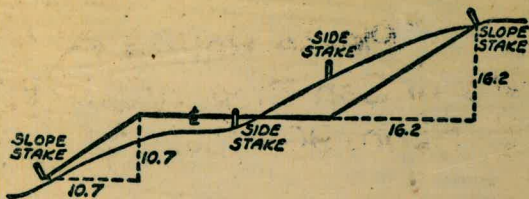


W 372





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	.88	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	.032	.035	.039	.043	.047	.051	.055
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	.266	.353	.440	.528	.617	.707	.777	.877	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.678	.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	.885	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

Stks for water meters  
N of Diamond 36 E of Mission ✓

Alley BLK 3+4 Oceanfront 2

Alley BLK #11 N of Redwood E of Menlo ✓

Stks for 6" AC Main + meters 3-5 ✓

Stks for 6" Main + meters alicia

Alley BLK 7 N of Thorn E of 46" 6-7 ✓

Alley BLK 14 & 11, E of Menlo, N of Thorn, 6" water 8-10 ✓

PARDUE ST.; Webster to Pardee Pl.; 6" Wat. 16-18 ✓

Webster St. 36<sup>th</sup> to Walbert Pl 8 Wat 19-22 ✓

35<sup>th</sup> Oceanview to Durant 6" water 23-26 ✓

Flicker St. Jamaica to Lisbon stks for 6" AC 27-28 ✓

Boundary St. Madison to Adams 29 ✓

Terrace Dr. - Monroe to Jefferson Ave. 6" Water 11-15 ✓

COMMERCIAL ST.; 32<sup>nd</sup> ST. TO STEEL ST. PRELIMINARY 30-32 ✓

Coxington Road, 400' W of Boundary St. to 600' Pooling 33-34 ✓

DATE ST., DALE TO 30<sup>th</sup> ST. PRELIMINARY 35-36 ✓

ALLEY BLK. 148, N. of MONTEREY ST., MISSION BEACH 37-38 ✓

REV. & profile, Commercial St. 40 ✓

32<sup>nd</sup> ST. EL Cajon to Meade alicia ✓

(cont.)



(See page before this)

Stks for 6" AC MAID Group 100

42 ✓

33<sup>rd</sup> St Copley to N Mountain View Dr

Stks for 6" AC Group 102

COPLBY Kansas to Utah 43 ✓

Mission Carga Rd Twin St to 1800' 44-47

alice

Prelim Alta Vista St

Alta Vista Way Soledad Rd to 48-50

alice

PROPERTY TIES } LOCKWOOD MESA, TORREY  
FINES P/L THRU DEL MAR TERRACE

51-55 ✓

alice



STKS for Water meters

Alleys BK 3+4

Oceanfront

West  
Williams  
Varon taking  
Kellhofer

1

8/2/54

0.95 52.47

51.52

BM J.W. 7' or Missouri + Cass

0+00 West Perry Loc. Cass

0+46 5.2 47.3 47.3

CO<sup>0</sup>

WMN

1+27 6.5 46.0 45.7

CO<sup>3</sup>

WMS

+97 7.0 45.5 44.9

CO<sup>6</sup>

WMS

2+65 8.0 44.5 44.2

CO<sup>3</sup>

WMS

3+20 8.6 43.9 43.6

CO<sup>3</sup>

WMS

037 45.28 756 44.91

3+56 1.9 43.4 43.2

CO<sup>2</sup>

WMS

4+14 2.6 42.7 42.4

CO<sup>3</sup>

WMS

+82 3.4 41.9 41.3

CO<sup>6</sup>

SWMS

+82 3.3 42.0 41.3

CO<sup>7</sup>

WMS

6+14 5.2 40.1 40.0

CO<sup>1</sup>

WMS

+58 5.3 40.0 39.8

CO<sup>2</sup>

WMS

7+10 5.6 39.7 39.3

CO<sup>4</sup>

WMS

+56 6.2 39.1 39.0

CO<sup>1</sup>

WMS

8+07 6.5 38.8 38.6

CO<sup>2</sup>

WMS

+46 7.0 38.3 38.3

CO<sup>0</sup>

WMS

+86 7.0 38.3 38.0

CO<sup>3</sup>

WMS



Alloys BIK 3+4 Cont

SWBP 30.92

2

45.28

264 42.00 5.92 39.36

9+45

3.9 38.1 37.6

CO<sup>5</sup>

WMS

10+35

4.8 37.2 36.9

CO<sup>3</sup>

WMS

446

4.9 37.1 36.7

CO<sup>4</sup>

WMS

11.06 30.94 = 30.92 BM SWBP Mission + Diamond St



51Ks for 6" AC - Main  
 4 Meters  
 Alley BIK II Bungalow PK Add  
 N of Redwood E of Main

West  
 Williams  
 Voren  
 Kellner

177 5.6 3  
 17.9

8/3/57

	1.60	302.72	300.85			
0+50	4.0	298.4	293.0	C5	<sup>4</sup>	
+90	4.7	297.7	295.9	C1	<sup>3</sup>	W17 W
1+00	5.7	296.7	292.0	C4	<sup>1</sup>	
	0.55	294.26	293.71			
1+45	+0.1	294.4	293.6	C0	<sup>8</sup>	WME
+50	0.3	294.0	290.0	C4	<sup>0</sup>	
2+00	3.4	290.9	285.9	C5	<sup>0</sup>	
+07	3.9	290.4	289.1	C1	<sup>3</sup>	WME
+50	6.9	287.4	281.8	C5	<sup>6</sup>	
+82	10.7	283.6	282.0	C1	<sup>6</sup>	WME
+90	17.9	276.4	280.9	F4	<sup>5</sup>	W17 W
3+00	12.8	281.5	276.3	C5	<sup>2</sup>	
+13	13.4	280.9	278.0	C2	<sup>9</sup>	WME
+17 <sup>52</sup>	13.6	280.7	273.1	C7	<sup>6</sup>	End of work
	11.98	282.28				282.28 TOM



Alley BIK 6  
 N of Thorn E of Menlo  
 5ths Cor. 6" AC Main + Meters

West  
 Williams  
 Yutankakis  
 Kullholer

303.40  
 28  
 200.0

4

8/1/54

Station	0.54	303.40	300.88	TOM Top FH	S.E. cor Thorn + Menlo	
0+20			4.9 298.5	295.4	C 3 1/2	Begin work
+50			4.9 298.5	294.1	C 4 1/2	
+75			6.2 297.0	292.5	C 4 1/2	
1+00	0.46	291.48	8.9 294.5	289.9	C 4 1/2	
+20			12.40 291.02		C 4 1/2	36
+50			3.1 288.4	283.6	C 4 1/2	
+57			+ 0.8 290.3	286.8	C 5 1/2	WM W
2+00			10.6 280.9	277.3	C 3 1/2	10.7
+18	0.41	279.15	6.4 285.1	279.1	C 6 0	WM W
+50			12.74 278.74		C 4 0	4.0
+53			4.4 274.8	270.8	C 6 4	WM W
+89			+ 2.0 281.2	274.8	C 6 4	WM W
3+00	5.14	272.26	2.3 276.9	269.8	C 7 1/2	WM W
+50			12.03 267.12		C 1 1/2	6.5
+75			6.6 265.7	264.2	C 4 1/2	10.7
3+87 1/2			10.7 261.6	257.4	C 6 1/2	11.2
+50			11.1 261.2	254.0	C 7 1/2	10.9
+75			11.1 261.2	255.0	C 7 1/2	11.2
4+00			10.6 261.7	257.0	C 9 1/2	9.3
+25			9.1 263.2	254.0	C 7 1/2	3.8
12.06	283.98	0.34	268.7	261.0		
			271.92			

Note: Bottom of pipe at  
 Existing Cross = 296.4  
 and is profile grade  
 967-A

1.4  
 2  
 2.1



282.98

4+50 11.1 272.9 269.0  
 +75 8.5 275.5 271.8  
 5+00 6.5 277.5 <sup>274.4</sup> 273.4  
 +25 4.8 279.3 <sup>276.0</sup> 275.0  
 +50 12.41 285.91 1.4 282.6 <sup>282.6</sup> 282.7  
 +75 0.48 283.50 279.4 10.8 285.1 277.9  
 6+00 9.0 286.9 <sup>280.6</sup> 288.6  
 +50 5.6 290.3 <sup>281.6</sup> 281.0  
 6+75 4.2 291.7 282.0  
 +67 10.95 306.28 4.5 291.4 304.2  
 7+00 0.58 295.33 9.0 297.3 291.0  
 +125 10.68 316.70 3.9 302.4 296.0  
 +50 11.47 327.41 0.26 306.02 4.0 312.7 310.4  
 5.76 315.94  
 +60 10.9 316.5 313.0  
 9.0 318.9 318.4  
 9.30 336.62 0.09 327.32  
 6.05 337.39 5.28 331.34  
 4.72 332.67 =

C 37 21.0  
 C 32 8.7  
 C 41 C 31 6.6  
 C 42 C 32 5.3  
 C 64 C 50 2.9  
 C 77 C 57 11.6  
 C 83 C 67 9.5  
 C 93 C 87 5.7  
 F 148 C 97  
 C 63  
 C 61  
 C 23  
 C 35 FH T  
 C 0.2 (2) FH  
 332.81 BP NW Cor Dwight + E. end

WME

FH T

(2) FH

332.81 BP NW Cor Dwight + E. end



Alley BIK 7 N of Town  
E of 46<sup>th</sup> Stks for  
6" AC Main + Meters

West  
Williams  
Varonfokis  
Kellhofer

6

8/2/54

See FB 761 P 30

	5.38	308.26		302.88				
0+30			4.6	303.7	299.5	C 4 2		Begin Work
+50			6.1	302.2	297.8	C 4 1		
1+00	4.62	300.57	12.31	295.95	293.1	C 2 5		
+50			9.9	290.7	288.1	C 2 3		
+95			5.8	294.8	305.2	F 10 2		WM W
2+00			6.7	293.9	299.0	C 5 2		
	12.36	312.31	0.62	299.95				
+50			5.0	307.3	303.0	C 4 3		
+67			3.7	308.6	310.1	F 1 5		WM E
3+00	11.52	323.34	0.49	311.82	307.8	C 4 2		
+0A			11.5	311.8	311.6	C 0 2		WM E
+50			8.7	314.6	310.2	C 4 2		
+73			7.2	316.1	315.4	C 0 2		WM E
4+00			5.9	317.4	312.5	C 4 2		
+29			4.4	318.9	312.9	C 1 2		WM E
+50			3.9	319.4	315.0	C 4 2		
+72			3.1	320.5	318.6	C 1 6		WM W
5+00			5.1	318.2	314.6	C 3 6		

TBM Top FH SE cor Town + Menlo



2.8  
5.2  
15.5

7

323.34

5+14	5.4	317.9	318.0	F0 <sup>2</sup>	WME
+20	6.3	317.0	312.7	A <sup>3</sup>	
+76	7.1	316.2	316.0	C0 <sup>2</sup>	WME
+76	6.1	317.2	316.5	C1 <sup>2</sup>	WMW
6+00	7.9	315.4	316.8	CA <sup>6</sup>	
+22	8.4	314.9	313.8	C1 <sup>L</sup>	WMW
+47	8.2	315.1	312.7	C2 <sup>4</sup>	WMW
+50	10.0	313.3	308.9	CA <sup>9</sup>	
+80	15.5	307.8	307.8	C0 <sup>0</sup>	End of work
	4.62	318.72	-	318.77	Spike in Power Pole H H 4+20



ALLEY BLK. 14 & 11  
 NOR of QUINCE, E. of MENLO  
 ③ GRD. S for 6" A.C. WATER MAIN.

Aug. 10 1954

DEATHY  
 SHOREY  
 MARTELL  
 ALEXANDER

8

BM.		211	288.78		286.67				
12+95 <sup>45</sup>	= Sly prop line Quince								
12+75 <sup>5</sup>	6" TEE (City)	1.0	287.8	282.4	050			0.6	Not Geo & pipe
12+50		3.5	285.3	280.4	049			2.5	
12+40 <sup>5</sup>	F.H. TEE	4.1	284.7	279.6	051			3.3	
	⑤ F.H.	4.5	284.3	283.0	013, 017				
12+00		8.5	280.3	276.7	036			7.8	← & pioneered out for digging
① 11+50	0.52	276.27	13.03	275.75				2	
11+50		1.0	275.3	2730	023			1.3	} and on the following
11+00		4.2	272.1	269.4	027			4.8	
10+50		7.2	269.1	265.8	033			7.3	
10+25		9.9	266.4	264.0	024			10.2	
10+00		12.8	263.5	260.0	035			13.1	
④ 9+75	0.53	263.62	13.16	263.11				13.1	
9+75		4.3	259.3	256.0	093			4.4	
9+37 <sup>5</sup>		8.8	254.8	252.0	028			8.7	
9+00	1 1/4" BEND	11.6	252.0	244.9	071			11.7	
8+50		12.2	251.4	"	065			12.2	
8+00		11.6	252.0	"	071			12.0	
CK TBM.		5.12	258.52 = 258.					5.12	
7+50		11.6	252.0	244.9	071			10.8	
7+55 <sup>2</sup>	F.H. TEE	11.3	252.3	244.9	074			11.1	
⑤ 7+27	F.H.	16.1	247.5	248.8	F13 026			16.1	



8/10/54

9

Alley Bk 5 14 E 11  
(Cont'd)

263.62

7	7+00		10.4	253.2	2449	C83	10.6
	6+50		10.5	253.1	"	C82	10.2
	<sup>P</sup> 6+00	10.86	264.28	10.22	253.42	"	C85
	5+50		13.1	251.2	"	C63	13.1
	5+00		13.4	250.9	"	C62	13.3
	4+875		12.8	251.5	2449	C66	13.0
	4+50		8.1	256.2	252.2	C42	8.7
	<sup>P</sup> 4+25	12.4	276.66	0.03	264.25	257.0	C72
	4+125	11 1/2° BEND	10.3	266.4	260.0	C64	12.1
	4+00		6.8	269.9	<del>266.0</del> 267.2	<del>C79</del> C39	7.9
	<sup>P</sup> 3+75	13.30	289.96	0.00	276.66	271.6	C51
	CK			10.98	278.78 = 279.24		0.7
	3+6752			280.5	273.1	C74 = C75	
	3+1752	see pg. 3.					

## WATER METERS

	12+085 W	288.78	4.2	284.6	281.4	C32	
	10+63 W	276.3	0.9	275.4	270.8	C46	
	10+50 E	<sup>276.3</sup> {NO EXIST MET.	7.4	268.9	269.9	F10	✓
	10+25 W	276.3	3.2	273.1	268.0	C51	
	8+37 W	263.64	3.4	260.2	254.4	C58	
	7+85 W	263.64	5.6	258.0	250.6	C74	11.8 6.2 5.6



ALLEY BLK. 5 14 & 11

8/10/54

10

(Cont'd)

Water METER

6+24 W 263.66 3.6 260.0 250.9 C91

5+84 W 262.28 5.6 258.7 252.0 C62

5+05 W { No. 5127  
MKT. 264.28 12.0 252.3 259.7 F24

4+25 W 264.28 6.1 258.2 266.5 F83



TERRACE DRIVE  
 Monroe to Jefferson Ave.  
 ⑤ Grds. For 6" A.C. Main

8/12/54

11

TBM	3.41	370.87		367.46	
TP	5.80	374.11	2.56	368.31	
30+70		6" X 6" TEE By City	3.78	370.3	365.5
30+85		G.V. By City.	3.70	370.4	365.4
30+50			4.62	369.5	366.1
30+00			4.83	369.3	366.0
29+50			4.77	369.3	365.8
29+25			4.74	367.2	365.7
29+00			5.07	369.0	365.2
28+75			5.13	369.0	365.6
28+50			5.15	368.9	365.5
28+00			5.33	368.8	365.4
27+50			5.49	368.6	365.2
27+00			5.52	368.6	365.2
26+50			5.83	368.3	364.9
TP	3.96	372.26	5.81	368.30	
26+00			4.30	368.0	364.5
25+50			4.60	367.7	364.1
25+00			5.20	367.1	363.6
24+50			6.39	365.97	362.4

N. Side of Madison Ave  
 1/2 T on East Curb of Alley West of Terrace Dr. on X  
 (See FB 811 pg. 76)

	370.34
	3.77
	70.43
	3.68
	69.71
	4.10
	69.57
	4.54
	69.51
	4.60
	69.93
	4.68
	69.34
	4.77
	69.24
	4.77
	69.18
	4.75
	69.07
	5.04
	68.94
	5.17
	68.83
	5.20
	68.54
	5.57
	68.19
	4.07
	67.88
	4.58
	67.35
	4.31
	66.11
	6.15



## TERRACE DRIVE

8/12/54

12

372.26

24+19	F.H. TEE	7.39	364.87	361.7	C32	365.26
24+00		7.36	364.90	361.4	C35	7.00
23+77	G.V. by City	7.26	365.0	361.2	C38	365.00 ✓
23+74	6" X 6" Crosby City	7.32	364.94	361.2	C37	7.26
23+50		7.63	364.63	361.0	C36	65.03
23+00		8.99	363.27	359.9	C34	7.23
22+50		9.93	362.33	358.7	C36	64.99
9P 1.84	363.49	10.61	361.65			7.27
22+00		2.49	361.0	357.6	C36	64.68
21+50		4.20	359.29	355.8	C35	7.58
21+00		5.92	357.57	354.1	C35	63.60
20+50		7.60	355.89	352.4	C35	8.66
20+00		9.46	354.03	350.6	C34	62.66
19+50		11.36	352.13	348.8	C33	9.60
9P 1.83	352.88	12.44	351.05			61.37
19+00		2.44	350.44	347.0	C34	2.12
18+50		4.33	348.55	345.1	C32 C35	59.62
18+00		5.89	347.0	343.6	C34	3.17
17+50		7.16	345.72	342.1	C36	57.92
17+00		7.48	345.40	341.8	C36	3.57
16+50		5.26	347.62	343.5	C41	56.17
						7.32
						59.33
						9.16
						52.47
						11.02
						50.74
						3.12
						48.72
						2.16
						47.20
						5.68
						45.78
						7.10
						45.40
						7.18
						47.75
						5.13



TERRACE DRIVE  
(Cont'd.)

8/12/46

13

		352.88							
16+00			2.90	349.98	346.2	C38	350.13		
11)	9.22	361.12	0.96	351.92			2.75		
15+50			9.09	352.05	348.8	C33	52.36		
15+36	F.H. TEE		8.63	352.51	349.2	C33	52.87		
CK 13M			7.90	353.24 =	353.20	(FB 81 pg 79)	52.7		
15+03	6 x 6 Cross (City)		7.28	353.86	350.3	C36	53.88		
15+00			7.10	354.04	350.4	C36	54.02		
14+50			7.05	354.09	351.6	C32 C35	54.30		
14+00			5.68	355.46	352.0	C35	55.61		
13+50			4.94	356.80	353.3	C35	57.01		
13+00			2.92	358.22	354.6	C36	58.42		
12+50			1.65	359.49	355.9	C36	59.61		
12+00			1.79	359.35	355.7	C37	59.55		
11)	3.52	363.32	1.34	359.80			59.24		
11+50			4.25	359.07	355.5	C36	59.24		
11+00			4.55	358.77	355.3	C35	58.97		
10+50			4.82	358.50	355.1	C34	58.67		
10+00			5.03	358.29	354.9	C34	58.45		
10 9+00 ⑤	2.62	360.31	5.63	357.69	354.5	C32	58.7		
9+50					354.6				
8+80	55 Tee		2.32	358.0	354.5	C3 5			
+50			2.32	358.0	354.5	C3 5			
8+00			3.89	356.4	353.0	C2 7 C3 4			

9+00 e  
357.92 = 357.01  
5.40



## Terrace Dr (cont)

17

360.31

7+50		6.10	351.2	350.2	C4	$\frac{0}{}$	
+25		7.11	353.2	348.4	C4	$\frac{8}{}$	
+15 <sup>33</sup> Fee		7.40	352.9	348.3	C4	$\frac{6}{}$	
+00		7.39	352.9	348.0	C4	$\frac{9}{}$	
6+75		6.98	353.3	348.8	C4	$\frac{5}{}$	
+50	6.00	360.93	5.38	354.93	350.1	C4	$\frac{8}{}$
+28 <sup>14</sup> FC		5.29	355.6	351.4	C4	$\frac{2}{}$	
+23		5.26	355.6	351.5	C4	$\frac{1}{}$	
+03		4.68	356.2	352.1	C4	$\frac{1}{}$	
5+98 <sup>25</sup> FC		4.60	356.3	352.2	C4	$\frac{1}{}$	
+50		3.15	357.2	353.4	C3	$\frac{8}{}$	
+00	5.30	363.09	3.17	357.7	353.6	C4	$\frac{1}{}$
1+91 <sup>11</sup> FC		3.15	357.78	353.6	C4	$\frac{2}{}$	
+50		5.80	357.3	353.7	C3	$\frac{6}{}$	
135 <sup>11</sup> FC		5.43	357.7	353.8	C3	$\frac{9}{}$	
+00		5.37	357.7	354.0	C3	$\frac{7}{}$	
3+50		4.97	358.1	354.2	C3	$\frac{9}{}$	
+34 <sup>90</sup>		4.96	358.1	354.4	C3	$\frac{7}{}$	
3.93	362.63	4.38	358.70				



31263

2+98.47	90' Sand	4.00	358.6	354.7	C3	<u>9</u>
+50		4.07	358.5	355.2	C3	<u>3</u>
2+00		5.14	357.9	353.4	C4	<u>0</u>
1+82	6" Tee	5.16	357.4	353.6	C3	<u>8</u>
1+50		5.56	357.0	353.4	C3	<u>6</u>
1+00		5.84	356.8	353.2	C3	<u>6</u>
0+50	6" Tee	6.16	356.4	353.0	C3	<u>4</u>
		5.59	357.04	=	356.99	SW II Kensington + Jefferson



PARDEE ST.  
 Webster St. to Pardee Place  
 ③ Grds. For 6" A.C. Main

8/20/54  
 Shovey  
 Martel  
 Alexander

16

	5.73	69.97		64.24	
TP	6.53	75.71	0.79	69.18	
TP	12.78	81.76	0.30	81.66	
TP	13.12	84.78	2.81	71.97	
0+45	14.13	83.16, V.	2.9	70.2	86.0
0+50			3.0	70.1	86.0
0+71		F.H. TEE	3.3	89.8	85.9
		③ F.H.	0.5	72.6	70.7
1+00			3.6	89.5	85.8
1+50			4.3	89.8	84.9
2+00			4.8	88.3	84.0
2+50			6.2	86.9	83.0
	1.36	87.26	7.20	85.70	
3+00			0.8	86.5	82.0
3+50			1.7	85.6	80.7
4+00			3.1	84.2	79.2
4+50			4.2	82.4	77.8
5+00			6.6	80.7	76.2
5+50			8.4	78.9	74.9
6+00			9.6	77.7	73.5
6+50			11.3	76.0	72.1
	1.66	75.71	13.21	74.05	
7+00			0.7	75.0	70.6

S.E. Top F.H. 36<sup>th</sup> of Oceanview Blvd.

OR conc. ramp of garage on Pardee Pl. East

S.E. Cor. Conc. Strip Pardee & Webster

					2.9
					X
					3.0
					X
					3.3
					X
					3.5
					X
					4.3
					X
					5.3
					X
					6.1
					X
					1.2
					X
					3.6
					X
					4.4
					X
					6.0
					X
					7.5
					X
					8.7
					X
					10.2
					X
					11.2
					X
					1.5
					X



PARDEE St.  
Contd.

8/20/54  
Shorey  
Mortel  
Alexander

75.71

73.9  
68.6  
5.3

68.5  
0.3

7450		2.1	73.6	69.4	C <sub>02</sub>	25
7481 F.H. TEE		3.1	72.6	68.6	C <sub>02</sub>	37
③ F.H.		1.8	73.9	73.2	C <sub>02</sub> C <sub>05</sub>	
8400		3.7	72.0	68.1	C <sub>02</sub>	41
8450		4.8	70.9	66.8	C <sub>02</sub>	51
9400		5.8	69.9	65.8	C <sub>02</sub>	59
9450	75.71	6.6	69.1	64.8	C <sub>02</sub>	65
9494 END WORK - 2" BLOW OFF		7.5	68.2	63.8	C <sub>02</sub>	74

WAT. METERS

1436 E	93.10	3.4	89.7	89.7	C <sub>02</sub>	211
1491 E	93.10	4.4	88.7	88.6	C <sub>02</sub>	219-21
2402 W	93.10	5.1	88.0	87.8	C <sub>02</sub>	222
2440 W	93.10	5.9	87.2	87.0	C <sub>02</sub>	230
2458 E	87.26	6.1	87.0	87.2	C <sub>02</sub>	227
2486 <sup>S</sup> E	87.26	0.4	86.7	86.6	C <sub>02</sub>	235
3436 <sup>S</sup> E	87.26	1.2	86.1	85.6	C <sub>02</sub>	243
3442 W	87.26	1.6	85.7	84.9	C <sub>02</sub>	242
3463 W	87.26	2.4	84.9	84.5	C <sub>02</sub>	304
3434 E	87.26	2.1	85.2	84.1	C <sub>02</sub>	305
4109 W		3.9	83.4	83.2	C <sub>02</sub>	312



PARDEE ST  
Cont'd

WAT. METERS

4+59 W	87.26	5.9	81.4	81.6	F02	318
4+75 E	87.26	4.9	82.4	81.8	C02	313
5+04 W	87.26	7.0	80.3	80.4	F01	322
5+28 E.	87.26	6.7	80.6	80.1	C05	321
5+6 W	87.26	8.5	78.8	78.7	C01	326
5+87 E	87.26	8.5	78.8	78.4	C01	335
5+92 W	87.26	7.5	77.8	77.8	C02	334
6+46 E.	87.26	10.1	77.2	76.7	C05	341
6+89 W ?	87.26	12.2	75.1	74.9	C02	348
6+90 E. ?	75.71	11.4	75.9	75.5	C03	347
7+85 W	75.71	2.9	72.8	72.6	C02	404
8+08 E.	75.71	3.4	72.3	72.5	F02	401
8+30 E.	75.71	3.5	72.2	71.9	C03	409
8+46 W.	75.71	4.5	71.2	71.4	F02	412
8+75 W	75.71	5.0	70.7	70.8	F01	416
8+78 E	75.71	4.6	71.1	70.7	C02	415
9+23 E.	75.71	5.0	70.7	69.6	C01	422
9+23 W.	75.71	5.9	69.8	69.8	C02	421
9+76 W.		6.7	69.0	68.7	C03	

8/20/59  
Shurey  
Martel  
Alexander



WEBSTER ST.  
36<sup>th</sup> to Wolbert Pl.  
Grds For S.A.C. Main

4/23/54  
Shorey  
Marcel  
Alexander

19

TBM	7.52	77.77	91.97			
			7.8 92.61			
0+25			3.1 96.7	91.8	c <sub>1</sub> <sup>2</sup>	3/
0+50			3.0 96.8	92.5	c <sub>1</sub> <sup>3</sup>	3/
1+00			2.0 97.8	93.9	c <sub>1</sub> <sup>2</sup>	2/
1+25			1.9 97.9	93.8	c <sub>1</sub> <sup>1</sup>	1.9
1+50			2.3 97.5	93.2	c <sub>1</sub> <sup>2</sup>	2.3
2+00			4.0 95.8	92.0	c <sub>1</sub> <sup>2</sup>	4.0
2+50			6.9 93.4	89.6	c <sub>1</sub> <sup>2</sup>	6.2
3+00			9.2 90.6	87.2	c <sub>1</sub> <sup>2</sup>	9.0
3+19 <sup>12</sup>			9.6 90.2	86.0	c <sub>1</sub> <sup>2</sup>	9.5
						X
3+50			11.4 88.4	84.1	c <sub>1</sub> <sup>2</sup>	11.4
TP	0.4	86.65	13.30 86.49			X
4+00			1.3 85.4	81.0	c <sub>1</sub> <sup>2</sup>	1.5
4+50			4.9 81.8	77.3	c <sub>1</sub> <sup>5</sup>	5.0
5+00			5.7 78.0	73.6	c <sub>1</sub> <sup>2</sup>	8.9
5+50			12.6 74.1	70.0	c <sub>1</sub> <sup>1</sup>	12.7
TP	4.40	78.56	13.49 74.16			X
6+00			7.3 71.3	66.6	c <sub>1</sub> <sup>2</sup>	7.2
6+14			2.6 71.0	65.9	c <sub>1</sub> <sup>2</sup>	7.7
6+18 <sup>88</sup>			8.0 70.6	65.8	c <sub>1</sub> <sup>2</sup>	7.7
6+24			8.2 70.4	65.7	c <sub>1</sub> <sup>2</sup>	8.2

S.E. Cor. step Pardee & Webster (Page 16)  
& 16" C.I. on 36<sup>th</sup> St.



## WEBSTER St.

Cont'd

78.56

4/23/54  
Shorey  
Martel  
Alexander

20

6+50			9.6	69.0	64.8
TBM	7.30	76.93	8.23	69.63	
7+00	0.60	70.23		69.63	
7+50			4.3	65.9	61.4
			7.7	62.5	58.1
8+00			10.7	59.5	54.8
	0.90	58.57	12.56	57.67	
8+50			2.5	56.1	50.8
9+00			6.9	51.7	47.0
9+45?					
9+50			11.9	47.2	43.2
9+75			13.1	45.5	41.2
	2.32	47.99	12.90	45.07	
10+00			4.9	43.1	39.3
10+50			9.1	38.9	35.6
10+70 ±?	2" BLOW OFF		10.6	37.4	32.5
			0.54	47.75 = 47.78	
		76.93			
	5.54	77.04	5.93	71.50	
	2.58	70.74	8.88	68.16	
CK B.M.			6.51	64.23 = 64.24	

C4<sup>2</sup> Made out cut sheets  
I.P. on S.W. Cor. 35<sup>th</sup> & Webster St.C4<sup>2</sup>C4<sup>1</sup>C4<sup>1</sup>C5<sup>2</sup>C4<sup>2</sup>C4<sup>2</sup>C4<sup>2</sup>C3<sup>2</sup>C3<sup>2</sup>C4<sup>2</sup>

2x2 RW Hub @ Francis &amp; North 2nd Webster

Top E.H. S.E. Cor. 35<sup>th</sup> & Oceanview Blvd." " " " 36<sup>th</sup> " "



WEBSTER St.  
Cont'd

8/23/59

Shorey  
Martell  
Alexander

21

Water Meters

99.79

1+10 N.	1.0	98.9	98.1	CO <sup>2</sup>	
1+71 N.	2.0	97.8	97.6	CO <sup>2</sup>	
2+12 N.	3.6	96.2	96.3	CO <sup>2</sup>	
2+45 S.	5.3	94.5	94.3	CO <sup>2</sup>	
2+82 N.	6.5	93.3	93.2	CO <sup>2</sup>	
3+30 N.	9.9	89.9	91.1	CO <sup>2</sup>	
3+56 S.	10.4	89.4	89.7	CO <sup>2</sup>	Set at Prop. Cor.
3+75 N.	12.0	87.8	88.6	CO <sup>2</sup>	
4+72 N.	5.1	81.6	81.2	CO <sup>2</sup>	
5+25 N.	9.5	77.2	76.9	CO <sup>2</sup>	
5+50 S.	11.5	75.2	74.5	CO <sup>2</sup>	
5+64 N.	12.5	74.2	73.9	CO <sup>2</sup>	Made out cut sheets

76.53

6+80 N	1.9	68.3	67.8	CO <sup>2</sup>	
7+48 N	6.8	63.7	63.0	CO <sup>2</sup>	
7+84 N	9.6	60.6	60.1	CO <sup>2</sup>	
7+84 S	10.0	60.2	59.8	CO <sup>2</sup>	
8+23 N	12.0	58.0	57.5	CO <sup>2</sup>	
8+29 S	12.6	57.6	56.8	CO <sup>2</sup>	



87  
37  
104

58.57

8+85N

5.1 535 530

C 0<sup>5</sup>

9+32N

9.4 49.2 49.1

C 0<sup>4</sup> ✓

9+41N

~~10.2~~

mixed

these meters

9+46N

10.4

Co Fronts of House

9+50

11.4

9+61 N

11.6 47.0 47.5

F 0<sup>5</sup> ✓

+75

47.99

10+93 N

10.4 37.0 36.4

C 1<sup>2</sup>



35<sup>th</sup> Oceanview to Durant  
 sks for 6" Main + Meters.

West  
 Williams  
 Varonfakis  
 Kellhofer

23

8/26/54

BM SE Top FH 36<sup>th</sup> and Oceanview Blvd

501	69.25	69.24
817	76.32	110 68.15
0+80	10.8	65.5 62.0
1+00	1.3	75.0 63.5
+50	1.7	74.6 67.5
1+63 W	1.5	74.8 72.4
+75	1.5	74.8 69.4
2+00	2.0	74.3 69.8
+13 W	2.2	74.1 74.2
+25	2.1	74.2 70.3
+50	2.2	74.1 70.0
+57 E	1.7	74.6 74.4
+56 W	2.6	73.7 73.9
3+00	2.6	73.7 69.5
+03 E	2.0	74.1 74.2
+03 W	2.6	73.7 73.6
+44 W	2.9	73.4 73.3
+50	2.9	73.4 68.9
+68 E	2.2	74.1 73.7

C3	$\frac{5}{5}$	Begin work
C11	$\frac{5}{5}$	62
C7	$\frac{1}{1}$	27
C2	$\frac{4}{4}$	
C5	$\frac{4}{4}$	23
C4	$\frac{5}{5}$	23
F0	$\frac{1}{1}$	
C3	$\frac{9}{9}$	23
C4	$\frac{1}{1}$	27
C0	$\frac{2}{2}$	
F0	$\frac{2}{2}$	
C4	$\frac{2}{2}$	31
F0	$\frac{1}{1}$	
C0	$\frac{1}{1}$	
C0	$\frac{1}{1}$	
C4	$\frac{5}{5}$	30
C0	$\frac{4}{4}$	



76.32

4+00	3.1	73.2	68.4	C4 $\frac{8}{}$	
401 W	3.5	72.8	72.9	F0 $\frac{1}{}$	
3.19	77.30	2.51	73.81		
4+10 E	3.9	73.4	73.4	C0 $\frac{0}{}$	
439 W	4.8	72.5	72.7	F0 $\frac{2}{}$	
445 E	4.0	73.3	73.2	C0 $\frac{1}{}$	
4+50	4.5	72.8	68.3	C4 $\frac{5}{}$	5.4
465	4.4	72.9	68.3	C4 $\frac{6}{}$	FUTEC
	3.2	74.1	73.1	C1 $\frac{0}{}$	③ FIVE HED
5+00	4.5	72.8	68.5	C4 $\frac{3}{}$	4.7
445	4.2	73.1	69.0	C4 $\frac{1}{}$	4.7
451 E	3.8	73.5	73.2	C0 $\frac{3}{}$	
6+00	4.5	72.8	68.7	C4 $\frac{1}{}$	4.7
400 W	4.7	72.6	72.5	C0 $\frac{1}{}$	
420 E	4.0	73.3	73.1	C0 $\frac{2}{}$	
430 W	4.9	72.4	72.3	C0 $\frac{1}{}$	
450	4.5	72.8	68.5	C4 $\frac{3}{}$	4.9
473 E	4.3	73.0	72.9	C0 $\frac{1}{}$	
474 W	5.0	72.3	72.1	C0 $\frac{2}{}$	



77.30

7+00		4.6	72.7	68.3	C4 <sup>4</sup>	5.0
+21W		4.9	72.4	71.8	C0 <sup>6</sup>	
+37E		4.3	73.0	72.6	C0 <sup>4</sup>	
7+50		4.7	72.6	68.1	C4 <sup>5</sup>	5.3
+64E		4.5	72.8	72.5	C0 <sup>3</sup>	
+64W		5.4	71.9	71.6	C0 <sup>3</sup>	
8+00		5.0	72.3	67.9	C4 <sup>4</sup>	5.5
+00E		4.8	72.5	72.3	C0 <sup>2</sup>	
+07W		5.3	72.0	71.4	C0 <sup>6</sup>	
+50		5.1	72.2	67.6	C4 <sup>6</sup>	5.6
+58W		5.3	72.0	71.2	C0 <sup>8</sup>	
+65E		4.9	72.4	72.0	C0 <sup>4</sup>	
+90E		5.0	72.3	71.9	C0 <sup>4</sup>	
+90W		5.2	72.1	71.0	C1 <sup>1</sup>	
9+00		5.4	71.9	67.5	C4 <sup>4</sup>	5.9
+50		5.8	71.5	67.3	C4 <sup>2</sup>	6.2
+50E		5.4	71.9	71.7	C0 <sup>2</sup>	
+50W	5.16	76.68	5.78	71.52	70.7	C0 <sup>8</sup>
+90W		5.4	71.3	70.5	C0 <sup>8</sup>	



35<sup>th</sup> Cont

76.68

9+88E	4.7	72.0	71.5
10+00	5.3	71.4	67.1
150	6.0	70.7	66.9
11+00	6.2	70.5	66.6
150	6.5	70.2	66.1
472	6.2	70.5	65.9
	3.6	73.1	70.2
12+00			65.6
12+50	6.1	70.6	65.1
13+00	6.1	70.6	65.2
117E	5.4	71.3	70.7
150	5.3	71.4	65.2
158	5.0	71.7	65.2
	7.05	69.63	=69.63

5.91 75.54

69.63

12+50	5.0	70.5	65.7
13+00	5.1	70.9	65.6
150	4.5	71.0	65.5
13+60	9.34	66.20	
	5.91	69.63	

Track was washed inside and out

26

8/26/59

C0	$\frac{5}{2}$	
C4	$\frac{3}{8}$	66
C3	$\frac{8}{9}$	58
C3	$\frac{9}{1}$	61
C4	$\frac{1}{6}$	65
C4	$\frac{6}{9}$	
C2	$\frac{9}{9}$	② FH

② FH

C4	$\frac{5}{4}$	C5	$\frac{5}{5}$	61
C5	$\frac{4}{6}$			63
C0	$\frac{6}{3}$			
C6	$\frac{3}{5}$			55
C6	$\frac{5}{5}$			51

12 on SW cor Webster + 35<sup>th</sup>

Top 8" Side Outlet



Flicker 56

Jamachants

Lisbon

West  
Williams  
Varontakis  
Kellhofer

27.

8/27/54

298 273.42

270.44

BP at intersection of Nly ab line of Jamacha

0.80 273.45

0.77 272.65

Rd with Nly line of Hermasilla Manor

2.01 262.40

13.06 260.39

0+34

4.3 256.1 252.2

C3  $\frac{9}{8}$ 

Begin work

+50

5.9 256.5 252.6

C3  $\frac{9}{8}$ 

+52

5.9 256.5 252.7

C3  $\frac{8}{0}$ 

FN Tee

4.2 258.2 257.2

C1  $\frac{0}{8}$ 

⑤ FH

+66E

4.0 258.4 257.6

C0  $\frac{8}{8}$ 

+75.

4.7 257.7 253.9

C3  $\frac{8}{8}$ 

+100

3.7 258.7 254.9

C3  $\frac{8}{8}$ 

+100 W

4.2 258.2 258.3

F0  $\frac{1}{0}$ 

+50

1.6 260.8 256.8

C4  $\frac{0}{7}$ 

+61E

11.60 273.55

0.45 261.95 261.3

C0  $\frac{7}{4}$ 

2+00

9.7 263.9 259.5

C4  $\frac{5}{3}$ 

+09W

9.5 264.1 263.6

C0  $\frac{3}{0}$ 

+32E

6.0 267.6 266.3

C1  $\frac{0}{9}$ 

+50

5.1 268.5 263.5

C5  $\frac{9}{3}$ 

+76E

0.8 272.8 270.9

C1  $\frac{3}{0}$ 

+76W

3.8 269.8 269.5

C0  $\frac{0}{3}$



273.55

9.86	283.19	0.00	273.33	
3+00		9.2	274.0	268.3 C5 <sup>7</sup>
+22E		5.2	278.0	275.5 C2 <sup>5</sup>
+25		6.6	276.6	270.7 C5 <sup>9</sup>
+28W		9.3	273.9	274.2 F0 <sup>3</sup>
+50		5.1	278.1	272.4 C5 <sup>7</sup>
+59E		3.7	279.5	277.8 C1 <sup>7</sup>
+75		4.7	278.5	272.8 C5 <sup>7</sup>
+78W		8.3	274.9	276.3 F1 <sup>4</sup>
4+00		5.0	278.2	272.5 C5 <sup>7</sup>
+50		6.2	277.0	271.8 C5 <sup>2</sup>
5+00		7.4	275.8	271.2 C4 <sup>6</sup>
+15		7.6	275.6	271.0 C4 <sup>6</sup>

7.97 283.17 7.99 275.20

0.09 270.57 12.69 270.48

7.39 265.16 12.80 257.77

9.02 273.18 1.00 264.16

2.72 270.46 = 270.41

Twin on 3470.5w. acc. Fliebert list.



## Boundary Madison to Adams

West  
Williams  
Vansofakis  
Kullhofer

29

	397	395.52		391.55		BM SE Top Fire Hyd
0+23			6.3	389.2	385.6	C3 <sup>6</sup> Begin mark
+50			6.5	389.0	385.7	C3 <sup>3</sup>
1+00			6.2	389.3	385.8	C3 <sup>5</sup>
+50			6.0	389.5	385.9	C3 <sup>6</sup>
2+00			5.9	389.6	386.0	C3 <sup>6</sup>
+50	6.25	395.96	5.81	389.71	386.1	C3 <sup>6</sup>
3+00			5.9	390.1	386.3	C3 <sup>8</sup>
+50			5.9	390.1	386.4	C3 <sup>7</sup>
4+00			5.8	390.2	386.5	C3 <sup>7</sup>
+50			5.7	390.3	386.6	C3 <sup>7</sup>
5+00			5.6	390.4	386.8	C3 <sup>6</sup>
+50			5.5	390.5	386.9	C3 <sup>6</sup>
6+00			5.2	390.8	387.0	C3 <sup>8</sup>
+50			5.2	390.8	387.1	C3 <sup>7</sup>
7+00			4.8	391.2	387.2	C4 <sup>0</sup>
			4.42	391.54	= 391.55	



COMMERCIAL ST.  
32<sup>nd</sup> TO STEEL ST  
(CONT'D FROM F.B. 894) 921  
PRELIMINARY

11-10-55  
SHOREY  
MARTELL  
KEMP  
HOLAHAN

30.

~~6107~~ <sup>55</sup> INTERSECTION 6" C.I. PIPE ON STEEL ST. <sup>TO</sup> ~~6109~~ <sup>REV.</sup>  $31^{\circ}07'30''$  LT <sup>FWD</sup> ~~6109~~ <sup>REV.</sup>  $23^{\circ}55'$  RT. G.V.

~~5466~~ Δ PT.  $18^{\circ}$  RT. & PT. ~~5467~~ <sup>78</sup>  $21^{\circ}40'$  RT. REV.

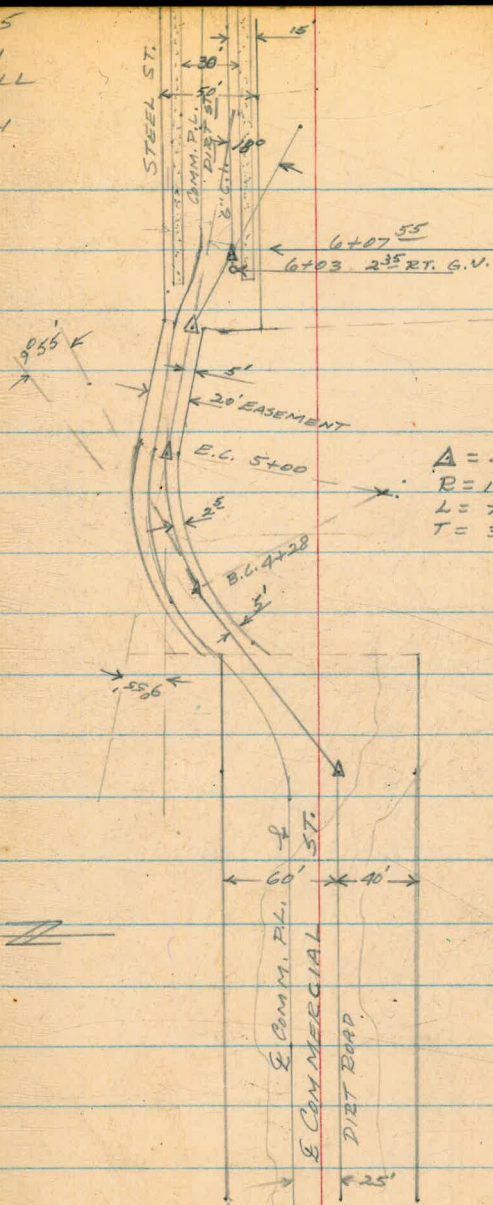
~~5400~~ Δ PT.  $9^{\circ}55'$  RT. & E.C. ~~5401~~ <sup>28</sup> EC REV.

~~4128~~ Δ PT.  $9^{\circ}55'$  RT. & B.C. ~~4129~~ <sup>15</sup> BC REV.

$\Delta$   $47^{\circ}48'$  RT  
R 125.00  
L 104.28  
T 55.39

3422 Δ PT.  $37^{\circ}15'$  LT ✓

REVISED  
11/29/55  
see pg. 40 for  
& profile REV.





COMMERCIAL ST.  
32<sup>ND</sup> ST. TO STEEL ST. 921  
CONT'D FROM F.B. 894  
PRELIMINARY

B.M.	6.87	73.90	67.03
TP	5.25	70.68	8.47 65.43
3+22 A.P.T. TOP SLOPE		5.6	65.1
3+43 TOE SLOPE		11.3	59.4
3+50		11.9	58.8
TP	0.28	57.81	13.15 57.53
3+63		0.5	57.3
4+00		8.1	49.7
4+28 A.P.T. & B.C.		11.3	46.5
TP	3.08	47.97	12.92 44.89
4+50		0.9	
5+00 A.P.T. & B.C.		7.7	
5+50		10.7	
TP	0.15	35.05	13.07 34.90
5+66 A.P.T.		1.1	
5+73		4.9	
6+00		9.3	
6+03 TOE SLOPE		11.2	
6+07 INT. 6" C.I. STEEL ST. 11.5			
6+08 TOP B.O. CAP 2 <sup>3</sup> / <sub>4</sub> RT. 11.0			
6+03 TOP WHEEL VALVE 2 <sup>3</sup> / <sub>4</sub> RT. 13.85			

Reduced by Mathison 11-30-55  
ACM

11+10-55  
SHOREY  
MARTELL  
KEMP  
HOLAHAN  
N.W.B.P. 32<sup>ND</sup> & IMPERIAL

	LT.		RT.
	8.8 20	6.7 10	4.9 10
		11.3 10	9.4 10
		12.7 10	12.3 10
	9.5 10		5.9 10
	13.3 10	9.4 4	5.4 6 4.1 10
	3.7 10	0.8 2	+4.6 4 +6.0 10
	9.7 10	9.2 6	8.5 4 7.3 3 6.1 5 4.0 10
	15.0 15	13.4 9	12.6 3 5.5 6 3.1 10
	4.0 12	2.6 8	+4.4 4 +7.5 10
	7.4 10	6.5 2	0.4 10
	10.0 14		7.0 10



COMMERCIAL ST.  
(CONT'D)

35.05

TP 2.78 25.53 12.30 22.75

CK. BM. 3.00 22.53 =

11-10-55  
SHUREY  
MARTELL  
KEMP  
HOLEHAN

32

TOP F.H. STEEL & 33<sup>rd</sup> ST



COVINGTON ROAD  
BOUNDARY ST., WLY  
PRELIMINARY

11-10-55  
SHOREY  
MARTELL  
KEMP  
HOLAHAN

33

0+00 = ELY LINE BOUNDARY ST.

0+85 B.C.

$$\Delta = 36^{\circ} 00'$$

$$B = 290'$$

$$L = 182.21$$

2+67<sup>21</sup> E.C.

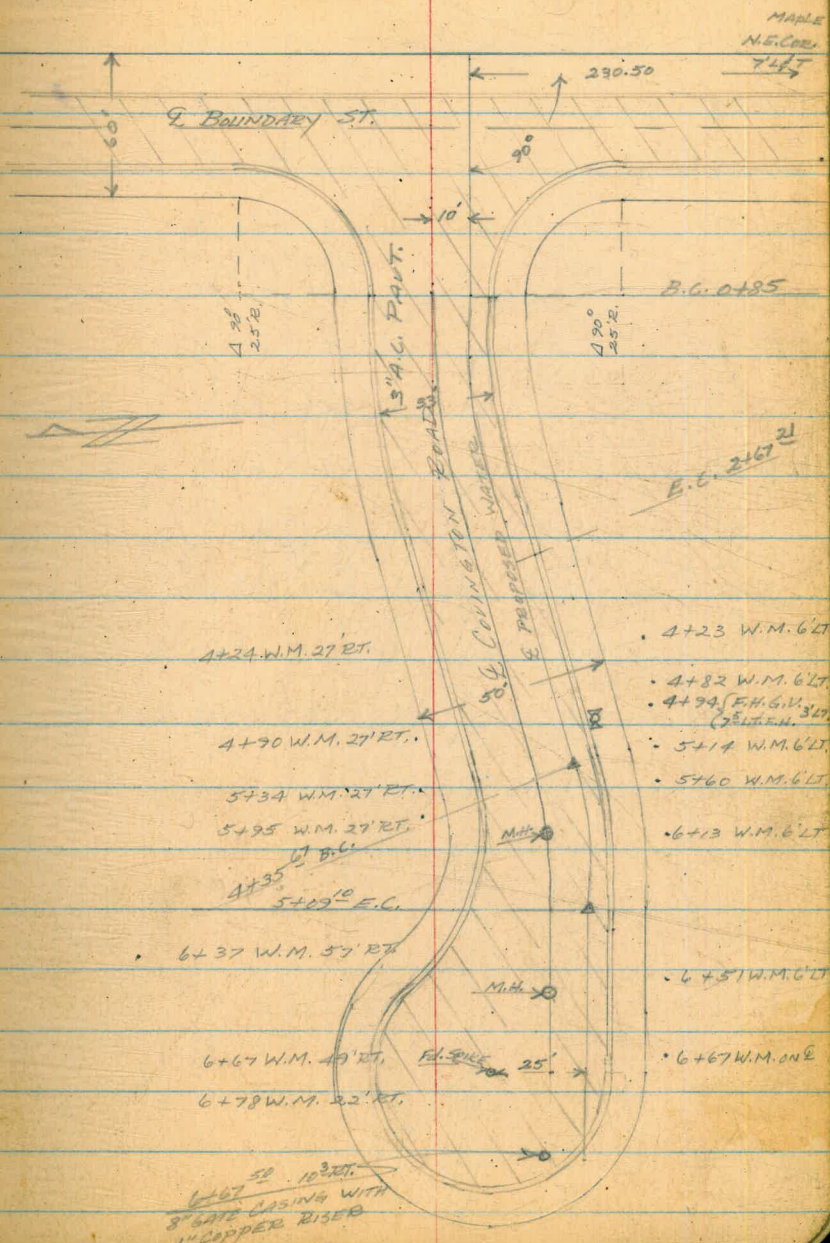
4+35<sup>67</sup> B.C.

$$\Delta = 8^{\circ} 15'$$

$$B = 510'$$

$$L = 73.43$$

5+09<sup>10</sup> E.C.



MADE  
N.E. COR.  
7' LT

B.C. 0+85

E.C. 2+67<sup>21</sup>

50 10' RT.  
6+67  
8" GATE CASING WITH  
1" COPPER RIBB



COVINGTON ROAD  
(CONT'D)

BM.	6.45	301.57	295.12
TP	1.20	292.18	10.59 290.98
4+00			4.6 287.6
4+35 <sup>67</sup> B.C.			5.6 286.6
4+50			6.0 286.2
4+75			6.62 285.5 13.72 285.4 6.8
5+00			7.5 284.7
5+09 <sup>10</sup> E.C.			7.9 284.3
5+50			9.5 282.7
6+00			11.9 280.3
6+47 <sup>05</sup>			12.54 278.1 20.14 14.1
TP	10.00	301.80	0.38 291.80
CK. BM.			6.68 295.12 - 295.12

SE.B.P. MAPLE & BOUNDARY

SEW. M.H. 4+72 92 RT.  
# " " "

SEW. M.H. 6+19 103 RT.  
# " " "



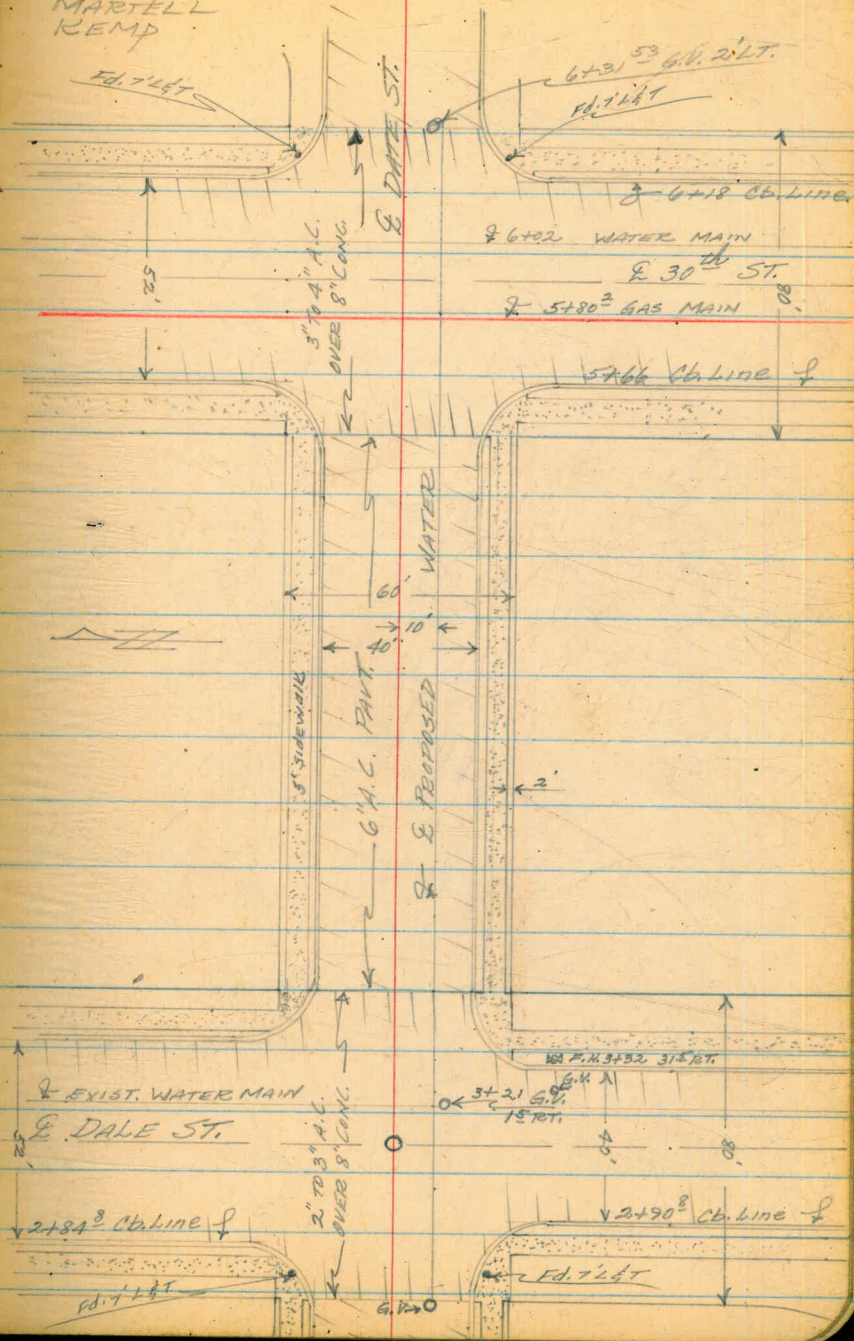
DATE ST.  
DALE TO 30th ST.  
PRELIMINARY 908  
(CONT'D FROM F.B. 894)

6+31<sup>53</sup> E/W 30<sup>th</sup> ST.

2+70<sup>78</sup> W/W DALE ST.

11-28-55  
SHOREY  
MARTELL  
KEMP

35





BM	2.24	239.28	237.04	N.E.B.P. DATE & DALE ST.
2+71 <sup>5</sup>	Top G.V. CAP		5.24	234.1
2+70 <sup>78</sup>	W/L DALE		5.22	234.1
2+84 <sup>8</sup>	Cb. line NoB.		4.74	234.4
2+90 <sup>8</sup>	" " So.		4.74	234.6
3+00			4.51	234.8
3+12	SEW. XING.		4.00	235.3
			3.95	235.4
			10.95	228.4 FL.
3+30 <sup>8</sup>	Cb. line So.		4.69	234.6
3+36 <sup>8</sup>	" " NoB.		4.86	234.4
3+50			4.82	234.5
4+00			4.05	235.2
4+50			3.36	235.9
5+00			2.67	236.6
5+50			2.08	237.2
5+66	Cb. line		2.47	236.8
5+80 <sup>2</sup>	GAS XING.		1.65	237.6
5+91 <sup>53</sup>	E 30 <sup>th</sup> ST.		1.46	237.8
6+18	Cb. line		2.44	236.9
6+31 <sup>53</sup>			2.03	237.3
CK. BM.			2.17	237.11 = 237.13

SEW. M.H. 3+12: 10' LT.

S.W.B.P. 30<sup>th</sup> & DATE



ALLEY BLK. 148  
NORTH MONTEREY CT.,  
STRANDWAY TO MISSION BLVD  
PRELIMINARY

11-29 '55

SHOREY  
MARTEL  
KEMP

37

0+00 W/L STRANDWAY

6" CONC. PAVT.

0+00<sup>5</sup> F.P. 3' LT.

0+10<sup>5</sup> SEW. M.H. 4' LT.  
CHIEF ME'S ON M.H.

0+24<sup>5</sup> 25 FT.  
EDGE CONC.  
RAMP TO  
0+35 GARAGE

0+41 W.M.N.

0+60 W.M.S.

DIRT

0+77<sup>5</sup>  
EDGE CONC.

0+77<sup>2</sup> G.V. 0' LT.

FD. 2' LT.

0+87<sup>5</sup> CB LINE

0+87<sup>5</sup> STEEL GRATE  
12' LT. 2' X 2' GRATE

1+15<sup>2</sup> CB LINE A

1+17<sup>2</sup> F.P. 22' LT. 10

1+19<sup>2</sup> CB LINE B

1+26<sup>2</sup> 36' V. 70  
ON S

4' DIRT CENTER ISLAND

0+128<sup>2</sup> G.V. 14' LT.

1+47<sup>5</sup> CB LINE A

VARIABLE  
THICKNESS  
A.C. OVER 8" CONC.

1+57<sup>5</sup>

6" CONC.

FD. 8' LT.

1+57<sup>5</sup> END



ALLEY BLK. 148  
(CONT'D)

BM	2.22	9.31	7.07	
SET TRM	1.74	7.16	3.89	5.42
0+00	W/L STRANDWAY		1.90	5.26
0+10	SE STRANDWAY		2.28	4.88
	SO. PIM SEW. M.H.		2.30 6.6	
0+20	W/L STRANDWAY		1.98	5.18
0+50			4.5	2.66
0+77 <sup>80</sup>	EDGE CONC.		5.96	1.20
0+87 <sup>5</sup>	Ch. LINE		6.68	0.48
	TOP GRATE		6.68 9.7	
1+00			6.38	0.78
1+15 <sup>70</sup>	GUTTER		6.22	0.94
1+15 <sup>70</sup>	TOP Ch.		5.55	1.61
1+19 <sup>70</sup>	" "		5.78	1.38
1+19 <sup>70</sup>	GUTTER		6.37	0.79
1+47 <sup>5</sup>	Ch. LINE		7.02	0.14
1+50			6.98	0.18
1+57 <sup>50</sup>	END		6.52	0.54
TP	4.19	9.11	2.24	4.92
CK. BM			2.02	7.09 = 7.09

38  
S.W.B.P. EL CARMEL & SEAWALL

NAIL IN R.P. 0+00<sup>5</sup> 3' LT.

SEW. M.H. 0+10 4' LT.  
# " " " "

0+87<sup>5</sup> STORM GRATE 1<sup>5</sup> LT.  
# " " " "











32<sup>nd</sup> ST EL CAJON TO MEADE  
 STKS For 6" AC MAIN

West  
 Williams  
 Yaronsakis x  
 Kellhofer †

390.46 NW BP 41

32<sup>nd</sup> Meade

SUNNY  
 5/7/56

City Force Group 102

B.M. SE BP El Cajon + Iowa

B.M.	7.11	380.04		372.93	
T.P.	3.27	381.86	1.45	378.59	
T.P.	5.08	382.86	4.08	377.78	
0+90			6.7	376.2	378.3
1+00			6.8	376.1	372.4
+25			6.6	376.3	372.6
+50			6.3	376.6	372.7
(4) 2+00			5.9	377.0	373.0
(3) +50			5.7	377.2	373.3
3+00			5.6	377.3	373.6
+50			5.3	377.6	373.9
4+00			5.0	377.9	374.2
+50			4.7	378.2	374.5
5+00			4.3	378.6	374.8
+50			4.1	378.8	375.1
6+00 T.P.			3.7	379.2	375.4
+50	5.59	385.03	3.42	379.44	375.7
7+00			5.2	379.8	376.0
+16			5.0	380.0	376.1
+50			4.7	380.3	376.4
+67			4.6	380.4	

c3<sup>9</sup> c To EXIST.

c3<sup>7</sup>

c3<sup>2</sup>

c3<sup>2</sup>

c4<sup>0</sup>

c3<sup>9</sup>

c3<sup>7</sup>

c3<sup>7</sup>

c3<sup>2</sup>

c3<sup>2</sup>

c3<sup>2</sup>

c3<sup>8</sup>

c3<sup>2</sup>

c3<sup>8</sup>

c3<sup>7</sup>

c3<sup>8</sup>

c3<sup>9</sup>

c3<sup>2</sup>

CHECK B.M.

F.H. TEE (N.W.B.P. 32+ MEADE)

4.51

380.52 = 380.46



33<sup>rd</sup> ST Copley to N Mountain View Pt.  
STKS For 6" AC Main

City Force Group 102

B.M.	5.31	397.44		392.13
T.P.	5.33	397.16	5.61	391.83
0+20			6.0	391.2 387.6
0+50			5.8	391.4 387.7
1+00			5.4	391.8 387.9
+50			5.3	391.9 388.2
+97			5.1	392.1 388.5
CHECK B.M.			6.13	391.03 = 391.07

West  
Williams  
Varonakis x  
Kullhofer †

S.E.B.P. 33<sup>rd</sup> + Copley  
391.07

42

Sunny

5/7/56

S.E.B.P. BM 34<sup>th</sup> + Copley

C3 <sup>6</sup> MARK C To EXISTING

C3 <sup>7</sup>

C3 <sup>9</sup>

C3 <sup>7</sup>

C3 <sup>6</sup> MARK C To EXISTING

S.E.B.P. 33<sup>RD</sup> + COPLEY



BOPLEY KANSAS TO UTAH  
5TK5 FOR 6" AC MAIN

Group 102 City Force

West,  
Williams  
Varonfaks ↑  
Kellhofer X

43

Sunny  
5/7/56

B.M.	5.57	397.12	391.55
0+32		6.6	390.5 386.3
+50		6.4	390.7 386.5
+87		6.2	390.9 386.8
1+00		6.0	391.1 386.8
+50		5.7	391.4 387.2
2+00		5.5	391.6 387.6
+50		5.1	392.0 388.0
SPLIT X 2+69.62		5.0	392.1 388.1
+80		4.9	392.2 388.2
+87		4.9	392.2 388.3
3+00		4.7	392.4 388.3
+12		4.7	392.4 388.4
+50		4.3	392.8 388.7
4+00		3.9	393.2 389.0
+22		3.8	393.3 389.0
CHECK B.M.	5.57	391.55	=391.55

ENT NWBP COLLIER + UTAH  
C4 <sup>2</sup> MARK C TO EXISTING

C4 <sup>2</sup>

C4 <sup>1</sup>

C4 <sup>3</sup>

C4 <sup>2</sup>

C4 <sup>0</sup>

C4 <sup>0</sup>

C4 <sup>0</sup>

C4 <sup>0</sup>

C3 <sup>2</sup>

C4 <sup>1</sup>

C4 <sup>0</sup>

C4 <sup>1</sup>

C4 <sup>2</sup>

C4 <sup>3</sup>

MARK C TO EXISTING  
END WORK



Mission Gorge Rd

Twain Ave to 1800' South

Profile 15' East of DSI

West

Williams

Voronfakis

Kellhofer

41

5122156

EC = 30 + 00 <sup>H</sup> = 0 + 09.83

$\Delta 35^{\circ} 30' 46''$

R = 785

L = 486.55

486.55

BC 25 + 19 <sup>H</sup> 12

EC 23 + 33 <sup>H</sup> 62

Note field crew  
this fits ground  
best

$\Delta 64^{\circ} 54' 00''$

R. 915

L = 1036.97

$\Delta 65^{\circ} 08'$

L = 1036.97

add 0' 06" on Def

12 + 96 <sup>H</sup> 28 BC

11 + 85 <sup>H</sup> <sup>H</sup> Twain



71.18

0.25

79.74

79.49 ✓

11+85 41

4.11

75.63

12+00

4.18

75.56

+50

4.50

75.24

12+96 72 BC

4.76

74.98

+50

5.00

74.74

14+00

5.44

74.30

+50

5.95

73.79

15+00

6.37

73.37

+50

6.80

72.94

16+00

7.16

+50

16+00 4.02

76.61 ✓

72.59 ✓

+50

4.30

72.31

17+00

4.59

72.02

19+00

4.76

71.85

18+00

4.87

71.74

+50

4.98

71.63

5-25-56

77.30 BM NE Wing Wall Bridge

6.12

71.18

BM Conc BC Blon NE Cor. Twpn + M. 135107

4.14

5.11

4.24

5.11

4.70

5.11

4.79

5.11

5.11

5.11

5.43

5.11

5.92

5.11

6.39

5.11

6.72

5.11

5.11

7.02

5.11

4.18

5.11

4.46

5.11

4.61

5.11

4.75

5.11

4.92

5.11



74.61 ✓

19+00	5.08	71.53	$\frac{5.00}{5.24}$
+50	5.24	71.37	$\frac{5.14}{5.24}$
20+00	5.42	71.19	$\frac{5.34}{5.24}$
+50	5.54	71.07	$\frac{5.44}{5.24}$
21+00	5.66	70.95	$\frac{5.54}{5.24}$
+50	5.85	70.76	$\frac{5.80}{5.24}$
3.04	73.78	5.87	70.74
22+00	3.16	70.62	$\frac{3.12}{5.24}$
+50	3.42	70.36	$\frac{3.30}{5.24}$
23+00	3.57	70.21	$\frac{3.53}{5.24}$
+33 <sup>69</sup> EC	3.73	70.05	$\frac{3.68}{5.24}$
+50	3.80	69.98	$\frac{3.78}{5.24}$
24+00	4.04	69.74	$\frac{4.07}{5.24}$
+50	4.31	69.47	$\frac{4.38}{5.24}$
25+00	4.47	69.31	$\frac{4.57}{5.24}$
+14 <sup>19</sup> BC	4.50	69.28	$\frac{4.63}{5.24}$
+50	4.62	69.16	$\frac{4.74}{5.24}$
26+00	4.74	69.04	$\frac{4.84}{5.24}$
+50	4.95	68.83	$\frac{5.05}{5.24}$



M15310m Gorge Rd

West  
Williams  
Varonfaks  
Kollhofer

47

73.78 ✓

27+00

5.09

68.69

5.20

5.11

+50

5.27

68.51

5.40

5.21

29+00

5.52

68.26

5.66

5.11

3.91

71.82

5.87

67.91 ✓

+50

3.68

68.14

3.78

5.11

29+00

3.77

68.05

3.86

5.11

+50

3.90

67.92

4.01

5.11

30+00

4.04

67.78

4.16

5.11

+100<sup>71</sup> = 0+09<sup>83</sup>+

4.06

67.76

4.18

5.11

7.30

75.53

3.59

68.23 ✓

4.37

71.16 =

71.18

TBM on

NE Wingwall Bridge



ALTA VISTA WAY Soledad Rd

West  
Williams  
Kollhofer  
Paulson

48

319.95 cur from city  
Alta Vista

8/6/56

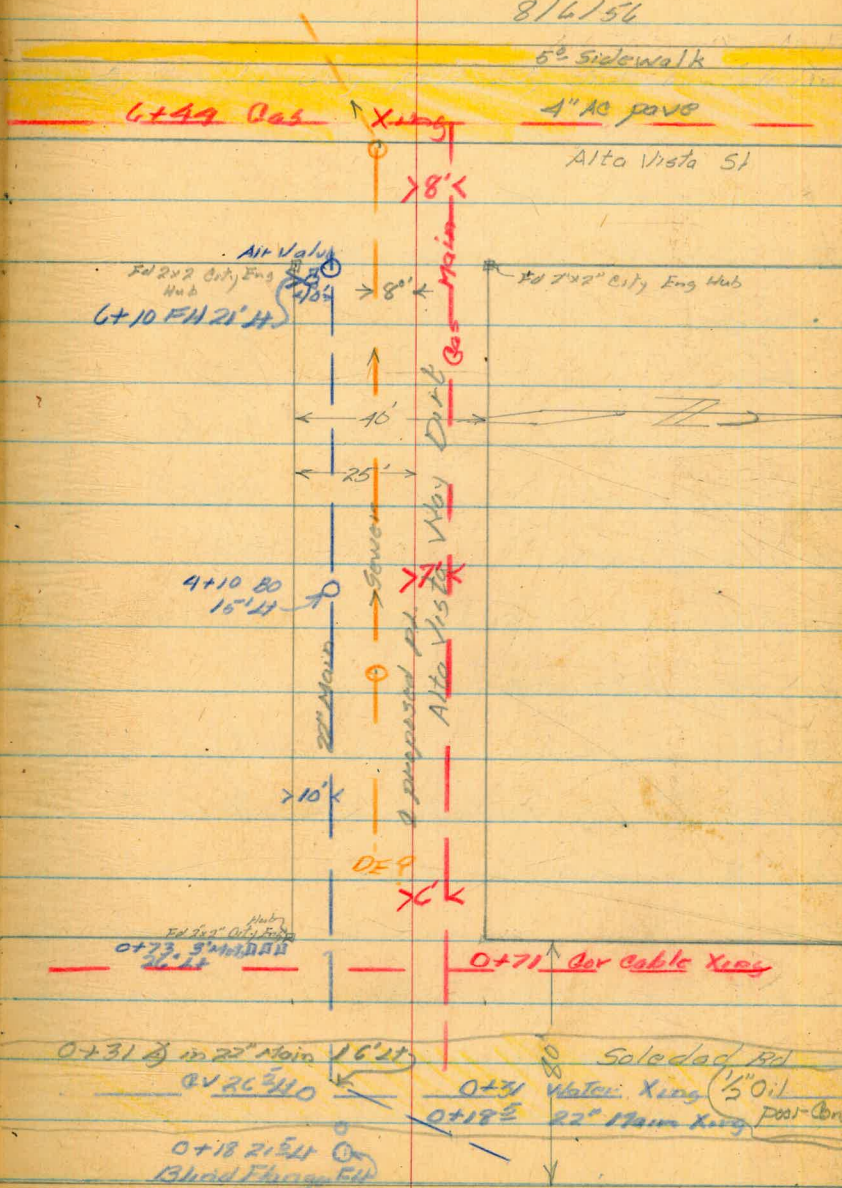
5' sidewalk

4" AC pave

Alta Vista St

6+18 <sup>A2</sup>

POT



0+80 POT

0+00

Ely prop Line Soledad Rd



Q profile

009	354.72		354.63	
0.52	342.09	13.15	341.57	
0.25	329.62	12.72	329.37	
0+00		9.3	320.32	
+23		10.72	318.90	
+47		10.25	319.37	
+50		10.2	319.42	
1+00		10.2	319.42	
+50		10.8	318.82	
2+00		11.6	318.02	
+50		12.7	316.92	
TP	3.32	320.83	12.11	317.51
3+00		5.9	314.93	
			+10' to flow	
+24		6.75	314.08	
+50		7.3	313.53	
4+00		7.6	313.23	
+10		6.59	314.29	
+50		7.3	313.53	
5+00		6.0	314.83	
+50		4.6	316.23	

REDUCED BY  
 P.J. LEE 8-8-52

200' N of Archer St

spike in Guy pole Ely side of Saledad Rd

Ely prop line Saledad Rd

Begin Oil pave  
 end Oil pave

Top Nly rim sewer MH 7521

Top Cone 130 Box 20" Main 1521

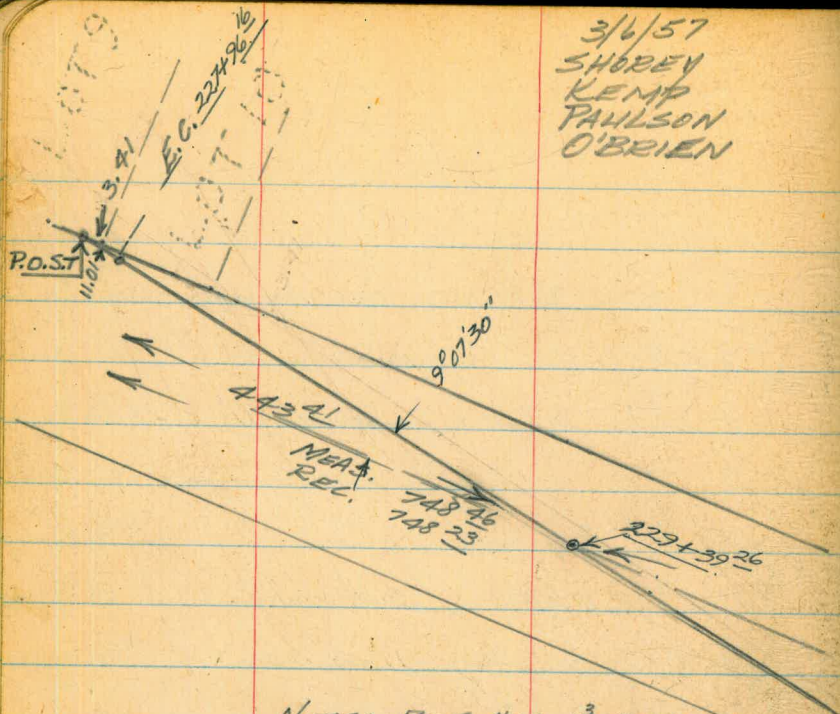


320.83

6+00		4.0	316.83
+21		3.89	316.99
+38 <sup>5</sup>		5.47	315.36
+38 <sup>5</sup>		5.73	315.10
			+16.4 To Flow
+50		5.61	315.22
+56		5.86	314.97
+61		5.85	315.58
+68 <sup>43</sup>		5.2	315.63
3.43	320.42	3.89	316.99
12.93	331.81	1.54	318.88
12.63	344.01	0.43	331.39
11.06	354.83	0.24	343.77
		0.17	354.66 = 354.63

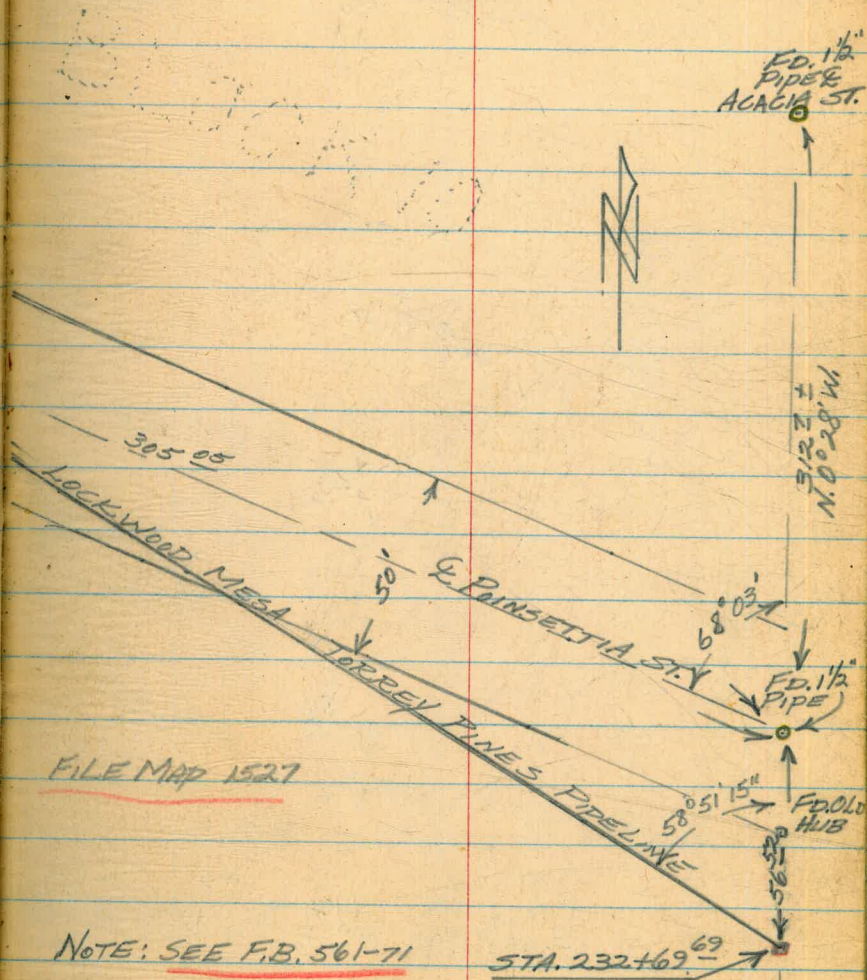
15' 2")  
 Top wly rim core Air Valve Chamber  
 Begin 3" AC pave  
 Top Nly rim sewer MH 8' 4"  
 Butter-line  
 end of Sidewalk  
 Wly prop line Alta Vista St  
 + Alta Vista Way  
 TAM on Air valve SE Cor Alta Vista St





NOTE: PIPE HAS 1<sup>3</sup>/<sub>2</sub> COVER  
ACROSS DIRT ROAD ON  
POINSETTIA ST.

PROPERTY TIES LOCKWOOD MESA (51)  
TORREY PINES PIPELINE THRU  
DEL MAR TERRACE



FILE MAP 1527

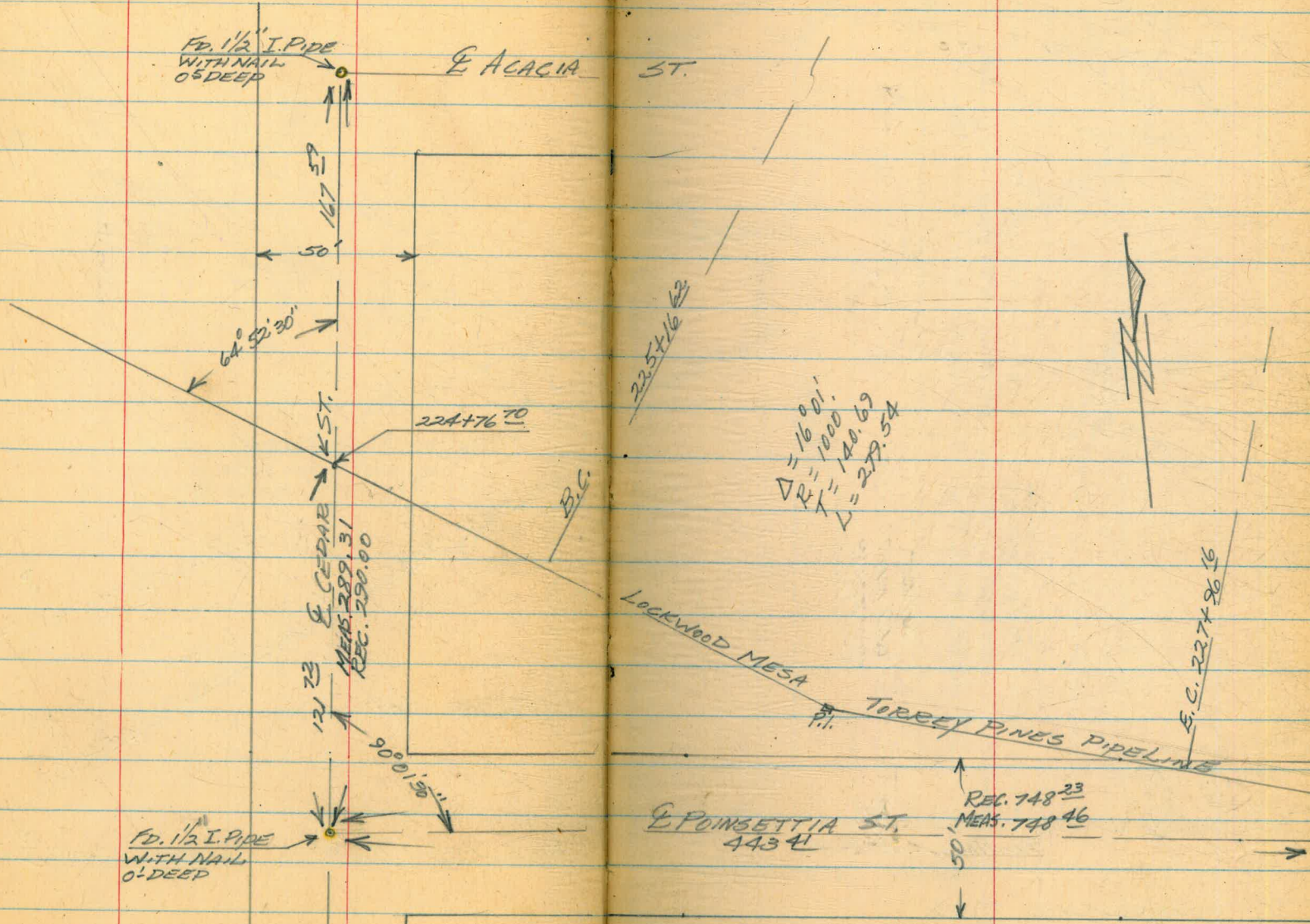
NOTE: SEE F.B. 561-71

STA. 232+69.69



3/6/57  
 SHOREY  
 KEMP  
 FAULSON  
 O'BRIEN

PROPERTY TIES LOCKWOOD MESA (52)  
 TORREY PINES PIPELINE THRU  
 DEL MAR TERRACE

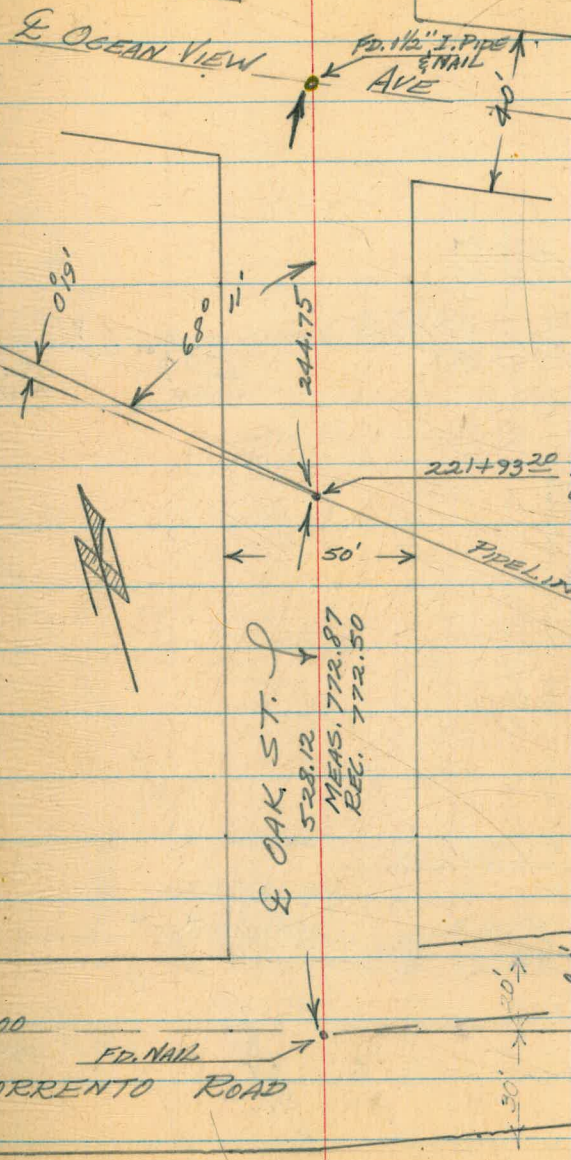
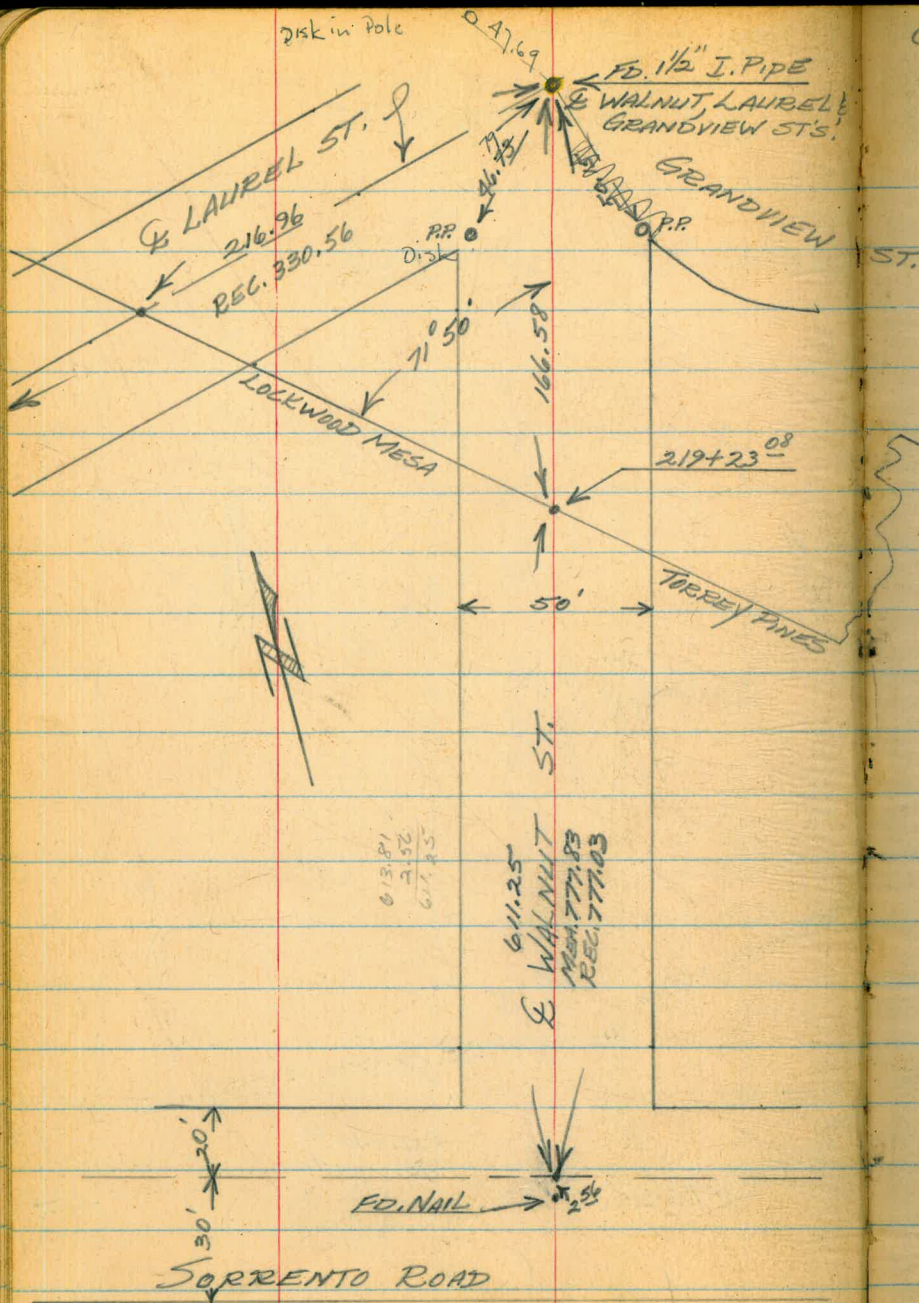




2 1/2" in Pole

CONT'D.

(53)



613.81  
2152  
617.45

611.25  
E WALNUT ST.  
MEAS. 771.83  
REC. 771.03

528.12  
E OAK ST.  
MEAS. 772.87  
REC. 772.50

770.39  
2152  
774.83



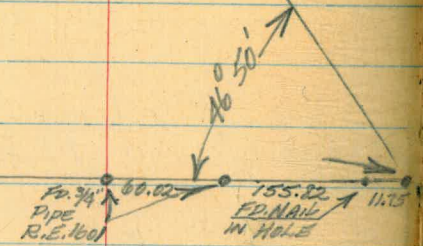
PROPERTY TIES LOCKWOOD MESA  
TORREY PINES PIPELINE THRU  
DEL MAR TERRACE

3/6/57  
SHOREY  
KEMP  
PAULSON  
O'BRIEN

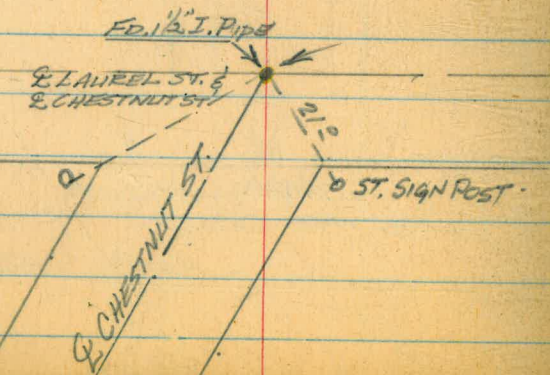
SEC. COB. 

23	24
26	25

  
← 1325.16  
SECTION LINE



$215 + 10 \frac{43}{100} =$   
 $215 + 17.98 =$



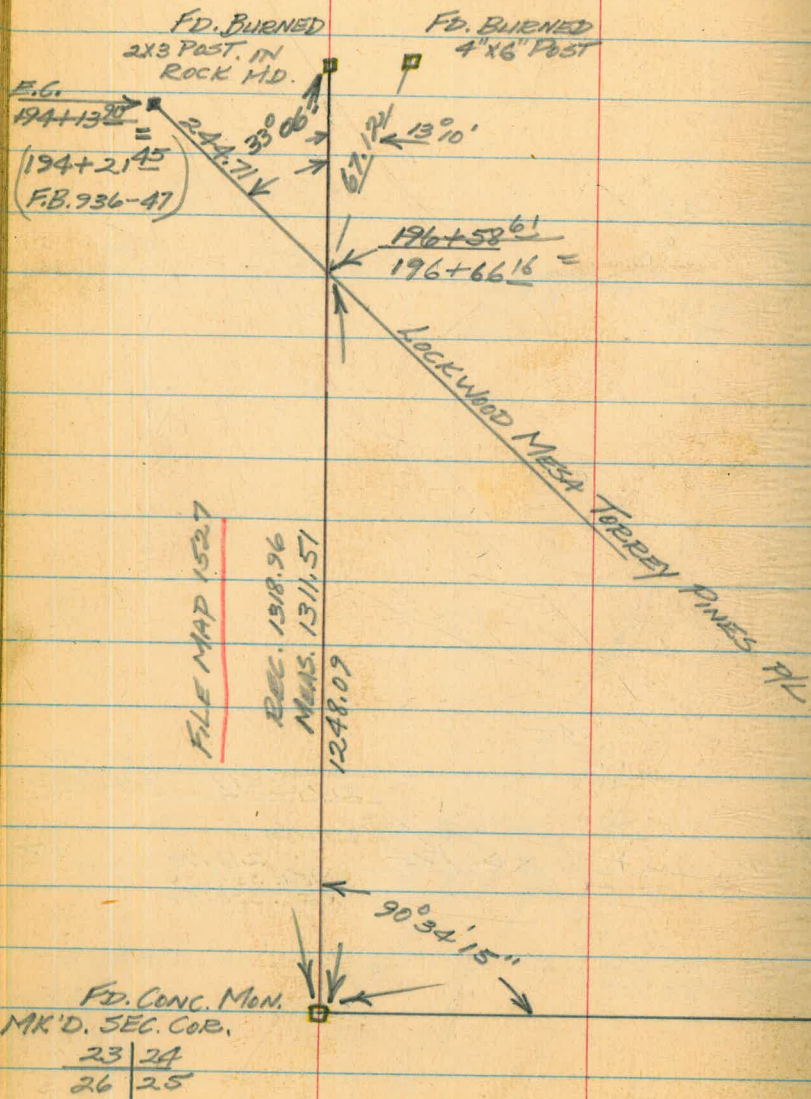
113.40  
 $217 + 22 \frac{69}{100} = 217 + 30.24 =$   
217 + 31.92  
E. LAUREL ST.  
216.96  
MEA. 330.36  
REC. 330.56

WALNUT ST.

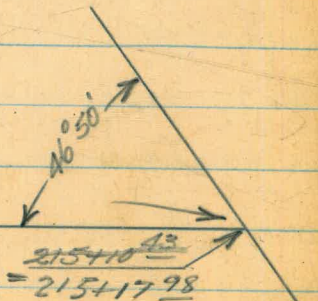


PROPERTY TIES LOCKWOOD MESA  
TORREY PINES PIPELINE THRU  
DEL MAR TERRACE

3/6/57  
SHOREY  
KEMP  
PAULSON  
O'BRIEN

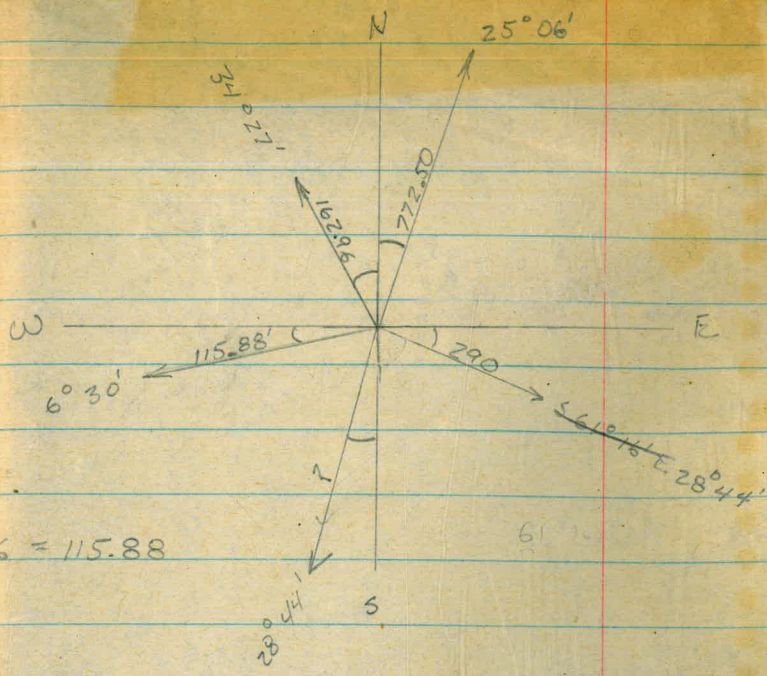


1925.16





Sorrento Rd S 61° 16' E 290  
 Oak St N 25° 06' E 772.50  
 N 83° 30' E 84.22 + 31.66 = 115.88  
 S 34° 27' E 162.96  
 Walnut St N 28° 44' E 777.18



L	sin	cos	L	sin	cos
28° 44'	.48073	.87687	34° 27'	.56569	.82462
25° 06'	.42420	.90557	6° 30'	.11320	.99357

	S	W	N	E
Sorrento Rd.	139.41			254.29
oak			699.55	327.69
34° 27'		92.18	134.38	
6° 30'		<u>115.12</u>		
	152.53	207.31	833.93	581.98

$N-S = 681.40$        $E-W = 374.67$

$\cos 28^\circ 44' = \frac{681.40}{x}$  ,  $x = 777.08$        $\tan \theta = \frac{374.67}{681.40}$   
 $\sin 28^\circ 44' = \frac{374.67}{x}$  ,  $x = 779.38$        $\tan \theta = .54985$

$\theta = 28^\circ 48'$  ,  $\sin \theta = .48186 = \frac{374.67}{x}$        $x = 777.53$



B.C. 192 + 38<sup>71</sup>

TAN. 88.34

$$\Delta = 18^{\circ}07'45''$$

330.32  
216.36  
13.36

NG.

.9	
1.35	0
2.85	1
4.35	2
5.85	3
7.35	4
8.85	5
10.35	6
11.85	7
13.35	8
14.85	9
16.35	10
17.85	11
19.35	12
20.85	13
22.35	14
23.85	15
25.35	16
26.85	17
28.35	18
29.85	19
31.35	20
32.85	21
34.35	22
35.85	23
37.35	24
38.85	25
40.35	26
41.85	27
43.35	28
44.85	29
46.35	30
47.85	31
49.35	32
50.85	33
52.35	34
53.85	35
55.35	36
56.85	37
58.35	38
59.85	39
61.35	40
62.85	41
64.35	42
65.85	43
67.35	44
68.85	45
70.35	46
71.85	47
73.35	48
74.85	49
76.35	50



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

364.97

29+25  
 29+00  
 28+75

93.10  
 7.13  
 91.97

69.18  
 +12.78  
 81.96  
 -0.30  
 81.66  
 +13.12  
 94.78  
 91.97  
 2.81

93.10  
 7.20  
 85.90

87.26  
 85.90  
 1.36

87.26  
 13.21  
 74.05

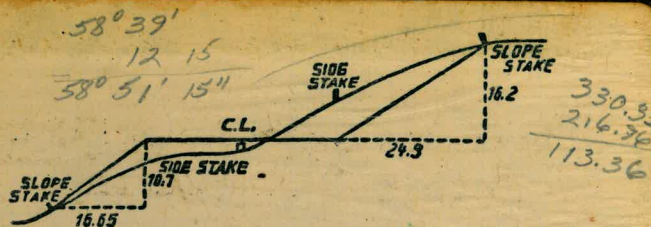
91.97  
 1.13  
 93.10

75.71

1.0338  
 25

51690  
 20670

258450



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