup>
2+95 W.	4.6	394.3	393.5	C <sub>0</sub> <sup>±</sup>
2+96 W.	4.6	394.3	393.5	C <sub>0</sub> <sup>±</sup>
3+22 E.	4.9	394.0	393.3	C <sub>0</sub> <sup>±</sup>
3+46 W.	5.0	393.9	393.4	C <sub>0</sub> <sup>±</sup>
3+51 W.	4.6	394.3	393.3	C <sub>1</sub> <sup>0</sup>
3+76 E.	4.4	393.8	393.3	C <sub>0</sub> <sup>±</sup>
3+80 W.	4.2	394.0	393.3	C <sub>0</sub> <sup>±</sup>
3+99 E.	4.3	393.9	393.2	C <sub>0</sub> <sup>±</sup>
4+33 W.	4.5	393.7	393.2	C <sub>0</sub> <sup>±</sup>
4+35 E.	4.4	393.8	393.1	C <sub>0</sub> <sup>±</sup>
4+98 E.	4.6	393.6	393.0	C <sub>0</sub> <sup>±</sup>
4+98 W.	4.4	393.8	393.0	C <sub>0</sub> <sup>±</sup>

398.21

Alley Blk #5 North of Landis

E of 47th

Stks for 6" AC Main + Meters

West  
Williams  
Varonfakis  
Kallhofer

- Warm -

7A

9/19/54

757349.05	341.48	
0+64 WME	6.5 342.6	342.7
+65 <sup>work</sup> <sub>begin</sub>	6.8 342.3	338.2
+97 WNW	6.2 342.9	343.2
1+00	5.7 343.4	339.4
+07 WME	5.5 343.6	343.3
+15 WNW	5.8 343.3	343.5
+20 WNW	5.8 343.3	343.6
+50	4.6 344.5	340.1
+67 <sup>2 Meters</sup> WME	5.0 344.1	344.2
+75 WNW	4.8 344.3	344.4
+79 WME	4.4 344.7	344.4
2+00	4.2 344.9	340.7
+12 WNW	3.4 345.7	344.8
582 350.87	4.00 345.05	
2+31 WME	5.8 345.1	345.1
+55	5.2 345.7	341.6
+78 WME	5.1 345.8	345.8
+79 WNW	5.0 345.9	345.8

Top east rim sewer MH see Page 42

F0	$\frac{1}{1}$
C4	$\frac{1}{3}$
F0	$\frac{3}{0}$
C4	$\frac{0}{3}$
C0	$\frac{3}{2}$
F0	$\frac{2}{3}$
F0	$\frac{3}{4}$
C4	$\frac{4}{1}$
F0	$\frac{1}{1}$
F0	$\frac{1}{3}$
C0	$\frac{3}{2}$
C4	$\frac{2}{9}$
C0	$\frac{9}{0}$
C0	$\frac{0}{1}$
C4	$\frac{1}{0}$
C0	$\frac{0}{1}$
C0	$\frac{1}{1}$

## ALLEY BLK. #5 CONT.

75

350.87

3+00	47	346.2	342.2	C4 <sup>0</sup>
+25	46	346.3	342.6	C3 <sup>1</sup>
+27 WMW	45	346.4	346.4	C0 <sup>0</sup>
+40 WME	42	346.7	346.5	C0 <sup>2</sup>
+50	42	346.7	342.7	C4 <sup>0</sup>
+67 WME	36	347.3	346.3	C1 <sup>0</sup>
+75	39	347.0	342.3	C4 <sup>1</sup>
+76 WMW	38	347.1	346.1	C1 <sup>0</sup>
4+00	47	346.2	341.5	C4 <sup>1</sup>
+01 WME	49	346.0	345.2	C0 <sup>8</sup>
+09 WMW	43	346.6	344.6	C2 <sup>0</sup>
1.46	344.94	7.39	343.48	
4+42 WME	20	342.9	342.7	C0 <sup>2</sup>
+50	26	342.3	338.5	C3 <sup>8</sup>
+87 WMW	45	340.4	341.1	F0 <sup>1</sup>
+88 WME	5.5	339.4	341.1	F1 <sup>1</sup>
5+00	5.9	339.0	335.5	C3 <sup>5</sup>
+17 WMW	5.6	339.3	341.6	F2 <sup>3</sup>
+75	6.8	338.1	334.7	C3 <sup>4</sup>

ALLEY BLK. # 5 CONT.

76

344.94

5+50	6.9	338.0	334.2	C3 <sup>8</sup>	
+59 WME	6.9	338.0	340.5	F2 <sup>5</sup>	
+62 WNW	6.7	338.2	340.5	F2 <sup>3</sup>	
+75 WNW	6.6	338.3	340.4	F2 <sup>1</sup>	
6+00	7.3	337.6	334.2	C3 <sup>4</sup>	
+19 WME	6.9	338.0	340.4	F2 <sup>4</sup>	
+38 WME	6.0	338.9	340.3	F1 <sup>4</sup>	
+42 WNW	4.8	340.1	340.2	F0 <sup>1</sup>	
+49	4.6	340.3	336.4	C3 <sup>9</sup>	End of Work
	3.80	341.14	=	341.22	TBM SEE PAGE 99



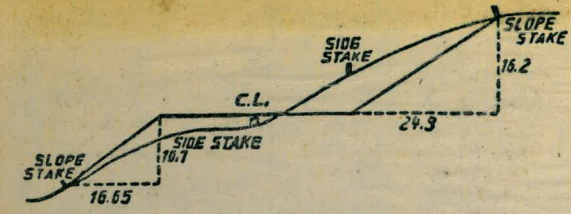
77

5-28

125 99 57  
 99 33  
 14 + 25  
 15 + 0 2 33  
 125  
 132 + 24 57

90  
 89 59 60  
 1 47 30  
 88 12 30

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



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
**SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.**

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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