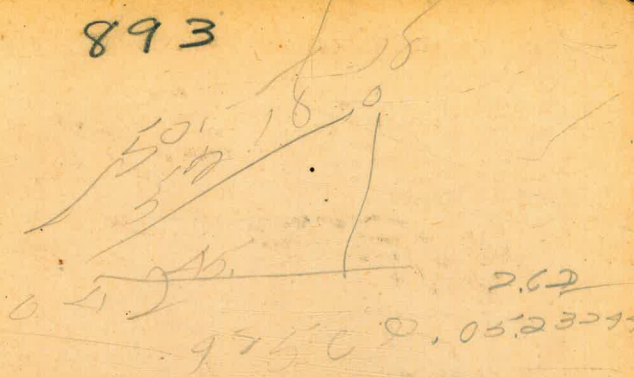


DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	0
0	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 from 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 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.

893



Handwritten calculations and notes:

18.37 + 47.38 = 65.75

50.00 - 2.62 = 47.38

180 - 47.55 = 132.45

2429 - 47.55 = 2381.45

2476.55

1053.0

47.55

5276.0

5076.0

7386.4

4 MICROFILMED

52374760

JAN 20 1965

50174760

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

952615

04524  
99

40716  
A 0716  
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A, A, 78, 76

99  
448  
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94.52  
2 27  
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312152

MICROFILMED

JAN 1982

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 1/2 to 1. If ground is nearly level, the cut or fill at side

IMPROVED TABLES  
AND  
INFORMATION

TABLE No. VIII

To find Tangent and External for curve of any other degree, divide by degree of curve and add results found in column of directions. Degree of curve with a given  $T$  may be found by dividing tangent (or external) opposite  $T$  by given tangent (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

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	.58	.65	.72	.79
20°	06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.035	.039	.043	.047	.051	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.677	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.895	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

JAMES ST. HOFFMAN ST. HALL DR. WAITE DR. &  
FRONT ST. Proposed 8" WATER 2-5X  
" " & Profile, Proposed 8" WATER 6-15X  
alice

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Carleton, Clove to Plum X 24-26

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Univ. Ave, College to Cartagena, 12" WAT. 37 X

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alice

Groveland 59th to Euclid 6" WAT 45-49 X

Castana St Groveland to Euclid preliminary Group A X  
50-53

San Jacinto Groveland to Castana preliminary X  
54-56

Bush St Goldfinch to Eagle 57-58 X

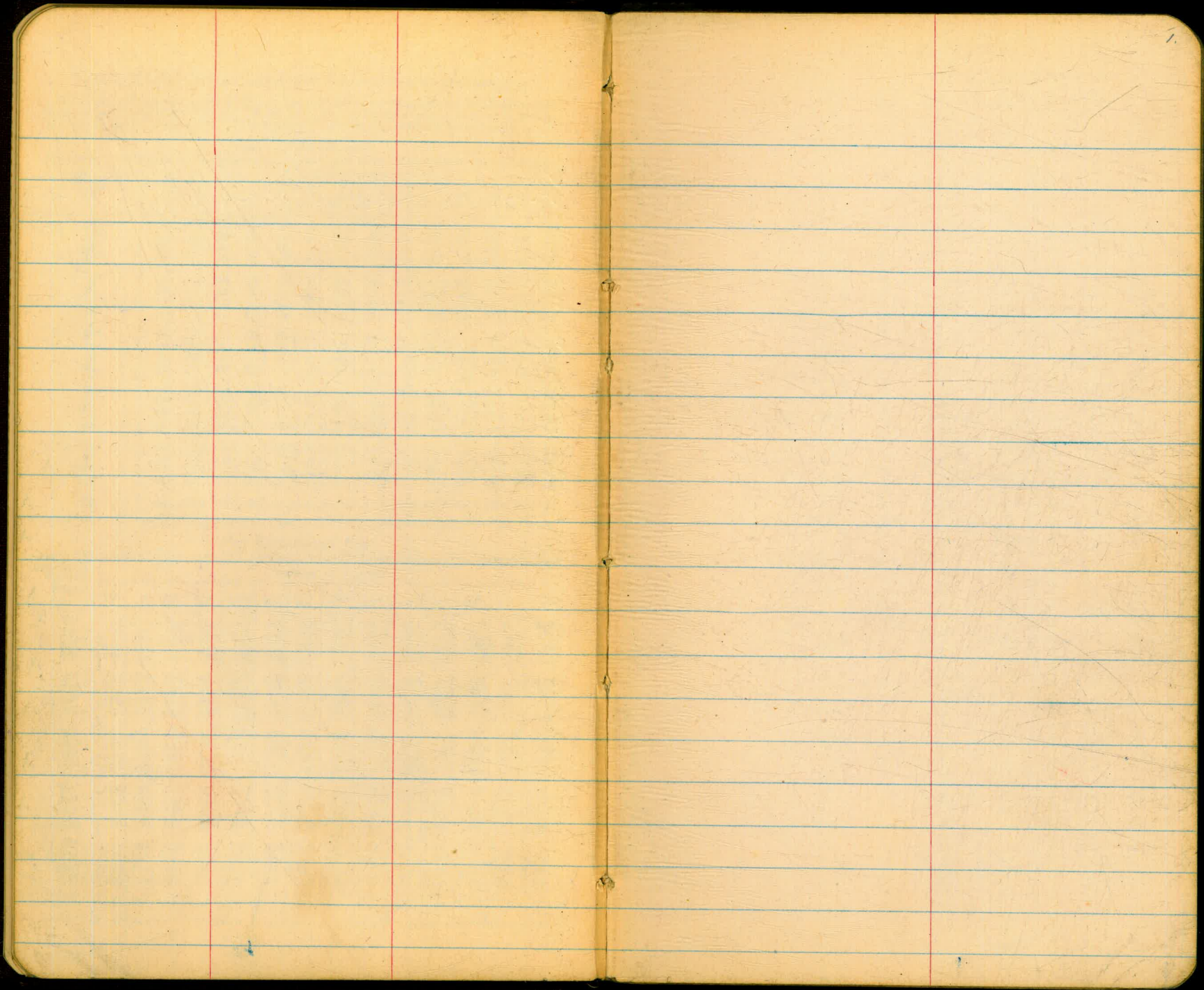
Front St Washington to University 59-61 X

1619 St Bush to Sutter. 62-64 X  
alice

CASTANA ST, GROVELAND TO EUCLID @ STK'S & GRD. 65-68 X

SAN JACINTO, GROVELAND TO IMPERIAL @ STK'S & GRD. 69-70 X

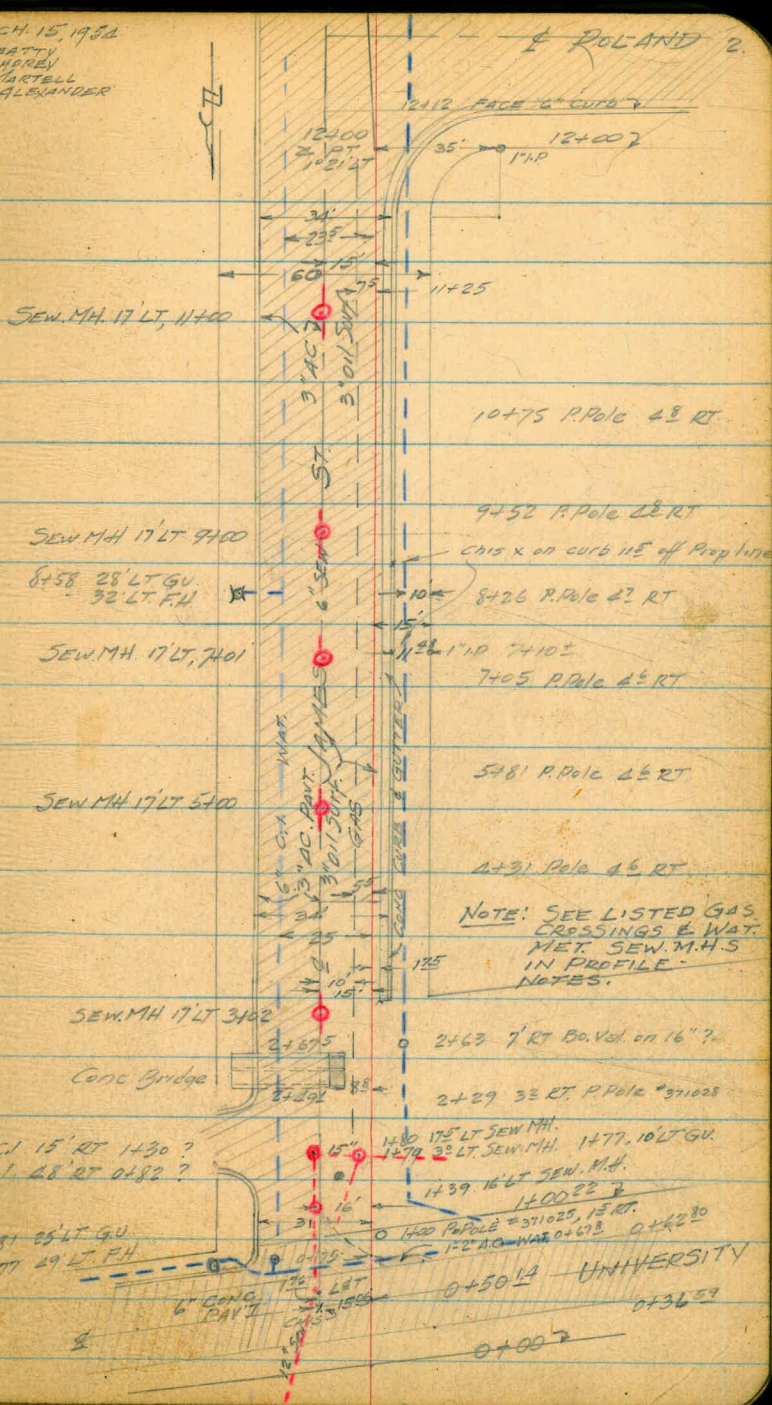
37th ST, EPSILON TO ETA ST. PRELIMINARY 71-72 X  
alice



JAMES ST.  
UNIVERSITY AVE TO HOFFMAN  
PROPOSED 8" WATER

MARCH 15, 1952  
DEATHY  
SHARPEY  
MARBELL  
ALEXANDER

12+00 1/2 PT. 1021' LT.

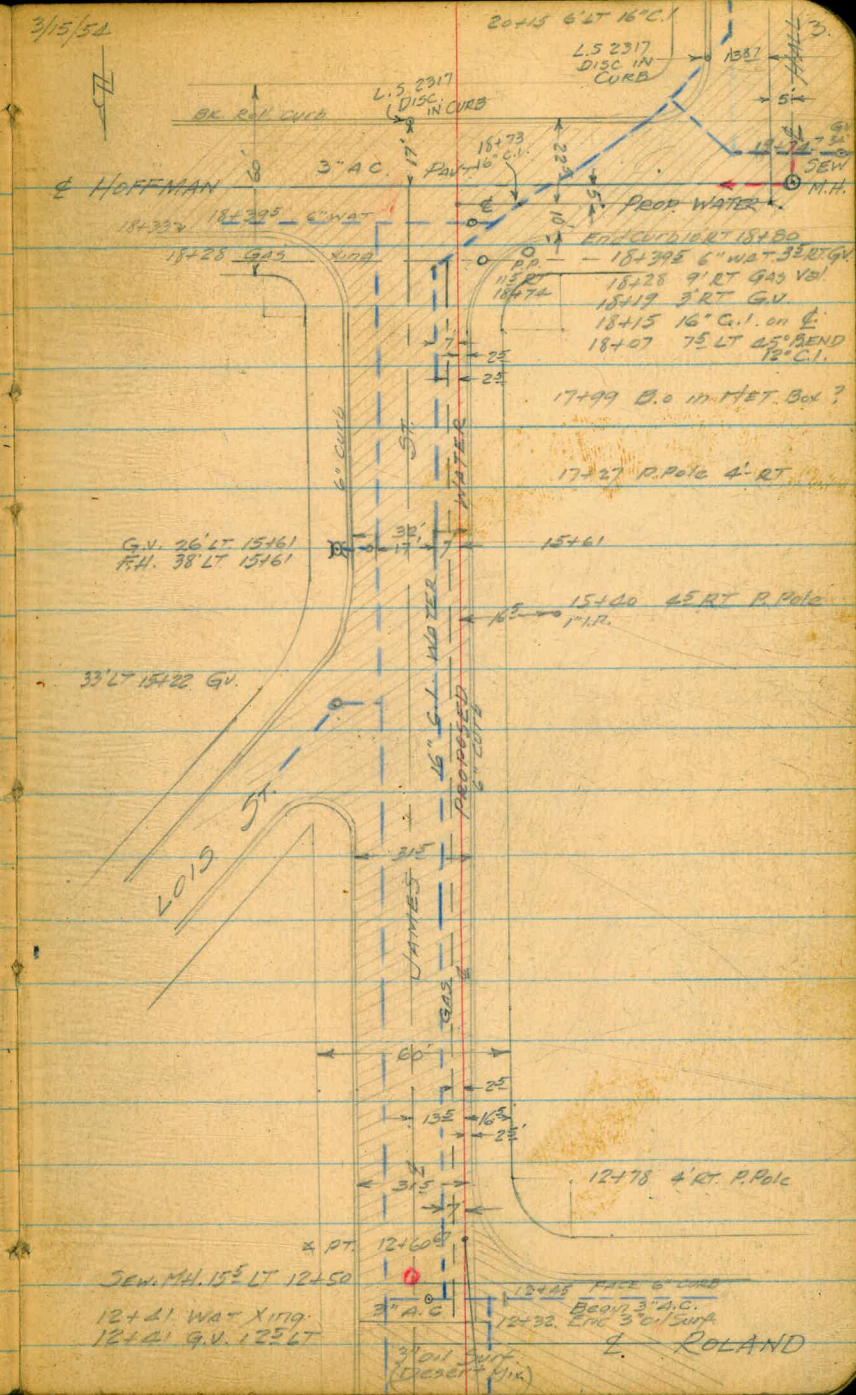


NOTE: SEE LISTED GAS CROSSINGS & WAT. MET. SEW. M.H.S. IN PROFILE NOTES.

0+00 = NLY PROP. LINE UNIV. AVE

UNIVERSITY

JAMES ST.  
(Cont'd)



19+73.65

19+56.65 X PT. 89°39' LT.

18+60.93

18+43.93 X PT. 89°39' RT.  
(REC. 89°53'10")

12+60.67

X PT. 1°21' RT.

SEW. MH. 15" LT 12+50  
12+21 WAT XING.  
12+21 G.V. 125 LT

12+78 4' RT. P. Pole

17+27 P. Pole 4' RT.

17+99 O.O. in MET. Box?

18+28 9' RT GAS VAL.  
18+17 3' RT G.V.  
18+15 16" G.I. on E.  
18+07 75' LT 25' BEND 12" G.I.

18+28 9' RT GAS VAL.  
18+17 3' RT G.V.  
18+15 16" G.I. on E.  
18+07 75' LT 25' BEND 12" G.I.

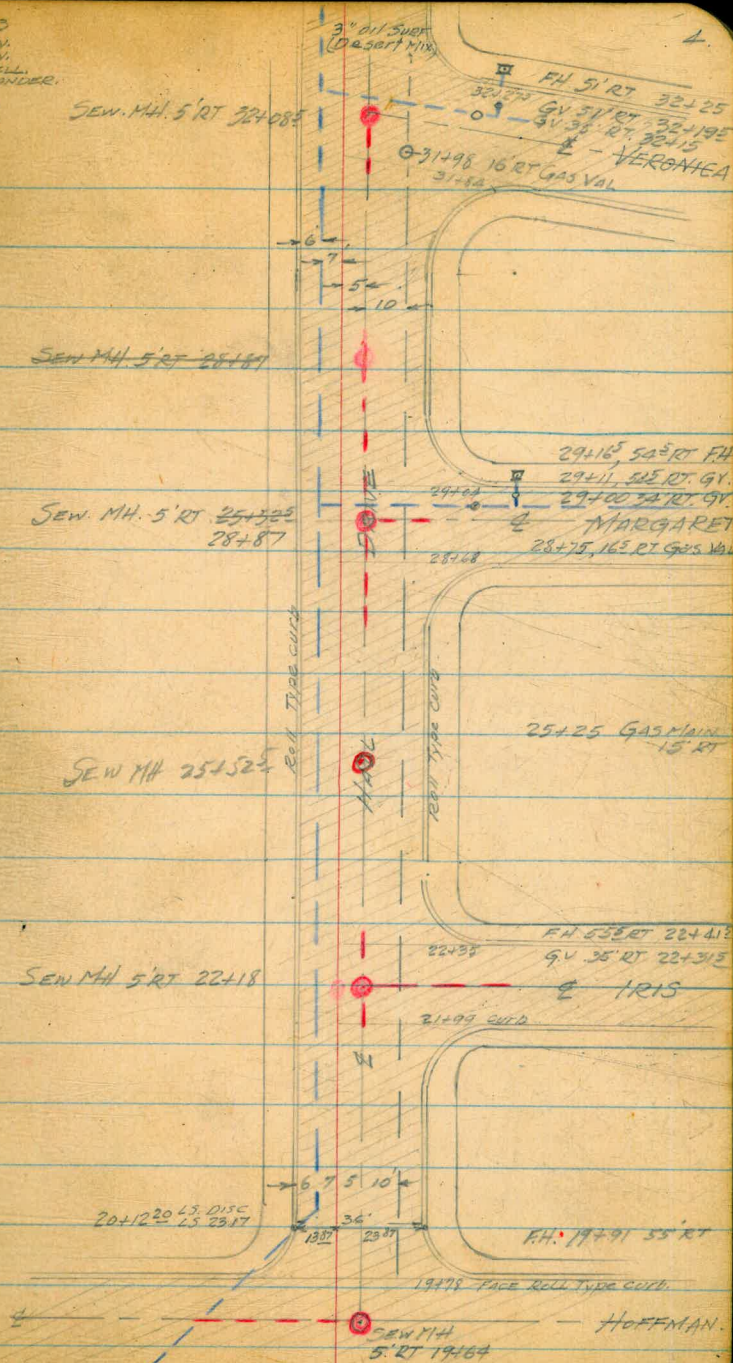
20+15 6" LT 16" C.I.  
L.S. 2317 DISC IN CURB  
L.S. 2317 DISC IN CURB

12+45 FACE 6" CURB  
BELOW 3" A.C.  
12+32. END 3" ON SURF  
3" A.C.  
3" ON SURF (CHECK MIX.)

ROLAND

HALL DR.  
HOFFMAN TO WAITE  
PROPOSED 8" WATER

3/17/53  
DEATY,  
SHREVE,  
MARTELL,  
ALEXANDER.





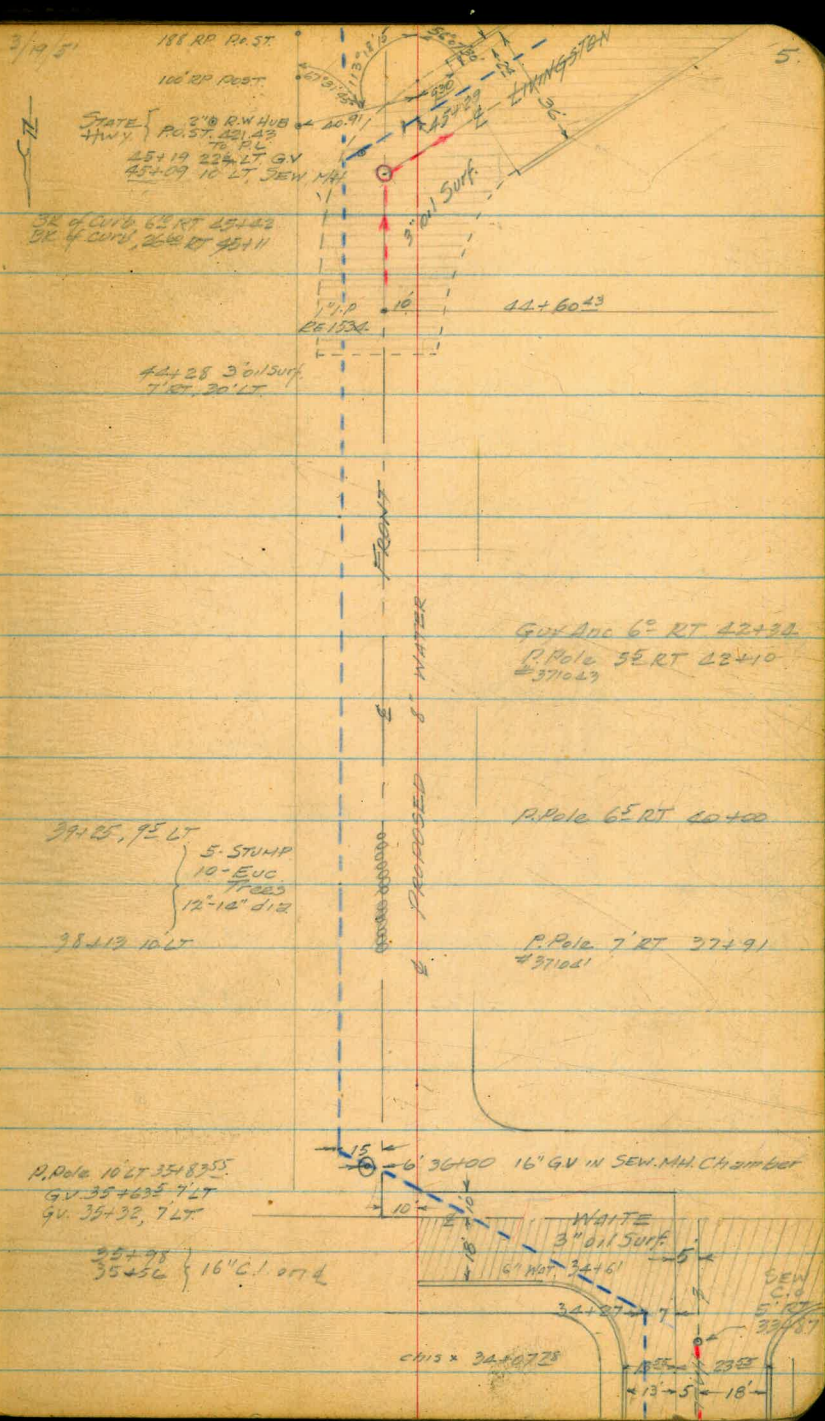
FRONT ST.  
WAITE TO LIVINGSTON  
PROPOSED 8" WATER

45+35.  $113^{\circ}18'15''$  LT. 20.91' F. Hwy P.O. ST.

45+77 Intersection with 12" WATER  
 $56^{\circ}07'30''$  RT.

35+8355 x PT  $91^{\circ}15'$  RT.  
(REC 91'17)

34+6778 x PT  $91^{\circ}14'$  LT.



JAMES ST  
 & PROFILE  
 PROPOSED 8" WATER

Mar 19, 1954

6.

B.M.	10.26	330.87		320.61
IP	10.13	340.71	0.29	330.58
IP	9.53	349.65	0.59	340.12
IP	10.11	359.50	0.26	349.39
IP	2.46	359.83	2.13	357.37
IP	4.06	359.92	3.97	355.86
IP	7.83	367.60	0.15	359.77
IP	2.03	365.64	3.99	363.61
IP	6.05	364.68	7.01	358.63
IP	12.31	376.78	0.21	364.47
IP	5.63	381.57	0.84	375.94
CK B.M.	3.03	381.64	2.96	378.61 = $\frac{382.71}{6.12}$ 378.59
0+36 <sup>59</sup>	Edge Conc. Pavt.	4.29		377.3
0+50 <sup>12</sup>	" "	4.18		377.46
0+62 <sup>80</sup>	Edge " "	4.32		377.1
0+75	Edge A.C.	4.8		376.8
1+00		4.6		377.0
+32		4.9		376.7
	w. R. rim	4.62		377.8
	11th	8.65		373.8
+42		4.1		377.5

} SEW MH  
 16' LT  
 17' 59"

3/4" I.P.W. under guy anchor SW Cor Univ. & College

(F.B. 800  
 197-70-74)

Nail in pole SW Cor Rolando & UNIV.

chis II NW Cor Alamo & UNIV.

USGS

CITY chis II SE Cor Bridge, James & Boulevard

JAMES ST.  
E Profile  
(Cont'd)

3/19/52

7.

381.62

1+45		1.9	379.7	
1+50		2.1	379.5	
1+54		2.2	379.4	
1+58		4.0	377.6	
1+64		2.7	378.9	
1+69		3.8	377.8	
1+73		3.2	378.4	
1+79		3.4	378.2	
W. Rim.		4.19	377.4	} SEW M.H. 2' LT 1+79
Inv.		15.50	366.1	
W. Rim.		4.81		} SEW M.H. 17.5' LT 1+80
Inv.		12.80		
1+83		4.1	377.5	
1+94		2.0	379.6	
1+97		3.1	378.5	
2+00		3.2	378.4	
2+04		2.6	379.0	
2+16		4.5	377.1	
2+19		3.7	377.9	
2+26		3.7	377.9	
2+30		5.4	376.2	

NOTE: -  
1+42. to 2+19  
Hummocks; or loads  
of fill; ground very  
irregular, on E and  
extending 10' LT, 30' RT.

JAMES ST.  
 E Profile  
 (Cont'd)

2/19/54

8.

	381.64		
2+39		5.8	375.8
2+48		9.2	372.4
2+50		9.7	371.9
2+63		10.5	371.1
2+74		4.7	376.9
3+00		1.1	380.5
Ⓟ	12.93	394.39	0.18 381.46
		W. RIM	12.60 381.8
		Inv.	18.30
3+25		8.5	385.9
3+50		1.3	393.1
Ⓟ	12.51	406.56	0.34 394.05
3+75		7.4	399.2
4+00		7.8	398.8
4+02.5	Begin	3" Oil Surf.	8.0 398.6
4+50		2.5	404.1
Ⓟ	11.76	417.93	0.39 406.17
5+00		9.6	408.3
		W. RIM	9.42 408.5
		Inv.	15.1
5+50		7.1	410.8

} JEWELL  
 17.67  
 3+02

} JEWELL  
 17.67  
 5+00

2+49 371.44  
 10.20  
 8.8  
 Conc. Loran  
 under  
 Concrete  
 Bridge  
 2+63 371.44  
 10.20  
 8.8

4+17 GAS

4+32 WM 4' RT

5+21 GAS

5+27 WM

5+31 WM

5+36 GAS

JAMES ST  
E Profile  
(Cont'd.)

217.93

6+00 5.7 412.2

6+50 4.4 413.5

7+00 3.1 414.8

W. Rim 3.08 414.8  
10V.

} SEW MH  
17' LT.  
7+01

7+50 1.9 416.0

8+00 0.7 417.2

P 12.73 430.60 0.06 417.87

8+50 12.0 418.6

9+00 9.7 420.9

W. Rim 9.60 421.0  
10V. 15.7

} SEW MH  
17' LT.  
9+00

9+50 5.8 424.8

10+00 1.1 429.5

P 13.15 443.71 0.04 430.56

10+50 9.1 434.6

11+00 3.9 439.8

W. Rim 3.69 440.9  
10V. 9.40 439.3

} SEW MH  
17' LT.  
11+00

P 11.98 455.56 0.13 443.58

11+50 11.1 444.5

12+00 X PT 7.7 447.9

3/19/50

9.

6+39 GAS

6+28 W.M

6+54 GAS

6+52 W.M

7+59 GAS

7+67 W.M

7+75 GAS.

7+72 W.M

8+79 GAS

8+88 W.M

8+91 W.M.

9+00 GAS

10+03 GAS.

10+14 W.M

10+19 W.M

10+20 GAS

11+27 GAS.

11+33 W.M

11+37 W.M

11+40 GAS

JAMES ST  
 & PROFILE Proposed 8" WOT  
 (Cont'd)

3/19/54

10.

455.56

6	12+50		5.9	449.7	
		W. Rim	5.67	449.9	SEW MH
		Inv.	11.60	444.0	153 RT 12+50
7	12+60 <sup>67</sup>	X PT	5.8	449.8	
	13+00		5.1	450.5	
	13+50		4.4	451.2	
	14+00		5.0	450.6	
4	14+50		5.5	450.1	
8	15+00		5.0	450.6	
9	15+50		4.1	451.5	
	9D	8.12	460.96	2.72	452.84
	16+00		8.8	452.1	
9	16+50		8.1	452.8	
4	17+00		7.3	453.6	
4	17+50		6.8	454.1	
4	18+00		6.1	454.8	
4	18+13 <sup>93</sup>	X PT	5.2	455.7	
	18+50		5.2	455.7	
4	19+00		5.8	455.1	
4	19+50		6.0	454.9	
4	19+56 <sup>65</sup>	X PT	6.1	454.8	

12+85 GAS.

12+98 WM 46 RT.

13+70 WM 4E RT.

12+15 GAS.

12+25 GAS.

14+58 WM 55 RT.

12+84 GAS.

12+96 WM 35 RT.

15+52 GAS.

15+52 WM 5E RT.

16+56 WM 42 RT.

17+22 GAS.

17+31 GAS.

17+32 WM 55 RT.

HALL DRIVE  
& PROFILE  
Proposed 8" WATER

2/19/54

11

450.96  
E. RIM 5.81 455.1 } SEW MH  
INV 15.2 445.7 } 5' RT.  
19+64

20+00 5.8 455.1

SET TBM 1.95 460.61 2.30 458.66

20+50 5.2 455.4

21+00 4.9 455.7

21+50 4.6 456.0

22+00 4.4 456.2

E. RIM 4.19 456.4 } SEW MH  
INV 13.80 446.8 } 5' RT.  
22+18

22+50 4.1 456.5

23+00 3.8 456.8

23+50 3.6 457.0

24+00 3.3 457.3

TD 6.46 463.73 3.34 457.27

24+50 6.2 457.6

25+00 6.0 457.7

25+50 5.7 458.0

E. RIM 5.62 458.1 } SEW MH  
INV 15.60 448.1 } 5' RT.  
25+52.5

26+00 5.4 458.3

26+50 5.2 458.6

Top E.W. SW. Cor Hoffman & Hall Dr.

MAR 30, 1954

SAME PARTY

20+44 GAS XING

20+57 GAS "

WM 25' RT 20+93  
2-WM 12' LT { 20+10  
20+12

21+15 GAS "

22+24 GAS "

WM 14' LT 22+27

22+35 GAS "

" " 22+29

WM 25' RT 23+02

WM " " 23+05

23+45 GAS

WM 14' LT 23+47

24+02 GAS

WM 14' LT 23+49

24+13 GAS.

WM 25' RT 24+26

" " 24+28

WM 14' LT 24+66

WM 14' LT 24+68

25+25 GAS

WM 25' RT 25+49

WM 25' RT 25+51

25+80 GAS

WM 12' LT 25+85

WM 12' LT 25+87

25+91 GAS

WM 25' RT 26+72

WM 25' RT 26+74

HALL DRIVE  
 & Profile  
 PROPOSED WATER

3/31/54

12.

463.73

27+00		50	458.7	
27+50		27	459.0	
28+00		4.5	459.2	
28+50		4.2	459.5	
	E. Rim.	3.98	459.7	} SEWMH 5' RT 28+27
	Inv.	14.40	449.3	
28+50				
29+00		49	459.8	
29+50		4.7	460.0	
30+00		4.5	460.2	
30+50		4.3	460.4 ✓	
31+00		4.4	460.3 ✓	
31+50		4.8	459.9 ✓	
32+00		5.1	459.6 ✓	
	E. Rim.	2.96	459.75	} 75 SEWMH 5' RT 32+08.5
	Inv.	13.5	451.2	
32+50		5.4	459.3 ✓	
33+00		5.6	459.1 ✓	
33+50		5.9	458.8 ✓	
34+00		6.2	458.3 ✓	
34+50		6.6	458.1 ✓	

Gas Ser Xing 26+96

WM 14' LT 27+03  
 WM " " 27+05

Gas " " 27+50

WM 25' RT 27+94  
 WM 25' RT 27+96

Gas " " 27+69

WM 14' LT 28+23  
 WM " " 28+25

Gas " " 28+78

WM 14' LT 29+00  
 WM 14' LT 29+02

Gas " " 29+95  
 Gas " " 30+06

WM 12' LT 30+56  
 WM 25' RT 31+16  
 WM 25' RT 31+17  
 WM 10' LT 31+23  
 WM 12' LT 31+25

Gas " " 31+32

WM 14' LT 31+85

Gas " " 32+00  
 Gas " " 32+52

WM 14' LT 32+25  
 " " " 32+47

Gas " " 33+59  
 Gas " " 33+70

WM 25' RT 33+61  
 WM 25' RT 33+63  
 WM 14' LT 33+62  
 WM 14' LT 33+66



HALL DR. - WAITE DR.  
E. PROFILE  
Proposed 8" WATER

3/31/52

13.

		464.71			
34+67.78	X RT		6.1	458.6	✓
TP		5.67	463.99	6.39	458.32
35+00			4.8	459.2	✓
35+50			4.6	458.4	✓
35+83.55	X RT		4.3	458.7	
CK B.M.	2.39	463.01	3.77	460.62	= 466.64 USGS Datum = 460.52 Bolt in P. Pole 10' RT 35+83.55 CITY DATUM
36+00			3.4	459.6	
	W. Rim.		3.22	459.8	16" GY. 117 M.H. 6" LT 26+00
	Top 16" C.I.		7.24	455.8	
36+50			3.7	459.3	
37+00			4.4	458.6	
37+50			4.8	458.2	
38+00			5.6	457.4	
CK BM			4.25	458.76	= 462.99 USGS Datum = 458.87 Bolt in P. Pole 7' RT, 37+91 CITY Datum.
38+50			7.1	455.9	
39+00			9.2	453.8	
39+50			12.6	450.4	
CK BM.	0.00	450.17	12.84	450.17	= 456.36 USGS Datum = 450.24 Bolt in P. Pole 65 RT 40+00 CITY Datum.
40+00			3.9	446.3	
40+50			7.3	442.9	

3/31/54

14.

FRONT ST  
 & PROFILE  
 Proposed 8" WATER

	450.17				
41+00		9.9	440.3		
41+50		12.4	437.8		
ck BM.	0.26	139.26	10.97	439.20	425.34 USGS Datum 139.22 <del>201</del> in P.POLE 55 ft 42+10 ← City Datum.
42+00		3.3	436.2		
42+50		5.4	434.1		
43+00		6.6	432.9		
43+50		9.3	430.2		
44+00		11.5	428.0		
44+29	Begin oil surf	13.1	426.4		
HP	0.90	427.18	13.18	426.28	
44+50	en oil surf	2.6	424.6		
45+00		5.9	421.3		
	w. rim	6.24	421.0		} SEWMH. 10' LT 45+00
	inv.	12.01	415.1		
45+29		7.8	419.4		
45+35		8.2	419.0		
45+37	End oil Surf.	8.4	418.8		
SET TBM	1.28	420.12	8.32	418.84	chis II End curb

FRONT ST  
(Cont.d)

3/31/54

15.

420.12

IP 2.76 409.62 13.26 406.86

IP 5.77 402.30 13.09 396.53

CK BM 11.06 391.24 =

CITY DATUM.

USGS 397.36 = 397.505 STATE HWY. B.M. #2

= 397.6 USGS. B.M. IDENTIFICATION PLATE ON GUARD FENCE

= 398. - USGS. B.M. 5-60, Camp Man

Wert  
Varen Falls  
Kemp  
Holahan

16

5-13-54

Profile of Proposed Water Groveland St. 54th to Euclid

		154.99	City tag, of Imperial & 54th St.
5.75	160.74		
T.P.	8.95	151.79	
4.45	156.24		
0+00	3.7	152.94	East prop. line 54th
+15	4.3	151.94	East edge 10" con. road 54th
+30	4.4	151.84	& 54th St.
+49	4.9	151.34	West edge con. road.
+93	5.0	151.24	
1+43	4.2	151.04	
+93	3.9	152.34	
2+43	4.8	151.44	
+93	5.9	150.34	
3+43	6.8	149.44	
+93	7.8	148.44	
4+43	8.7	147.54	
T.P.	8.74	147.50	
3.50	151.00		

## Profile of Groveland Cont.

	151.00			
4+92		4.6	146.4	
5+53		5.2	145.8	End water at 90° L 15' No. Groveland
+53		4.7	146.3	f Groveland
+53		4.7	146.3	Start water at 90° L 10' So. Groveland
+63		4.2	146.8	f. 53rd Sewer M.H. 10' No. 3.9 rim, 10.9 flow
+88		4.8	146.2	West prop. line 53rd
6+38		4.7	146.3	
+88		5.1	145.9	
7+38		5.7	145.3	
+88		6.1	144.9	
8+38		6.4	144.6	
+88		7.2	143.8	
T.P.		6.99	144.01	
	3.85		147.86	
9+38		3.9	143.96	
+88		4.3	143.56	
10+38		4.8	143.06	

## Profile Groveland Cont.

147.86

10+88	5.3	142.56
11+38	5.6	142.20
+88	6.0	141.86
12+38	6.7	141.16
+88	7.1	140.76
13+38	7.7	140.16
+88	8.6	139.26
T.P.	8.39	139.47

3.19 142.66

14+38	3.9	138.76
+88	4.2	138.46
15+38	4.5	138.16
+88	4.8	137.86
16+38	5.0	137.66
+88	5.3	137.36
17+01	5.4	137.26

8" Sewer M.H. 10' No. 5.3 rim, 14.1 to flow

Profile Groveland Cont.

142.66

17+38 6.1 136.56

+88 7.3 135.36

18+38 9.3 133.36

+66 9.9 132.76

+67 10.0 132.66

+83 9.6 133.06

19+00 9.7 132.96

+10 10.1 132.56

+13 12.8 129.86

9.99 133.17

9.58 142.75

T.P. 3.24 139.51

8.00 147.51

2.82 144.69

7.16 151.85

0.23 151.62

6.95 158.07

7' East prop. line Euclid

8" Sewer M.H. 10' No 9.9 rim, 12.0 flow line

West prop. line Euclid

Set T.B.M. spike in R.P. # 177476 NW cor Euclid

## Profile of Groveland Cont.

158.07

3.06 155.01

154.99

B.M.  $\frac{1}{2}$  Imperial  $\frac{1}{2}$  53 rd.



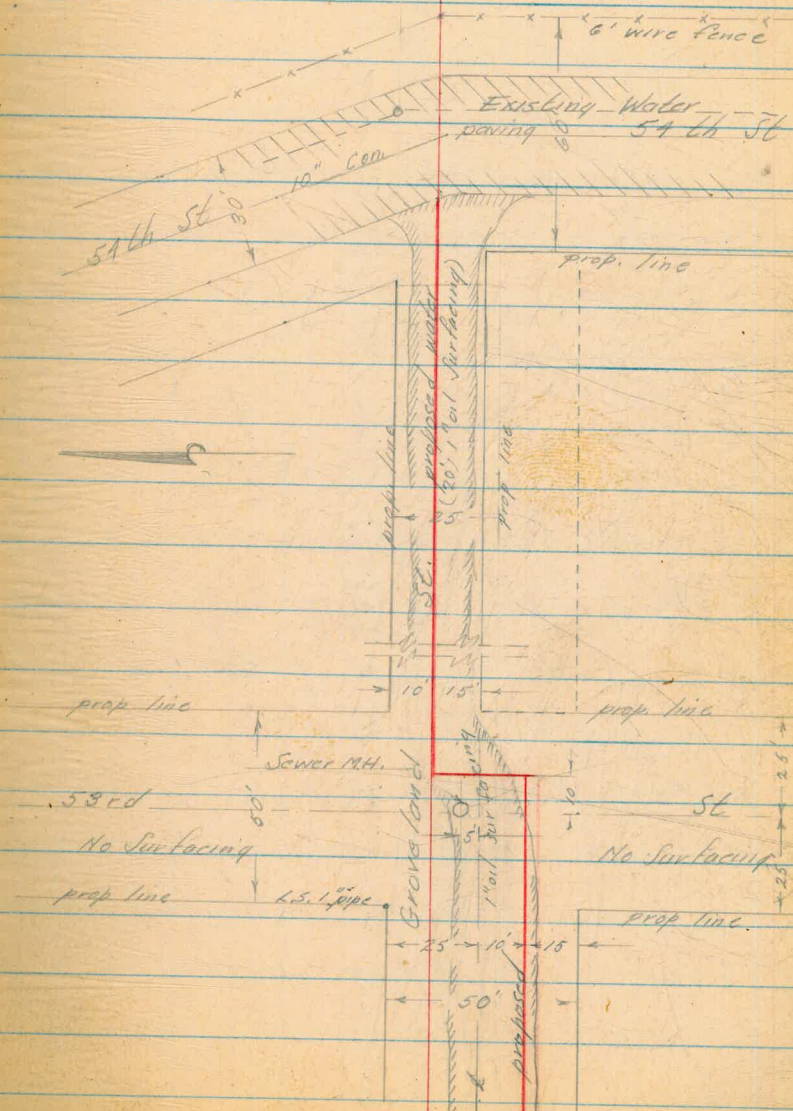
Profile of Water Groveland St.

- 0+00 East prop 54th & fence
- +15 East edge 10" con pave.
- +27 G.V. Exist. water main
- +30 & 54th
- +49 West edge paving

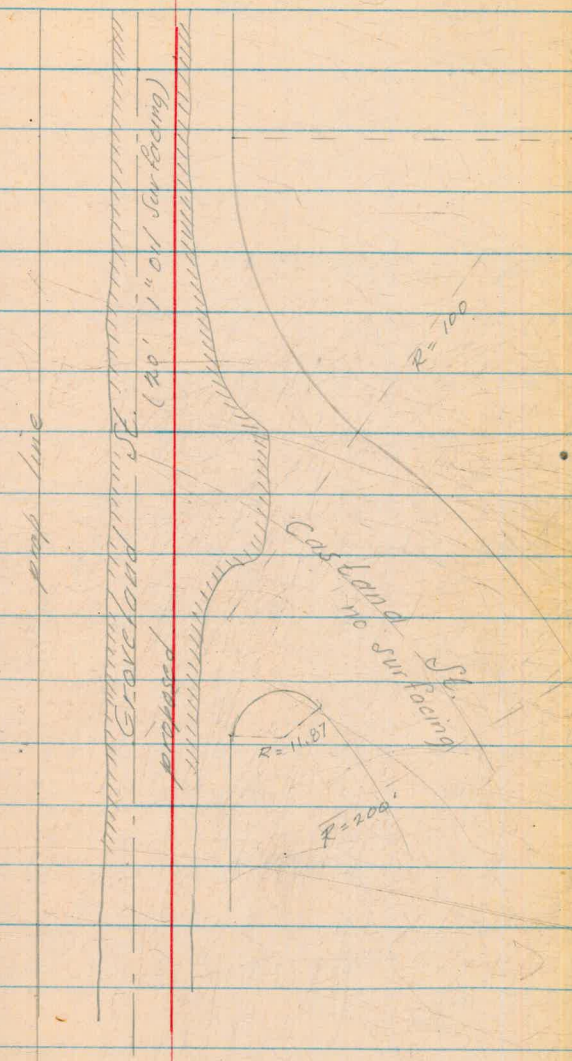
54th to Fochid

54th to Fochid  
1/28

- 5+30 East prop 53rd.
- 5+53 90° angle in water line (prop)
- +63 & 53rd Sewer M.H.
- +88 West prop 53rd

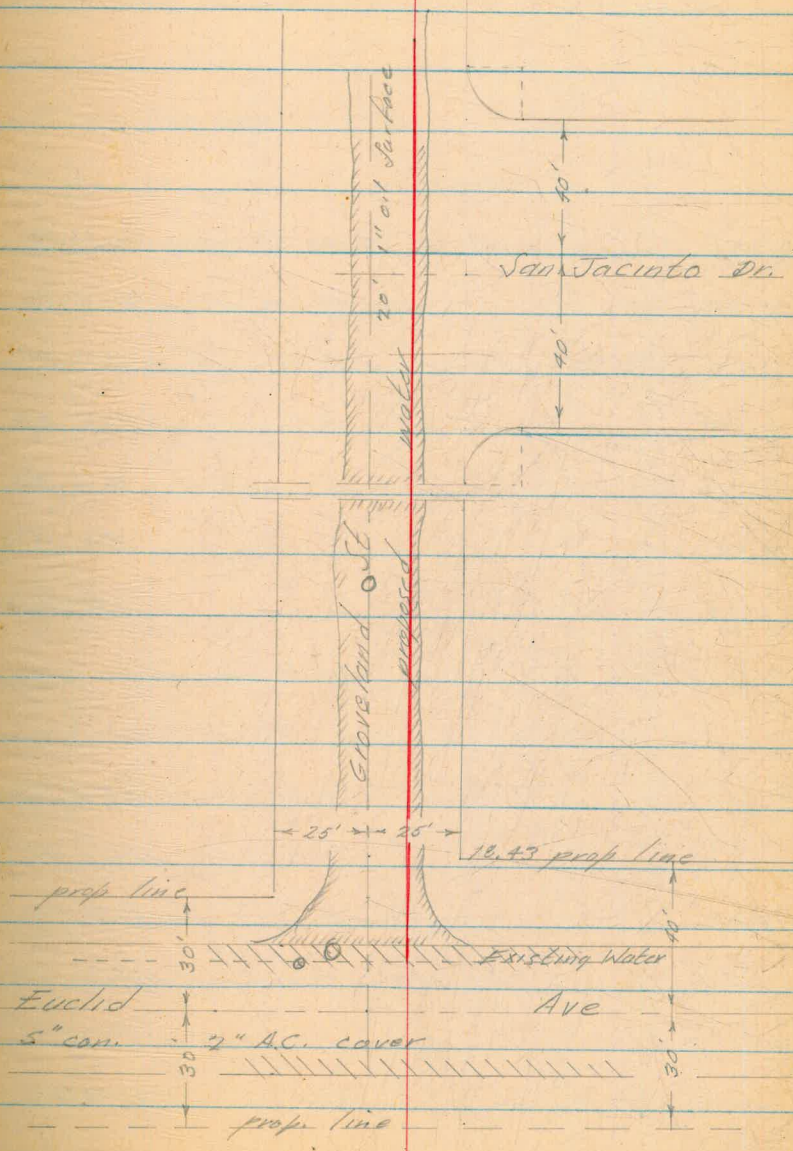


Graveland Cont.



Graveland Cont.

- 17+01 Sewer M.H. 10' No.
- 18+93 East prop. line Euclid
- 18+66 Edge of con. paving
- +67 Sewer M.H.
- +70 G.W. existing water
- 19+13 West prop. line Euclid St



5-19-54

Profile & Proposed Water Carleton

St. Plum to Clove

		134.09	
	6.74	140.53	
0+00	8.6	131.93	
+29	7.3	133.23	
+35	6.79	133.74	
+50	7.0	133.53	
1+00	5.6	134.93	
+50	3.1	137.43	
2+00	0.5	140.03	
T.P.	0.54	139.99	
	11.92	151.91	
3+50	9.4	142.51	
3+00	6.9	145.01	
+50	4.5	147.41	
+85	2.8	149.11	
4+00	2.3	149.61	
+03	1.75	150.16	

S.W. E.P. Carleton & Plum

E. prop line Plum St. & G.V.

End 2" A.C. paving

6" Sewer M.H. 10' R.L. 12.7' rod to T.L.

East curb line Clove St.

Sewer M.H. 10' R.L. 2.5' rod to T.L.

## Profile Carleton St Cont.

151.91

4+04	1.1	150.81	Begin 4" paving & Clove St.
+23	2.2	149.71	West curb line Clove St.
+50	1.1	150.81	End work West prop. line Clove

12.53 139.38

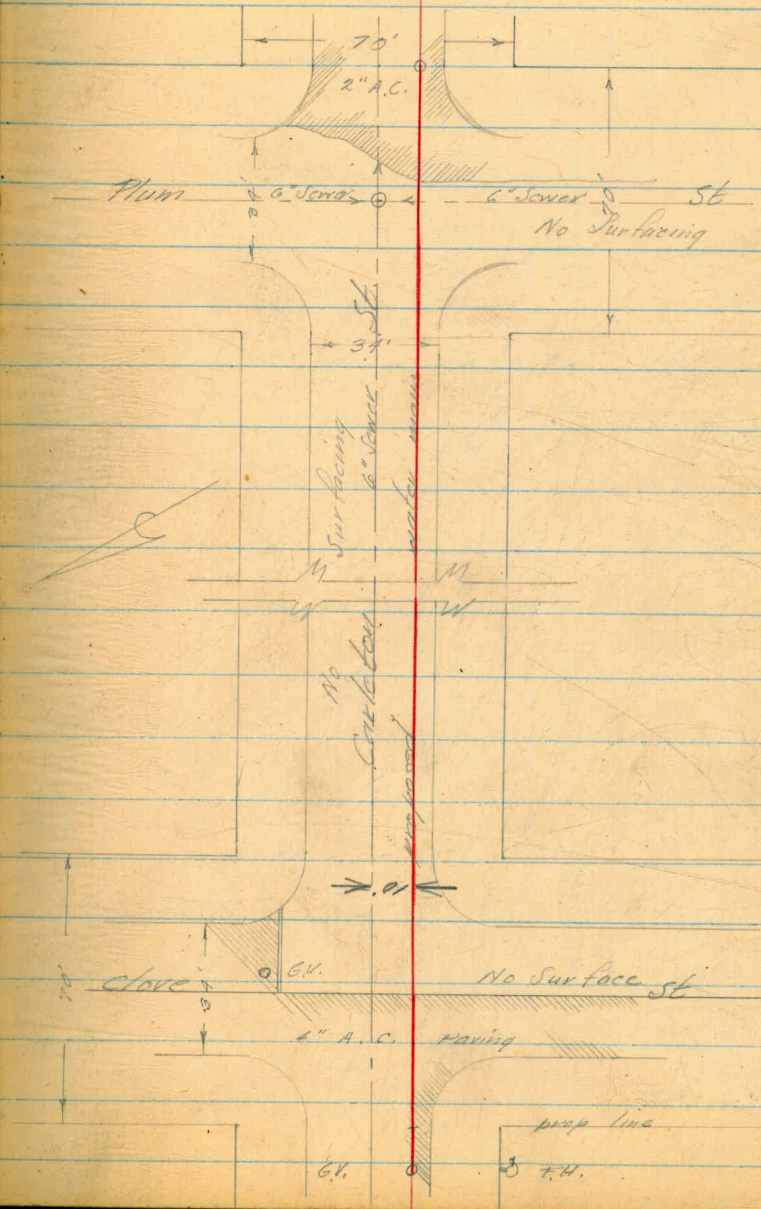
0.85 140.23

6.13 134.10

B.P. Carleton &amp; Plum Elev 134.09

Profile of Carlton St. Cont.

- 0+00 E. prop. line of Plum St  
Existing G.V.
- +129 Edge of AC. paving
- +135 Sewer M.H.
- 3+87 E. curb line Clove St.
- 3+93 G.V. 39' RL
- 4+03 Sewer M.H. 10' RL
- 4+09 E. edge 4" AC.
- 4+14 Gas Valve 21' RL
- +21 W. curb line of P. Clove
- +50 G.V. & F.H.



Scott St  
 Conn to Talbot  
 Proposed Pl.

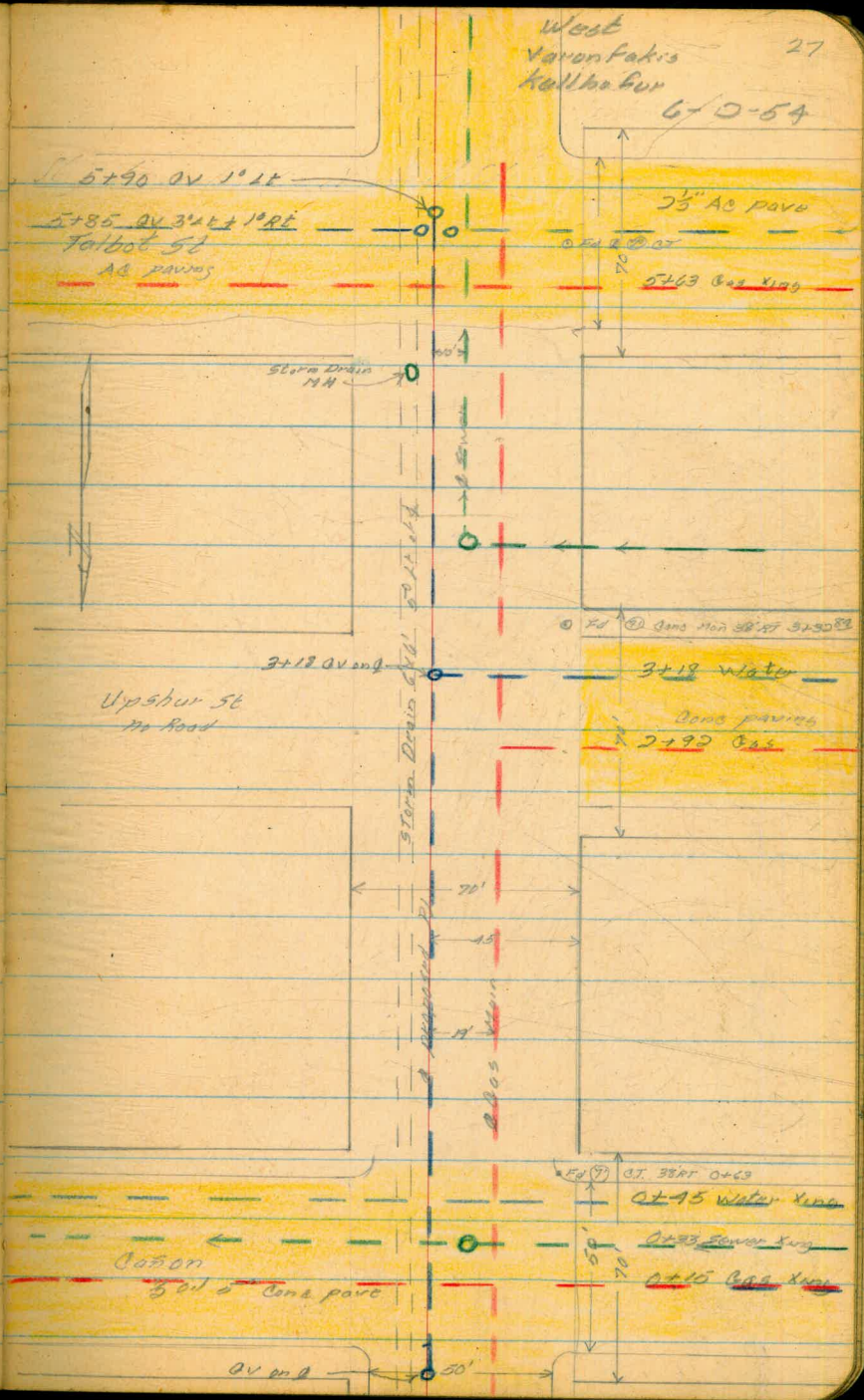
6+09 <sup>92</sup>  
 5+84 <sup>99</sup> Tee South prop line Talbot  
 5+74 <sup>99</sup> POT of Talbot

3+32 <sup>81</sup> POT

0+63 POT

0+00

North prop line Cannon



West  
 Varonakis  
 Kalliohur  
 6-0-54

27

5+90 OV 1" AT  
 5+85 OV 3" AT 1" AT  
 Talbot St  
 AC paving  
 7 1/2" AC pave  
 5+63 Gas King  
 Storm Drain 14"  
 3+18 OV and  
 Upskur St  
 7th Road  
 3+18 water  
 2+92 Gas  
 0+15 water King  
 0+15 Gas King  
 0+15 Gas King  
 50'  
 50'

Scott St Cannon to Talbot

West  
Varanokis  
Kellhofer

28

6/1/54

	12.56	15.13	257	
0+00			4.78	10.4
+10			5.37	9.8
+33			5.50	9.6 +56 To Flow Line
+50			5.39	9.7
+70			4.65	10.5
1+00			4.4	10.7
+50			4.0	11.1
2+00			3.5	11.6
+50			3.1	12.0
3+00			3.1	12.0
	2.54	13.69	3.98	11.15
3+50			2.2	11.5
4+00			3.0	
+37			3.18	+35 To Flow Line
+50			3.7	
5+00			4.6	
+12			4.19	+112 To Flow
+50			5.0	
+64			4.80	
+84.92	Tec = 0+25 Talbot		4.54	
6+09.99			5.34	

MM S-W BP Cannon + Shafter

North prop line Cannon St

Top NW Rim Sewer MH 10' RL

edge AO pave

Turn on SW (D) Men Scott + Upshur

Top east rim sewer MH 10' RL

Top to Top Top west rim storm drain MH 7' RL

edge AO pave

South prop line Talbot



Talbot St  
Scott to Rosborough

Proposed P2.

4+39 <sup>86</sup>

West prop line Rosborough

3+69 <sup>86</sup>

PAT

East prop line Rosborough

0+63 PAT

0+00

East prop line Scott St

West  
Kallhøker  
Vannløkke

Talbot

29

6/1/54

Rosborough

1" over 6" ans

3+76 begin 1" over  
6" ans paving

4+14 gas trap

1" over water trap?

50' 20' prop av. @

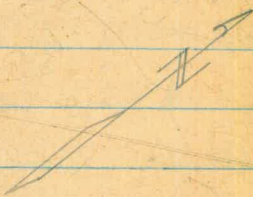
20'

50'

Proposed main  
Talbot St

2' 10" paving

Scott St  
Dir. C



Talbot 56

⊙ profile

W. from page 28  
13.69

0+00		5.32	8.37 ✓
+50		3.73	9.90 ✓
1+00		2.47	11.22 ✓
+50	13.10	25.92	12.82 ✓
2+00		11.32	14.60 ✓
+50		9.34	16.58 ✓
3+00		7.49	18.43 ✓
+50		5.23	20.69 ✓
4+00		3.67	22.25 ✓
+05		3.97	21.96 ✓ 20.42
+18		3.45	22.47 ✓ 20.22
4+33 <sup>1</sup>		3.99	21.98 ✓
+33 <sup>2</sup>		3.31	22.58 ✓
	357	24.06 ✓	5.13 20.49 ✓
		4.49	19.57 ✓

east prop line south 54

Turn on a nail

Top South rim sewer MH 41' RT

Top east rim sewer MH 10' RT

Bottom of Ob

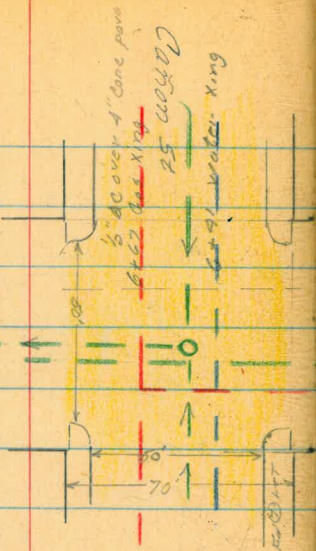
Top of Ob

19.55 SW ⊕ RT Rosserans & Upshur

Upshur St  
Scott to Cañon

6+86 <sup>21</sup>

North prop line Cañon



1+72 <sup>21</sup> 50

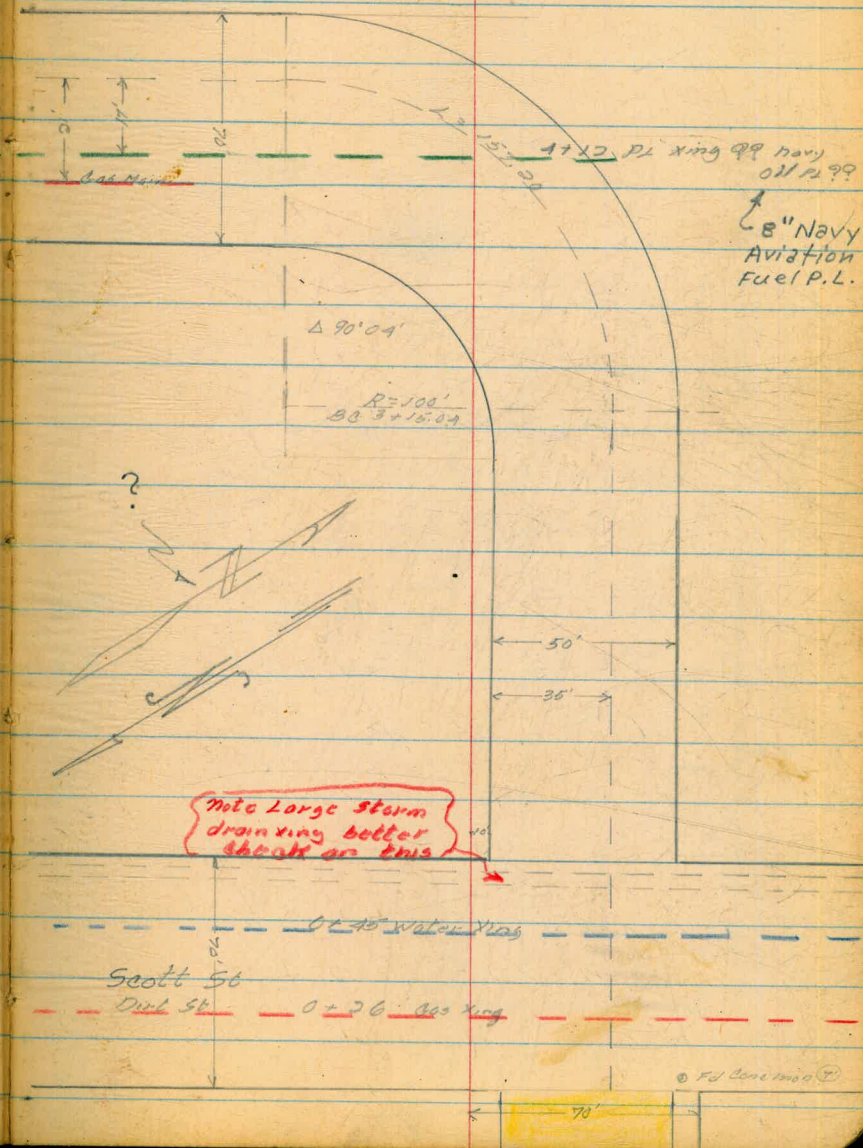
$\Delta = 90^{\circ} 04'$   
 $R = 100'$   
 $L = 157.20'$

3+15 <sup>21</sup> 80

West  
Varonfakis  
Kellhofer

31

6-3-59



0+45 Upshur = 3+14 <sup>21</sup> Scott Tee

0+00

West prop line Scott St

© F. J. Conner 1959

Upshot St  
Scott to Cañon  
I profile

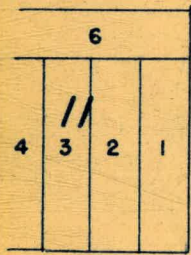
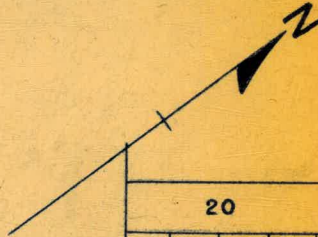
32

6-3-54

	2.73	13.88	11.15
0+00		2.95	10.9
0+45 Twp		1.9	12.0
0+50		2.0	11.9
1+00		3.6	10.3
+50		5.1	8.8
2+00		6.2	7.7
+50		7.1	6.8
3+00		8.4	5.5
+15 <sup>01</sup> 50		8.8	5.1
+25		9.6	4.3
+50		10.1	3.8
+75		10.8	3.1
4+00		11.1	2.8
+25		11.4	2.5
+50		11.4	2.5
+72 <sup>29</sup> ECOM 8.13	11.22	2.66	
5+00		5.1	3.0
+50		4.5	3.6

Turn on SW @ Mon Scott + Upshot see page 28'

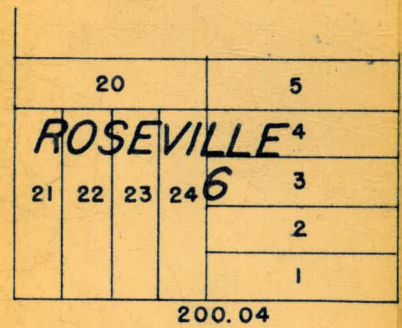
West prop line Scott St end cone paving



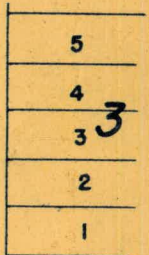
ST.  
70'



UPSHUR ST.  
70'



ST.  
70'

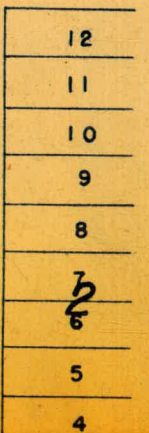
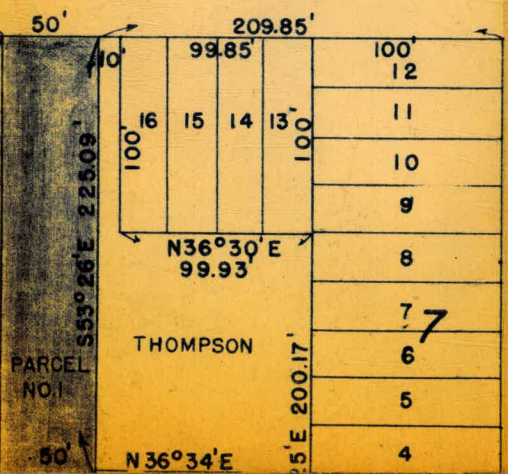


SCOTT

ST.



TALBOT

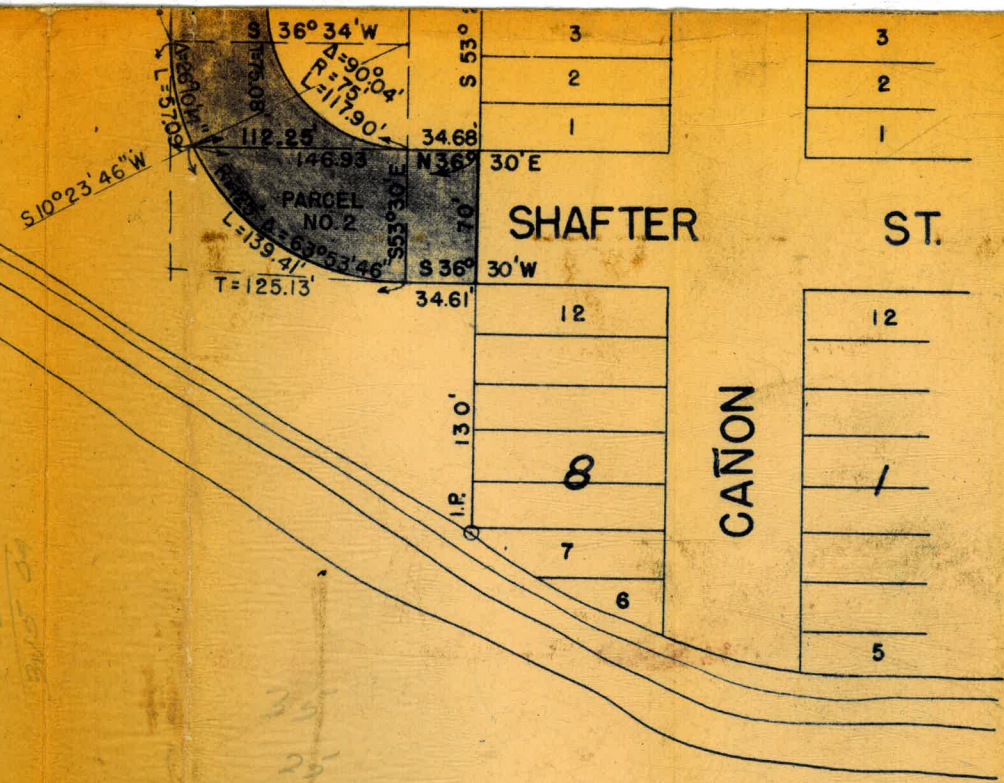


300.17  
370.17

296.04  
1.25/13  
370.17

215.04  
70  
370.17

35  
25  
100



NOTE: PROPOSED OPENING SHOWN  
SHADED, THUS - ████████

DRAWN BY	M <sup>c</sup> Q
CHECKED BY	C-S-K
FIELD BOOKS	<i>a.k. Tozz</i>
	CITY ENGINEER
	CITY MANAGER

**CITY OF SAN DIEGO - ENGINEERING DEPARTMENT**

Plat showing Proposed Opening for SE'ly Extension of UPSHUR ST. & SW'ly Extension of SHAFTER ST., thru Block 3, Bay Shore Addition to New Roseville.

DATE	4-8-48
SCALE	1" = 100'
DRAWING NUMBER	<b>3484-B</b>

0+35 Region  
1+62<sup>5</sup>

4+12 22 1/2"

4+16 22 1/2"

~~By [unclear]~~

Hagan

~~SD~~

Ayling

5072 Niagara Ave

SD. Here first

~~Walnut ✓ 6499 W 872~~

~~Columbia  
Horse ✓ 6500 W 877~~

~~Porter ✓ 6503 W 880~~

~~Union ✓ 6504 W 822~~



8.13

6+00	5.5	2.6	
6+17	6.26	1.9	beginning of good AA paving
6+50	7.12	1.0	
+54	7.22	+2.6 To Flowline 0.9	Top east rim sewer MH 11 ft
6+86.99	6.50	1.6	North prop line station 56
	5.55	2.58 =	2.57 SW BP Cañon + shaft

Wawona St  
Capistrano to Olive

FJD Hub & Spoke  
13' RL 7+37.22

34

7+12.50 in 1' oil  
paving

1' oil pave

6+30 10' RL  
end of stub line?

7+14 24

East prop line Oliphant

6+30 main 70' 95

6+30 30'

60'

2+18 92 POT

Private lines  
7' 0" 24

Wawona  
St. 24

Oliphant  
Dirt

0+60 92 POT

Capistrano  
North prop line

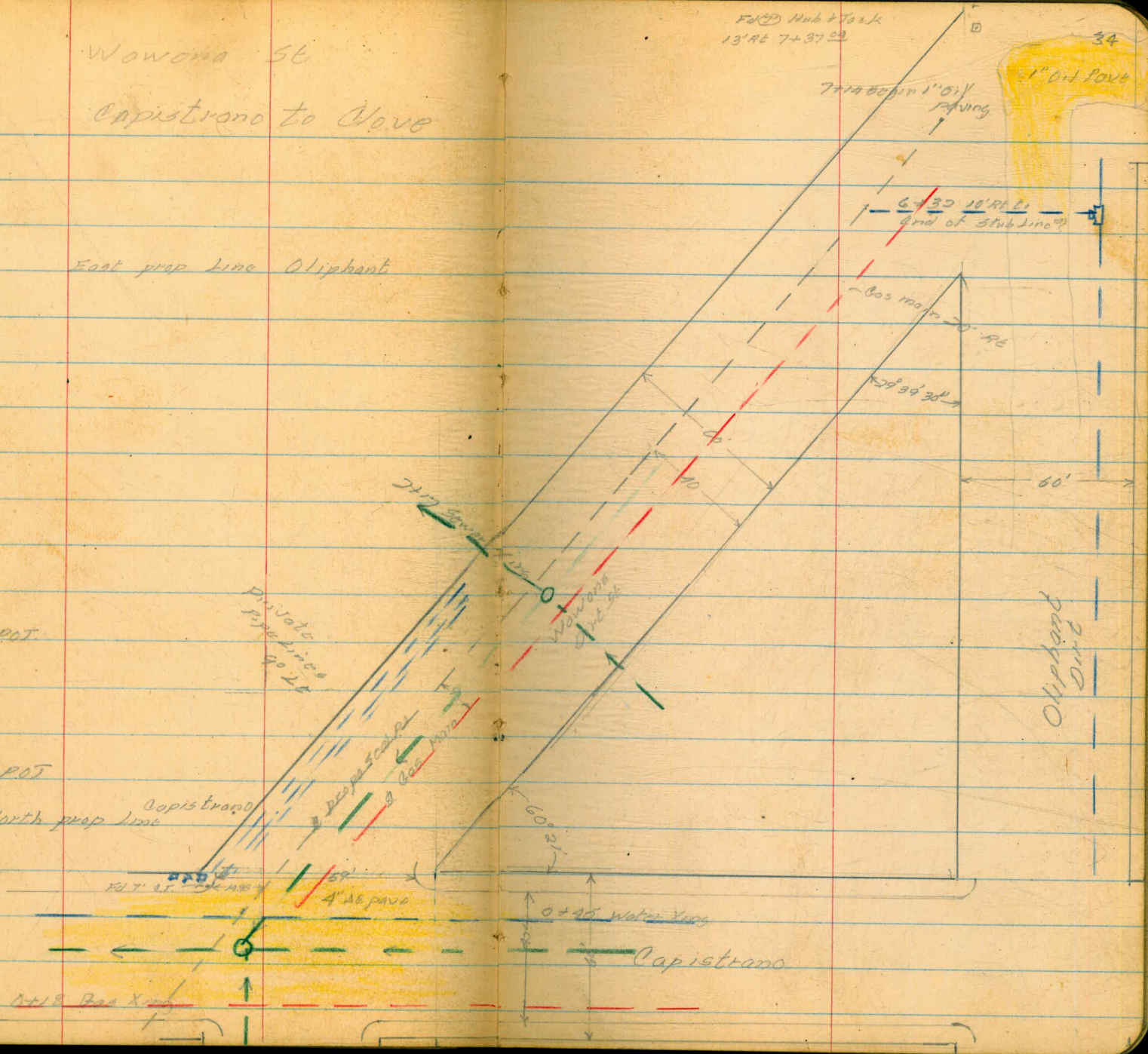
60' 21'

4' oil pave

0+45 Water Xing

Capistrano

0+18 Bas Xing



Wawana 56

Capistrano to Nova  
A profile

4.01 77.71 76.70  
1205 89.50 0.26 77.45

0+00 5.9 83.6  
+11 6.3 83.2  
+11<sup>2</sup> 6.9 82.6  
+24 5.12 <sup>+7.2 to Flowline</sup> 84.38  
+50 5.7 83.8  
+70 5.79 83.7

11.80 100.22 1.08 88.42

1+00 11.6 88.6

+50 <sup>1+39</sup> 6.1

2+00 3.6

+20 3.31

+50 4.1

3+00 6.1

+50 7.8

4+00 9.6

+50 10.7

11.15 89.07

West  
Laromfakis  
Kellhofer

35

BM NW cor post Capistrano

North prop line Capistrano

Top of cb

Bottom of cb

Top East rim sewer MH 25' RT

end AC pave

$\frac{8.5}{10LT}$   $\frac{6.0}{5LT}$   $\frac{6.1}{10RT}$  94.12

$\frac{4.9}{10LT}$   $\frac{3.4}{5LT}$   $\frac{3.5}{10RT}$  96.7

TOP EAST RIM SEWER MH 7' RT

$\frac{5.2}{10LT}$   $\frac{4.4}{5LT}$   $\frac{4.3}{10RT}$  95.9

$\frac{7.4}{10LT}$   $\frac{6.6}{5LT}$   $\frac{6.4}{10RT}$  93.8

$\frac{10.8}{10LT}$   $\frac{7.7}{5LT}$   $\frac{8.2}{10RT}$  92.0

$\frac{11.6}{10LT}$   $\frac{9.8}{5LT}$   $\frac{10.0}{10RT}$  90.2

$\frac{12.5}{10LT}$   $\frac{11.3}{5LT}$   $\frac{11.3}{10RT}$  88.9

Wawona st

CAPISTRANO to CLOVE  
& PROFILE

2.03 91.10

5+00		3.1	87.0
+50		5.4	85.7
6+00		8.7	82.4
+50		5.1	86.0
7+00		6.0	85.1
+14	<sup>21</sup>	6.4	
+75	<sup>64</sup>	4.7	86.4

6.95 91.97 6.08 85.02

6.84 97.89 0.12 91.05

0.53 86.74 11.68 84.21

1.81 76.92 11.63 75.11

5.20 71.72 = 71.70

10.92 94.80 84.38

0+70 11.1 83.7

1+00 6.2 88.6

+50 0.7 94.1

8.91 103.01 0.70 94.10

2+00

+50

3+00

+50

10.6 92.4

WEST

VARETAKS 4+00

Wellhofer 5+00

113.01  
6.12  
96.79 = 96.91

6.5 4.8  
10.1 RT 5.2 RT

11.3 8.8  
10.1 RT 5.2 RT

14.3 11.7  
10.1 RT 5.2 RT

11.4 8.3  
10.1 RT 5.2 RT

6.0 6.1  
10.1 RT 5.2 RT east prop line elephant

90.6  
89.4  
87.7

132 100 36 113  
10 RT 10 RT 10 RT  
132 100 36 113  
10 RT 10 RT 10 RT  
15.3 12.2  
10 RT 10 RT

3.5 87.6  
10 RT

4.3 4.2 86.9  
10 RT 10 RT

7.1 4.6 4.6 86.6  
10 RT 5 RT 10 RT

1.2 1.8 86.3  
10 RT 10 RT

5.1 86.0  
10 RT

TBM PK Nail in tel pole 10 RT 7+50

Top East rim sewer MI

end of paving 10.5 10.3 10.1  
10 RT 10 RT 10 RT

6.5 5.3 4.1 3.9  
10 RT 10 RT 10 RT 10 RT

0.6 +1.2 +2.3 +3.1  
10 RT 10 RT 10 RT 10 RT

6.3 96.7 3.4 99.6  
10 RT 10 RT

11 95.7 7.0 7.0 2.5  
10 RT 10 RT 10 RT 10 RT

8.0 93.8 8.1 7.6  
10 RT 10 RT 10 RT

11.5 8.3 7.8  
10 RT 10 RT 10 RT

University Ave  
College to Cartagena  
Stks for 12" AC. Main

West  
Williams  
Kellhofer

37

6/18/54

	7.55	328.16		320.61			
				316.0			
1+00				<del>317.0</del>			
+50			4.8	323.4	318.1	C5	<sup>3</sup>
2+00			3.6	324.6	319.6	C5	<sup>0</sup>
+50			2.1	325.8	320.8	C5	<sup>0</sup>
3+00			0.9	327.3	321.8	C5	<sup>5</sup>
+50	7.75	335.86	0.05	328.11	322.8	C5	<sup>3</sup>
4+00			6.8	329.1	324.0	C5	<sup>1</sup>
+50			5.5	330.4	325.0	C5	<sup>4</sup>
5+00			4.8	331.1	326.0	C5	<sup>1</sup>
+50			2.7	333.2	327.1	C6	<sup>1</sup>
6+00			1.7	334.2	328.1	C6	<sup>1</sup>
	7.37	342.23	1.00	334.86			
+50			7.6	334.6	329.4	C5	<sup>2</sup>
7+00			7.3	334.9	330.7	C4	<sup>2</sup>
+50			6.8	335.4	331.8	C3	<sup>6</sup>
8+00			4.1	337.8			
	1.03	335.11	2.15	334.08			
	2.50	328.31	9.30	325.81			
			7.65	320.66 = 320.6			

But 2 min pin see page 6

end of stub

6" south

10" south

18" south

18" south

10" south

6" south

2

6/25/54

335.4  
7+50 + 5.63  
341.03 Ac.

C34

7+75 - 4.45 336.58 333.2

7+97 - 3.2 337.8 333.2  
End of  
Work  
(as staked.) C46±

7.26  
337.76 Top of 30"

James St  
 stks for 8" AC Main

West  
 Williams  
 Kellhofer

6/21/54

see page 6

6.56	385.15		378.59	city datum
1+00		8.3	376.9	373.0
+50		8.1	377.1	373.0
+75		6.8	378.4	373.0
2+00		4.1	379.1	372.2
+25		7.1	378.1	369.8
+50		13.3	371.9	366.6
+75		7.8	377.4	366.6
3+00		4.1	381.1	372.0

C3  
 C4  
 C5  
 C6  
 C8  
 C5  
 C10  
 C9

at cor bridge James + Boulevard Dr

Elev. Bottom pipe 7/12/54

BM. 378.59	
2.82	
381.41	
1.50	373.2
	8.2
1+75	372.7
	8.7
	371.2
2+25	369.2
	12.2
2+50	367.2
	14.0
2+75	367.3
	12.1
3+00	372.5
	8.7
3+25	377.4
	9.6
	383.2
	16.2
	381.25
	12.16
	393.41

1279 397.21 0.73 384.43

+25		11.3	385.9	377.7
+50		5.7	391.5	383.4

C8  
 C8

1211 40 8.87 0.45 396.76

+75		10.00	398.9	389.2
4+00		10.4	398.5	394.0
+25		7.5	401.4	397.5
+50		4.8	404.1	400.4

C9  
 C4  
 C3  
 C3

388.7	
4.6	
393.3	
0.1	

near end of gutter

5+00	1145	419.79	0.54	408.32	403.8
+50		9.0	410.8	407.0	
+75		7.7	412.1	408.1	
6+00		7.6	412.2	408.4	

C4  
 C3  
 C3

-6.9 B FH

JAMES ST. CONT.

419.78

6+50 63 413.5 409.7

C3 <sup>8</sup>

7+00 51 414.7 411.0

C3 <sup>7</sup>

+50 39 415.9 412.4

C3 <sup>5</sup>

8+00 27 417.1 413.6

C3 <sup>5</sup>

+50 1.2 418.6 415.0

C3 <sup>6</sup>

12.21 431.68 0.31 419.97

+75 12.1 419.6 416.0

C3 <sup>6</sup>

9+00 10.7 421.0 417.2

C3 <sup>8</sup>

+50 7.0 424.7 420.2

C4 <sup>5</sup>

10+00 2.3 429.4 424.7

C4 <sup>7</sup>

12.42 441.00 0.10 431.58

+50 95 434.5 429.8

C4 <sup>7</sup>

11+00 4.2 439.8 434.6

C5 <sup>2</sup>

12.37 456.07 0.30 443.70

+50 11.8 444.3 439.5

C4 <sup>2</sup>

+75 10.1 446.0 442.0

← 040

12+00 8.4 447.7 442.7

C5 <sup>2</sup>

+50 6.5 449.6 443.0

C6 <sup>6</sup>

+60 <sup>52</sup> 6.2 449.9 444.4

C5 <sup>5</sup>

+75 5.9 450.2 444.7

C5 <sup>5</sup>

Five Hyd. Ties

WEST 8.4  
WILLIAMS 7.7  
KELLHOFER 10.1

6/21/54

39  
39

James St  
Cont

456.07

WEST  
WILLIAMS  
KELLHOFER

40

6/21/54

		5.75	450.32	Top C6		
12+75		3.8	452.3		(3) Fire Hyd	
					2	
13+00		5.5	450.6	445.4	C5	
+25		5.2	450.9	446.0	C5	
+50		4.9	451.2	446.1	C5	
					4	
14+00		5.1	450.7	446.3	C4	
					3	
+50		6.4	449.7	446.4	C3	
					4	
15+00		5.6	450.5	447.1	C3	
					6	
+50		4.8	451.3	447.7	C3	
					8	
16+00	8.17	460.40	384	452.23	448.4	C3
						9
+50						C3
						5
17+00		6.8	453.6	449.1	C4	
						0
+50		6.2	454.2	449.2	C5	
						5
18+00		5.5	454.9	449.4	C5	
						1
+50		1.7	455.7	449.6	C6	
						6
+60 <sup>93</sup> J BK		5.1	455.3	449.7	C5	
						8
+60 <sup>93</sup> J AH		1.9	455.5	449.7	C5	
						3
19+00		5.1	455.3	450.0	C5	
						4
+50		5.4	455.0	450.6	C4	
						2
+73 <sup>65</sup> J		5.4	455.0	450.8	C4	
						1
20+00	5.89	460.89	5.40	455.00	451.3	C3

C44 455.2  
5.1  
C  
C39 455.2  
5.1  
C

CUTS REVISED 6/30/54 BEATTY.

6/30/54

TDM p. 11 458.66  
1.60  
N 660.26



James St  
Cent

460.89

20+50	5.6	455.3	451.7
21+00	5.4	455.5	451.9
+50	5.2	455.7	452.3
22+00	5.0	455.89	452.5
+32	4.8	456.1	452.7
+37	4.8	456.1	452.7
+50	4.7	456.2	452.8
23+00	4.4	456.5	453.0
+50	4.1	456.8	453.2
24+00	3.9	457.0	453.4
+50	3.6	457.3	453.6
25+00	3.4	457.5	453.8
	0.06	464.06	2.89 458.00
+50	6.3	457.8	454.1
26+00	6.0	458.1	454.4
+50	5.8	458.3	454.7
27+00	5.6	458.5	455.0
+50	5.3	458.8	455.2
28+00	5.1	459.0	455.4
+50	4.8	459.3	455.7

WEST  
WILLIAMS  
KELLHOFER

11

6/21/54

REV. 6/30/52 (costly & party)

<del>C3</del> <sup>6</sup> C37	453.4 29	C37
<del>C3</del> <sup>6</sup> C38	455.7 26	58
<del>C3</del> <sup>4</sup> C36	455.9 5	C37
<del>C3</del> <sup>4</sup> C36	456.1 2	C38
<del>C3</del> <sup>4</sup> C36	456.3 4.0	C38
<del>C3</del> <sup>4</sup> C37	456.5 2.9	C38
<del>C3</del> <sup>5</sup> C37	456.7 3.6	C39
<del>C3</del> <sup>6</sup> C37	456.9 6.3	C39
<del>C3</del> <sup>6</sup> C38	457.2 6.0	C39
<del>C3</del> <sup>7</sup> C38	457.4 5.8	C40
<del>C3</del> <sup>7</sup> C39	457.7 5.5	C40
<del>C3</del> <sup>7</sup> C38	457.9 5.2	C40
<del>C3</del> <sup>7</sup> C38	457.9 5.3	C40
<del>C3</del> <sup>7</sup> C38	458.2 5.0	C39
<del>C3</del> <sup>6</sup> C37	458.4 4.8	C39
<del>C3</del> <sup>5</sup> C36	458.6 4.6	C38
<del>C3</del> <sup>6</sup> C37	458.9 4.3	C38
<del>C3</del> <sup>6</sup> C38	459.0 4.0	C39
<del>C3</del> <sup>6</sup> C38	459.3 3.7	C39

PA 11 TBM 458.66  
1.60  
460.26

P 2.45  
456.81  
6.40  
463.21

JAMES ST CONT

462.06

28+95 C9V 4.6 459.5 455.9

29+00 TEE 4.5 459.6 455.9

+50 4.2 459.9 456.2

30+00 4.0 460.1 456.4

+50 3.8 460.3 456.6

31+00 4.0 460.1 456.5

4.30 464.07 429 459.77

+50 4.3 459.8 456.2

32+00 4.7 459.9 455.9

+11 GV 4.7 459.4 455.8

+16 TEE 4.8 459.3 455.8

+50 5.0 459.1 455.6

32+00 5.2 458.9 455.3

+50 +50 5.5 458.6 454.9

33+00 5.9 458.2 454.6

+50 6.0 458.1 454.2

4.43 464.64 =

WEST  
WILLIAMS  
KELLHOFER

42

6-21/54

~~C3~~ 6 C38 459.7 50 C39  
51 50

~~C3~~ 7 C38 459.7 50 C39  
51 50

~~C3~~ 7 C39 460.1 47 C39  
51 50

~~C3~~ 7 C38 460.2 45 C39  
51 50

~~C3~~ 7 C39 460.5 40 C38  
51 50

~~C3~~ 6 C38 460.3 42 C39  
51 50

~~C3~~ 6 C37 459.9 48 C38  
51 50

~~C3~~ 5 C37 459.6 51 C38  
51 50

~~C3~~ 6 C37 459.5 51 C39  
51 50

~~C3~~ 5 C37 459.5 52 C38  
51 50

~~C3~~ 5 C37 459.3 52 C38  
51 50

~~C3~~ 4 C38 459.1 50 C39  
51 50

~~C3~~ 7 C38 458.7 49 C40  
51 50

~~C3~~ 6 C38 458.4 60 C38  
51 50

~~C3~~ 7 C4 458.3 48 C39  
51 50

459.78 Top West rim above MH 32+00

di 463.21  
3 43  
P 459.78  
H 462.77

463

P 458.12

WAITE DRIVE  
FRONT AVE  
⑤ GRDS for 8" WAT.

6/30/55 - 7/1/50  
Beatty  
Shorey  
Alexander

43

Station	Description	Dist	Elev	Notes	Grade	Remarks
P		6.39	464.53	458.14		E nail 30+50
34+61	8" TEE ( $\Delta = 84^\circ 21' LT$ )	(W) 6.6 (S) 6.9	457.9 457.6	454.0		W. C39 S. C36
35+00		6.0	458.5	453.4		C51
35+29 <sup>32</sup> <del>84</del> BK	* PT. $\Delta = 6^\circ 27' LT$	6.1	458.4	"		C52
35+35 <sup>58</sup> AH.		5.7	458.8	"		C54
35+50		5.7	458.8	"		C54
35+83 <sup>55</sup>	8" TEE $\Delta = 91^\circ 15' RT$	4.9	459.6	"		C62
36+00		4.8	459.7	"		C63
36+25	FH TEE	5.3	459.2	"		C58
36+50	Top Curb ⑤ F.H.	4.9	459.6	459.7		F03 C62
		5.5	459.0			C56
37+00		6.2	458.3	"		C49
37+50		6.8	457.7	"		C43
38+00		7.7	456.8	453.4		C32 (low ground)
38+42 <sup>395</sup>	8x6 TEE	8.7	455.8	451.7		C41
38+50		9.0	455.5	451.2		C42
39+00		11.4	453.1	449.0		C41
P		0.05	451.35	13.23	451.30	
39+50		1.2	450.2	445.9		C49
OK BM.		1.04	450.31	450.24		456.36 8.12 450.22
40+00		4.7	446.7	441.7		C50
40+50		7.8	443.6	338.1		C55
40+80 <sup>905</sup>	8" 4" TEE	10.3	441.1	336.4		C47

NOTE:  $\phi$  of pipe  
will be  
different than  
preliminary  
34+61 - 44+50+

7' from face curb

65' from face curb

27+75 End  
Existing  
Curb  
@ P.C.

395  
044  
1380  
1739

405  
061  
405  
1420  
1605

FRONT AVE  
(Cont'd.)

7/1/54

24

451.35

41+00		10.6	440.8	436.0	C48	10.6
41+ <sup>30</sup> 25	FH TEE	12.8	438.6	434.8	C38	12.4
	② CURB F037	12.2	439.2	+0.37 = 439.57		
	⑤ FH	12.3	439.1	439.7	F06 C43	
41+50	0.16	438.70	12.81	438.54		
		1.2	437.5	434.0	C35	0.7
42+00		3.6	435.1	431.7	C34 (low ground.)	3.1
				432.0		
42+50		5.6	433.1	429.7	C34 " "	4.5
				430.8		
43+00		6.7	432.0	428.0	C40	5.7
				429.2		
43+ <sup>45</sup> 37	8x6 TEE	8.7	430.0	426.8	C32	8.9
43+50		8.2	430.5	426.7	C38	8.8
44+00		11.5	427.2	423.7	C30 C35	10.9
				424.2		
44+50	1.55	426.90	13.35	425.35		
		2.2	424.7	420.9	C38	2.2
45+00		5.8	421.1	417.6	C35	5.8
45+23	8" G.V. City	7.3	419.6	415.9	C37 +	7.1
45+29	6" Bend City	7.7	419.2	415.5	C37 +	7.5
CK TP		7.98	418.92 =	418.84	chis II on curb So. Side	

0.73  
2.19  
1.66  
1.67

Croveland 54<sup>th</sup> to Euclid

West  
Williams +  
Varonakis  
Kellhofer +

45

CLOUDY

10/15/53

6.01	161.00	154.99
6.28	156.78	150.50
0+67 SPLIT X		4.5 152.3 148.0
+77		5.7 151.1 147.9
+92		5.6 151.2 147.8
+92		3.0 153.8 151.4
1+00		5.5 151.3 147.7
+50		4.9 151.9 147.4
+64 W S		4.0 152.8 151.8
2+00		4.4 152.4 147.4
+09 W N		4.3 152.5 151.4
+25		4.8 152.0 147.4
+41 W S		4.8 152.0 151.3
2+50		5.3 151.5 147.0
3+00		6.5 150.3 146.2
+41 W N		7.3 149.5 149.5
+50		7.4 149.4 145.3
+69 W N		7.9 148.9 149.1
4+00		8.3 148.5 144.6

BM @ 127 53<sup>rd</sup> + Imperial

C4 <sup>3</sup> BEGIN WORK

C3 <sup>2</sup>

C3 <sup>4</sup>

F.H. TEE

C2 <sup>4</sup>

(5) F.H.

C3 <sup>6</sup>

C4 <sup>5</sup>

C1 <sup>0</sup>

C5 <sup>0</sup>

C1 <sup>1</sup>

C4 <sup>6</sup>

C0 <sup>7</sup>

LEAVE OUT

C4 <sup>5</sup>

C4 <sup>1</sup>

C0 <sup>0</sup>

C4 <sup>1</sup>

F0 <sup>2</sup>

C3 <sup>9</sup>

Groveland St  
54<sup>th</sup> to Euclid

156.78

4+09 W S	75	149.3	148.7	C0 <sup>6</sup>
127 3.42	151.17	9.03	147.75	
+49 W N	32	148.0	147.8	C0 <sup>2</sup>
+50	3.5	147.7	143.8	C3 <sup>9</sup>
5+00	4.7	146.5	143.1	C3 <sup>4</sup>
+16 W S	4.9	146.3	147.0	F0 <sup>7</sup>
+35 W N	5.3	145.9	146.5	F0 <sup>6</sup>
5+50	5.0	146.2	142.3	C3 <sup>9</sup>
2 split				
+60	5.0	146.2	142.2	C4 <sup>0</sup>
+85 <sup>Tec</sup>	4.6	146.6	142.1	C4 <sup>5</sup>
6+00	4.2	147.0	142.0	C5 <sup>0</sup>
+20 FH <sup>Tec</sup>	4.8	146.4	141.8	C4 <sup>6</sup>
+20 (5) & FH	4.0	147.2	146.7	C0 <sup>5</sup>
+25 BV	4.3	146.9	141.8	C5 <sup>1</sup>
+50	4.3	146.9	141.7	C5 <sup>2</sup>
+70 W S	4.3	146.9	146.2	C0 <sup>7</sup>
7+00	4.7	146.5	141.4	C5 <sup>1</sup>
+27 W N	5.1	146.1	145.2	C0 <sup>9</sup>
+41 W S	4.9	146.3	145.6	C0 <sup>7</sup>

38" Down. Top Pine 46  
30" " " " " 54"

157.17

7+50

5.0 146.0 141.1

C5 <sup>1</sup>

2.8  
4.6  
3

+80 W S

5.1 146.1 145.4

C0 <sup>7</sup>

8+00

5.6 145.6 140.8

C4 <sup>8</sup>

+50

5.8 145.4 140.5

C4 <sup>9</sup>

+58 W N

6.0 145.2 144.3

C0 <sup>1</sup>

202

+83 W S

6.4 144.8 144.7

C0 <sup>4</sup>

9+00

6.6 144.6 140.2

C4 <sup>4</sup>

5.21 149.38 7.00 144.17

9+17 W N

4.5 144.9 143.9

C1 <sup>0</sup>

+50

5.0 144.4 139.9

C4 <sup>5</sup>

+57 W N

5.1 144.3 143.6

C0 <sup>7</sup>

+72 QV

5.3 144.1 139.7

C4 <sup>4</sup>

+83 Tcc

5.3 144.1 139.7

C4 <sup>4</sup>

10+00

5.6 143.8 139.6

C4 <sup>2</sup>

+50

5.4 144.0 139.2

C4 <sup>8</sup>

+56 W N

5.6 143.8 142.8

C1 <sup>0</sup>

+89 W S

5.2 144.2 143.1

C1 <sup>1</sup>

11+00

6.2 143.2 138.8

C4 <sup>4</sup>

+39 W S

5.9 143.5 142.7

C0 <sup>8</sup>

+50

6.2 143.2 138.4

C4 <sup>8</sup>

149.38

11750 W S	5.9	143.5	142.7	C0 $\frac{8}{}$
12+00	6.8	142.6	138.0	C4 $\frac{6}{}$
407 W N	6.4	143.0	141.7	C1 $\frac{3}{}$
2.38 144.33	7.43	141.95		
+45 W N	1.7	142.6	141.5	C1 $\frac{1}{}$
+50	2.4	141.9	137.4	C4 $\frac{5}{}$
+82 W S	2.4	141.9	141.7	C0 $\frac{2}{}$
+92 FH TCC	2.9	141.4	136.9	C4 $\frac{5}{}$
+92 (S) FH	2.3	142.0	141.6	C0 $\frac{4}{}$
13+00	3.0	141.3	136.8	C4 $\frac{5}{}$
+13 W N	3.2	141.1	140.8	C0 $\frac{3}{}$
+14 W N	3.2	141.1	140.8	C0 $\frac{3}{}$
+31 CV	3.5	140.8	136.5	C4 $\frac{3}{}$
+36 TCC	3.6	140.7	136.4	C4 $\frac{3}{}$
+50	3.8	140.5	136.2	C4 $\frac{3}{}$
14+00	4.7	139.6	135.6	C4 $\frac{0}{}$
+01 W N	4.9	139.9	139.9	F0 $\frac{5}{}$
+20 W S	4.8	139.5	140.3	F0 $\frac{8}{}$
+50	5.3	139.0	135.3	C3 $\frac{7}{}$



Groveland St.  
54<sup>th</sup> to Euclid

144.33

14+75 W S	5.4	138.9	139.8
15+00	5.6	138.7	134.9
+12 W N	6.0	138.3	138.9
+50	5.8	138.5	134.6
+50 W S	5.7	138.6	139.0
+69 W N	5.4	138.9	138.3
16+00	6.2	138.1	134.2
+17 W S	6.2	138.1	138.3
+41 W N	5.9	138.4	137.5
+50	6.5	137.8	133.5
+83 W N	6.3	138.0	137.3
17+00 303/40.70	6.66	137.67	132.8
+02 W S	3.2	137.5	137.4
+49 W N	3.4	137.3	136.1
+50	3.3	137.4	131.6
18+00	4.3	136.4	130.3
+50	6.6	134.1	129.1
+73 <sup>TCC</sup> FH	7.5	133.2	129.1
+73 <del>(70)</del> FH	6.9	133.8	133.3
19+00	7.8	132.9	129.1

West  
Williams  
Warren Factors  
Kellhofer

49

10/16/54

F0	$\frac{9}{8}$
C3	$\frac{6}{9}$
F0	$\frac{4}{9}$
C3	$\frac{4}{9}$
F0	$\frac{4}{9}$
C0	$\frac{6}{9}$
C3	$\frac{9}{9}$
F0	$\frac{2}{9}$
C0	$\frac{9}{9}$
C4	$\frac{3}{9}$
C0	$\frac{2}{9}$
C4	$\frac{9}{9}$
C0	$\frac{1}{9}$
C1	$\frac{2}{8}$
C5	$\frac{1}{8}$
C6	$\frac{1}{8}$
C5	$\frac{0}{8}$
C4	$\frac{1}{8}$
C0	$\frac{5}{8}$
C3	$\frac{8}{8}$

140.70  
2.54  
133.16 = 133.17 sec page 19

140.7  
7.9  
17+05 - 132.8 Top paving 2  
- 3.7  
129.1 Bottom of pipe

End of work

Castana St  
Graveland to Euclid

C+64<sup>37</sup> BC

EO 7+08.36

1+12 BC

0+64<sup>12</sup> 2

0+35 Castana 9+91 1/2 ft. 4" pipe

0+20 North Edge Graveland

$\Delta = 30^{\circ} 40' 48''$   
 $R = 180'$   
 $L = 96.36'$

$19^{\circ} 26' 00''$   
0.024 3 1/2" water meters

West  
Williams  
Varanfakis  
Kallbater

50

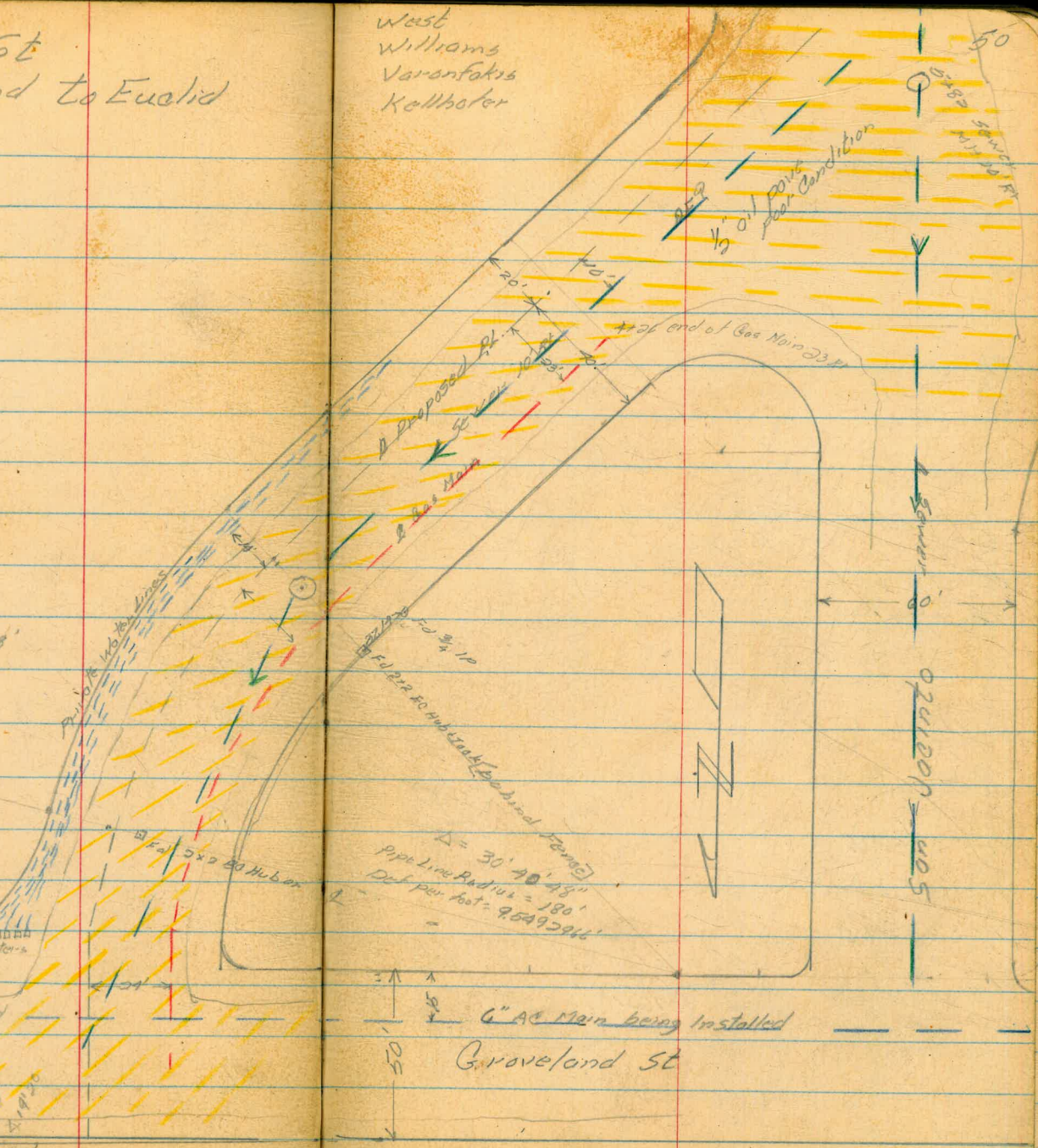
1/2" oil pipe  
poor condition

end of Gas Main 23.4'

to 3 1/2" IP

$\Delta = 30^{\circ} 40' 48''$   
Pipe Line Radius = 180'  
Dist per foot = 96.36'

6" AC Main being installed  
Graveland St



Castana Cont

12+56.05 west prop line Euclid  
 12+00 5 water meters 6" LT  
 11+93 2" LT to st sign  
 11+84 5" LT to Dead Man  
 11+82 1  
 5" LT street  
 11+61  
 PP 27.75 29.3" LT  
 11+18  
 5" LT Main Gas

11+71.05 EC

Del. per Ft = 4.4005

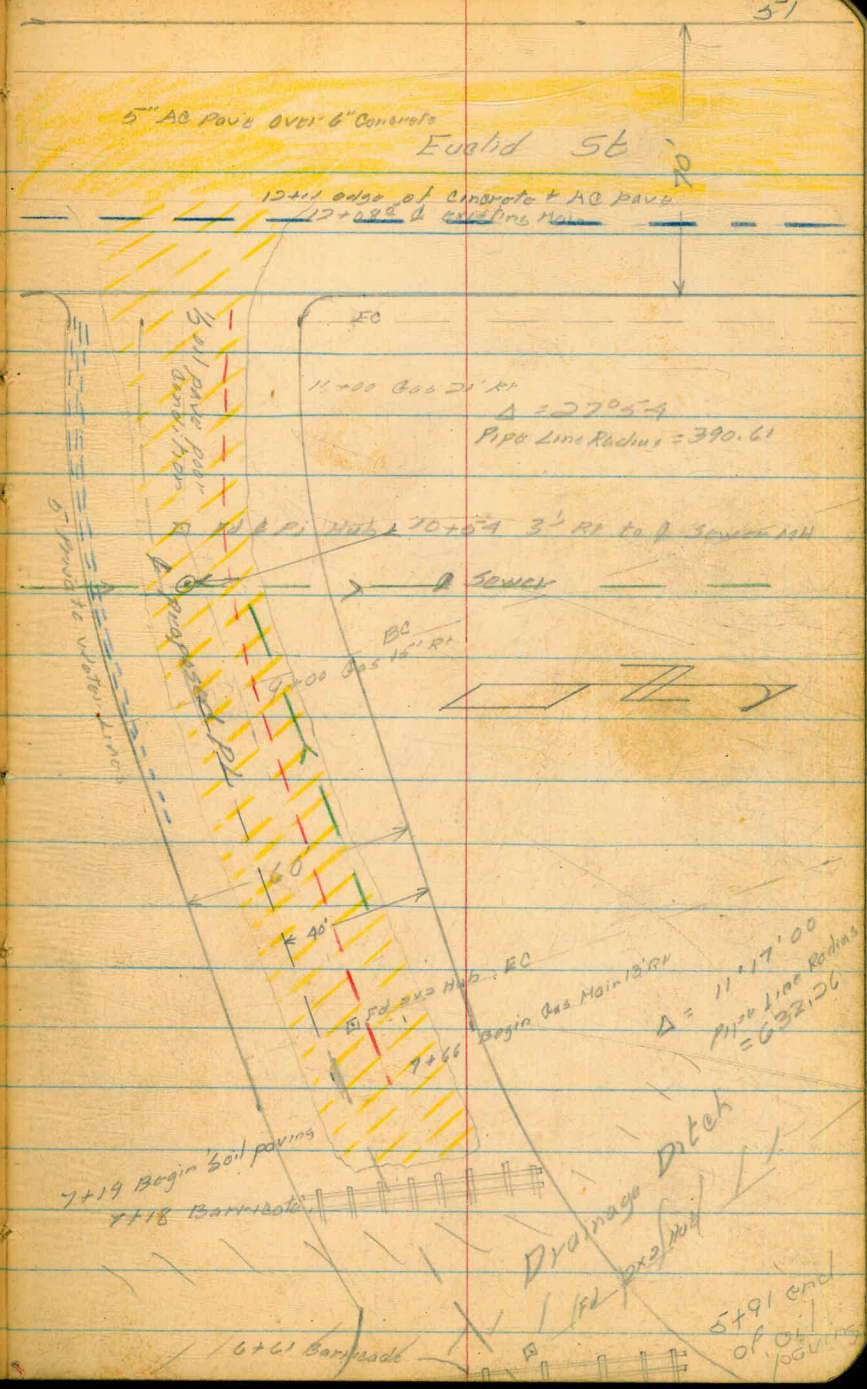
$\Delta = 27^{\circ}54'$   
 $R = 390.61$   
 $\frac{1}{2}\Delta = 13^{\circ}57'$

9+80.24 EC

7+88.88 EC

$\Delta = 11^{\circ}17'00''$   
 $R = 632.26$   
 $L = 129.51$   
 See FB 1696  
 Page 35

6+61.37 BC



Profile Costana St.

52

6.45	161.44	154.99		
2.35	151.36	12.43	149.01	BM @ 1st Imperial 153
0+00		7.0	144.36	North prop line (roadland)
1+1		7.61	143.75	North edge 1/2 oil paving
1+35	0.43 Top of on graveland	7.5	143.86	
1+50		7.0	144.36	
1+64 <sup>12</sup>		6.7	144.66	11' RT edge paving      21' RT edge oil
1+70		6.4	144.96	
1+12 130		6.3	145.06	
1+25		6.2	145.16	2' RT edge oil      18' RT edge oil
1+50		6.0	145.36	
1+75		5.7	145.66	
2+00		5.2	146.16	9' RT edge oil      19' RT edge oil
1+08 <sup>38</sup> FO		5.1	146.26	
1+08 <sup>36</sup>		5.22	146.14	Top SE Rim 50' RT. MH 10' RT
1+50		4.9	146.46	
3+00		4.7	146.66	11' RT edge oil      16' RT edge oil
1+50		4.4	146.96	
4+00		4.4	146.96	6' RT edge oil      19' RT edge oil

Cont on Page 53

## Castana Cont

53

157.36

4750 4.7 146.66

5700 5.1 146.26

2.93 148.08 6.21 145.15

750 2.9 145.18

767 6.2 141.88

782 3.3 144.78

6700 3.3 144.78

750 3.9 144.18

769<sup>31</sup> 4.7 143.38

769 4.9 143.18

781 10.7 137.38

790 11.2 136.88

7706 9.7 138.38

719 5.1 142.98

750 4.5 143.58

7788<sup>28</sup> 4.4 143.68

8700 4.3 143.78

750 4.0 144.08

9700 3.5 144.58

4' Lt edge oil 22' Rt edge oil

Turn on spike 3760

Top 5E from sewer MW 10RI

5.1  
10RI  
Top bankBottom of Ditch 10.2  
10RI 7.3  
10RIBottom of Ditch 8.6  
10RI 2.5  
10RITop Bank 4.2  
10RI 1.6  
10RI

14RI edge oil paving 14RI edge oil paving

10' Lt edge oil 26 RI edge oil

Cont on page 55

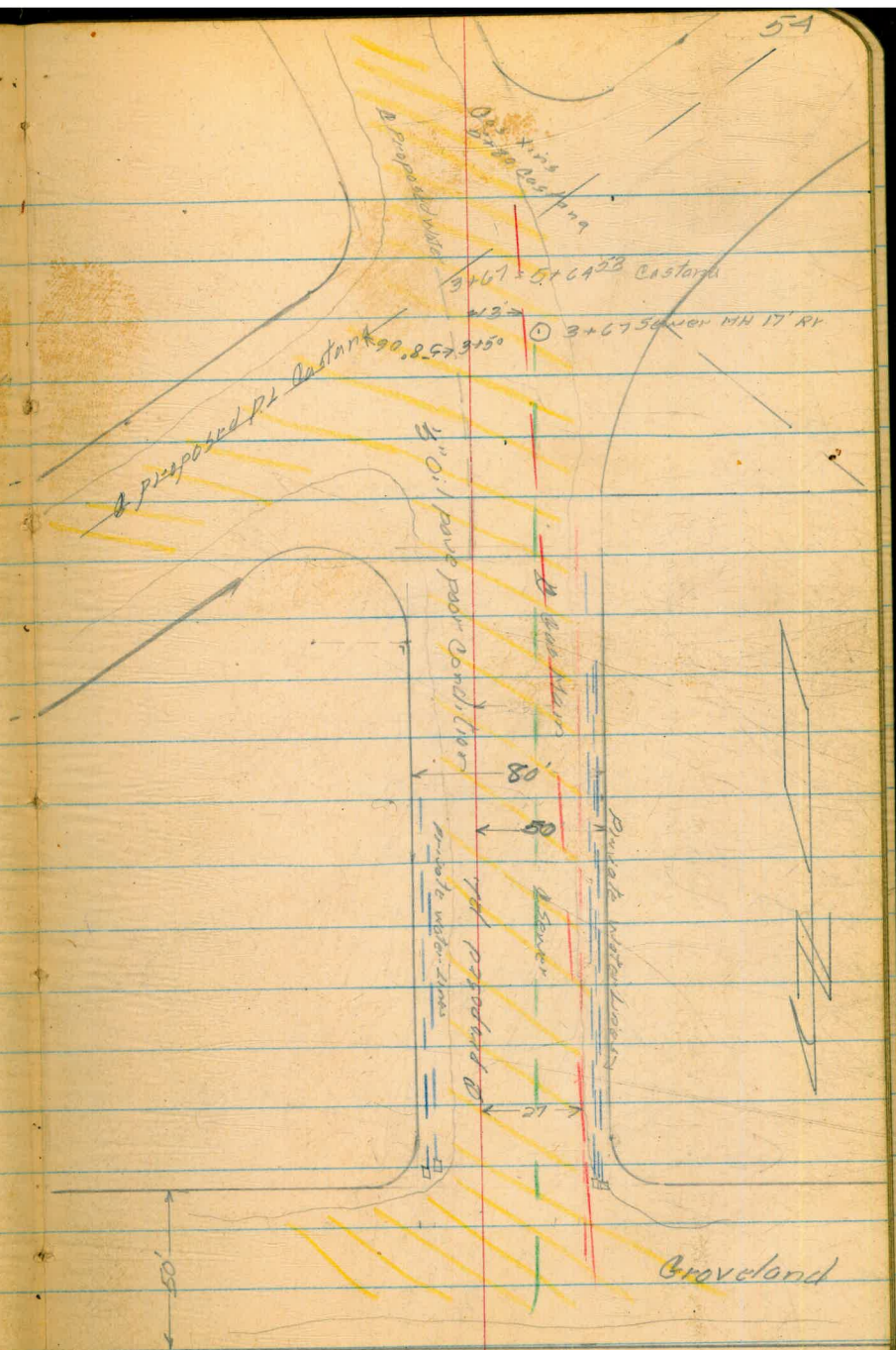
San Jacinto Dr  
Graveland to Castana

$3+67 = 3+64 \overset{52}{\text{Castana}}$   
 $\Delta = 8^\circ 48' 46''$  To  $\phi$  pipe Castana  
 $R = 680'$   
Dist per foot = 2527755

$2+63.58 \text{ BC}$  See TP Book 1026 Page 34

0+00

South prop line Graveland



Castana Profile  
Cont from page 53

148.08

9+50	2.9	145.18	141' edge oil	30' Rt edge oil
149 180 <del>84</del> 80	2.32	145.76		
10+00	1.2	146.05		
+50	0.5	146.75		
+54	0.50	146.75	Top SE corner M.H. Run	
11+00	1.8	145.45		
+50	3.7	143.55	2 on South edge oil	29' Rt edge oil
771 <del>05</del>	4.9	142.35		
12+00	6.3	140.95		
+08	6.48	140.77	Edge AC pav. Euclid	
+36	6.65	140.60	West edge AC pav "	
244	6.2	141.05		
12+56 <del>05</del>	9.6	139.65		
014	1398.3	7.56	139.69	
	6.73	133.10	=	133.17 TBM pole Standard + Euclid

Q Profile  
 Son Jacinto  
 Groveland to Castana

West  
 Williams  
 Varonfakis  
 Kellhofer

56

10/13/54

435	149.50	145.15
-13+34	Brook 43	
0-15	Too	8.7
0+00		8.5
+50		7.0
1+00		5.7
+50		5.2
2+00		4.8
+50		4.7
+63	<sup>58</sup> BC	4.8
3+00		4.9
+50		4.6
+67	= 5+64 Castana	4.30
		145.15 = 145.15

Spike 5+67 Castana

South prop line  
 8' RT edge 3 oil pave 33 RT edge oil  
 South prop line Groveland

8' RT edge oil 31 RT edge oil pave

10' RT edge oil 28 RT edge oil

14' RT edge oil 23 RT edge oil



Bush St Gold Finch  
to Eagle

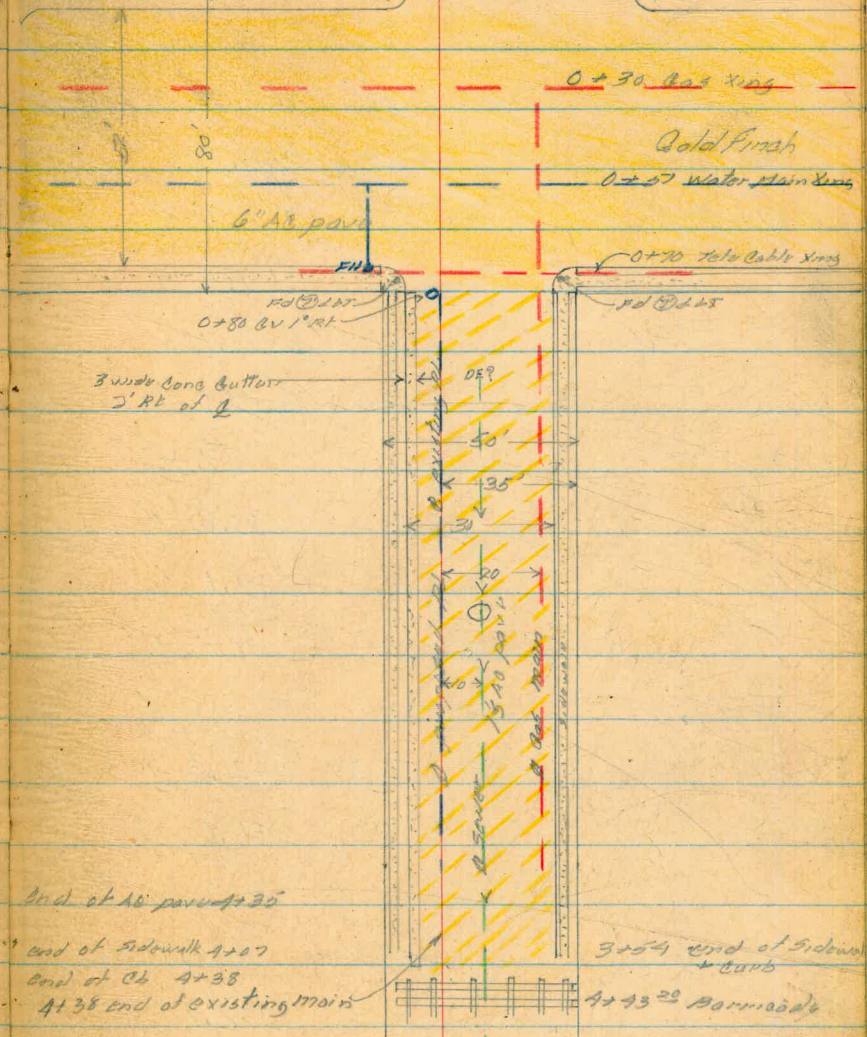
West  
Williams  
Varonakis  
Kellhofer

10/15/59

0+00 West prop line Gold Finch

0+73 POT

4+43 Barricade end of street



End of 10' pav @ 4+35

end of sidewalk 4+07

end of Ch 4+38

4+38 end of existing main

3' x 5' end of Sidewalk + curb

4+43 28 Barricade



Profile Bush St

	1.37	261.37 <sup>✓</sup>	260.00	
0+00		2.83	258.5 <sup>✓</sup>	
+14	Cutter	2.80	258.6 <sup>✓</sup>	
+50		1.90	259.5 <sup>✓</sup>	
+66	Cutter	2.63	258.7 <sup>✓</sup>	
480		2.39	259.0 <sup>✓</sup>	
1+00		4.00	257.4 <sup>✓</sup>	
+50		8.2	253.2 <sup>✓</sup>	
2+00		12.3	249.1 <sup>✓</sup>	
	0.65	249.73 <sup>✓</sup>	249.08 <sup>✓</sup>	
+50		4.7	245.0 <sup>✓</sup>	
			+4.0 To Flow Line	
2+79		6.89	242.8 <sup>✓</sup>	
3+00		8.7	241.0 <sup>✓</sup>	
	0.52	237.78 <sup>✓</sup>	237.26 <sup>✓</sup>	
3+50		0.9	236.9 <sup>✓</sup>	
4+00		4.85	232.9 <sup>✓</sup>	
+50		8.8	229.0 <sup>✓</sup>	
	12.32	242.73 <sup>✓</sup>	230.41 <sup>✓</sup>	
	12.04	254.18 <sup>✓</sup>	242.14 <sup>✓</sup>	
	8.44	262.31	253.87 <sup>✓</sup>	
		2.32	259.99 = 260.00 <sup>✓</sup>	

BM BP NE Goldfinch + Bush

West prop line Goldfinch

End AC page of Goldfinch

Top South 1300 Sample MH 10' 14"

Turn on end of Curve 4+38

Front St  
Washington to University

3+21 2

School fence

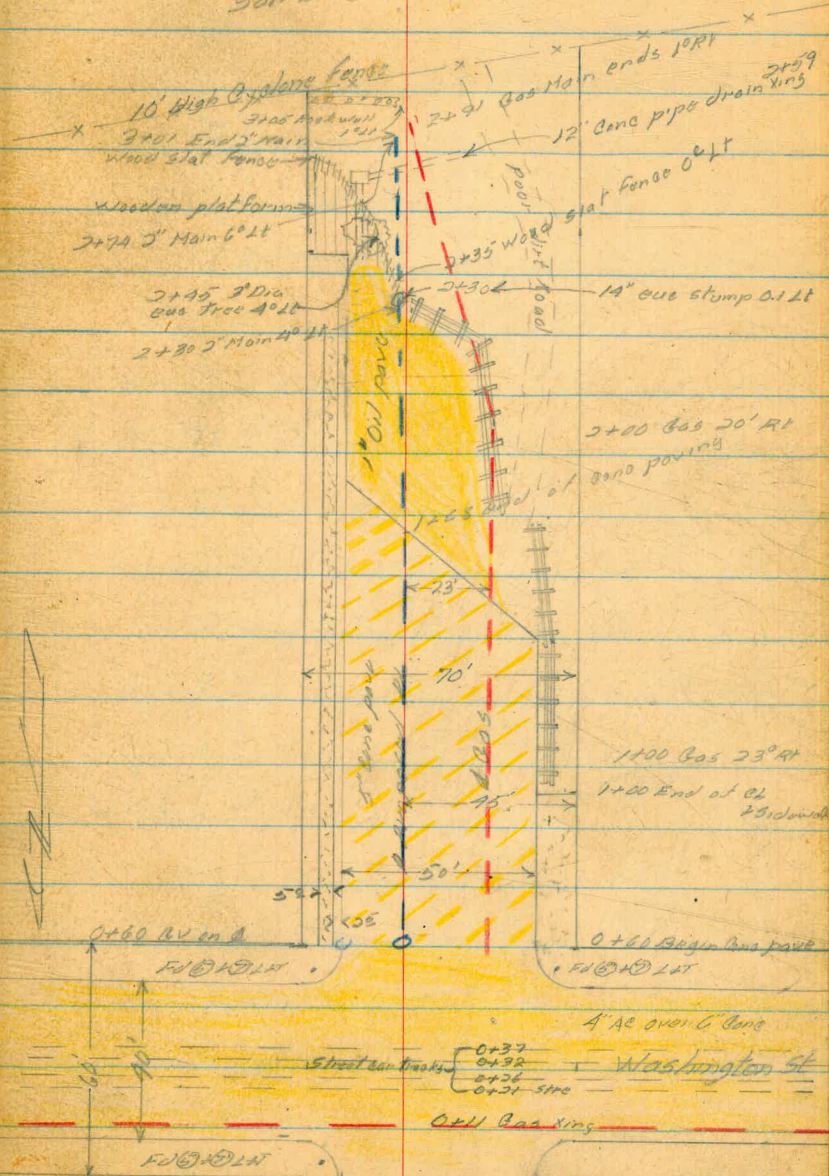
2+29 POT (spike)

0+53 POT

0+00

East prop line Washington

San Diego School Prop



Front St & Profile  
Washington to University

	7.23	284.22		276.99
0+00			5.00	279.22
+50			4.85	279.37
+61			4.97	279.25
1+00			5.50	278.72
+50			6.19	278.08
+67			6.46	277.76
2+00			6.70	277.52
+30			7.3	276.92
	5.66	278.76	11.12	273.10
2+32			25	276.26
+50			11.6	267.16
+59			14.3	264.46
	2.00	268.32	12.44	266.32
+74			5.4	262.92
	1.40	257.04	12.68	255.64
3+00			5.1	251.94
3+05			6.7	250.34
3+21E			7.6	249.44

60

NWBD Washington + Albatross

East prop line Washington

end 4" AC over 6" Cone begin 5" Cone paving

End 5 1/2" Cone pave

	Top of wood plat		
Top of Bank	20	28	90
	26.22	18' RT	25' RT
Top wood Avail. 6	9.1	14.8	16.6
	6.821	7' RT	20' RT edge dist
Top 12" pipe	7.9	178.260.9	
	12.21	270.8	2' RT Top 12" pipe
	0.4	99	12.7
	17.11	3' RT	9' RT
	25	6.2	
	12.21	10' RT	

Front St Cont

252.04

12.63 268.89 0.78 266.26

12.89 281.43 0.35 280.54

4.52 283.60 2.35 279.08

6.63 276.97 = 276.99

10/15/54

61

1815<sup>th</sup> Bush to Sutter

Proposed PL

West  
Williams  
Varonakis  
Kullhofer

62

4+77<sup>00</sup>

South

4+24

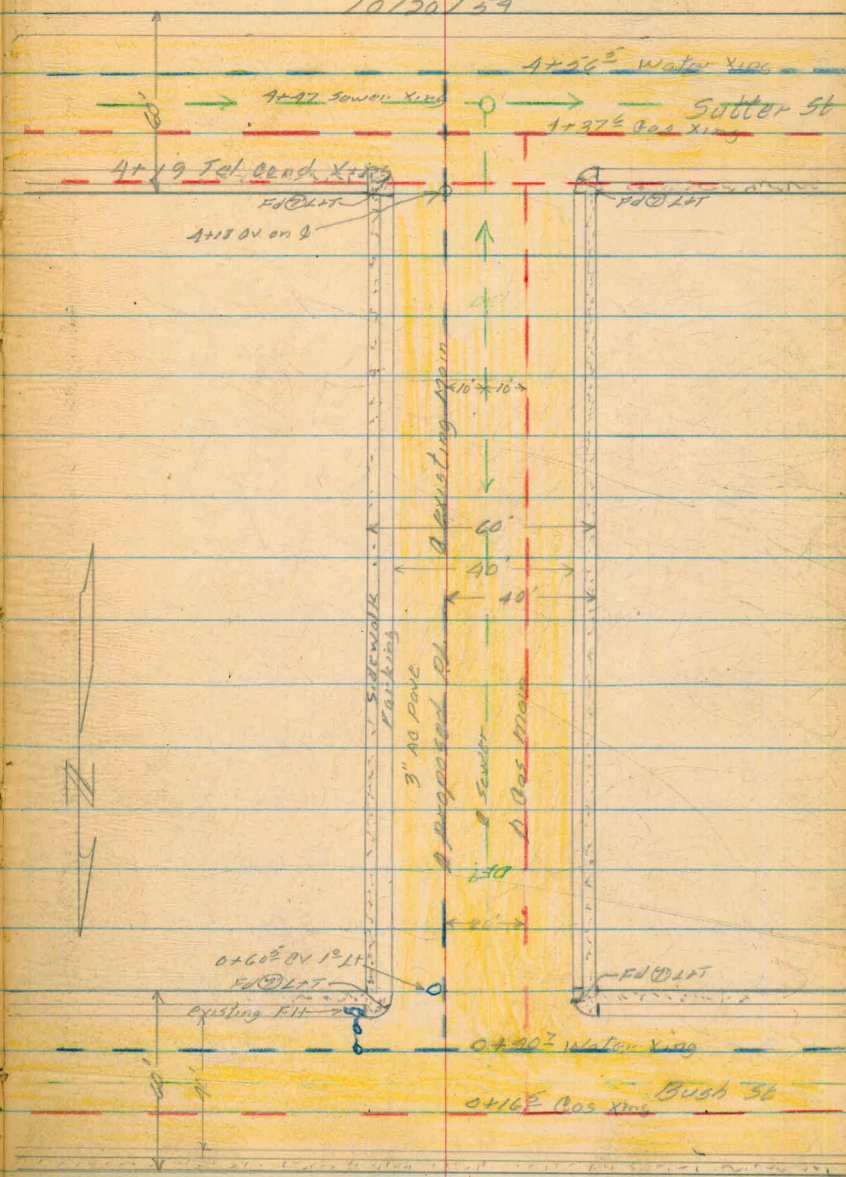
POI

0+53 POI

0+00

North Line Bush 51

10/20/59



IBIS ST & PROFILE  
 Bush Co SUTTER

WEST  
 KEILHOFER &  
 WILLIAMS &  
 VARONFAKIS

63

STA	+	HT	-	EL.
B.M.	4.93	266.76	W	261.83
0+00				3.40 263.4 ✓
+07				3.52 263.2 ✓
+07				4.20 262.6 ✓
+50				4.04 262.7 ✓
1+00				5.50 261.3 ✓
+50				6.97 259.8 ✓
2+00				8.42 258.3 ✓
T.P.				
+50	0.14	257.08	W	9.92 256.92 W
3+00				1.80 255.3 ✓
+50				4.24 252.8 ✓
4+00				6.04 251.0 ✓
+27				7.52 249.6 ✓
+47				6.87 250.2 ✓
+50				6.56 250.5 ✓
+67				7.67 249.4 ✓
+67				7.22 249.9 ✓
4+77				7.02 250.1 ✓
T.P.	6.04	260.46	W	2.66 254.42 ✓

10-20-54

N.W. B.P.

HAWK + BUSH.

TOP OF CB. No. PROP BUSH  
 EDGE OF PAVE

No. GUTTER OF SUTTER ST.

SEWER M.H 10' RT EAST RIM G.O.F.

SO. GUTTER OF SUTTER ST.

TOP OF CB.

SO. PROP LINE

IBIS SE & PROFILE  
Bush to SUTTER

WEST  
KEILHOFFER T  
WILLIAMS &  
VARONFAKIS

6A

ST                    47                    41                    10-20-54

260.46 W

t.p                    3.18                    261.19 W                    2.45                    258.01 ✓

4.25                    256.94 = 256.99 ✓



CASTANA ST.  
GROVELAND TO EUCLID  
Construction STK.5 & GRDS  
FOR 6" A.C. MAIN

May 9 1955

BEATTY  
SHOREY  
MARTELL

65.

FD	5.26	151.60	146.14		SE RIM SEN. MH 10' RT 2+08.38 (27.52)	
0+35	Existing	6" TEE	7.7	143.9	139.6	—
0+50			7.2	144.4	139.7 <del>139.6</del>	C47
0+64.2	x FT	22 1/2" Bend	6.9	144.7	139.9 <del>139.7</del>	C48
0+75			6.9	144.7	140.2 <del>139.7</del>	C45
1+00			6.8	144.8	140.4 <del>139.9</del>	C42
1+12	BC		6.7	144.9	140.8 <del>140.1</del>	C41
1+25			6.6	145.0	141.0 <del>140.2</del>	C40
1+50			6.4	145.2	141.3 <del>140.4</del>	C39
1+75			6.1	145.5	141.6 <del>140.7</del>	C39
2+00			5.6	146.0	141.9 <del>140.9</del>	C41
2+08 3/8	B.C.		5.5	146.1	142.0 <del>141.0</del>	C41
2+50			5.3	146.3	142.5 <del>141.5</del>	C38
3+00			5.1	146.5	142.7 <del>141.6</del>	C38
3+50			4.8	146.8	142.9 <del>141.7</del>	C39
3+75			4.8	146.8	143.0 <del>141.8</del>	C38
4+00			5.0	146.6	142.8 <del>141.7</del>	C38
4+50			5.2	146.4	142.5 <del>141.6</del>	C39
5+00			5.4	146.2	142.2 <del>141.5</del>	C40
5+14	F.H. TEE		5.7	145.9	141.9 <del>141.5</del>	C40
⑤ F.H.			4.8	146.8	146.3	C05 C49

CASTANA ST  
(Cont'd)

5/9/53

66

	151.60				
5+50		6.3	145.3	141.4	C39
5+64 <sup>53</sup>	6" x 6" CROSS	6.4	145.2	141.3	C39
OK TP	2.72	147.87	6.45	145.15 = 145.15	
6+00		2.9	145.0	<del>141.2</del> 141.2	C44
6+375		3.3	141.6	<del>140.9</del> 140.0	C46
6+50		3.6	141.3	<del>140.7</del> 139.7	C46
6+64 <sup>37</sup>	BC	4.0	143.9	<del>140.5</del> 139.6	C43
7+00		4.6	143.3	<del>140.1</del> 139.4	C41
7+375		4.1	143.8	<del>139.7</del> 139.2	C46
7+50		4.2	143.7	<del>139.9</del> 139.3	C44
7+88 <sup>88</sup>	E.C.	4.0	143.9	<del>140.1</del> 139.4	C45
8+00		3.9	144.0	<del>140.2</del> 139.5	C45
8+50		3.6	141.3	<del>140.6</del> 140.3	C40
9+00		3.1	144.8	141.1	C37
9+50		2.5	145.4	141.6	C38
9+80 <sup>89</sup>	BC	1.8	146.1	<del>141.9</del> 141.6	C45
10+00		1.6	146.3	<del>142.1</del> 141.6	C43
10+25		1.7	146.6	<del>142.3</del> 141.6	C50
TP	1.97	149.33	0.51	147.3	
10+50		2.4	146.9	<del>142.6</del> 141.6	C58
10+625				142.7	
10+75		3.0	146.3	<del>142.2</del> 141.0	C53

5/9/55

67.

CASTANA ST.  
(Cont'd)

11+00	149.33	3.9	145.4	140.0 141.2	C54
11+25		4.3	145.0	138.9 140.2	C61
11+50		5.6	143.7	137.8 139.2	C59
11+64	FH TEE	6.0	143.3	137.1	C62
	② F.H	6.0	143.3	141.2	C2L C62
11+66 <sup>30</sup>	FC	6.3 5.6	143.0 142.7	137.0 138.4	C57 C60
12+00		7.3	142.0	136.6 137.8	C54
12+16	TAPPING TEE	8.0	140.9		
12+16	2.19 141.76	9.76	139.57		
CKTBM		8.62	133.10 = 133.17		Nail in pole Cor EUCLID & Graveland.

## WATER METERS

2+27 S/y	N 151.60	5.5	146.1	146.4	F03	5239 Castana
2+93 S/y	"	5.2	146.4	147.0	F06	5233 "
2+94 N.	"	4.9	146.7	146.5	C02	5228 "
2+98 N.	"	4.9	146.7	146.6	C01	5222 "
3+45 S.	"	4.5	147.1	147.4	F03	5223 "
4+04 S.	"	4.4	147.2	147.7	C00	5219 "
4+51 S.	"	4.4	147.2	146.8	C04	5211 "
7+41 <sup>55</sup> S.	N 147.87	4.0	143.9	143.3	C06	5175 " 5173 "

5/9/52

68.

CASTANA ST.  
(Cont'd.)WAT. METS. (Cont'd.)  
147.87

8+09 S ✓	3.7	144.2	144.0	CO <sub>2</sub>	5165	Castana
8+14 N <sub>1</sub>	4.9	143.0	143.1	FO <sub>1</sub>	5158	"
8+17 N	4.6	143.3	143.5	FO <sub>2</sub>	5152	"
8+55 <del>8+27 S</del>	3.6	144.3	144.5	FO <sub>2</sub>	5155	"
9+06 S <del>9+24 S</del>	2.7	145.2	145.4	FO <sub>2</sub>	5147	"
9+45 <del>9+22 N</del>	3.8	144.1	144.8	FO <sub>7</sub>	5140	"
9+61 S	2.1	145.8	146.0	FO <sub>2</sub>	5141	"
10+15 <del>9+67 N</del>	3.5	144.0	145.0	FO <sub>6</sub>	5122-23	"
10+08 S	1.4	146.5	146.5	CO <sub>0</sub>	5131	"
10+48 S	0.5	147.4	146.7	CO <sub>7</sub>	5123	" "
11+18 S	N. 149.33	3.6	145.7	CO <sub>2</sub>	5115-5113	"
P	3.90	151.26	147.36			
10+15 N	5.9	145.4	145.7	FO <sub>3</sub>		
9+45 N	7.1	144.2	144.8	FO <sub>6</sub>		
9+06 S	6.5	144.8	145.2	FO <sub>4</sub>		
8+55 S	6.9	144.4	144.5	FO <sub>1</sub>		
CL (5) 8+50	7.03	144.23 = 144.3				

SAN JACINTO ST.  
GROVELAND TO IMPERIAL  
Construction Grds & Sta. 5  
for 6" A.C. Water Main

MAY 10, 1955

Ernst  
Shorey  
Martell.

69

TBN 5.05 148.95 143.90  
PD 3.77 145.18 = 145.15

F4 Groveland & San Jacinto  
& Nail Inter & Water Castings & SAN JACINTO

0+385	Existing G.V.	8.3	140.7	136.3	
				136.8	
0+50		8.0	141.0	136.6	<del>C44</del> C42
				138.1	
1+00		6.5	142.5	137.7	<del>C48</del> C44
				139.4	
1+50		5.2	143.8	138.4	<del>C50</del> C44
				139.7	
1+625		5.0	144.0	139.2	<del>C50</del> C43
				140.3	
2+00		4.6	144.4	139.3	<del>C51</del> C41
				140.7	
2+50		4.2	144.8	139.8	C41
				140.7	
3+00		4.2	144.8	140.3	C41
				140.7	
3+1358	P.C.	4.2	144.8	140.3	C41
3+50		4.4	144.6	140.7	C39
4+00		4.1	144.9	141.1	C38
4+143	22 1/2° Bend	4.0	145.0	141.3	C37
4+168	6x6 Cross	3.9	145.1	141.9	C38
4+193	22 1/2° Bend	3.9	145.1	141.3	C38
PD	11.82 157.00	3.77	145.18		
4+50		11.3	145.7	141.7	C40
5+00		10.1	146.9	142.3	C46
5+50		9.7	147.3	142.9	C44
6+00		9.8	147.2	143.5	C37

SAN JACINTO ST.  
(Cont'd.)

5/10/55

76.

7	6+25	EC	157.00 # X PT $\Delta = 10^{\circ}09'30''$ LT.	9.6	147.4	143.7	C37
0	6+50			9.1	147.9	144.0	C39
0	6+75			8.4	148.6	144.4	C42
1	7+00			7.4	149.6	<del>145.3</del> 146.0	C43
1	7+25					<del>145.8</del> 146.8	
1	7+25			6.1	150.9	<del>146.5</del> 146.8	C44
	7+50			4.7	152.3	147.0	C53
	7+75			2.9	154.1	147.0	C71
	7+92			1.8	155.2	147.4	C78
	8+125	Existing GN		1.6	155.4	150.8	
FD CK 13M		7.10 163.71		8.29	156.71		
				8.69	153.02 = 152.99		DISC 53rd & Imperial

WATER METS

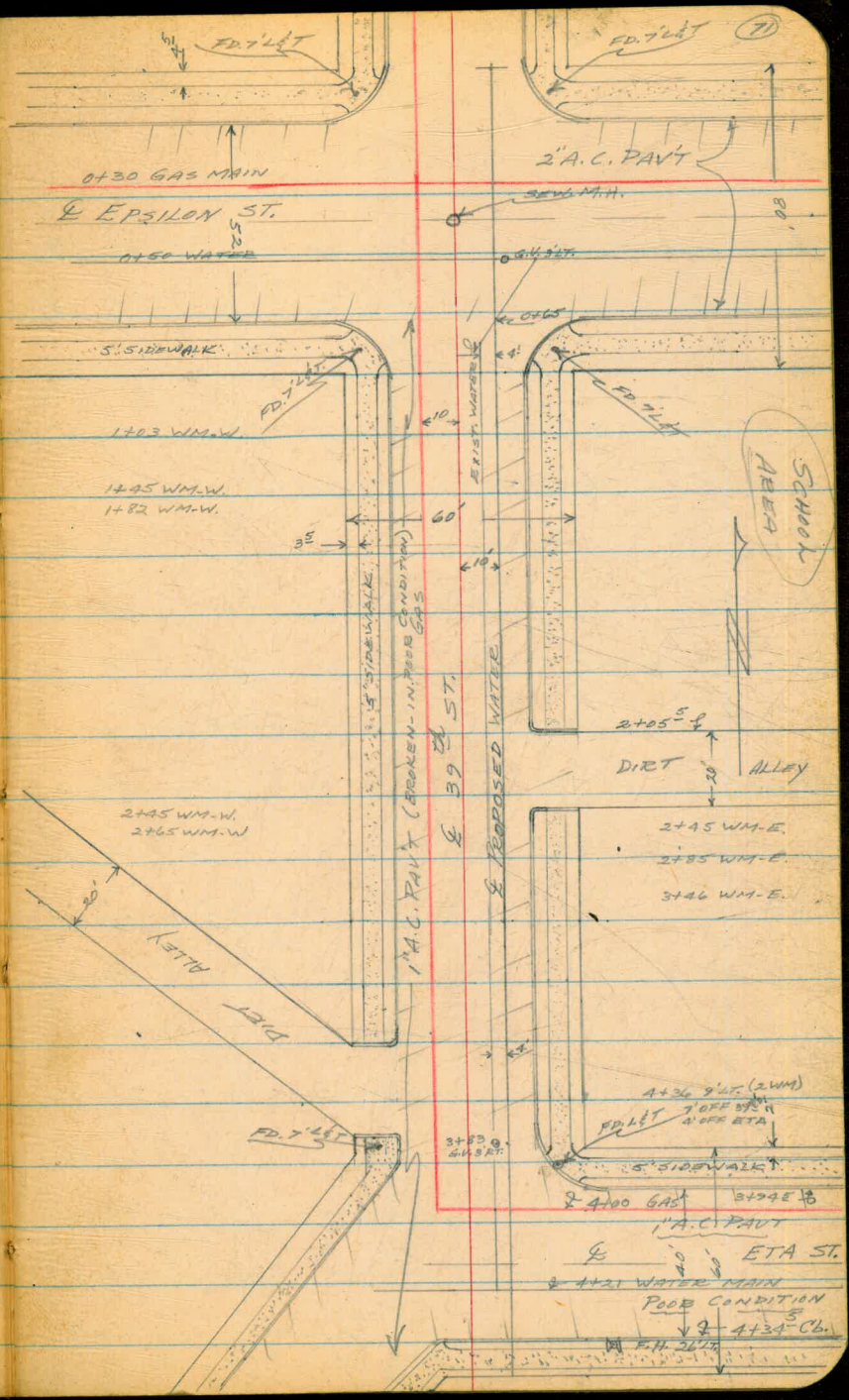
1	1460 E		148.95	5.0	144.0	144.0	C00	279	SAN JACINTO
1	1478 W		"	5.3	143.7	143.8	F01	274	"
1	2+17 E		"	4.7	144.3	144.8	F03	257-71	"
1	2+38 W		"	4.3	144.7	144.5	C02	264	"
1	3+22 W		"	4.3	144.7	144.7	C00	256	"
1	6+80 W		157.00	8.3	148.7	147.9	C08	214-16	"

39<sup>th</sup> ST,  
 EPSILON TO ETA ST.  
 & PROFILE PROPOSED WATER

1-18-56  
 SHOREY  
 KEMP  
 MARTELL

0+00 = N/2 EPSILON ST.

4+45 ± S/4 ETA ST.



39<sup>th</sup> ST.  
(CONT'D)

BM	4.42	46.48		42.06
0+00			3.7	42.78
0+14	CB LINE		3.8	42.68
0+40	Q EPSILON SEW. M.H. 10' RT.		3.5	43.0
			(3.7) 8.5	42.77
0+50			3.2	42.68
0+66	CB LINE		4.4	42.08
1+00			4.9	41.58
1+50			5.6	40.88
2+00			6.3	40.18
TP	5.59	44.44	7.63	38.85
2+50			5.1	39.34
3+00			5.8	38.64
3+50			6.3	38.14
3+94 <sup>5</sup>	CB LINE		6.8	37.64
4+00			6.9	37.54
4+14	Q ETA		7.2	37.24
4+34 <sup>5</sup>	CB LINE		8.1	36.34
4+37	EDGE SIDEWALK		7.3	36.14
4+42			7.9	36.14
4+45	5/6 ETA		7.2	36.24
CK. BM			2.37	42.07 = 42.06

1-18-56  
SHOREY  
KEMP  
MARTELL  
SMITH

(72)

SW. B.P. 39<sup>th</sup> & EPSILON ST.

{ SEW. M.H. 0+40 10' RT  
{ #

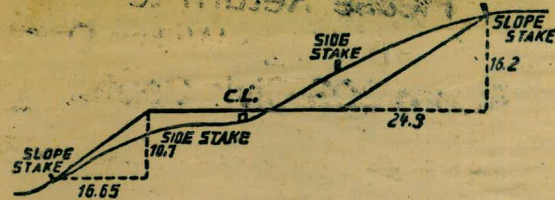


Please Return to  
 City of San Diego Water Dept  
 Room 903 Civic Center

49.60  
 5.0943 48  
 5.20 17.2  
 89 12  
 40.30  
 109 29  
 90  
 19 29



39 02 54  
 27 44  
 4 1.1 18 54  
 197.9  
 1.598  
 1.628  
 1094 D.A. = 0.722



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