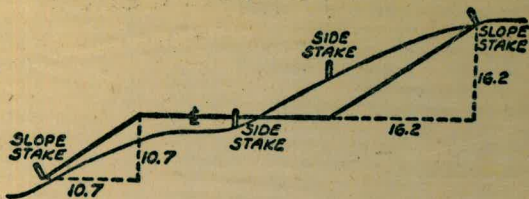


W

875

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



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.

35 15
 28.62
 63 77

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 | .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 | .266 | .353 | .440 | .528 | .616 | .704 | .792 | .877 | .977 | 1.07 | 1.18 | 1.29 |
| 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 | .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 |

Group II

INDEX

- Fulmar St Tooley to 60° Palms Survey, Conn. ✓
- AUBURN DRIVE, ONTARIO TO TERMINUS; Proposed 6" WATER 7-9 ✓
- LANTANA DRIVE, DWIGHT, 350'± SW; " " " 10-12 ✓
- TOWLE CT., 52nd St. Wly; " " " 13-14 ✓
- ACORN ST, JEMINOLE TO TERMINUS; " " " 15-17 ✓
- Albatross St Robinson N 550 " " " 18-20 ✓
- 1615 St Hunter to Arbor Dr " " " 21-22 ✓
- Brooks St Albatross to B... " " " 23-24 ✓
- Brooks Lane Richmond St West " " " 25-26 ✓
- Adams Ave Cuts to 12" AC Main 27-31 ✓
- California St Wly to Juniper & Proposed Pl 32-33 ✓
- California St Grape to Elm " " " 35-37 ✓
- California St Palms to Quince " " " 38-40 ✓
- Palm St Kettner to California " " " 41-42 ✓
- Oliver St " " " " " 43-45 ✓
- Palm St California to Palms Hwy " " " 46-47 ✓
- Orange St " " " " " 48-49 ✓
- 51k± for 6" AC ✓
- Fulmar St Tooley to 60° " " " 50-53 ✓
- Moriposa St Moriposa Pl to 690 North 54-56 ✓

Mariposa Pl Mariposa Pl to 580 East 58-59 ✓
Alice

Falmer St Tooley to 60th

6+26.84 EC

1 4149

4+83 33

$\Delta = 73^{\circ} 42'$

$\frac{1}{2} \Delta = 36^{\circ} 51'$

$R = 110'$

$L = 141.49$

BC = 4+35 85

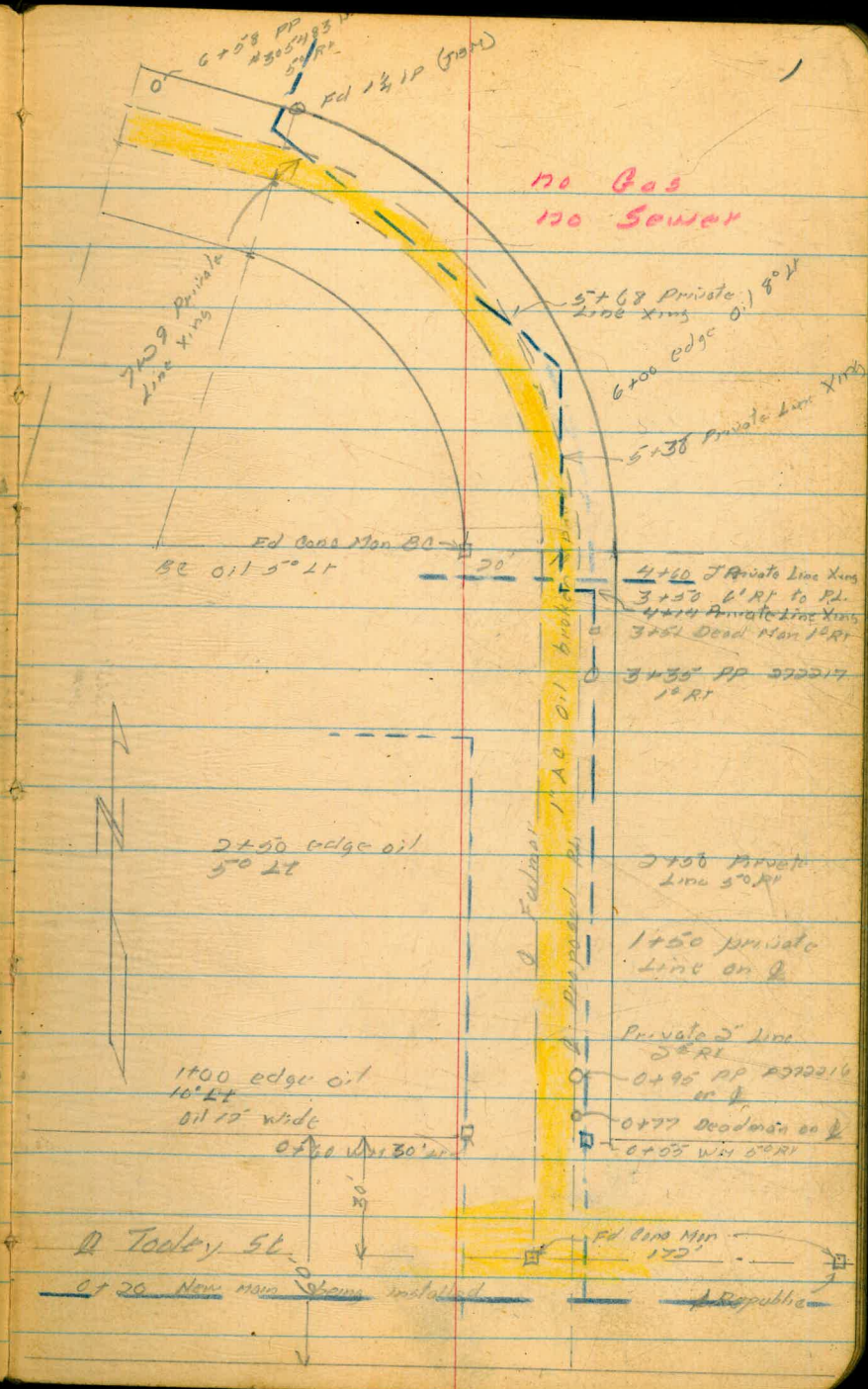
4+85 30

0+60

North Prop Line Tooley

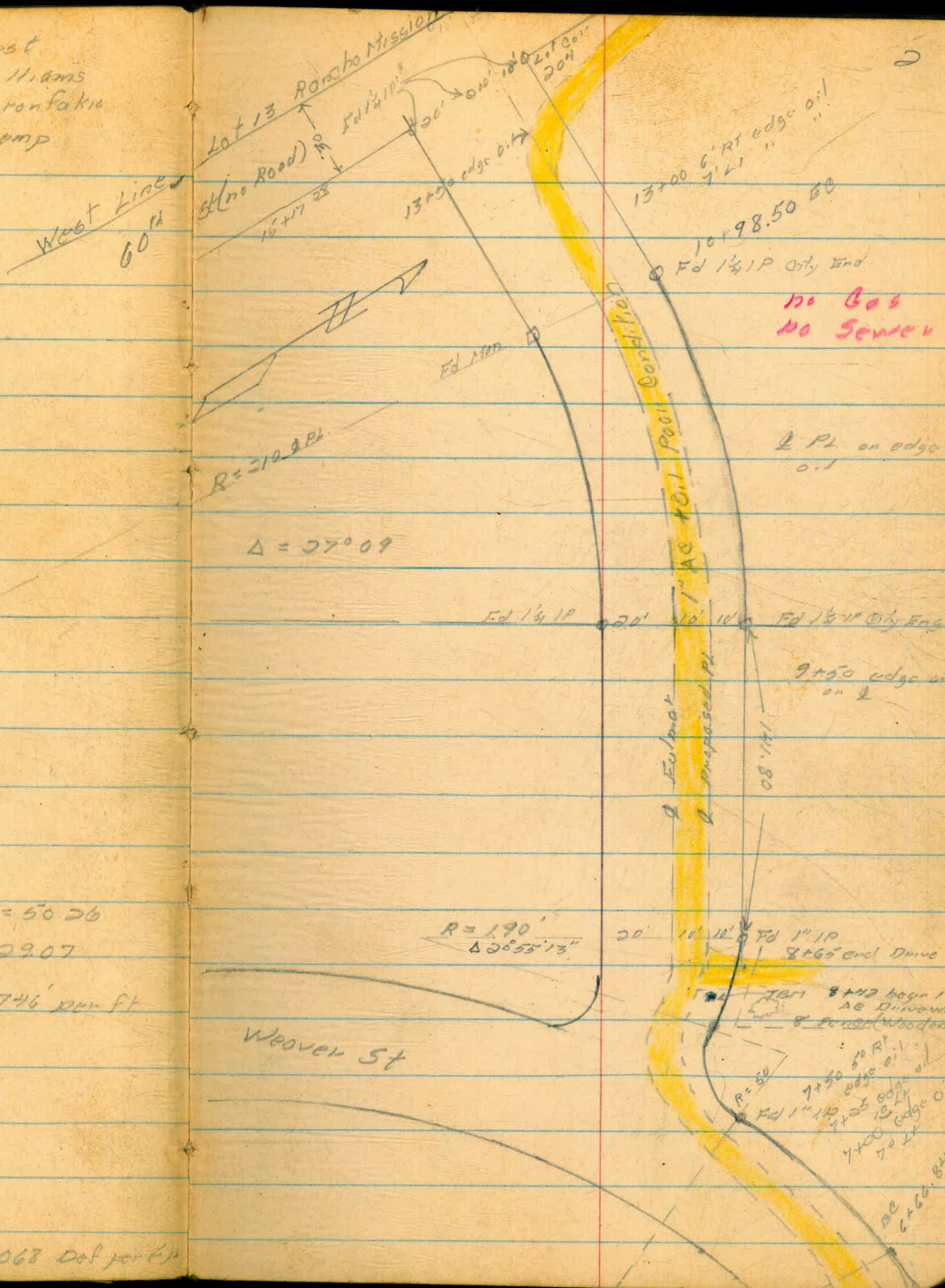
0+00

South Prop line Tooley



10-2-53

West
Williams
Varonfakia
Kamp



EC 10+98.50

$\Delta = 37^\circ 09'$
 $\frac{1}{2} \Delta = 13^\circ 34' 30''$
 $R = 210$
 $L = 99.51$

8.1851 Def per A'

BC9 + 98.99

EC 8+57.19

$\Delta = 20^\circ 55' 13''$
 $\frac{1}{2} \Delta = 10^\circ 27' 37''$
 $R = 190'$
 $L = 69.37$

9.0467 Def per foot

(BC)(EC)

PRC 7+87.82

$\Delta = 60^\circ 31' 05''$ $LQ = 50.26$
 $\frac{1}{2} \Delta = 30^\circ 15' 33''$ $Tan 29.07$
 $R = 50'$

(BC)(EC)

PRC 7+35.15

$L = 50.67$ 34.37746 per ft

BC 6+66.84

$\Delta = 15^\circ 20' 52''$
 $\frac{1}{2} \Delta = 7^\circ 40' 26''$
 $R = 255'$
 $L = 68.31'$

6.74068 Def per ft

Fulmar St Tooley
to 60th & Pl. Profile

| | | | | |
|-----------------------|-------|--------|-------|--------|
| | 11.41 | 423.05 | | 411.64 |
| | 12.67 | 435.60 | 0.12 | 422.93 |
| | 12.44 | 447.64 | 0.40 | 435.20 |
| | 7.93 | 453.21 | 2.36 | 445.28 |
| | | | 3.35 | 449.86 |
| 0+00 | | | 3.1 | 450.1 |
| +50 | | | 3.5 | 449.7 |
| 1+00 | | | 4.7 | 448.5 |
| +50 | | | 7.3 | 445.9 |
| 2+00 | | | 9.4 | 443.8 |
| +50 | | | 11.0 | 442.2 |
| | 0.26 | 441.11 | 12.36 | 440.85 |
| 3+00 | | | 1.3 | 439.8 |
| +50 | | | 4.4 | 436.7 |
| 4+00 | | | 8.7 | 432.4 |
| +50 | | | 11.8 | 429.3 |
| | 0.15 | 428.42 | 12.84 | 428.27 |
| 4+85 ³⁵ BC | | | 1.9 | 426.6 |
| 5+00 | | | 3.1 | 425.3 |

Top FH SE Cor Tooley & Winfield

(Use this on plans)
TBM nail in PP 52 RI 0+00

Q

11.3
10 RI

13.7
10 RI

4.4
10 RI

7.8
10 RI

11.6
10 RI

14.7
10 RI

0.9
30 RI

4.4
10 RI

1.7
40 RI

4.9
10 RI

429.42

| | | |
|------|-----|-------|
| 5+25 | 4.4 | 424.0 |
| +50 | 7.5 | 420.9 |
| +75 | 9.0 | 419.4 |

| | |
|-------|-------|
| 30 | 6.3 |
| 40 RT | 10 RT |
| 5.3 | 8.7 |
| 40 RT | 10 RT |
| 7.8 | 13.4 |
| 40 RT | 10 RT |

0.46 416.02 12.86 415.56

| | | |
|-----------------------|------|-------|
| 6+00 | 1.4 | 414.6 |
| +26 ²⁴ RL | 6.3 | 409.7 |
| 6+66 ²⁴ BO | 11.5 | 404.5 |

| | |
|-------|-------------------|
| +1.6 | 5.0 |
| 50 RT | 10 RT |
| 3.1 | 9.69 |
| 60 RT | 10 RT Top EC Pipe |
| 8.1 | 15.1 |
| 60 RT | 10 RT |

1.51 404.67 12.96 403.16

| | | |
|------|-----|-------|
| +75 | 2.0 | 402.7 |
| +100 | 2.9 | 401.8 |

| | |
|--------|-------|
| +2.4 | 5.1 |
| 60 RT | 10 RT |
| 0.8 | 5.9 |
| 3.0 RT | 10 RT |

| | | |
|--------------------|------|-------|
| +25 ^{PRC} | 4.7 | 400.0 |
| +35 | 5.9 | 398.8 |
| +50 | 8.73 | 395.9 |

| | |
|-------|-------|
| 7.4 | 9.1 |
| 50 RT | 10 RT |
| 6.3 | 8.4 |
| 50 RT | 10 RT |
| 8.3 | 9.7 |
| 8 RT | 10 RT |

0.39 392.05 13.01 391.66

| | | |
|-----------------------------------|------|-------|
| 7+75 | 1.20 | 390.8 |
| BU (EC) PRC 7+87 ⁸² | 3.70 | 388.3 |
| 8+00 | 6.0 | 386.0 |
| +25 | 10.8 | 381.2 |

0.07 379.04 13.08 378.97

Turn on lane foundation block on south side of driveway

379.04

8+50 2.8 376.2

EC
9+57, 19 3.6 375.4

9+00 9.7 369.3

0.58 366.56 13.06 365.98

+50 3.8 362.8

BC
9+98.99 9.4 357.2

10+25 11.4 355.2

0.93 354.47 13.02 353.54

+50 3.0 351.5

+75 EC 8.2 346.3

+98²⁰ 13.3 341.2

0.26 341.94 12.79 341.68

11+25 6.3 335.6

+50 11.3 330.6
on edge of

0.98 330.22 12.70 329.24

12+00 8.6 321.6

+25 13.7 316.5
on edge of

0.34 317.65 12.91 317.31

+50 6.2 311.4

8.4
5° RT

7.8
10 RT

10.7
10 RT

3.9
5° RT

1.6
10 RT

6.7
3 RT

5.7
10 RT

11.0
4 RT

10.0
10 RT

4.0
6° RT

3.4
10 RT

9.2
4° RT

7.2
10 RT

5.6
6° RT

Top Bank

4.4
10 RT

11.0
6° RT

10.4
10 RT

4.4
7°

3.8
10

| | | | |
|----------|-------------|-------|--------|
| | 317.65 | | |
| 12+75 | | 11.7 | 305.9 |
| | 0.43 304.99 | 13.09 | 304.56 |
| 13+00 | | 4.6 | 300.4 |
| 225 | | 10.4 | 294.6 |
| | 0.72 293.14 | 12.57 | 292.42 |
| 150 | | 4.4 | 288.7 |
| 175 | | 9.3 | 283.8 |
| 14+00 | | 12.6 | 280.5 |
| | 0.38 280.70 | 12.82 | 280.32 |
| 125 | | 3.7 | 277.0 |
| 150 | | 6.9 | 273.8 |
| | 0.95 269.99 | 11.66 | 269.04 |
| 13+00 | | 2.9 | 267.1 |
| 125 | | 6.0 | 264.0 |
| 15+46.97 | | 8.5 | 261.5 |
| | 12.4 271.89 | 5.11 | 264.88 |
| | 8.39 265.37 | 13.01 | 256.98 |
| | 7.33 272.30 | 0.40 | 264.97 |
| | 6.05 274.77 | 3.58 | 268.75 |
| | | 1.87 | 272.90 |

272.88 BM BP South edge pave

West line Winnell
& Winnell
Federal Blvd

This on plans
(JBM) 1/4 LP 10' RT 15+16 Lot cor 204

11.4 9.3
6.5 RT 8.0 RT top bank 9.1 RT

4.3 31
8.5 RT Bot Bank 9.5

Black top road

South edge oil

AUBURN DRIVE
ONTARIO AVE. SW TO TEMINUS
& PROPOSED WATER

DEC. 29 1953
BEATTY
SHOREY
MARTELL
ALEXANDER

17+97? Interin Sub-Div

10+80⁵⁰

10' RT TO 2x2 HUB (No Lock)
35' RT TO 1" I.P. Prop. Con.

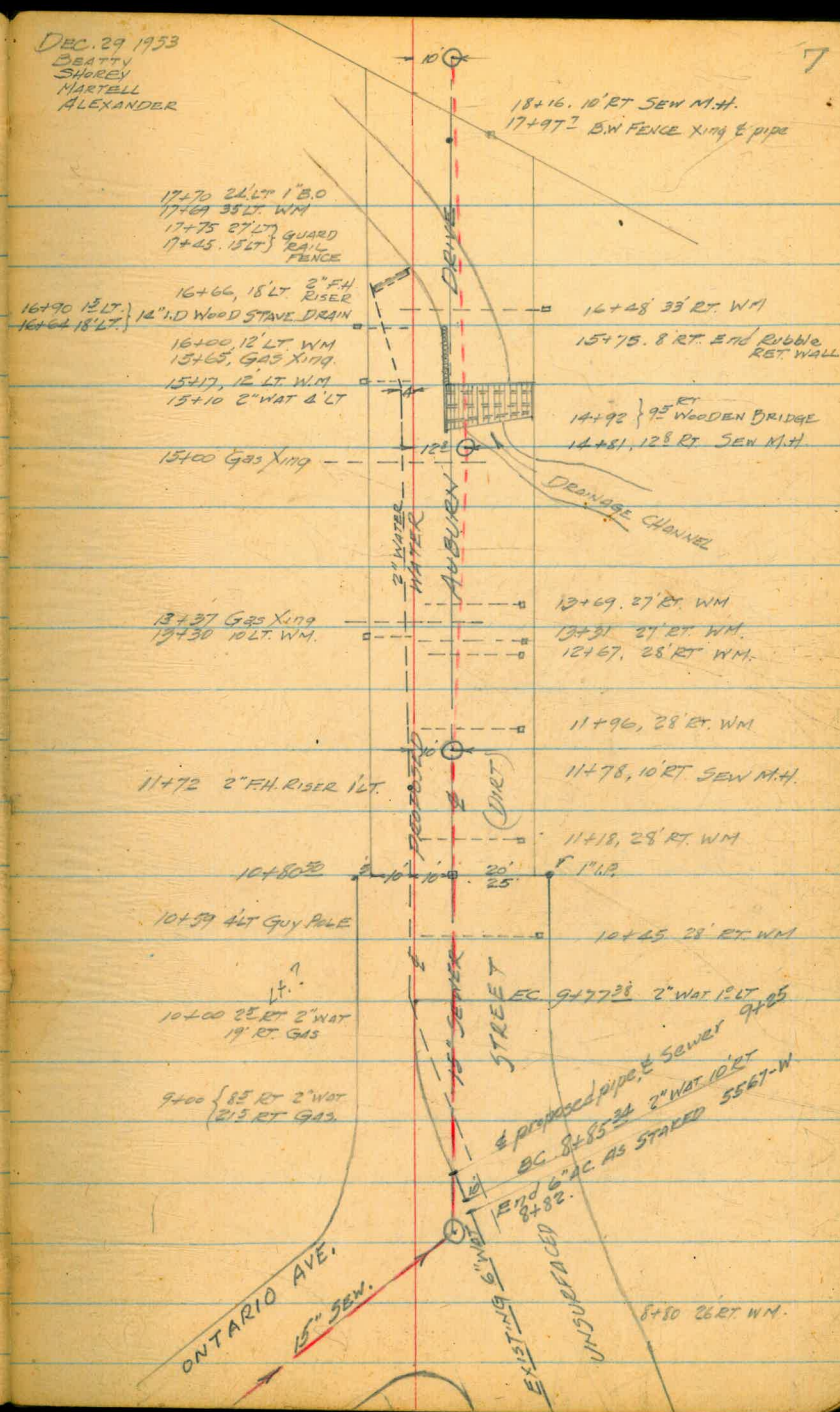
9+7738 E.C

A - 1504.30
R - 350.
T - 66.33
L - 92.04

8+8534 B.C

8+82

0+00 = 7+85



AUBURN DRIVE
(Cont'd)
& Profile

| | | | | |
|-------------------------|--------------|--------|--------|-------------------------------|
| P | 3.82 | 255.07 | 251.25 | } 75' LT 8+65 SEW M.H. |
| | Inv. 15" JEW | 11.02 | | |
| 8+82 | | 3.9 | 251.7 | |
| 8+85 ³⁴ BC | | 4.2 | 250.9 | |
| 9+00 | | 4.9 | 250.2 | |
| 9+50 | | 4.1 | 251.0 | |
| 9+77 ³⁸ E.C. | | 4.2 | 250.9 | |
| 10+00 | | 4.3 | 250.8 | |
| 10+50 | | 4.9 | 250.2 | |
| 11+00 | | 5.3 | 249.8 | |
| 11+50 | | 5.6 | 249.5 | |
| Rim of Sew M.H. | | 6.90 | 248.2 | } 10' RT 11+78 SEW M.H. |
| Inv. " " " | | 8.8 | 239.4 | |
| 12+00 | | 7.1 | 248.0 | |
| 12+50 | | 8.9 | 246.2 | |
| 13+00 | | 10.3 | 244.8 | |
| 13+50 | | 11.8 | 243.3 | |
| P | 3.21 | 245.06 | 241.85 | |
| 14+00 | | 13.22 | | |
| 14+50 | | 4.4 | 240.7 | |
| Rim of Sew M.H. | | 4.12 | 240.9 | } 12' RT 12+81 SEW M.H. |
| Inv. " " " | | 6.3 | 234.6 | |

12/29/30

8

W. Rim Sew M.H. LT 8+65 (FB 821 pg. 2)

End of 6" A.C. (As staked: See 5567-W. SCHEDULE "B" Sect. 1)
Bottom Pipe 247.00

49 51
18 Edge Road

53 55

56 63
2 Edge Road

AUBURN DRIVE
(Cont'd)

12/29/53

9

245.06

LT. Ely

RT. Wly.

| | | | | | | |
|----|----------|-------------------------------|--------|-------|------------------------------|--------------------------------|
| 7 | 15+00 | | 4.3 | 240.8 | | |
| 8 | 15+50 | | 4.9 | 240.2 | | |
| 8 | 16+00 | | 5.6 | 239.5 | | |
| 9 | 16+50 | | 6.5 | 238.6 | | |
| 9 | 16+62 | Top, edge of channel | 6.1 | 239.0 | | |
| 9 | | Top 12" I.D. Wood Stave Drain | 8.36 | 236.7 | } inlet 15' LT 16+64 | |
| 10 | | Inv. " " " " " | 9.65 | 235.4 | | |
| 10 | 16+87 | | | | | |
| 11 | | Top 14" I.D. Wood Stave Drain | 9.25 | 235.8 | } outlet 15' LT 16+90 | |
| 11 | | Inv. " " " " " | 10.55 | 234.5 | | |
| | 17+00 | Bottom, edge of channel | 9.7 | 235.4 | | |
| | 17+50 | | 10.9 | 234.2 | | |
| 12 | 17+60 | | 10.5 | 234.6 | | |
| 12 | 17+66 | | 9.8 | 235.3 | | |
| 13 | 18+00 | | 8.1 | 237.0 | | |
| 13 | | Rim of SEW. MH | 6.57 | 238.5 | } 10' RT 18+16 SEW. MH | |
| 14 | | Inv. of " " | 15.37 | 229.7 | | |
| 14 | SET. TOM | 5.85 | 244.27 | 6.64 | 238.42 | Nail in R.P. Pole 28' RT 16+70 |
| | | 10.66 | 254.33 | 0.60 | 243.67 | |
| | | | | 3.09 | 251.24 = 251.25 | |

12 42 87 65

49 54 78 78 47

56 50 59 77 77 49

65 65 92 94 78

7.1 6.5 9.7 10.0

10 6 0 10

10.4 9.6

9.3 9.8 8.1

9.8 8.1 8.0

23.52

OK

23.53

LANTANA DRIVE
 DWIGHT ST., SLY 350'±
 & PROPOSED 6" WATER

4+21.77 E.C. End of Proposed Water ?

$\Delta = 36^{\circ}54' RT$
 $R = 142.50$
 $L = 91.77$

3+30 BC

2+00 = E.C.

$\Delta = 53^{\circ}12' LT$
 $R = 107.58$
 $L = 100.00$

1+00 = B.C. & P.T. 11°50' LT To Tang/curve

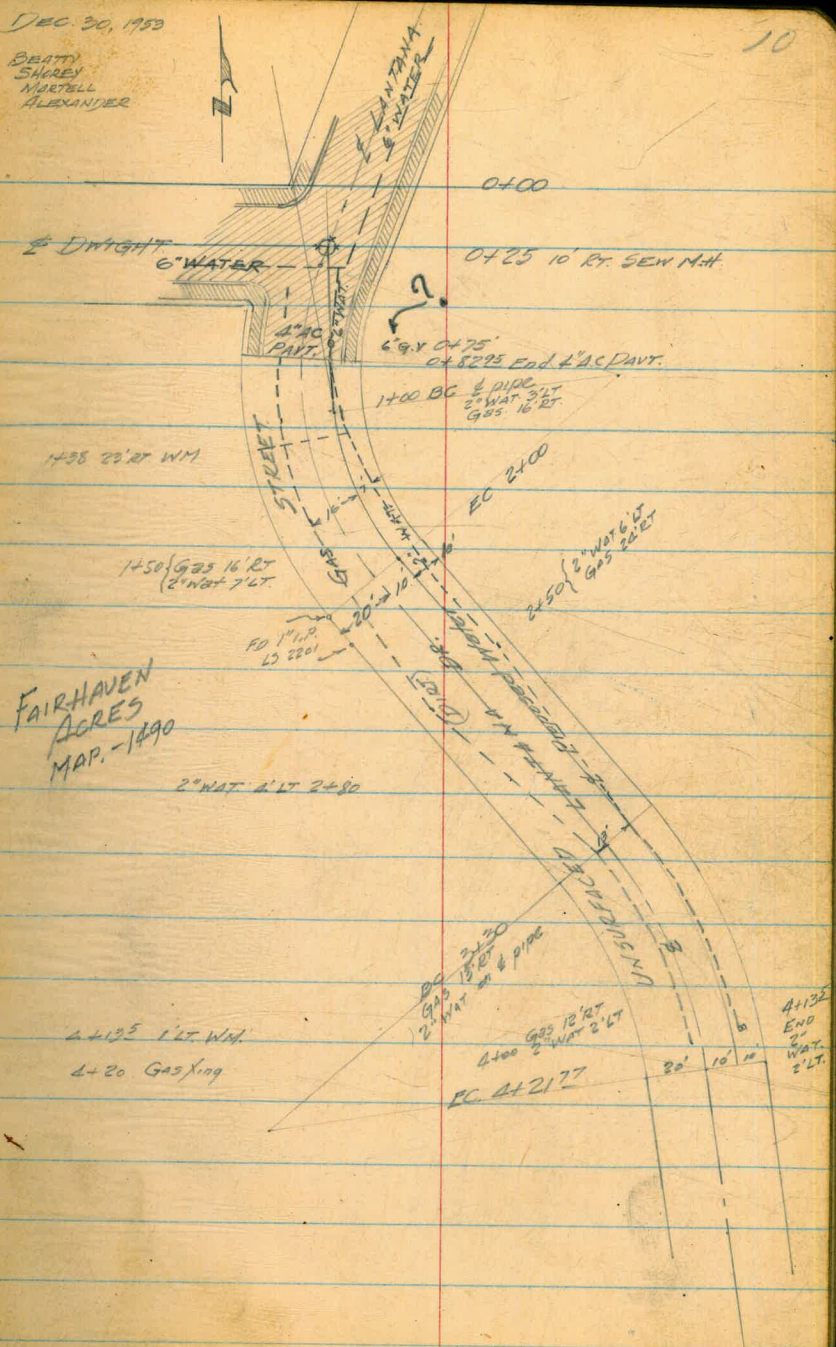
0+82.95 X P.T. 5°49' LT.

0+75 6" GV.

0+00 = Nly prop. line DWIGHT

DEC. 30, 1953

BEATTY
 SHREVE
 MURTELL
 ALDRINGER



LANTANA DR
(Cont'd)
& PROFILE PROPOSED 6" WATER

12/30/53

11

| | | | |
|-------------|------|--------|--------------|
| BM | 3.69 | 336.50 | 332.81 |
| P | 0.74 | 328.22 | 8.82 327.68 |
| SET TBM | 1.20 | 323.43 | 6.19 322.23 |
| 0+82.95 on | | | 1.98 321.5 |
| 1+00 (B.C.) | | | 2.3 321.1 |
| +25 | | | 2.5 320.9 |
| +50 | | | 2.7 320.7 |
| +75 | | | 4.6 318.8 |
| 2+00 (E.C.) | | | 7.0 316.4 |
| +25 | | | 10.4 313.0 |
| +50 | | | 12.0 311.4 |
| P | 0.33 | 310.45 | 13.31 310.12 |
| 2+80 | | | 1.7 308.8 |
| 3+00 | | | 3.2 307.3 |
| 3+30 (B.C.) | | | 7.7 302.8 |
| 3+50 | | | 11.0 299.5 |
| P | 0.39 | 297.60 | 13.24 297.21 |
| 3+75 | | | 1.1 296.5 |
| 4+00 | | | 4.4 293.2 |

NW BR DWIGHT & EUCLID

CHS 17 End curb n side Lantana So. of Dwight.

3.2 25 20 2.4 25
10 8 2 5 25

6.8 4.3 2.7 2.6 3.1 3.0
10 3 2 2 3 10

9.3 7.4 4.6 3.2 3.3 4.0 3.9
10 2 2 5 6 10

9.1 7.0 2.6 4.5 5.4
10 2 5 10

11.2 10.1 9.5 7.2 7.0
10 2 5 8 10

13.1 12.0 10.2 11.3
10 2 9 10

3.5 1.7 0.3 1.8 1.7
10 2 2 8 10

5.2 3.2 3.4 2.2 2.5
10 2 4 5 10

7.8 5.7 3.7 5.5 8.6
10 8 2 5 10

12.4 11.0 10.3 10.0 11.0 11.3
10 3 2 1 2 10

5.7 6.6 4.4
10 2 10

LANTANA DR.
(CONT'D.)

12/30/53

10

297.60

4 + 21 77 EC 6.9 290.7

$\frac{10.74}{10}$ $\frac{8.2}{6.25}$ $\frac{6.9}{2}$ $\frac{70}{10}$
Car House

P 1.74 286.00 13.34 284.26

SET TBM 1.10 280.22 6.88 279.12

Nail in p. pole # 4990, end of road

P 0.12 267.32 13.02 267.20

P 0.10 254.15 13.27 254.05

P 2.31 243.93 12.53 241.62

OK TBM 5.48 238.45 = 238.42

Nail in p. pole # (see pg. 9)

TOWLE COURT
 52nd ST TO TERMINUS
 & PROPOSED 6" WATER

DEC. 31, 1953

Beatty
 Shroy
 Martell
 Alexander

13

3+00.54

Terminus of Towle Ct.

3+00 { 2" WAT 5' RT
 GAS 21' RT

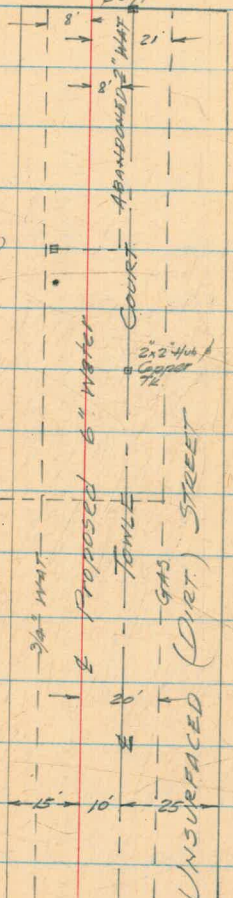
PO 6" 2" WAT
 & COPPER

3+00.54

2+14 7' LT WM (344)

1+02 Gas Xing

1+80.50



0+55.5 Why prop line 52nd st
 0+27.75 & 52nd
 0+00 Fly prop line 52nd st

0+56 10' LT WM

0+55.50

27.75

0+40

0+18

DIRT.

PO 6" 2" WAT
 CITY EMPT
 TAG

STREET

0+06 7' RT. WM
 0+00

GAS.

52ND

WATER

LANDIS

NIGHT MAN

TOWLE CT.
(Cont'd)

& Profile proposed 6" Water

12/31/23

121

| | | | | |
|--------------------|-------|--------------------|-------|-----------------|
| B.M. | 12.34 | 327.91 | | 315.57 |
| IP | 9.90 | 337.68 | 0.13 | 327.78 |
| ck BM | | | 4.33 | 333.35 = ? |
| IP | 1.63 | 339.30 | 0.01 | 337.67 |
| 0+00 | | Ely prop line 52nd | | 4.7 |
| 0+27.75 | | & 52nd | | 5.3 |
| 0+50 | | | | 5.2 |
| 0+55.20 | | | | 5.2 |
| 1+00 | | | | 6.1 |
| 1+50 | | | | 7.7 |
| 2+00 | | | | 9.6 |
| 2+50 | | | | 12.3 |
| 3+00 ⁵⁴ | | | | 13.4 |
| SET TBM. | 1.22 | 337.04 | 3.48 | 335.82 |
| IP | 0.54 | 326.86 | 10.72 | 326.32 |
| B.M. | | | 11.29 | 315.57 = 315.57 |

B.P. NW. Cor 52nd & Univ.

Nail in pole SE Cor 52nd & Rex

Top. F.H. SE Cor 52nd & Wightman

~~Not used?~~

SW Cor 1st Cor. ST. P.
23rd ST 0+00

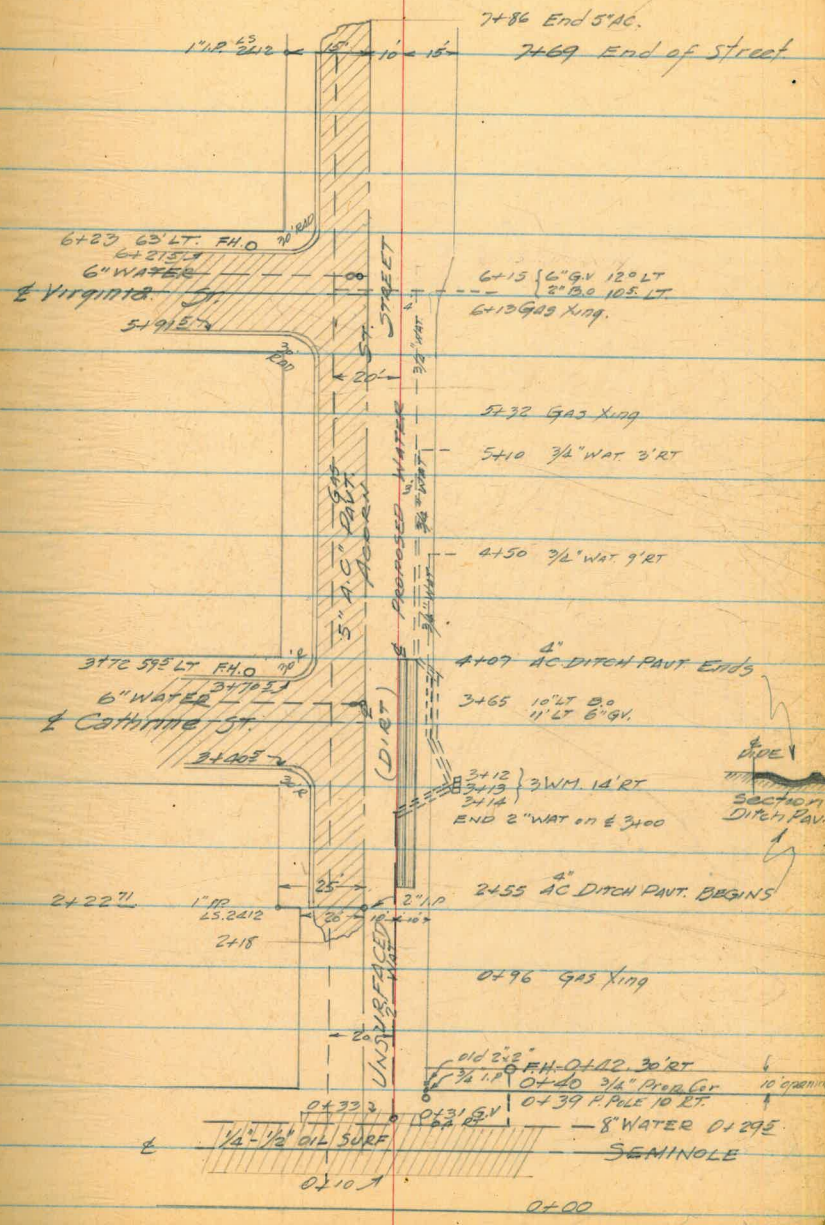
ACORN ST.
SEMINOLE, Ely to Terminus
& Proposed 6" Water

7+69 END OF ACORN ?

0+50 Ely prop. line Seminole Sly
0+10 Ely prop. line Seminole Nly
0+00 - Wly prop. line SEMINOLE

DEC. 21, 1953
BETTY
SHOREY
MARTELL
ALEXANDER

10-



ACORN ST
(Cont'd.)

2 PROFILE PROPOSED WATER

| BM. | 4.34 | 470.02 | 465.68 |
|--------------------|------|--------|--------------|
| 0+00 | | | 4.8 |
| 0+20 | | | 4.7 |
| 0+29 | | | 4.8 |
| 0+31 | | | 5.1 |
| 0+33 | | | 4.8 |
| 0+60 | | | 4.9 |
| 0+50 | | | 5.0 |
| 1+00 | | | 5.3 |
| 1+50 | | | 6.1 |
| 2+00 | | | 7.9 |
| 2+22 ⁷¹ | | | 9.0 |
| 2+50 | | | 9.8 |
| 2+55 | | | 9.76 |
| 3+00 | | | 10.7 |
| 3+50 | | | 11.7 |
| 4+00 | | | 12.6 |
| 4+07 | | | 12.80 |
| TD | 2.40 | 459.78 | 12.64 457.38 |

12/31/53

16

NAIL IN POLE SE COR SEMINOLE #ACORN
FB 1340 33-68 City Engr.

NOTE: This BM looks good, but resident nearby, thinks pole has been reset. Elev of top of curb at either end, together with Elev of 5" AC. Constructed part, should be checked with L-sheet.

| | LEFT | Edge | | | | |
|----------|-------|------|-------|-------|-------|-------------------------|
| Top Curb | 9.17 | 9.26 | 9.0 | | | |
| End | 25 | 10. | 0 | | | |
| | | 9.80 | 9.8 | | | |
| | | 10 | 0 | | | |
| | | 9.76 | 9.76 | 9.74 | | } Begin AC Ditch paving |
| Edge 5" | | | | | | |
| DC Pavt. | 10.70 | 10.7 | 10.59 | 10.91 | 10.55 | 10.92 |
| | 10 | 0 | 0.5 | 2.5 | 4 | 5 |
| | 11.80 | 11.7 | 11.60 | 11.55 | 11.93 | 11.60 |
| | 10 | 0 | 0.5 | 1 | 2.5 | 4 |
| | 12.7 | 12.6 | 12.55 | 12.60 | 12.80 | 12.42 |
| | 10 | 0 | 0.5 | 1 | 2.5 | 5 |
| | | | 12.71 | 12.80 | 12.75 | 12.75 |
| | | | 1 | 2.5 | 4 | 5 |

EC. curb.

} End
AC
Ditch
Paving

ACORN ST
(Cont'd)

459.78

| | | | |
|----------|-------|--------|-----------------|
| 4+50 | | 3.6 | |
| 5+00 | | 4.6 | |
| 5+50 | | 5.5 | |
| 6+00 | | 6.5 | |
| 6+50 | | 7.6 | |
| 7+00 | | 9.1 | |
| 7+50 | | 10.1 | |
| 7+69 | | 10.8 | |
| 7+95 | | 11.5 | |
| 8+00 | | 12.5 | |
| 8+10 | | 15.4 | |
| 8+25 | | 19.0 | |
| SET. TBM | 10.99 | 460.06 | 10.71 449.07 |
| TP | 12.82 | 470.20 | 2.68 457.38 |
| CK. B.M. | | 4.51 | 465.69 = 465.68 |

12/31/53
(THATS ALL FOR THIS YEAR)

17

LEFT.

2 P. 00

| | | |
|-----------------------|------|------|
| | 3.50 | 3.6 |
| | 10 | 2 |
| | 4.5 | 4.6 |
| | 10 | 2 |
| | 5.50 | 5.5 |
| | 10 | 2 |
| | 6.6 | 6.5 |
| | 10 | 2 |
| Edge 5" D.C. PAVT. | 7.70 | 7.6 |
| | 10 | 2 |
| | 8.9 | 9.1 |
| | 10 | 2 |
| | 10.3 | 10.1 |
| | 10 | 2 |
| | 10.8 | 10.8 |
| | 10 | 2 |

End of curb 25' LT. 7+69

Albatross St
Robinson St to 550' N

5+50 END

6+00 POT

3+55 POT

0+83 POT

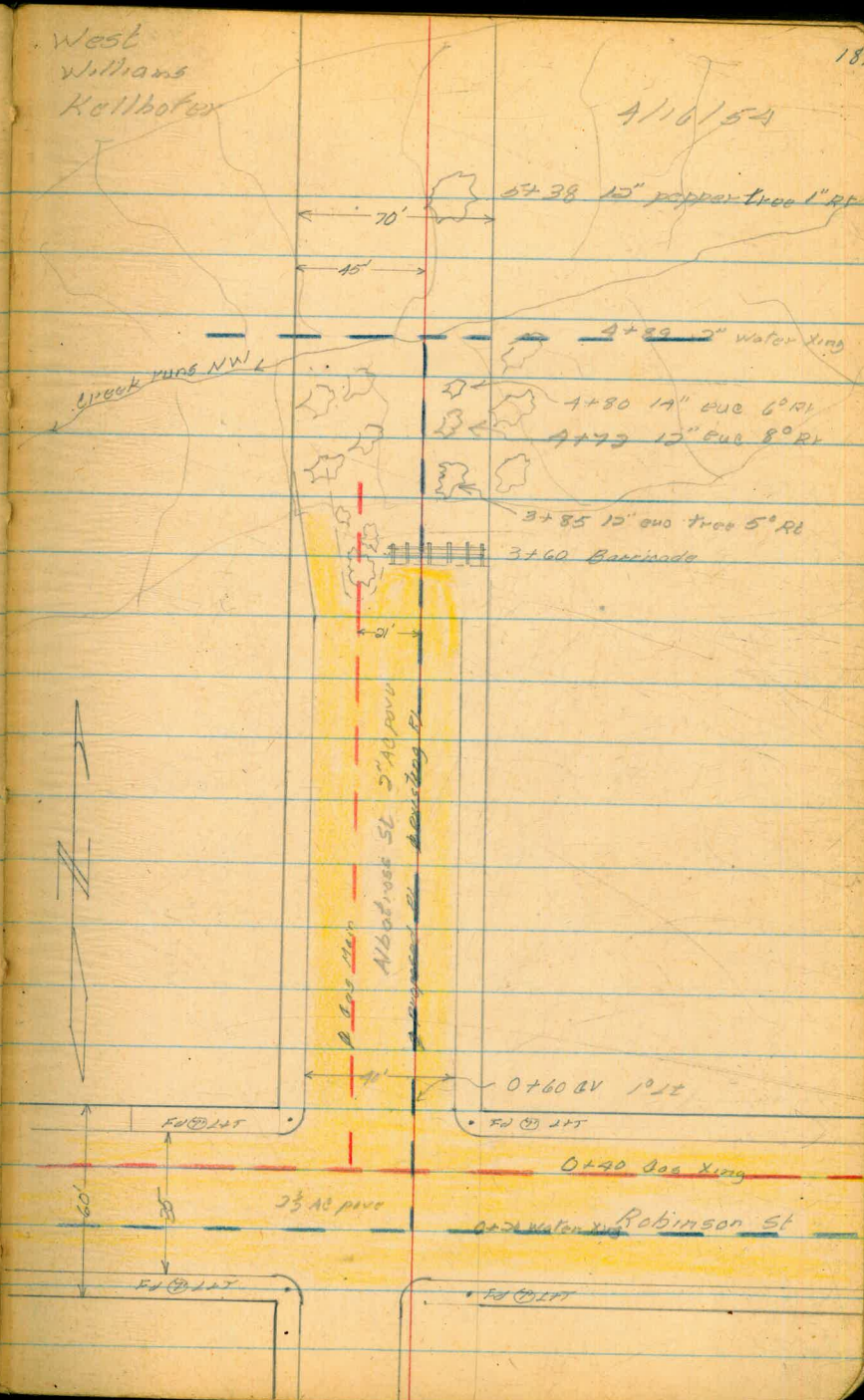
0+00

South prop Line Robinson St

West
Williams
Kellhofer

18.

4/16/54



Albatross St

Robinson St to 550' North

Q Profile

| | | | |
|------|------|--------|----------|
| | 3.05 | 277.90 | 274.85 |
| | 3.51 | 272.82 | 269.31 |
| | 5.04 | 272.08 | 267.04 |
| 0+00 | | 5.85 | 266.23 ✓ |
| +50 | | 5.69 | 266.44 ✓ |
| 1+00 | | 5.19 | 266.89 ✓ |
| +50 | | 4.61 | 267.47 ✓ |
| 2+00 | | 4.46 | 267.62 ✓ |
| +50 | | 4.87 | 267.21 ✓ |
| 3+00 | | 6.02 | 266.06 ✓ |
| +50 | 5.71 | 269.36 | 263.65 ✓ |
| +60 | | 6.3 | 263.06 ✓ |
| | 1.02 | 258.42 | 257.40 ✓ |
| | 0.27 | 246.82 | 246.55 ✓ |
| 4+00 | | 2.6 | 244.22 ✓ |
| | 0.61 | 234.41 | 233.80 ✓ |
| +50 | | 3.2 | 231.21 ✓ |
| +83 | | 11.3 | 223.11 ✓ |
| 5+00 | | 10.8 | 223.61 ✓ |

West
Williams
Kellhofer

19.

4/16/54

NWBR 7th + Robinson

(7) L+T SE Cor Albatross + Robinson

South prop line Robinson

Turn on Q Nail

$\frac{6.5}{10'RT}$

$\frac{6.1}{10'RT}$

$\frac{4.4}{10'RT}$

$\frac{+1.4}{10'RT}$

$\frac{6.2}{10'RT}$

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

$\frac{12.1}{10'RT}$

$\frac{6.3}{10'RT}$

$\frac{11.1}{10'RT}$

$\frac{108}{24}$

$\frac{10.0}{10'RT}$

crack Bottom

Albatross Contd

234.41

5450

4.6 229.81 ✓

11.03 234.53 ✓ 10.91 223.50 ✓ ✓

11.87 245.73 ✓ 0.67 233.81 ✓

13.07 258.31 ✓ 0.49 245.24 ✓

12.97 270.15 ✓ 1.23 257.18 ✓

4.65 273.20 ✓ 1.60 268.55 ✓

7.79 277.73 ✓ 3.26 269.94 ✓

2.93 274.80 ✓ =

2.9
10.26

5.5
10.25

Turn in top of Guard stake ⁵⁴⁰¹ ground flush with

274.85 ✓

1815 St Hunter St
to Arbor Dr

West
Williams
Kellhofer

21.

1/23/59

4+19±

South prop line Arbor Dr

50'

Arbor Dr
(170 Road)

2+36 24"
Paper fence
10' RT

2+06 8" paper
fence on R

Proposed
1815 St
(170 Road)

3' High wooden picket fence
1+99

3+01± P.O.T

Excluding areas
1/2" oil paving for
concreting

2+05 P.O.T

Fd @ L&T

Fd @ L&T

1' Conc pave
2+35 water line

0+00

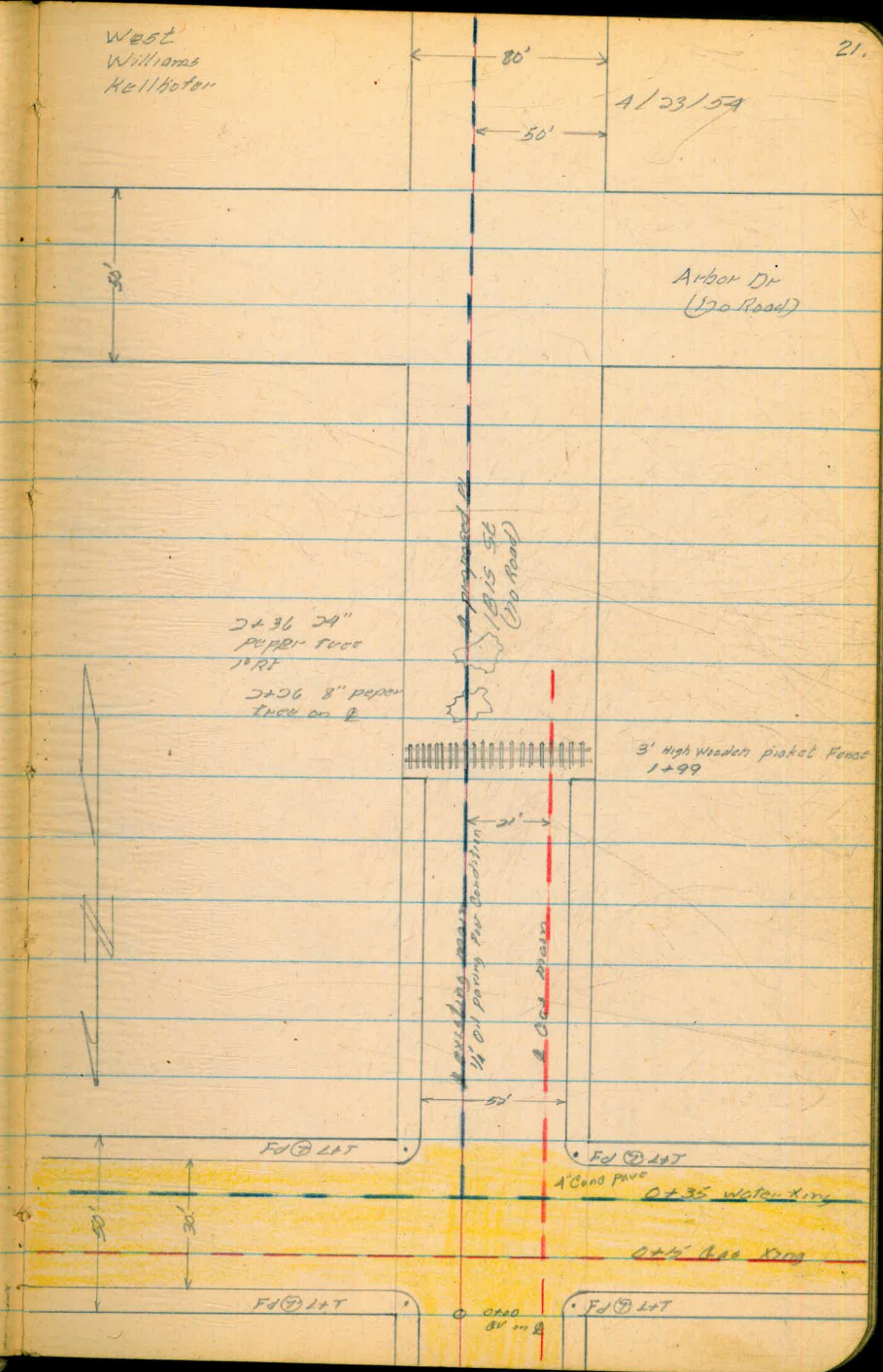
North prop line Hunter St

Fd @ L&T

Fd @ L&T

0+00
8' on R

2+45 Gas line



1615 St Hunter to Arbor Dr

Profile

West
Williams
Kellhofer

36

22.

4/23/59

| | | | | |
|------|-------|--------|-------|-----------------|
| | 5.95 | 274.97 | | 269.02 |
| 0+00 | | | 5.15 | 269.8 |
| +50 | | | 4.71 | 270.3 |
| 1+00 | | | 5.9 | 269.1 |
| +50 | | | 2.5 | 267.5 |
| 2+00 | | | 9.1 | 265.9 |
| | 0.76 | 263.93 | 11.80 | 263.17 |
| | 1.75 | 255.14 | 10.54 | 253.39 |
| 2+50 | | | 11.1 | 244.0 |
| | 1.32 | 245.46 | 11.00 | 244.14 |
| 3+00 | | | 6.6 | 238.9 |
| | 0.58 | 233.01 | 13.03 | 232.43 |
| +50 | | | 12.0 | 221.0 |
| | 0.49 | 221.09 | 12.41 | 220.60 |
| +75 | | | 6.8 | 214.3 |
| 4+00 | | | 9.4 | 211.7 |
| +14 | | | 8.8 | 212.3 |
| | 12.75 | 233.39 | 0.45 | 220.64 |
| | 12.56 | 243.75 | 0.20 | 233.19 |
| | 12.86 | 257.90 | 0.71 | 245.04 |
| | 12.97 | 270.54 | 0.33 | 257.57 |
| | 3.24 | 273.33 | 0.15 | 270.09 |
| | | | 4.32 | 269.01 = 269.02 |

BM SW BP Hunter & Jackson

North prop line Hunter

South edge paving

14.9
10' Lt 240.2

7.8
10' Rt 247.3

12.2
10' Lt 233.3

1.9
10' Rt 243.6

Turn on nail in Tel pole 15' Lt 3+10

15.2
10' Lt 217.8

10.4
10' Rt 222.6

9.0
10' Lt 212.1

5.2
10' Rt 215.9

11.3
10' Lt 209.8

7.2
10' Rt 213.9

10.3
10' Lt 210.8

6.5
10' Rt 214.6

Brooks St

Albatross to Brant

West
Williams
Kullhofer

23

4/26/54

2+24

West prop line Brant St

Brant St
No Road

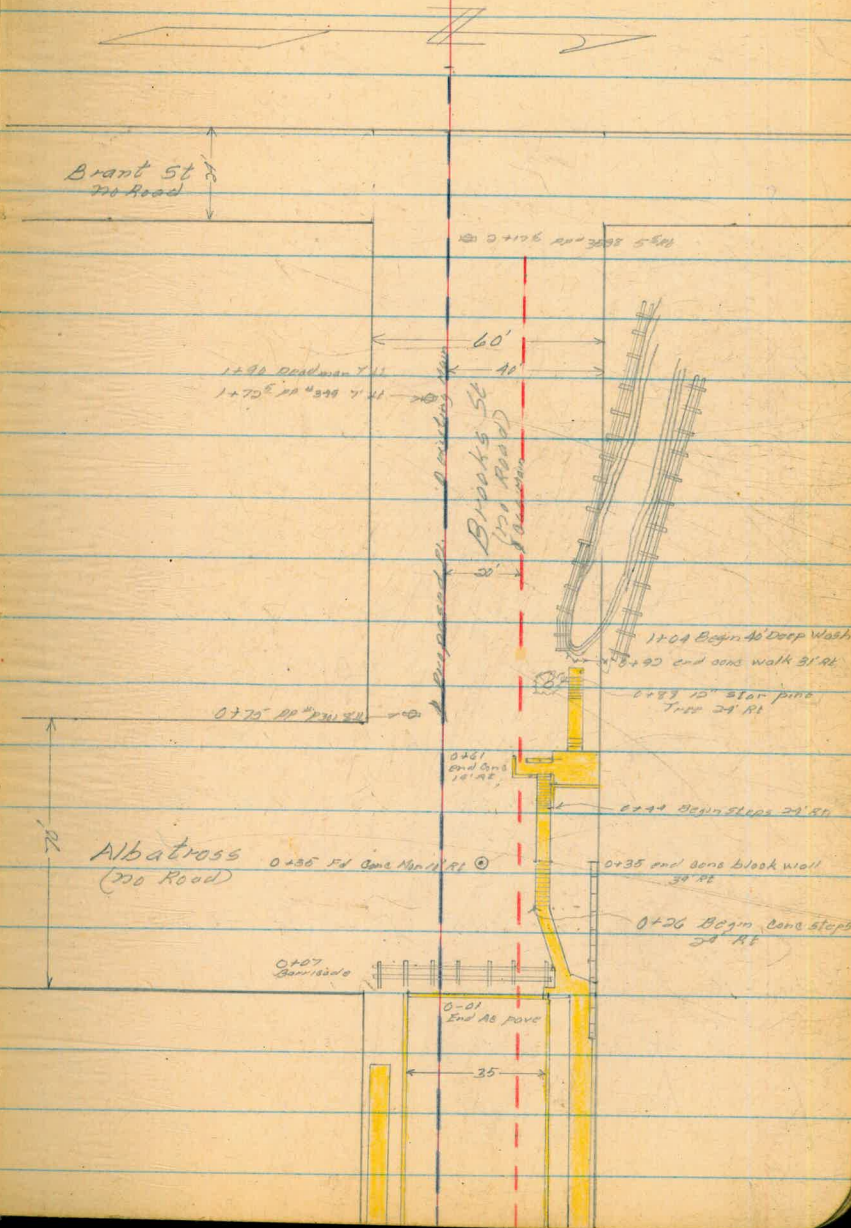
0+35 POT

0+03⁶⁶ POT

0+00

East prop line Albatross St

Albatross
(730 Road)



Brooks St Albatross
to Bront

West
Williams
Kullbster

24

4/23/54

| Station | Left | Right | Left | Right | Notes |
|-------------------|--------|--------|----------------------|-------------------------------------|---|
| 1.00 | 235.84 | 234.84 | | | NW BP Brooks + Front St |
| 0-01 | | 6.87 | | | end of AC paved st |
| 0-00 ⁵ | | 6.03 | | | Top of st |
| 0+00 | | 6.28 | $\frac{11.2}{20'LT}$ | $\frac{6.6}{11'RT}$ end brick steps | 7.03 $\frac{25'RT}$ Begin sidewalk |
| 0.69 | 223.83 | 12.71 | 223.14 | | 7.10 Bottom of st |
| 0+35 | | 2.5 | | $\frac{10.1}{20'LT}$ | $\frac{3.13}{24'RT}$ edge sidewalk |
| +50 | | 8.4 | | $\frac{14.0}{20'LT}$ | $\frac{5.79}{24'RT}$ edge steps |
| 0.28 | 211.75 | 12.36 | 211.47 | | $\frac{3.18}{27'RT}$ Top of wall |
| 1+00 | | 9.3 | | $\frac{10.9}{20'LT}$ | $\frac{9.2}{10'RT}$ |
| 0.47 | 200.01 | 12.21 | 199.54 | | 12.6 edge of deep wash |
| +50 | | 8.8 | | 20'LT | |
| 0.16 | 189.13 | 11.04 | 188.97 | | |
| 0.05 | 187.62 | 1.56 | 187.57 | | nail in power pole * 349 |
| 2+00 | | 9.3 | | $\frac{8.8}{20'LT}$ | $\frac{13.0}{20'RT}$ $\frac{17.4}{10'LT}$ |
| 2.33 | 182.05 | 12.90 | 174.72 | | |
| 2+21 | | 9.4 | | $\frac{7.8}{20'LT}$ | $\frac{19.9}{10'LT}$ |
| 12.42 | 193.73 | 0.74 | 181.31 | | |
| 12.54 | 205.79 | 0.48 | 193.25 | | |
| 12.54 | 217.02 | 6.31 | 204.18 | | |
| 12.52 | 229.21 | 0.33 | 216.69 | | |
| 7.82 | 236.86 | 0.17 | 229.04 | | |
| | | 2.04 | 234.82 = 234.84 | | |

Brooks Terr
Richmond St West

West
Williams
Kellhofer

25.

1/26/54

2+21

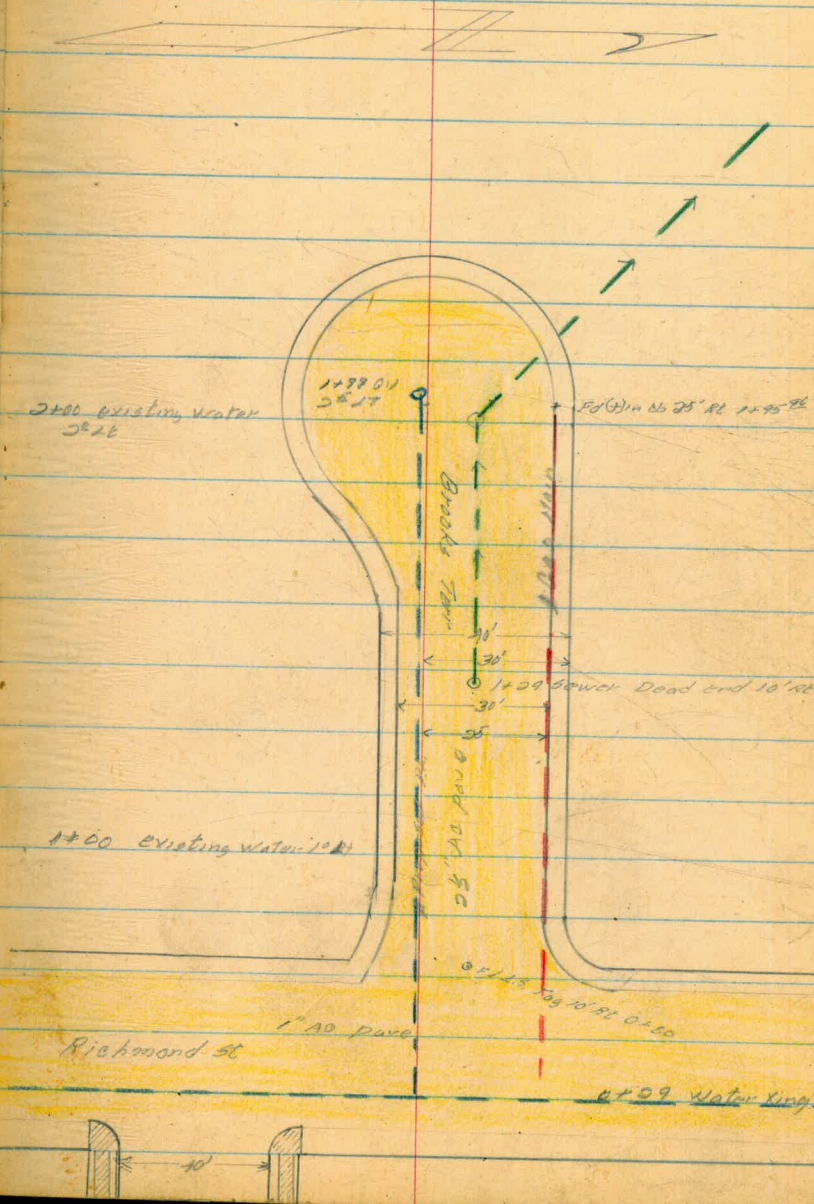
Tap Ob end banjo

1+95 9/4 DOT

0+80 DOT

0+00

East prop line Richmond



Brooks Ters Richmond St West

West
Williams
Kellhofer

26

Q Profile

1/26/54

| | | | |
|------------------|--------|-------|-----------------|
| 3.06 | 292.19 | | 289.13 |
| 4.28 | 284.46 | 12.01 | 280.18 |
| 0+19 | | 5.22 | 279.24 |
| +20 | | 5.65 | 278.81 |
| +50 | | 4.91 | 279.55 |
| 1+00 | | 4.08 | 280.58 |
| +50 | | 2.86 | 281.60 |
| +90 | | 2.45 | 282.01 |
| 2+00 | | 2.31 | 282.15 |
| +20 ^E | | 2.19 | 282.27 |
| +21 | | 1.62 | 282.84 |
| 12.55 | 292.20 | 4.81 | 279.65 |
| | | 3.07 | 289.13 = 289.13 |

BM SE BP Herbert + Brooks

Turn on top FH SE cor Richmond + Brooks

Top cb east side Richmond

Top South Vin Sewer MH 18' SE

bottom of cb

Top cb

Adams Ave
12" AC Main

| | | | | |
|------|------|--------|------|--------------|
| | 6.21 | 395.84 | | 389.25 |
| | | 59 | | |
| 0+40 | | | 4.20 | 391.6 |
| +50 | | | 4.2 | 391.6 |
| 1+00 | | | 4.3 | 391.5 386.4 |
| +50 | | | 4.5 | 391.3 386.2 |
| 2+00 | | | 4.8 | 391.0 386.0 |
| +50 | | | 4.9 | 390.9 385.7 |
| 3+00 | | | 5.2 | 390.6 385.5 |
| +50 | | | 5.5 | 390.3 384.4 |
| 4+00 | | | 5.9 | 389.9 383.2 |
| +50 | | | 6.2 | 389.6 384.9 |
| 5+00 | | | 6.3 | 389.5 384.7 |
| +50 | 410 | 399.55 | 6.39 | 389.45 384.4 |
| 6+00 | | | 4.2 | 389.4 384.2 |
| +50 | | | 4.3 | 389.3 384.0 |
| +75 | | | 4.3 | 389.3 383.8 |
| 7+00 | | | 4.4 | 389.2 383.3 |
| +92 | | | 4.6 | 389.0 382.5 |
| +50 | | | 4.6 | 389.0 382.8 |

West
Williams X
Kullbacker †

27

4/27/54
CLOUDY

SW
BMBD 34 + Adams

| | | |
|----|---------------|----|
| C5 | $\frac{1}{1}$ | 46 |
| C5 | $\frac{1}{1}$ | 46 |
| C5 | $\frac{0}{0}$ | 45 |
| C5 | $\frac{2}{2}$ | 42 |
| C5 | $\frac{1}{1}$ | 46 |
| C5 | $\frac{2}{2}$ | 51 |
| C6 | $\frac{7}{7}$ | 62 |
| C4 | $\frac{7}{7}$ | 42 |
| C4 | $\frac{8}{8}$ | 43 |
| C5 | $\frac{1}{1}$ | 46 |
| C5 | $\frac{2}{2}$ | 42 |
| C5 | $\frac{3}{3}$ | 48 |
| C5 | $\frac{5}{5}$ | 50 |
| C5 | $\frac{9}{9}$ | 52 |
| C6 | $\frac{5}{5}$ | 64 |
| C6 | $\frac{2}{2}$ | 52 |

ADAMS

AVE 12" AC.
MAIN

393.55

| | | | | | |
|-------|------|--------|-------|--------|-------|
| 8+00 | | 4.7 | 388.9 | 383.4 | |
| +50 | | 4.9 | 388.7 | 383.2 | |
| 9+00 | | 5.1 | 388.5 | 382.9 | |
| +50 | | 5.3 | 388.3 | 382.6 | |
| 10+00 | | 5.6 | 388.0 | 382.4 | |
| +25 | | 5.7 | 387.9 | 382.2 | |
| +50 | | 5.7 | 387.9 | 381.4 | |
| +80 | | 6.1 | 387.5 | 380.3 | |
| 11+00 | 3.07 | 390.44 | 6.18 | 387.37 | 380.8 |
| +50 | | | 3.4 | 387.0 | 382.0 |
| 12+00 | | | 3.8 | 386.6 | 381.7 |
| +50 | | | 4.1 | 386.3 | 381.4 |
| 13+00 | | | 4.4 | 386.0 | 381.1 |
| +50 | | | 4.8 | 385.6 | 380.8 |
| 14+00 | | | 5.0 | 385.4 | 379.3 |
| +09 | | | 5.0 | 385.4 | 379.2 |
| +50 | | | 5.1 | 385.3 | 379.8 |
| 15+00 | | | 5.6 | 385.1 | 380.6 |
| +50 | | | 4.9 | 385.5 | 380.8 |

WEST
WILLIAMS
KELLHOFER

2/27/54

28

| | | |
|----|---------------|-----|
| C5 | $\frac{5}{5}$ | 5.9 |
| C5 | $\frac{5}{5}$ | 5.9 |
| C5 | $\frac{6}{6}$ | 5.4 |
| C5 | $\frac{7}{7}$ | 5.2 |
| C5 | $\frac{6}{6}$ | 5.4 |
| C5 | $\frac{7}{7}$ | 5.2 |
| C6 | $\frac{5}{5}$ | 6.2 |
| C7 | $\frac{2}{2}$ | 6.3 |
| C6 | $\frac{6}{6}$ | 6.1 |
| C5 | $\frac{9}{9}$ | 4.5 |
| C4 | $\frac{9}{9}$ | 4.4 |
| C4 | $\frac{9}{9}$ | 4.3 |
| C4 | $\frac{8}{8}$ | 4.3 |
| C6 | $\frac{1}{1}$ | 5.6 |
| C6 | $\frac{2}{2}$ | 5.3 |
| C5 | $\frac{5}{5}$ | 5.2 |
| C4 | $\frac{8}{8}$ | 4.3 |
| C4 | $\frac{7}{7}$ | 4.3 |

ADAMS

AVE 12" A.C.

MAIN

390.44

16+00

4.7 385.7 381.1

C4 $\frac{6}{1}$

+50

6.88 392.66 4.66 385.99 381.3

C4 $\frac{5}{1}$

17+00

6.7 386.0 381.6

C4 $\frac{4}{1}$

+25

6.7 386.0 381.3

C4 $\frac{1}{1}$

+45

6.7 386.0 381.3

C4 $\frac{1}{1}$

+50

6.7 386.0 381.3

C4 $\frac{1}{1}$

+75

6.6 386.1 381.3

C4 $\frac{8}{1}$

18+00

6.4 386.3 381.4

C4 $\frac{9}{1}$

+50

6.1 386.6 381.7

C4 $\frac{9}{1}$

19+00

5.7 382.0 382.0

C5 $\frac{0}{1}$

+50

5.4 382.3 382.3

C5 $\frac{0}{1}$

20+00

5.0 382.7 382.5

C5 $\frac{2}{1}$

+50

4.8 382.9 382.8

C5 $\frac{1}{1}$ +99 $\frac{1}{2}$ 80

4.5 383.2 383.2

C5 $\frac{0}{1}$

21+50

4.2 383.5 383.6

C4 $\frac{9}{1}$

22+00

3.9 383.8 383.8

C5 $\frac{0}{1}$

+50

3.7 383.0 384.2

C4 $\frac{8}{1}$

23+00

5.51 394.79 3.38 389.09 384.4

C4 $\frac{9}{1}$

+50

5.3 389.5 384.7

C4 $\frac{8}{1}$

WEST

WILLIAMS

KELLHOFER

29

2/27/54

ADAMS

AVE. 12"
MAIN

A.C.

399.79

23+87⁹³ FO

5.1 389.7 384.9

24+00

4.9 389.9 384.9

+23

4.7 390.1 385.0

+17⁵⁶ BO

4.7 390.1 385.1

+50

4.6 390.2 385.1

25+00

4.4 390.4 385.3

+50

4.2 390.6 385.6

26+00

4.0 390.8 385.8

+50

3.8 391.0 386.1

27+00

3.6 391.2 386.4

+50⁰²

280419 390.38

3.4 391.25 386.4

28+00

4.1 391.3 386.3

+50

4.3 391.1 386.2

29+00

4.5 390.9 386.1

+50

4.6 390.8 386.0

30+00

4.7 390.7 386.0

+50

4.9 390.5 385.9

31+00

5.0 390.4 385.7

+50

5.2 390.2 385.5

WEST

WILLIAMS

KELLHOFER

30

2/27/54

C4 84²C5 04³C5 L4⁴C5 04⁵C5 L4⁶C5 L4⁶C5 04⁵C5 04²C4 94¹C4 84³C4 94²C5 04²C4 94¹C4 84²C4 84³C4 74²C4 64¹C4 74²C4 74²

ADAMS

AVE 12" A.C.
MAIN

395.38

32+00

5.3 390.1 385.2

+50

5.5 389.9 385.0

33+00

5.8 389.6 384.8

+50

6.2 389.2 384.6

+63

6.3 389.9 384.5

2.71 394.91 3.18 391.70

4.44 393.21 5.64 388.77

6.41 386.80 =

WEST

WILLIAMS

KELLHOFER

31

2/27/54

C4⁹ 4¹

C4⁹ 4¹

C4⁸ 4³

C4⁶ 4¹

C4⁶ 4¹

386.83 NE BP Adams Ave + Utah

California St
WY to Juniper St

West
Williams
Kellhofer

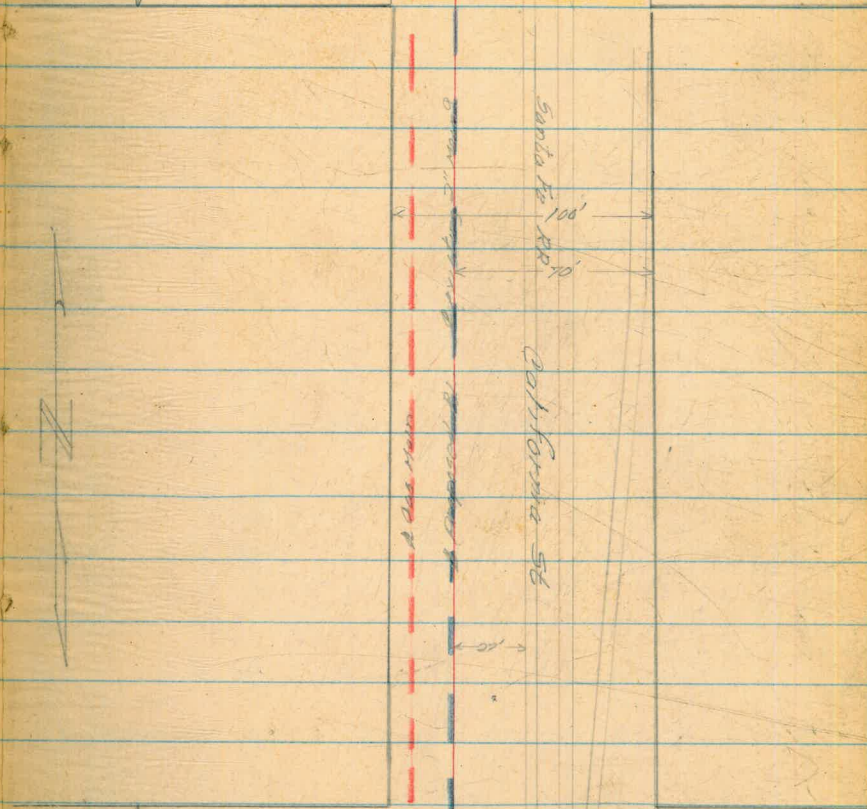
30

1-58/54

Reverse
Stationing JG.

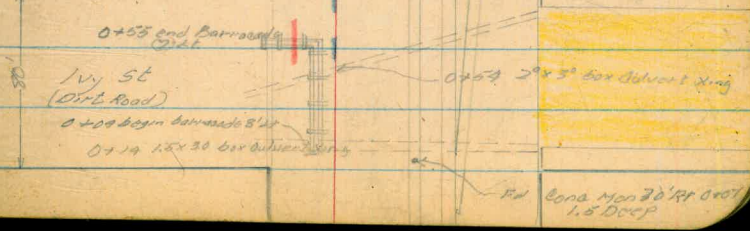
4+60³⁷ 0+00 North prop line Juniper

4+60³⁷ POT



0+07 POT

0+00 4+60³⁷ South prop line WY St



California St

by to Juniper

Profile

5.89 18.77 12.88

4.67 21.66 1.78 16.99

0+00 4+60³ 4.8 16.86

+19 4+46 4.9 16.76

+50 4+10 4.8 16.86

+59 4+06 4.8 16.86

+69 3+96 4.8 16.86

1+00 3+60 5.1 16.56

+50 3+10 5.4 16.26

2+00 2+60 5.4 16.26

+50 2+10 5.5 16.16

3+00 1+60 5.6 16.06

+50 1+10 5.7 15.96

5.31 21.21 5.76 15.90

3+80 0+80 5.60 15.61

+95 0+65 5.60 15.61

4+00 0+60 5.77 15.44

+50 0+10 6.11 15.10

+60³ 0+00 5.89 15.39

10.09 30.92 0.88 20.33
1.91 29.01 = 29.02

13.31
12.88

33

BM Top FH SE Cor by + Pacific

THIS IS
a red
reading
(Beatty)

13.31 1.5 x 30 box Culvert
8.31 Flow line
11.26

7.89 Flow line
63 RL

13.10
8.56 Flow line 20' x 30' Culvert
9.21

7.95
1.7' RL Flow 2' x 3' box Culvert

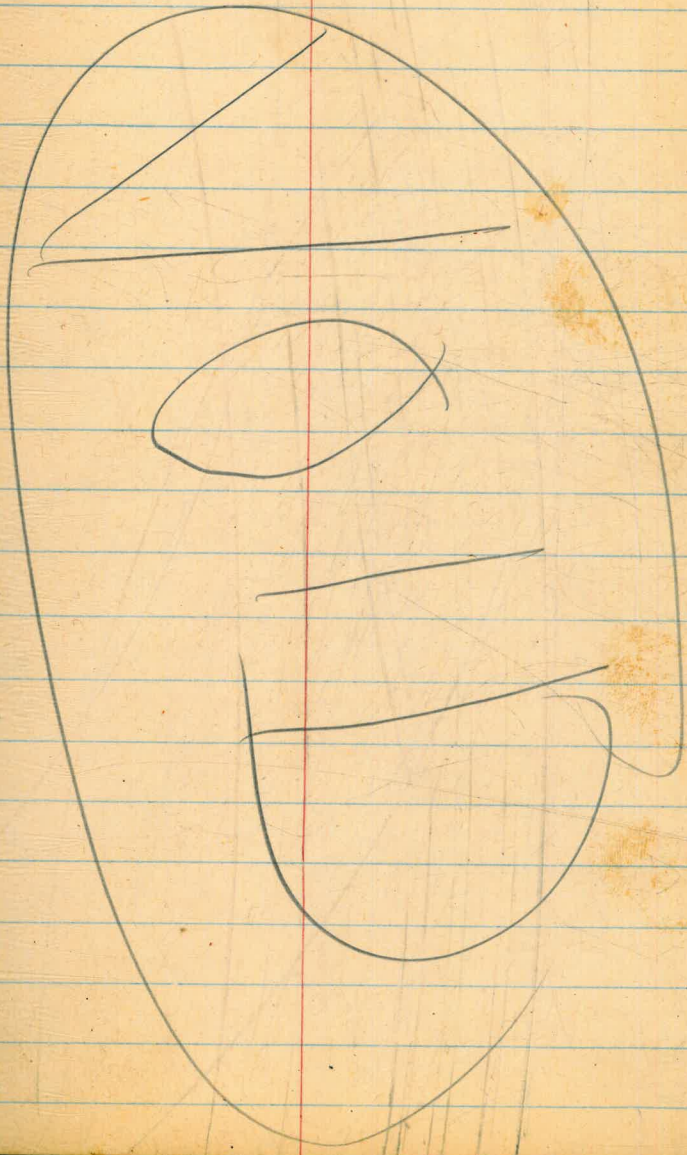
begin AC pave
13.41 Storm Drain King 10" x 30"
7.80 Flow Line
22.11

14.68
6.83
5.7' RL Flow line

13.9
H Elev @ C

end AC pave
Turn top FH SE Cor Juniper + California

BM NW Cor Juniper Kettner



California St. Grape to Elm
 Transit Line Profile

West
 Williams
 Kalkhofen

35

4/29/04

BM Top FH SE Cor My + Pacific

248 15.36 12.88

13.00 19.30 9.06 6.30

6.18 24.36 1.12 18.18

0+00 5.87 18.49

+50 5.77 18.59

+63

+65 5.47 18.94 Top West rim sewer MH 19.24
 +11.3 to Flow Line

+71 7.70 Flow Line east end 3'x4" storm drain 65.24

+80 5.67 18.69 end of pave

1+00 5.1 19.26

+50 5.0 19.36

2+00 5.9 18.46

+50 6.6 17.76

3+00 7.4 16.96

+50 9.4 14.96

4+00 11.2 13.16

+50 10.6 13.76

5+00 10.6 13.76

+37 14.1 10.76 Flow Line 2'x2' storm drain

+50 11.0 13.36

5.97
 5.81 Begin AD pave
 5.91
 5.81
 9.7 Flow Line
 12.81 West end of 20' x 4' storm drain
 5.60
 5.81
 5.1
 5.81
 5.3
 5.81
 6.1
 5.81
 6.6
 5.81
 7.4
 5.81
 9.1
 5.81
 7.2
 7.01 8.9
 5.81
 7.0
 7.01 8.3
 5.81
 12.8
 5.81
 7.4
 7.2 8.0
 10.11 5.81
 13.5
 5.81
 7.7
 7.2 8.2
 10.11 5.81
 13.5
 5.81

24.34

6+00

8.8

15.56

$\frac{7.9}{10.14}$

$\frac{7.8}{8.14}$

$\frac{10.9}{5.84}$

$\frac{13.9}{10.84}$

1-20

9.7

14.66

$\frac{7.8}{10.14}$

$\frac{8.0}{9.14}$

$\frac{11.5}{5.84}$

$\frac{13.9}{10.84}$

4.78 22.87 6.27 18.09

2.12 19.10 5.89 16.98

6.23 12.87 = 12.88

Handwritten vertical text, possibly "Handwritten" or "Notes".

California St Grape to Elm
 Transit Line 20' East of West Prop Line
 Would Recommend Placing App Line 5° Rt

6+19 ±

South prop line Elm St

Transit Line Curve

Δ from PT to 6+20 = $10^{\circ} 53' 18''$
 Transit Line Radius = 3866.54'
 L from PT = 732.18'
 L from 0+00 = 620.00'
 Del. per ft = .44955079'

Post Road Curve Data
 $\Delta = 20^{\circ} 13'$
 R = 3906.64

0+00

North prop line Grape

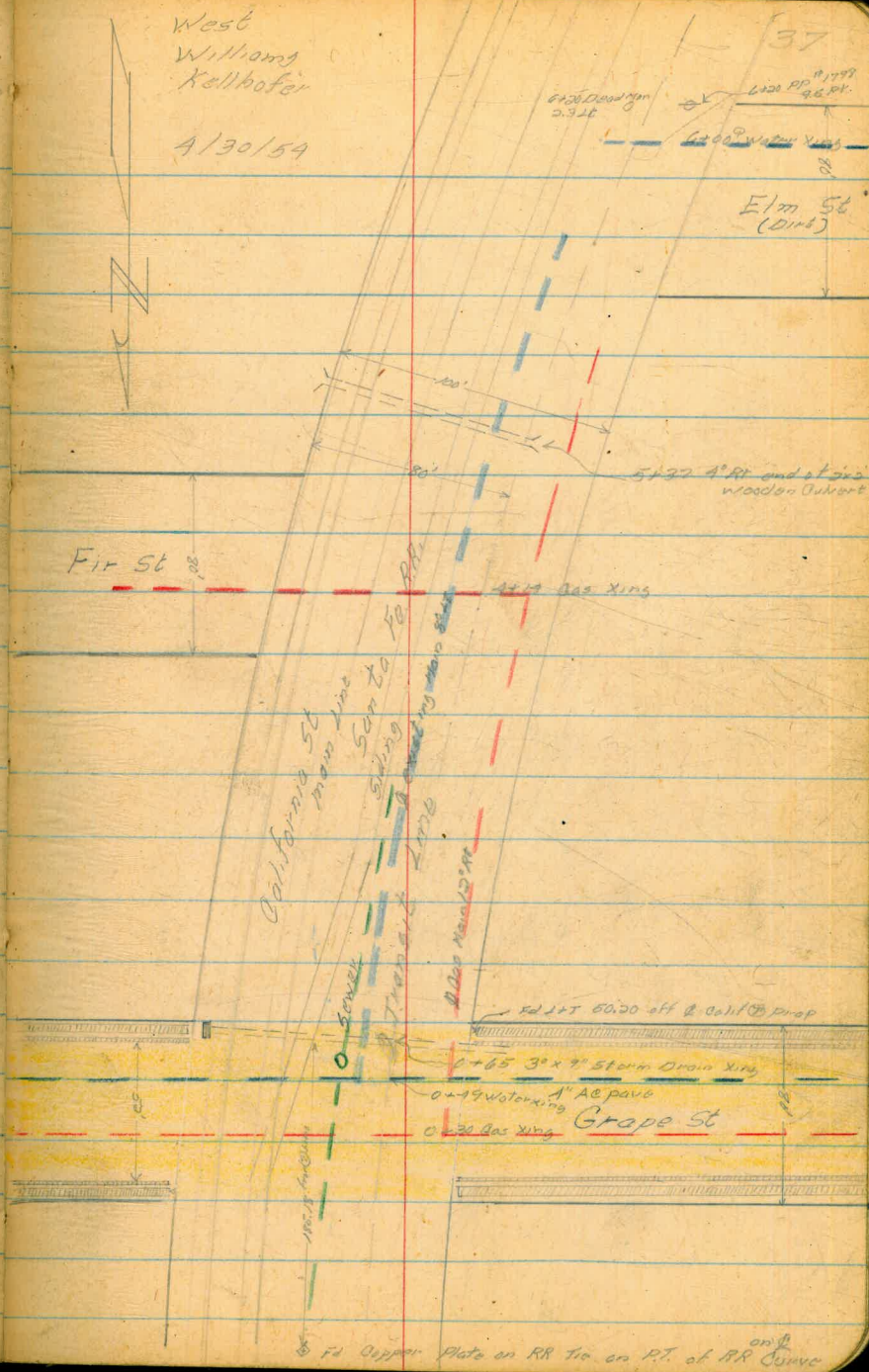
12' 18"

Del = $0^{\circ} 49' 51''$

PT

West
 Williams
 Kellhofer

4/30/54



37

6+20 0.00000000
 2.324

6+20 0.00000000
 2.324

Elm St
 (cont'd)

51' 32' 4" Rt end of old
 wooden Culvert

Fir St

44' Gas Xing

California St
 main line
 50m to
 Siding
 Transit Line
 100m to RR
 Also Main Drain

Ed J+T 60.20 off @ Calif @ Prop

0+65 3" x 9" Storm Drain Xing

0+79 Water Xing 1" Ac pave

0+80 Gas Xing

Grape St

5' 4" Copper Plate on RR Tie on PT of RR Curve on R

California St
Palm to Quince
0+00

West
Williams
Kullhater

38
4/30/54

4+61 ²⁰

North prop line Quince

(100 Road)

4+35 Gas Xing

Quince
to Cons. Men. 5/11/53

4+21 ²⁰ POT

1+70 ~~3~~

5° 43' 00" RB

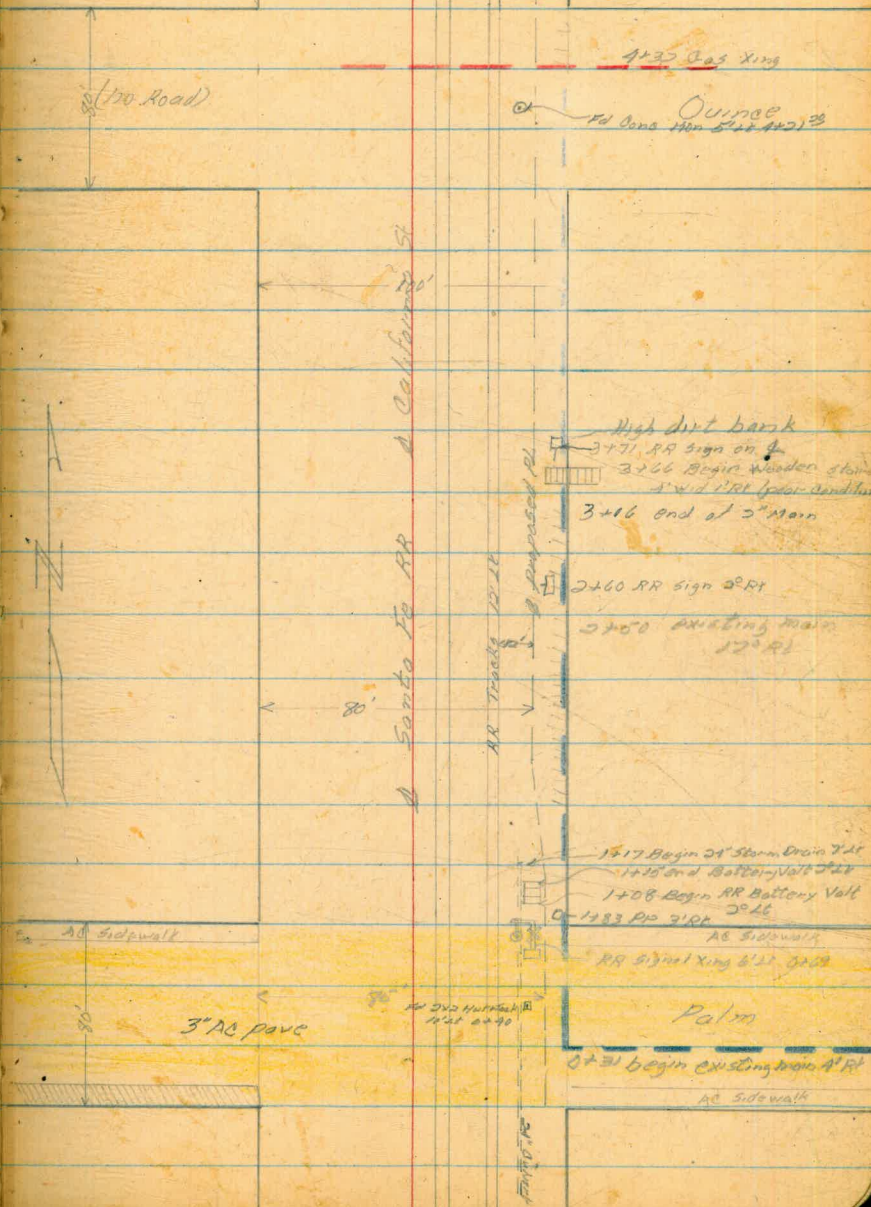
1+20 ~~3~~

5° 43' 00" LC

0+40 POT

0+00

South Prop Line Palm



Profile California St
Palm to Quinet

39

| | | | | | | |
|------|------|-------|-------|------------------------------|--------------|----------------|
| | 0.53 | 58.02 | 57.49 | BM SE BP Kettner + Palm | | |
| | 0.23 | 45.58 | 12.67 | 45.35 | | |
| | 0.57 | 34.22 | 11.93 | 3.365 | | |
| 0-50 | | | 9.52 | End of 24" Storm Drain 8' LT | | |
| 0+00 | | | 5.3 | South prop line palm | | |
| +08 | | | 4.38 | Begin AC sidewalk | | |
| +12 | | | 4.4 | | | |
| +17 | | | 5.1 | | | |
| +50 | | | 5.02 | | | |
| +66 | | | 4.92 | Begin AC sidewalk | | |
| +72 | | | 4.15 | end AC sidewalk | | |
| 1+00 | | | 5.01 | 6.0 10' LT | 1.7 7' RT | 0.0 10' RT |
| +17 | | | 8.00 | Begin 24" Storm Drain 7' LT | | |
| 1+20 | | | 5.4 | 6.2 10' LT | 7.9 5' LT | +1.3 10' RT |
| +50 | | | 7.2 | 6.1 10' LT | 4.6 5' LT | +1.0 10' RT |
| +70 | | | 6.7 | 6.1 6' LT | 6.1 6' LT | 1.8 10' RT |
| 2+00 | | | 6.1 | 5.8 6' LT | 5.8 6' LT | 0.9 10' RT |
| | 5.31 | 34.71 | 1.82 | 29.4.0 | | |
| +50 | | | 6.6 | 6.1 6' LT | 5.5 7' RT | +1.0 10' RT |

34.71

| | | | |
|-------------------|-------|------|---------------|
| 3+00 | | 6.2 | |
| +50 | | 5.5 | |
| 4+00 | | 4.8 | |
| +50 | | 5.1 | |
| +61 ²⁰ | | 5.4 | |
| 12.71 | 42.91 | 4.51 | 30.20 |
| 12.69 | 55.42 | 0.18 | 42.72 |
| 6.66 | 60.71 | 1.31 | 54.11 |
| | | 3.27 | 67.50 - 67.49 |

36
34
51

40

| | |
|------|-------|
| 5.8 | +1.3 |
| 6.14 | 10.84 |
| 5.5 | 3.5 |
| 6.14 | 7.84 |
| 4.9 | 3.4 |
| 5.21 | 5.84 |
| 5.0 | 3.2 |
| 7.14 | 5.84 |
| 5.0 | 4.0 |
| 7.14 | 5.84 |
| | +4.5 |
| | 10.84 |
| | +5.0 |
| | 10.84 |
| | +3.0 |
| | 10.84 |
| | +3.0 |
| | 10.84 |

Top NW Bolt on train signal Xing bell on NE Cor. Palms ^{+California}

Palm St Kettner to California

West
Williams
Kullhofer

41

5/3/54

3+50⁴²

West Prop Line California

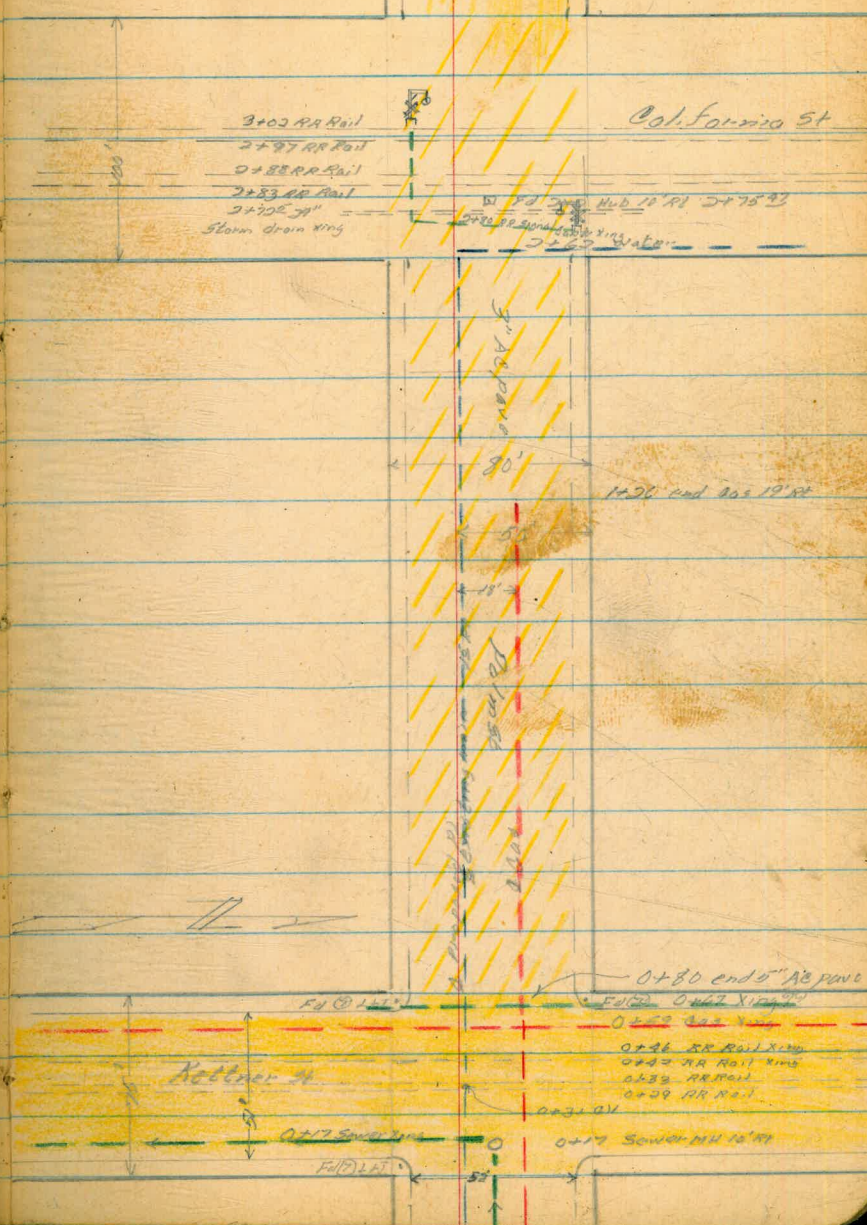
2+15⁴²

Palm = 0+30 California

0+68 POT

0+00

East prop line Kettner



Q Profile Palm St
Kettner to California

West
Williams
Kettner

42

5/3/54

| | | | | |
|-----------------------|------|-------|-------------------|-------|
| | 1.34 | 58.83 | 57.49 | |
| 0+00 | | 0.88 | 57.95 | |
| +7 | | 1.60 | +4.6 To Flow Line | |
| +50 | | 1.85 | 56.98 | |
| +65 | | 2.85 | 55.98 | |
| +75 | | 2.69 | 56.14 | |
| 1+00 | | 5.37 | 53.51 | |
| | 0.09 | 48.66 | 10.26 | 48.57 |
| +50 | | 3.21 | 45.48 | |
| 2+00 | 0.40 | 37.74 | 11.30 | 37.36 |
| +50 | | 7.18 | 30.58 | |
| +65 ⁴¹ Tee | | 8.89 | 29.07 | |
| 3+00 | | 9.77 | 27.99 | |
| +50 ⁴² | | 12.40 | 25.36 | |
| | 2.70 | 32.36 | 8.10 | 29.66 |
| | | 2.11 | 30.20 = 30.20 | |

BM SE BP Kettner + Palm

Top Sewer MH 10' RT

West prop line California

hole on signal stand see page 40

GROUP 16 Dwg 6505-W

Oliver St
Kettner to California

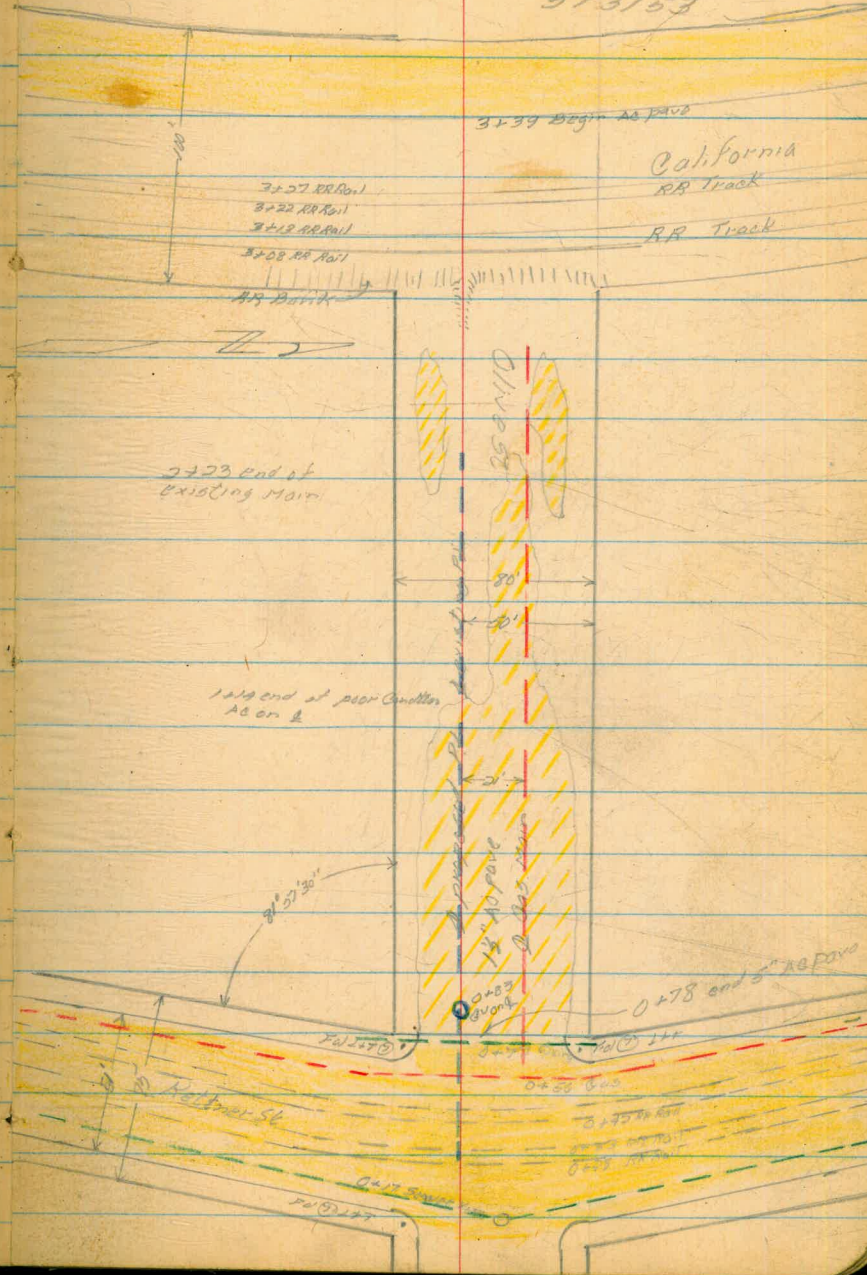
West
Williams
Kellhofer

43

5/3/53

2+50 P&T

0+71.22 P&T



Olive St Kettner
to California

West
Williams
Kullhafer

41

5/3/54

| | | | | | | | | | |
|-------------------|-------|-------|-------|-------------------|--|--|--|--|--|
| 2.00 | 59.54 | 57.49 | | | | | | | |
| 0+00 | | 6.3 | 53.24 | | | | | | |
| +17 | | 6.81 | 52.13 | +6.6 To Flow Line | | | | | |
| +50 | | 6.81 | 52.93 | | | | | | |
| 1.00 | 52.44 | 8.15 | 51.39 | | | | | | |
| 0+78 ³ | | 0.11 | 51.83 | | | | | | |
| 1+00 | | 3.20 | 49.24 | | | | | | |
| +14 | | 5.21 | 47.23 | | | | | | |
| +50 | | 9.5 | 42.94 | | | | | | |
| 0.40 | 40.02 | 12.80 | 39.60 | | | | | | |
| 2+00 | | 1.1 | 38.92 | | | | | | |
| +50 | | 3.2 | 36.82 | | | | | | |
| +75 | | 8.9 | 31.12 | | | | | | |
| 2+92 | | 14.6 | 25.42 | | | | | | |
| 1.23 | 28.32 | 12.93 | 27.09 | | | | | | |
| 3+00 | | 4.0 | 24.32 | | | | | | |
| +88 | | 3.13 | 25.19 | | | | | | |
| +13 | | 3.26 | 25.06 | | | | | | |
| +22 | | 3.18 | 25.14 | | | | | | |
| +27 | | 3.31 | 25.01 | | | | | | |
| 3+34 | | 5.0 | 23.32 | | | | | | |

BM SE BR Kettner + Palm St

east prop line Kettner

Top South rim Service Mt 10' PL

end of AC pave on ♀

| | | | | |
|---------------------|--------------------|---------------------|--------------------|----------------------|
| $\frac{7.3}{10'LE}$ | $\frac{6.7}{1'LE}$ | $\frac{8.7}{9'RT}$ | $\frac{8.6}{5'RT}$ | $\frac{6.6}{70'RT}$ |
| $\frac{8.4}{10'LE}$ | $\frac{8.7}{3'LE}$ | $\frac{14.6}{3'RT}$ | $\frac{9.9}{8'RT}$ | $\frac{9.1}{105'RT}$ |

RR embankment

$\frac{14}{10'LE}$ $\frac{4.0}{10'RT}$

Top RR Rail
" " "
" " "

Begin AC pave

Olive St Cont

15

28.32

3.50

5.32

23.00

+ 7.92

5.15

23.17

4.59

31.23

1.68

76.64

1.09

30.19 = 30.70

west prop line California

JDM

Palm California to Pacific Hwy
See Page 41

West
Williams
Kellhofer

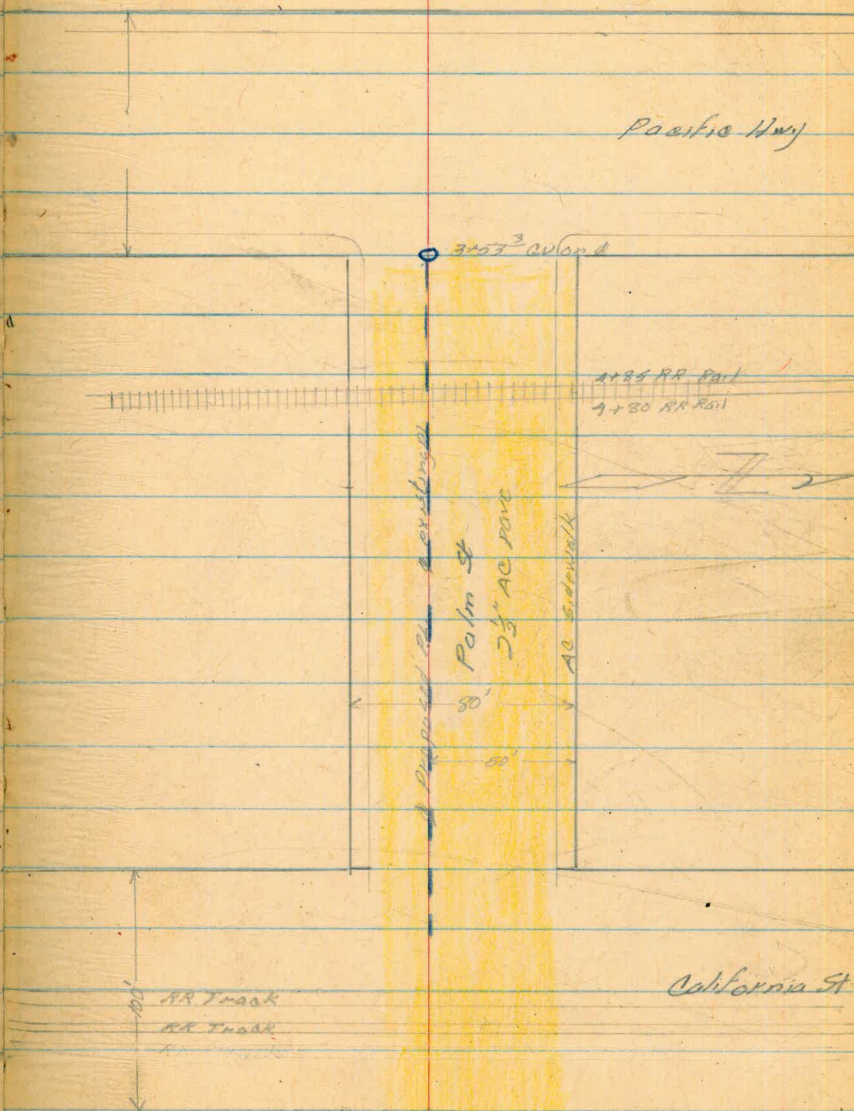
46

510154

5+53³⁵

CV on 4

3+50⁴²



I Profile
 Palm
 California to Pacific Hwy

West
 Williams
 Hailhofer

47

| | | | |
|--------------------|-------|-------|-------|
| 0.50 | 30.72 | 30.20 | |
| 3+50 ⁹² | | 5.36 | 25.86 |
| 4+00 | | 9.45 | 21.27 |
| 1.59 | 19.93 | 12.38 | 18.34 |
| +50 | | 3.92 | 16.51 |
| +80 | | 5.17 | 14.76 |
| +85 | | 5.20 | 14.73 |
| 5+00 | | 5.18 | 14.75 |
| +50 | | 6.13 | 13.80 |
| +55 ³ | | 8.85 | 11.08 |
| | | 0.78 | 19.15 |

Bolt on signal lamp see page 40

east prop line California

TOP Rail Road Rail Spur

" " " " " "

Top stem 2" dia (Woodward)

Grape St California
to Pacific Hwy

See Page 35-37

2+98⁸⁰

East prop line Pacific Hwy

West
Williams
Kallhoter

48

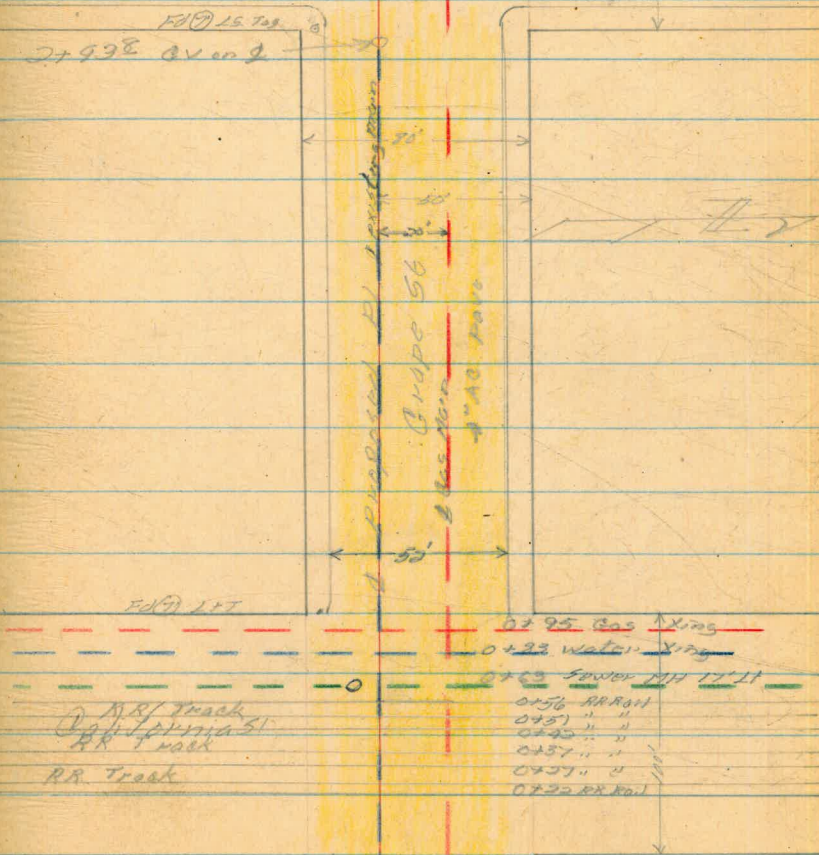
5/1/64

Pacific Hwy

2+99⁸⁰ 25.725
2+99⁸⁰ 25.725

1700 POT

0+83¹² Grape = 0+50 California Tee



Grape St.
California to Pacific Hwy

West.

Williams
Kellhofer

1288

5/15/54

49

| | | | | |
|-------------------|------|-------|-------|-------|
| | 3.08 | 22.02 | | 18.94 |
| 0+00 | | | 1.44 | 20.58 |
| +50 | | | 2.80 | 19.22 |
| 1+00 | | | 4.11 | 17.91 |
| +50 | | | 7.86 | 14.16 |
| 2+00 | 0.80 | 11.92 | 11.40 | 10.62 |
| +50 | | | 4.00 | 7.42 |
| +98 ⁸⁰ | | | 4.95 | 6.47 |

3.53 14.83 0.12 11.30

2.00 1283=1288

Top west rim sewer 174 see page 25

East prop line

BM Top FH SE Cor Pacific + Hwy

Fulmar St
 Tooley to 60th
 stks for 6" AC Main

| | | | | |
|-------------------|--------|--------|--------|--------|
| | 2.51 | 152.37 | 449.86 | |
| 0+30 | | 2.7 | 449.7 | 442.6 |
| +50 | | 2.7 | 449.7 | 442.8 |
| 1+00 | | 4.0 | 448.4 | 443.0 |
| +50 | | 6.0 | 446.4 | 441.6 |
| 2+00 | | 8.3 | 444.1 | 440.2 |
| +50 | | 10.0 | 442.4 | 437.5 |
| 3+00 | | 12.3 | 440.1 | 434.7 |
| | 0.20 | 439.69 | 1288 | 439.49 |
| +50 | | 3.2 | 436.5 | 431.8 |
| 4+00 | | 7.0 | 432.7 | 428.3 |
| +50 | | 9.1 | 430.6 | 426.1 |
| +50 | | 14.6 | 425.1 | 429.3 |
| +50 | | 10.1 | 429.6 | 424.7 |
| 4+59 | | 6.5 | 433.2 | 428.2 |
| +85 ³⁵ | BL 029 | 427.74 | 1224 | 427.15 |
| 422.5 | | | | |
| 5+00 | | 1.2 | 424.5 | 421.7 |
| +25 | | 2.9 | 424.8 | 419.3 |
| +50 | | 5.0 | 422.7 | 416.7 |
| +25 | | 8.0 | 419.7 | 413.0 |

WEST
 WILLIAMS
 KELLHOFER

6/16/54

50

TBM Nail in PP 50' RT 0+00

C7 ¹ Begin work

C6 ⁹

~~C5 ⁴~~ C5 ⁵

C4 ⁸

C3 ⁹ C A ⁰

C4 ⁹

C5 ⁴

C4 ⁷

C4 ⁴

C4 ⁵

F4 ²

C4 ⁹

C5 ⁰

C5 ⁰

C4 ⁸

C5 ⁵

C6 ⁰

C6 ¹

changed to (5)
 @ st from 0+30
 to 3+50 to meet
 power poles by
 5

FH Tee

(5') F.H.

Water Meter Lt

Fulmar St Cont

427.74

6+00 11.8 415.9 409.3

0.35 415.50 1209 415.15

+19³² EC 27 412.8 407.0

+50 6.2 409.3 402.4

+66²¹ BC 8.1 407.4 401.6

+75 8.7 406.8 399.7

7+00 11.5 404.0 397.1

0.64 403.87 1227 403.23

+25 3.4 400.5 394.7

+35¹⁵ PRO 5.0 398.9 393.6

+50 7.8 396.1 392.2

+63²² 30° bend 10.4 393.5 389.5

0.37 391.22 1302 390.85

7+88²² PRO 3.4 387.8 384.6

8+00 5.5 385.7 382.4

+07 6.7 384.5 384.5

+25 10.2 381.0 377.6

0.24 379.26 1200 379.02

WEST
WILLIAMS
KELLHOFER

6/16/54

51

C6 6

C5 8

C6 9 ?

C5 8

C7 1

C6 9

C5 8

C5 3

C3 9

C4 0

C3 2

C3 3

C0 0

C3 4

Water Met Rt

Turn on TOM

!

FULMAR ST CONT.

379.26

8+50 2.9 376.4 372.5

C3 $\frac{9}{9}$

+57¹² EC 3.7 375.6 371.7

C3 $\frac{9}{3}$

9+00 9.9 369.4 366.1

C3

FH Ted

0.12 11.2 369.1 370.0

F0 $\frac{9}{9}$

(5) FH

1.3 11.3 366.1

0.12 12.0 366.38 366.26

+50 3.4 363.0 359.5

C3 $\frac{5}{9}$

+75 6.4 360.0 356.1

C3 $\frac{9}{6}$

+98⁹⁹ BC 9.1 357.3 351.7

C5 $\frac{2}{8}$

10+25 0.10 354.27 12.21 354.17 347.0

C7 $\frac{6}{8}$

+50 4.0 350.3 342.5

C7 $\frac{6}{6}$

+75 8.5 345.8 338.2

C7

0.19 341.76 12.70 341.57

+98²⁰ EC 0.7 341.1 333.8

C7 $\frac{3}{6}$

11+50 11.9 330.5 324.9

C5

0.51 329.80 12.47 329.29

12+00 8.6 321.3 315.8

C5 $\frac{5}{2}$

0.52 318.09 12.23 317.57

+50 6.9 311.2 307.0

C4 $\frac{2}{2}$

WEST
WILLIAMS
KELLHOFER

6/16/54

52

FULMAR ST. CONT.

218.09

12+75 0.39 306.13 12.30 295.79 300.9

13+00 6.0 300.1 295.0

+25 11.7 294.4 288.8

0.65 293.89 12.89 293.24

+50 5.1 288.8 284.4

+75 9.8 284.1 280.2

0.27 281.65 12.51 281.38

14+00 1.4 280.7 277.3

+25 4.8 276.9 273.3

+50 8.0 273.7 270.1

3.10 271.69 13.06 268.59

15+00 3.6 268.1 263.6

15+27² 6.3 265.4 260.0

+27⁵ 6.7 265.5 265.0

10.02 261.67 =

430.6 +4.5

4+30 435.1

430.0

WEST
WILLIAMS
KELLHOFER

6/16/54

53

C4 ⁹

C5 ¹

C5 ⁶

C4 ⁴

C3 ⁹

C3 ⁰

C3 ⁶

C3 ⁶

C4 ⁵

C5 ⁴ FH Ice

C0 ⁵ (5) FH

261.5 @ nail

(5) FH

Location of FH on West Side

C 5¹

Mariposa St

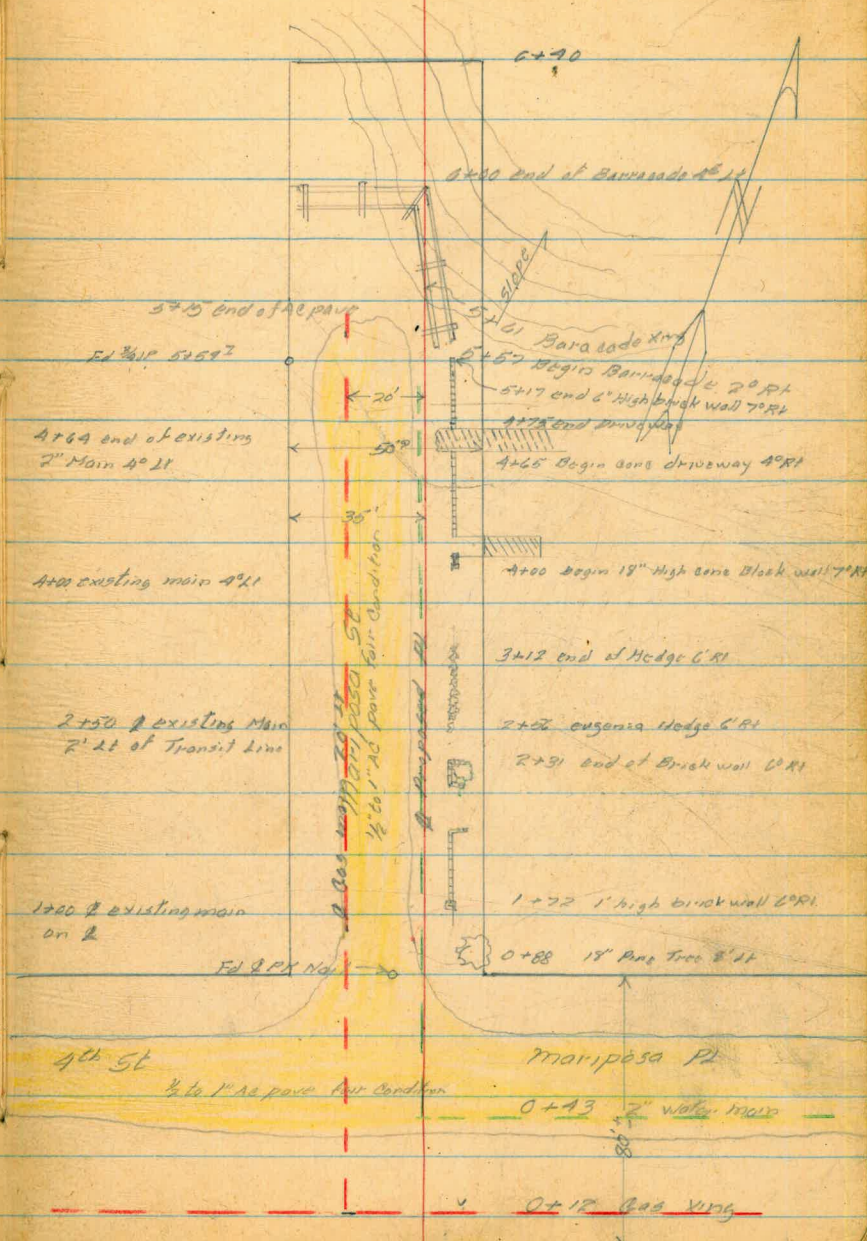
Mariposa Pl (4th St) North

West
Williams
Varonakis

54

0+40 ± End of Mariposa St

5+59 ³ Pot



0+80-0+90 on dwg-

Profile Mamposa St

| | | | |
|-------|---------------|--------|------------------------|
| | | | 14961 -612 14349 |
| 12.36 | 155.85 ✓ | | |
| 12.60 | 167.62 ✓ 0.83 | | 155.02 ✓ |
| 8.38 | 175.76 ✓ 0.24 | | 167.38 ✓ |
| 5.95 | 175.77 ✓ 5.94 | | 169.82 ✓ |
| 13.06 | 188.59 ✓ 0.24 | | 175.53 ✓ |
| 12.51 | 201.08 ✓ 0.02 | | 188.57 ✓ |
| 5.88 | 206.74 ✓ 0.22 | | 200.86 ✓ |
| 0+00 | | 4.2 | 202.5 |
| +36 | | 4.46 | 202.29 |
| +50 | | 4.32 | 202.42 |
| 1+00 | | 4.6 | 202.1 |
| +50 | | 4.2 | 202.5 |
| 2+00 | | 3.95 | 202.79 |
| +50 | | 3.2 | 203.5 |
| 3+00 | | 3.7 | 203.0 |
| +50 | | 3.2 | 203.5 |
| 4+00 | 0.82 | 203.99 | 3.57 203.17 |
| +50 | | 1.6 | 202.4 |
| 5+00 | | 2.9 | 201.1 |

West
Williams
Vorontakis

55

9/29/55

H66
USGS BM SE cor 8th + Herby St

South prop line Mamposa Pl
South edge 6" AC pave
on edge AC pave
2' LT edge AC
3' LT edge AC pave
Oil Drive Way
edge AC 5' LT
" " " "
edge AC pave 5' LT Beginning DG driveway
edge AC pave 3' LT

Mariposa St Cont

203.99

5+50

6.3 196.7

+80

9.8 194.2

6+00

13.9 190.1

1.95 192.90 ✓ 13.04 190.95 ✓

6+20

8.5 184.4

+40

12.1 180.8

13.01 205.09 0.82 192.08

4.19 208.07 1.21 203.88

1.00 202.41 6.66 201.41

0.76 190.34 12.83 189.58

1.18 178.77 12.75 177.59

10.39 168.38

6.12

174.50 = 179.31

5.6

10' LT

8.4

10' LT

11.3

10' LT

7.0

10' RT

12.3

10' RT

17.4

10' RT

6.5

10' LT

11.5

10' LT

9.5

10' RT

12.1 13.6

7' RT 10' RT end of Mariposa St

18" Nail in power pole 35' LT 0+80

LT 7 Harrison + 4th St

Mariposa Pl
Mariposa St to 580' East
Proposed PL

5+80± end of Mariposa St

~~5+54~~
~~Sta 5+58 = 0+100 on Plan~~
~~Sta 0+100 = 5+56 on Plan~~

2+50³⁰ POT

0+35 Mariposa Pl. = 0+50 Mariposa St

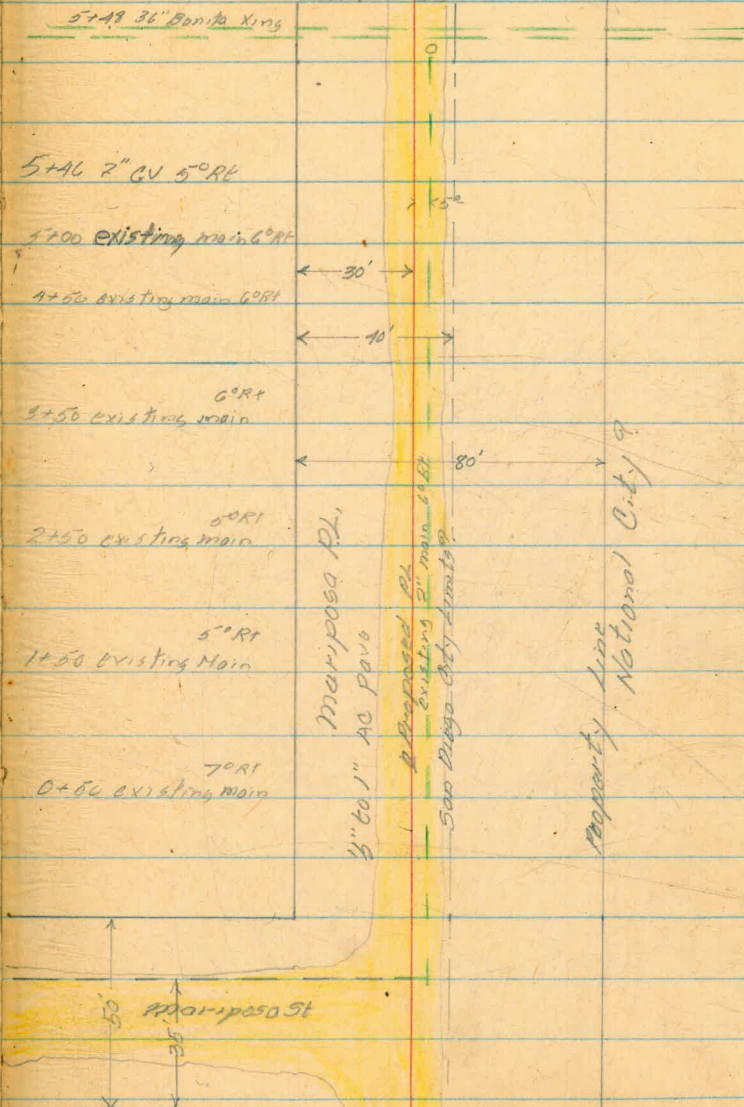
0+00 West prop Line Mariposa St.

0-025 POT

West
Williams
Varonfakis

57

1/29/65



Mariposa PL
Q Profile

| | | | |
|------|-------|----------|-----------------------|
| | 10.75 | 212.16 ✓ | 201.41 |
| 0+00 | | 11.7 | 200.5 |
| +50 | | 9.2 | 208.0 |
| 1+00 | | 7.0 | 205.2 |
| +50 | | 5.1 | 207.1 |
| 2+00 | | 3.7 | 208.5 |
| +50 | | 2.7 | 209.5 |
| 3+00 | | 1.8 | 210.4 |
| +50 | | 1.1 | 211.1 |
| | 11.67 | 223.46 ✓ | 0.37 211.79 ✓ |
| 4+00 | | 11.7 | 211.8 |
| +50 | | 10.0 | 213.5 |
| 5+00 | | 7.8 | 215.7 |
| +50 | | 5.5 | 218.0 |
| +80 | | 3.4 | 220.1 |
| | 5.68 | 221.72 | 7.42 216.01 |
| | 1.28 | 212.52 | 10.48 211.24 |
| | | | 11.11 201.41 = 201.41 |

West
Williams
Varontakis

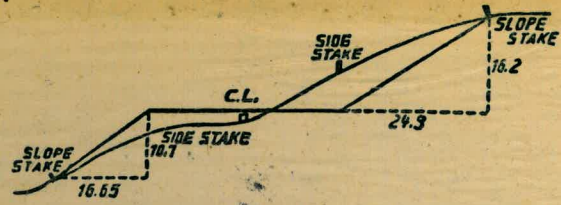
58

4/29/55

| TBM Nail West prop line Mariposa St | in power pole Edge of Left AC pave | Edge of Right AC pave | See page 2 20' RT of Q prop Q of Prop of 80' St |
|---|---|-----------------------------|---|
| | | | 12.1 |
| | | | 9.3 |
| | 7'11" | 13'RT | 7.3 |
| | | | 3.7 |
| | 9'11" | 9'RT | 4.3 |
| | | | 2.4 |
| | 9'11" | 10'RT | 2.9 |
| | | | 2.2 |
| | 7'4" | 12'RT | 12.4 |
| | | | 10.9 |
| | 6'11" | 14'RT | 8.7 |
| | | | 6.9 |
| | | | 5.0 |
| | TBM Nail in guy pole | 24'RT | 5+15 |

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

860
 3
 2580



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