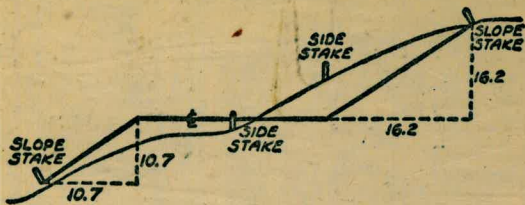


897



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

	0	1	2	3	4	5	6	7	8	9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

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

JAN 20 1965  
 CROFT

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.887	.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

INDEX

- Congress Riley to Rosemanor Pelim ✓ <sup>alice</sup> 1-3
- Jefferson St Riley to Cairies Pelim ✓ 4-5
- Naradock Cairies to Roscorane " ✓ 6-7
- Delaware St Madison St South " ✓ 8-9
- Dove St West Spruce St North " ✓ 10-11
- Columbia St Thorn to Upos " ✓ 12-14 <sup>alice</sup>
- Dove St Redwood to Spruce St " ✓ 15-16 <sup>alice</sup>
- Jefferson Riley to Camino Del Rio " ✓ 17-18 <sup>alice</sup>
- Jefferson Cairies to Roscorane " ✓ 19-20 <sup>alice</sup>
- Ivy Union to State Pelim ✓ <sup>alice</sup> 21-22
- W Spruce Curlew to Dove " ✓ 23-24 <sup>alice</sup>
- Quince St 6<sup>th</sup> to 5<sup>th</sup> " ✓ 25-27 <sup>alice</sup>
- Jefferson St Harney to Wly Terminus, Const. Grds 6" A.C. ✓ 28 <sup>alice</sup>
- Harney St Jefferson Sully to Terminus " " " ✓ 29 <sup>alice</sup>
- Conde St Jefferson to Moore, " " " ✓ 30
- Drake St Imperial to Imperial " " " ✓ 31-32 <sup>alice</sup>
- 5TKS 6" A.C.
- CUSHMAN AVE SOLAR TO PLAINVIEW 35 ✓
- 5TKS For 6" A.C Group 18
- Everts & Parker Brook Dr to Parker Pl 36 ✓
- 5TKS For 6" A.C Group 18
- Parker Pl Farquar to Everts 36-37 ✓

Polim Group 26

38 ✓

Los Altos Rd Alta Vista St to Soledad Rd AT

alice

HUNTER ST, FALLON TO HAWK ST - PRELIMINARY 48-52 ✓

{ THORN ST. E. OF

ELEV. FOR LOWERING MAIN - ALLEY BLK. 11 53 ✓

1<sup>st</sup> Ave.; Island to "J" @ STK'S 8" A.G. MAIN 54 ✓

CARRIZO DR. - COUNTRY CLUB DR. PRELIM. 55-61 ✓

{ TO SELV. TERMINUS

alice

COUNTRY CLUB DR. ROMERO DR. Sly Prelim 62-71

{ COUNTRY CLUB DR.

alice

CARRIZO DRIVE TO E. TERMINUS @ STK'S 8" A.G. MAIN 72-74 ✓

LOCATION OF F.H. LOS ALTOS ROAD.

75-76

alice

Congress Riley to Rosecrans

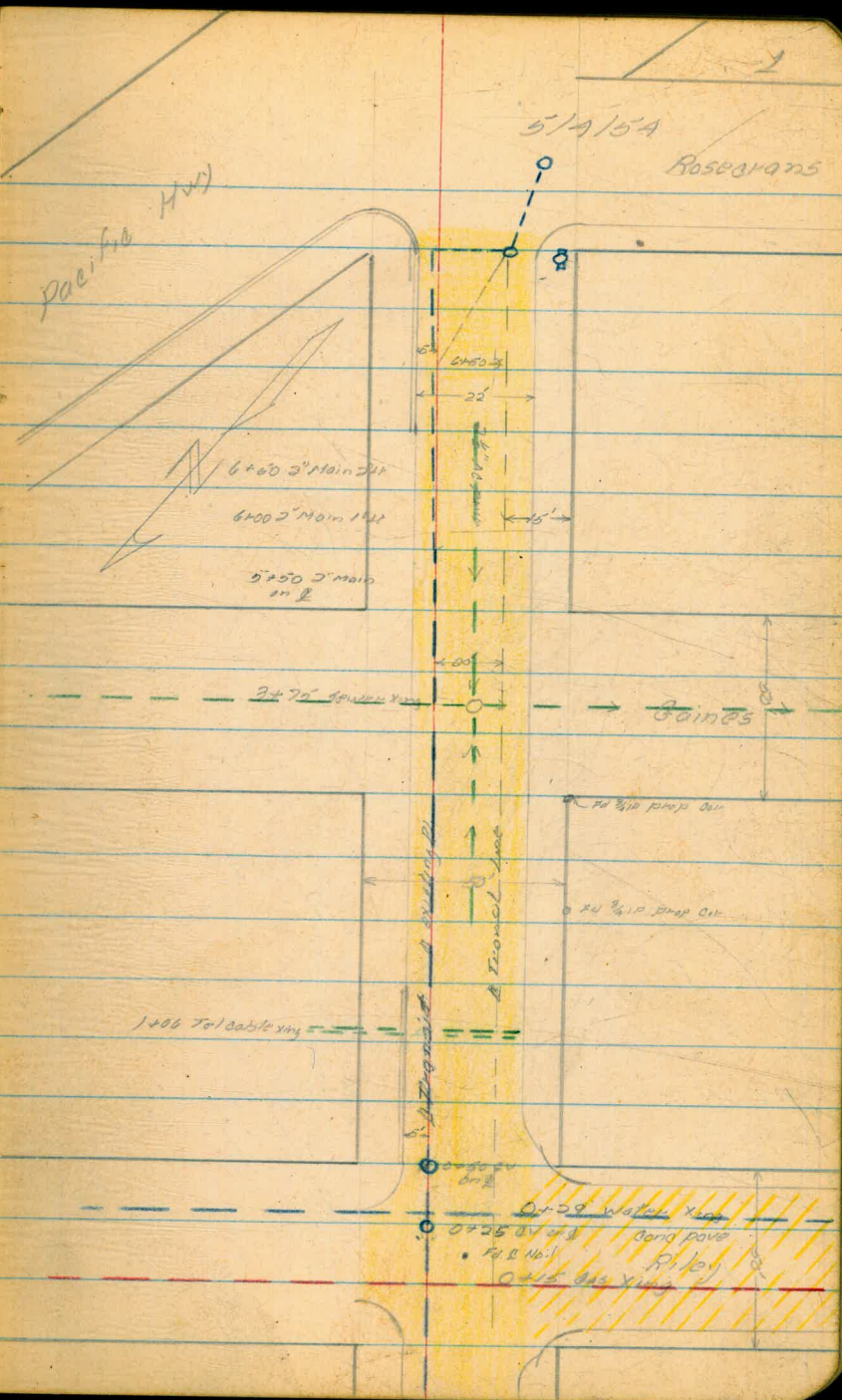
Note Transit line 20' Lt of proposed PL

7+03 CV 0° 03' 00" Rt To CV & Rosecrans

6+50 20° 22' 30" Rt

5+49 91 POT

0+00 NW prop line Riley



Congress St Riley  
to Rosecrans

418	8.57	4.39		
0+00		4.22	4.35	
+50		4.54	4.03	
1+00		4.60	3.97	
+50		4.77	3.80	
2+00		4.90	3.69	
+50		5.08	3.49	
3+00		5.18	3.39	
+50		5.45	3.12	
+75		5.32	3.25	+0.7 To SW
4+00		5.73	2.84	
+50	5.57	8.13	5.41	3.16 3.06
5+00		5.18	3.25	
1+50		5.02	3.41	
6+00		4.93	3.50	
+50		4.74	3.69	
7+00		4.45	3.98	
417		4.34	4.09	
		4.19	4.24 = 4.25	

West  
Williams  
Kollhofer  
425

3

5/1/54

BM 2 Nail Riley + Congress

North west prop line Riley  $\frac{4.14}{20' RL}$

5' LT edge AC  $\frac{4.12}{20' RL}$  edge AC  $\frac{4.03}{20' RL}$

$\frac{4.03}{20' RL}$

4.72

27' RL edge AC pave

4.97

20' RL

5.06

22' RL edge AC pave

5.17

20' RL

5.43

20' RL

Top east edge sewer MH 10' RL

2' LT edge AC pave  $\frac{5.56}{20' RL}$

5.41

20' RL

5.15

5' LT edge AC (Ab)  $\frac{5.03}{20' RL}$

5.03

20' RL

4.93

5' LT Ab  $\frac{4.77}{20' RL}$

4.77

20' RL

4.47

20' RL

Top North rim sewer MH 1' LT to S

BM NW Cor Congress + Pacific

JEFFERSON St Riley to Gaines

West  
Williams  
Kellhofer

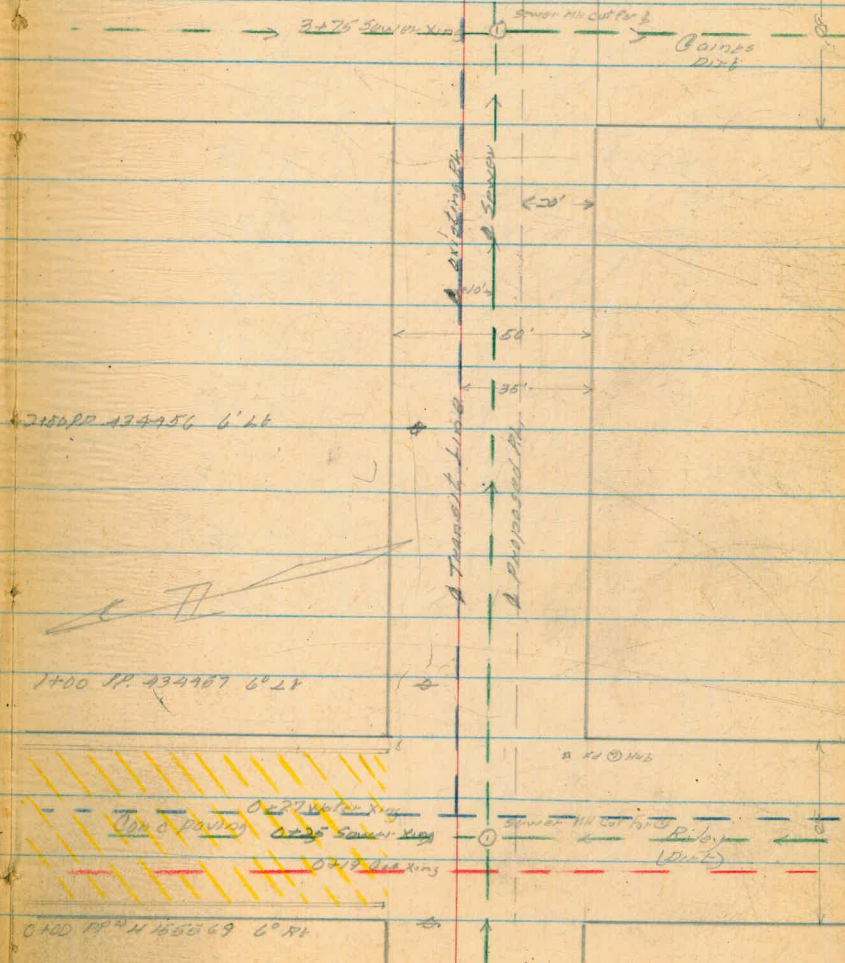
5/5/54

Note Transit Line 20' at of Proposed Pl.

3+99.87

East prop line Gaines

3+74.82 PAT



0+25 DOT

0+00

North prop line Riley

0+100 SP. 145569 6° 21'

Profile Jefferson  
Riley to Gaines

	399	8.38	4.39
0+00		5.1	3.28'
			+5.6 To Flow
+25		4.74	3.64'
+50		5.1	3.28'
1+00		5.3	3.08'
+50		5.3	3.08'
2+00		5.4	2.98'
+50		5.7	2.68'
3+00		5.5	2.88'
+50		5.6	2.78'
			+8.1 To Flow Line
+74 <sup>82</sup>		4.69	3.69'
+99 <sup>82</sup>		5.6	2.78'
	4.00		4.38 = 4.39

BM @ Nail Congress + Riley

	4.7
NW prop line Riley St	20' RL
938	
179	
369	
Top East rim sewer NW 10' RL	4.8
	20' RL
	4.9
	20' RL
	4.7
	20' RL
	4.8
	20' RL
	4.9
	20' RL
	4.9
	20' RL
	4.9
	20' RL
	5.1
	20' RL
Top east rim sewer NW 10' RL	
East prop line Gaines St	4.9
	20' RL



Handcock St

Goines to Rosecrans

Note Transit Line 20' Lt of Proposed Pl.

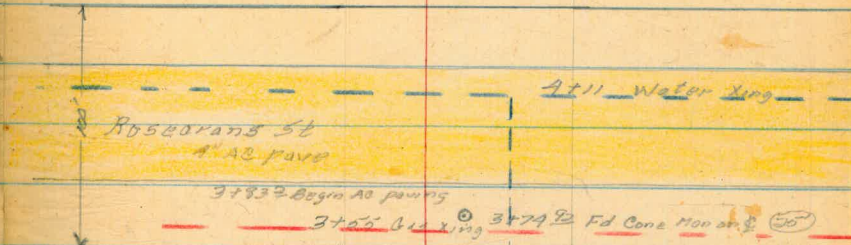
West  
Williams  
Kullhofer

5/6/54

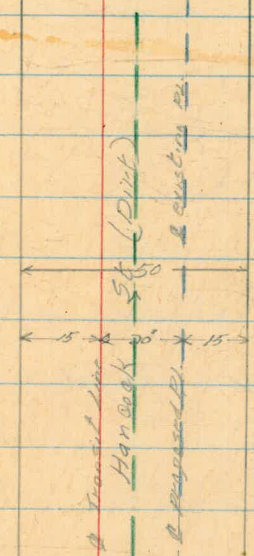
6

1+19<sup>22</sup>

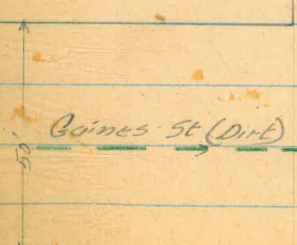
South east prop line Rosecrans



3+74<sup>22</sup> POT



0+27 Begin existing 5' width



0+25 POT

0+00

North west prop line Goines

Hancock Census  
to Roscoran

Profile

	5.89	8.41	2.53
0+00		5.5	2.91
+25		5.14	+9.3 to flow 2.0.9 3.3
+50		5.2	3.2
1+00		4.9	3.5
+50		4.8	3.6
2+00		4.7	3.7
+50		4.9	3.5
3+00		4.7	3.7
+50		4.9	3.5
+83 <sup>3</sup>		4.85	3.6
4+00		4.41	4.0
+20 <sup>4</sup>		4.79	3.6
1+49 <sup>4</sup>		5.3	3.1
	5.89		2.52 = 2.52

West  
Williams  
Kullhofer

5/5/54

7

From Hancock to Roscoran 10' at 3+74.92

Nw prop line Census 5.2  
20' RT 3.2

Top North pipe sewer MH 10' RT 0+25

5.1  
20' RT 3.3

4.9  
20' RT 3.5

4.8  
20' RT 3.6

4.7  
20' RT 3.7

4.8  
20' RT 3.6

4.9  
20' RT 3.5

4.9  
20' RT 3.5

4.72  
20' RT 3.7

edge paving

4.7  
20' RT 3.9

edge A0 paving 4.92  
20' RT 3.5

5.1  
20' RT 3.3

Delaware St Madison St  
South

West  
Williams  
Kellhofer

5/6/54 8

3+38 Barricade end of street

7+80 POT

0+73 POT

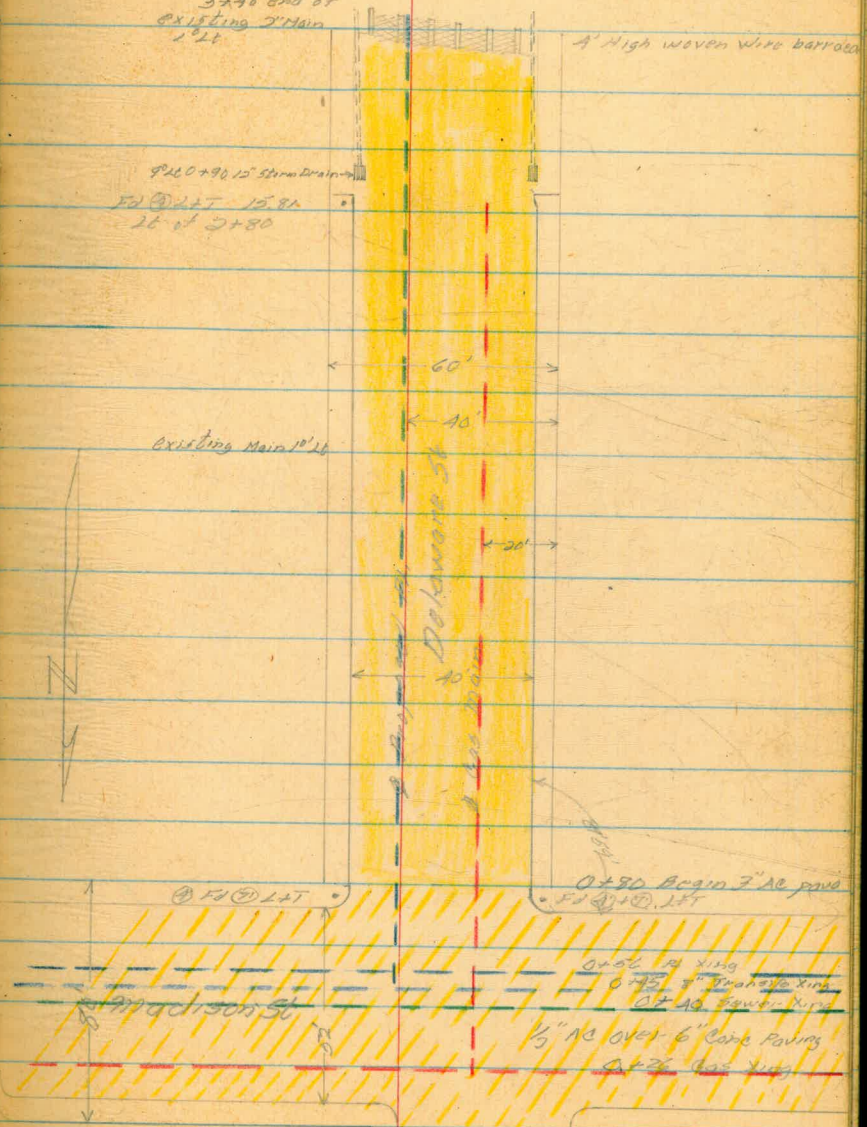
0+00

North prop line Madison

3+40 end of  
existing 2' Man  
1' 2"

9260+90 12" Storm Drain  
FD @ 221' 15" 81  
16' of 3+80

4' High woven wire barricade



Q Profile Delaware St  
Madison South

	4.04	347.48	343.44
0+00		2.86	344.62
+40		2.87	344.61
+50		3.11	344.37
1+00		4.21	343.27
150		5.23	342.25
2+00		6.22	341.26
+50		7.18	340.30
3+00		8.53	338.95
+38		12.04	335.44
	4.04	343.44	= 343.44

West  
Williams  
Kellhofer

9

5/6/54

SW of Madison + Delaware

North prop line Madison

Dove St  
West Spruce St North

West  
Williams  
Kullkotter

517754

10

1+20<sup>65</sup> POT @ Thorn St

1+00<sup>65</sup>

Thorn St  
No Road  
11' Cont. Man  
on S  
11' x 11'

8'

50'

35'

Dove St

1+95 end 1" AC paving

1+38 end of existing Man

Sidewalk  
and Gutter

0+59 4' storm drain Man

West Spruce St

1" AC PAVE

0+40 Sewer Man

0+28 Water Man

0+40 POT

0+00

South prop line W Spruce

0+10

38'

Q Profile Dove St.  
West Spruce St North

	7.82	183.65	175.83
0+00		4.92	178.73
			+8.0 To Flow Line
+40		2.30	175.65
			181.35
+50		1.95	181.70
+66		3.04	
1+00		3.92	180.23
+50		4.22	179.43
+95		4.64	179.11
2+00		4.7	178.95
	7.82	176.83	176.83

West  
Williams  
Kellhofer

183.65  
180.61  
3.04

11

5/7/54

A Man Dove & Thorn See FB 927 Page 31

South prop line Spruce

Top east rim sensor Mt. 5<sup>th</sup> Lt

16' x 8" concrete storm drain flow line

end AC paving

Columbia St  
Thorn to Upas

1+18 POT

1+15.60 North prop line Upas

3+56.88 POT

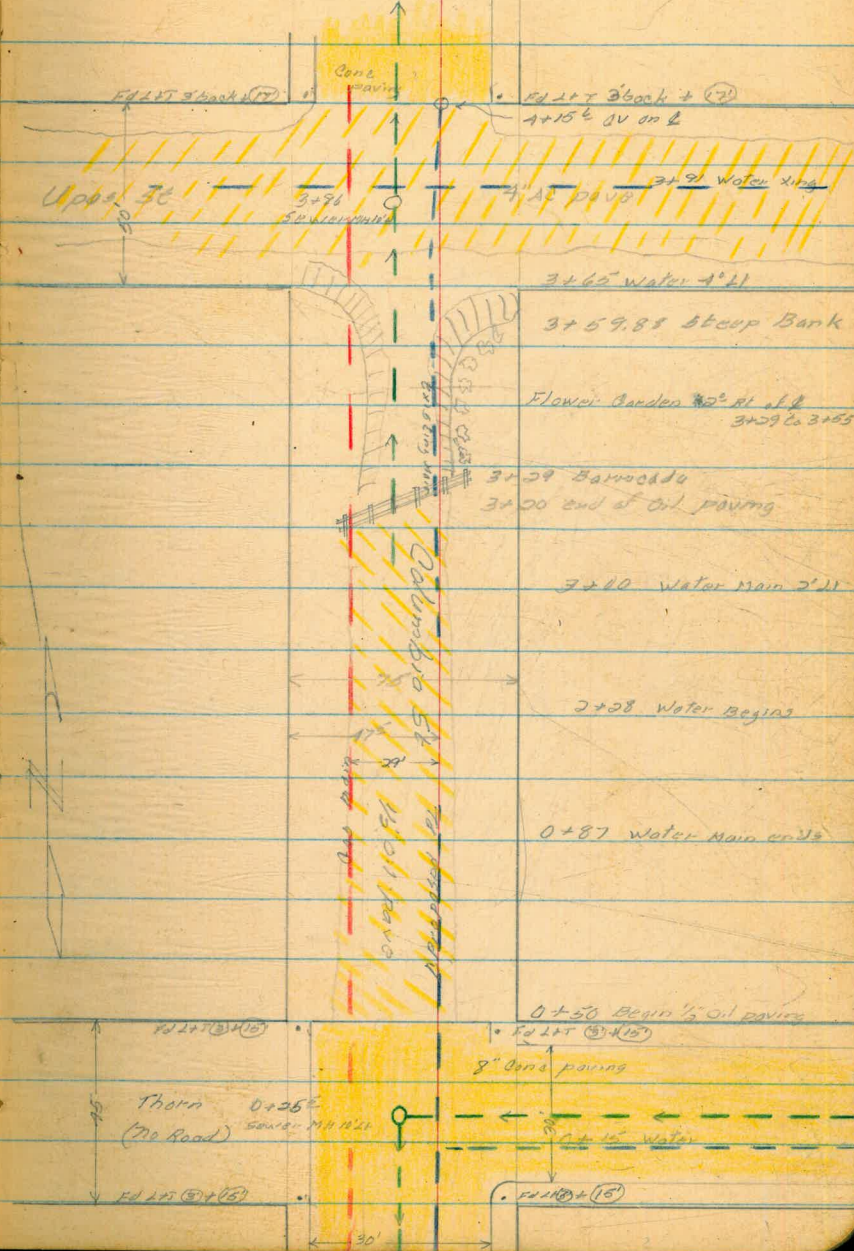
1+00 POT

0+03 POT

West  
Williams  
Kullhofer

12

5/10/57



Columbia St  
Thorn to Upas  
Q Profile

West  
Williams  
Kellhofer

+9.5 Flow

13

511015A

BM SEBP India + Upas

7.82 91.75 83.93

1.13 88.02 4.86 86.89

12.94 99.69 1.27 86.75

12.30 111.85 0.14 99.65

12.55 124.34 0.06 111.79

12.15 136.19 0.30 124.04

11.85 147.73 0.31 136.88

12.34 157.85 2.22 145.51

0+00 6.29 151.6

South prop line Thorn

5.02 158.00 4.87 152.98

Turn on SE (2) + (10) L+T Columbia + Thorn

+26 6.25 151.8

148.5  
+9.5 To Flow

Top east rim sewer MH 10' 21"

+50 5.97 152.0

North edge Oero pave

1+00 4.59 153.4

5" RT edge Oil pave

+50 5.62 152.4

2+00 11.32 146.7

3" RT edge Oil Pave

0.16 145.91 12.35 145.65

+50 4.66 141.2

1' RT edge Oil pave

3+00 9.58 136.2

+29 10.8 135.0

16.1  
26' 21"

128  
5' 11"

9.79  
10' RT



Columbia St.  
Cont

14

145.81

1.12 136.09 10.81 134.97

3+60 5.1 131.0

14.0  
Total

Top of cut bank  
11.4  
3.4  
4.0  
10' RL ±

0.27 124.09 12.27 123.82

+61 2.6 121.5

3.3  
10' RL

Bottom of cut bank  
2.3  
6.4  
2.1  
10' RL

+76 7.21 116.9

Begin AC PAVING

+86 8.75

Top cast rim sewer MH 10' 21

+9.6 to flow

4+00 8.38 115.7

+15<sup>60</sup> 8.80 115.3

Begin Conc paving

0.00 118.76 5.33 118.76

Turn Top FH N.E. Cor Columbia + Ugas

0.28 106.23 12.81 105.95

0.14 94.14 12.23 94.00

10.26 83.88 = 83.93

Dove St  
Redwood to Spruce

West  
Kellbaker

15

5/21/54

3+40 <sup>60</sup> = 0+00 South prop line Spruce  
page # 10

4' wide x 6" Deep  
Storm Drain  
Support located  
Down stream side

3+68 Storm Drain King

3+40  $\frac{1}{2}$  on edge AC pave

3+00  $\frac{1}{2}$  on edge AC pave

conc wall 4' 11" 11"  
3+78 end conc driveway 05R1

3+50 start stop 02R1 end of conc  
driveway 05R1  
3+95 begin conc slope 45R1

3+00 edge AC pave 05R2

1+81 end AC driveway

1+86 end wall begin AC driveway 35R2

1+05 end driveway begin conc wall 45R1

0+88 end wall begin conc driveway 45R1

0+85 begin 2' high conc block wall 4' R1

0+42 begin 2' high conc block wall 5' R1

0+41 end conc begin AC pave

0+42 end existing width

6" Conc Pave

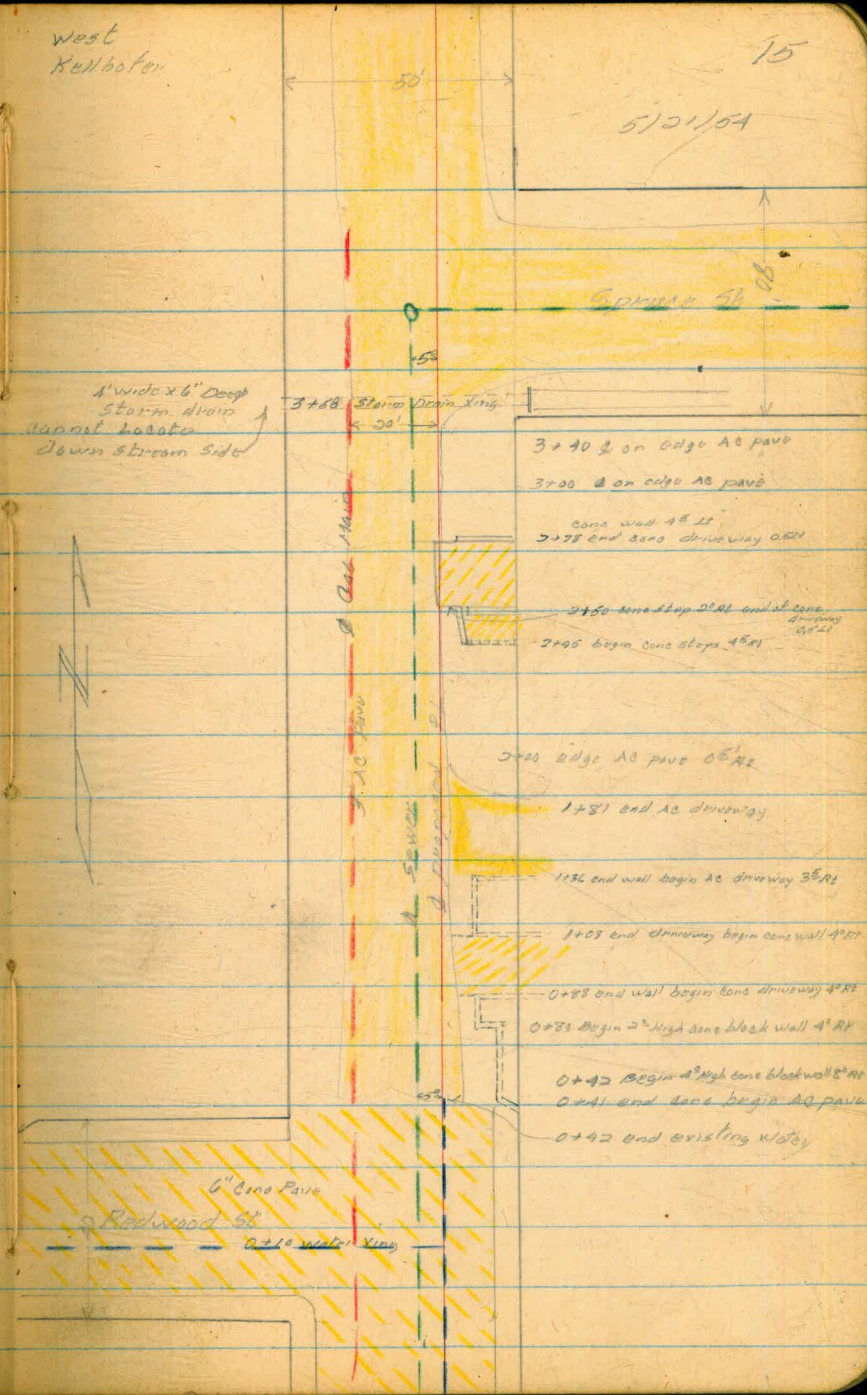
Redwood St

0+10 width lines

0+20 POT

0+00

South prop line Redwood



Dove St

Redwood to Spruce

See page 411

Profile

West  
Kellhofer

70

5/21/54

	9.23	185.06	175.83
	0.82	173.36	172.54
	0.25	160.88	160.63
	0.23	149.07	148.84
0+00		9.84	139.23
0+00		9.09	139.98
+41		6.43	142.64
+50		5.56	143.51
	12.51	160.76	0.82 148.25
1+00		9.77	150.99
+50		1.95	158.81
	12.92	173.25	0.43 160.33
2+00		8.50	164.95
+50		2.79	170.46
	11.57	184.57	0.25 173.00
3+00		9.71	174.86
+40 <sup>60</sup>		5.88	178.69
		8.80	175.77

Man Dove + Thorn

Flow line over 20' deep

Top east rim sewer MH 5' off

end of concrete paving begin AC pave

0.31

10' RT AC driveway

7.80

10' RT

7.60

10' RT

2.21

20' RT on roadstop

0.55 Top

4' RT curb wall

8.99

10' RT

9.1

5' RT

7.60

5' RT

5.60

10' RT

4.9

5' RT

3.2

5' RT

Jefferson St  
Riley to Camino Del Rio

2+31 east edge done paving

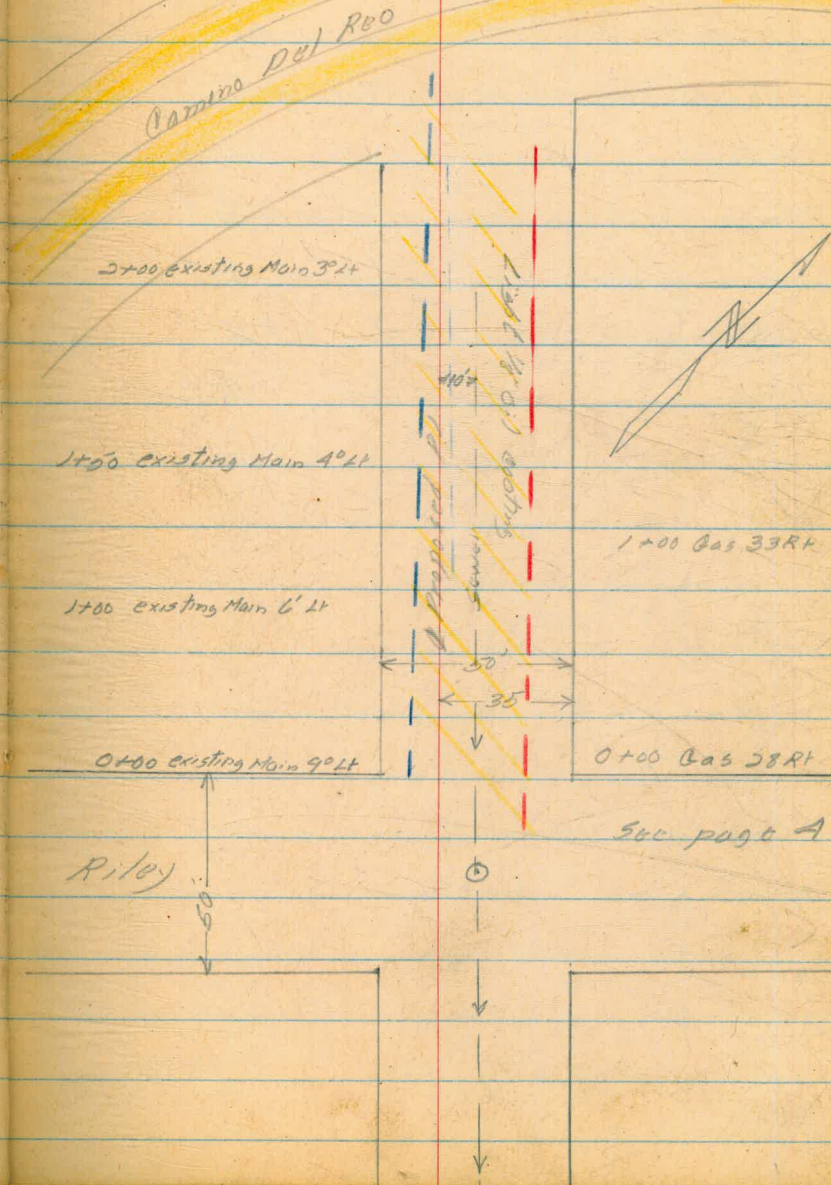
2+02 ± East prop line

0+00

West prop line Riley

West  
Williams  
Kelboffer

17



Jefferson St  
Riley to Com  
Profile

	5.00	3.64 ✓	3.64
0+00	4.9	3.7 ✓	
+50	4.9	3.7 ✓	
1+00	4.8	3.8 ✓	
+50	4.8	3.8 ✓	
2+00	4.2	4.4 ✓	
+31	2.62	6.0 ✓	
	5.00	3.64 = 3.64 ✓	

West  
Williams  
Kullhofer

18

10/1/54.

TBM Top east rim sewer MA See page 4

West Prop Line Riley

Begin cone pave

Jefferson St

Gaines to Rosecrans

West  
Williams  
Kelbotter

19

10/1/54

4+00±

East prop line Rosecrans

100'

3+69.0V 0.541  
3+69 Water Xing

4" AC pave?  
Rosecrans St

meter vault

3+05 Water Xing

11' sq square

0+75 15' Lt. Regen  
2" AC

11' x 11' Oil coating  
existing beam 12" x 12"

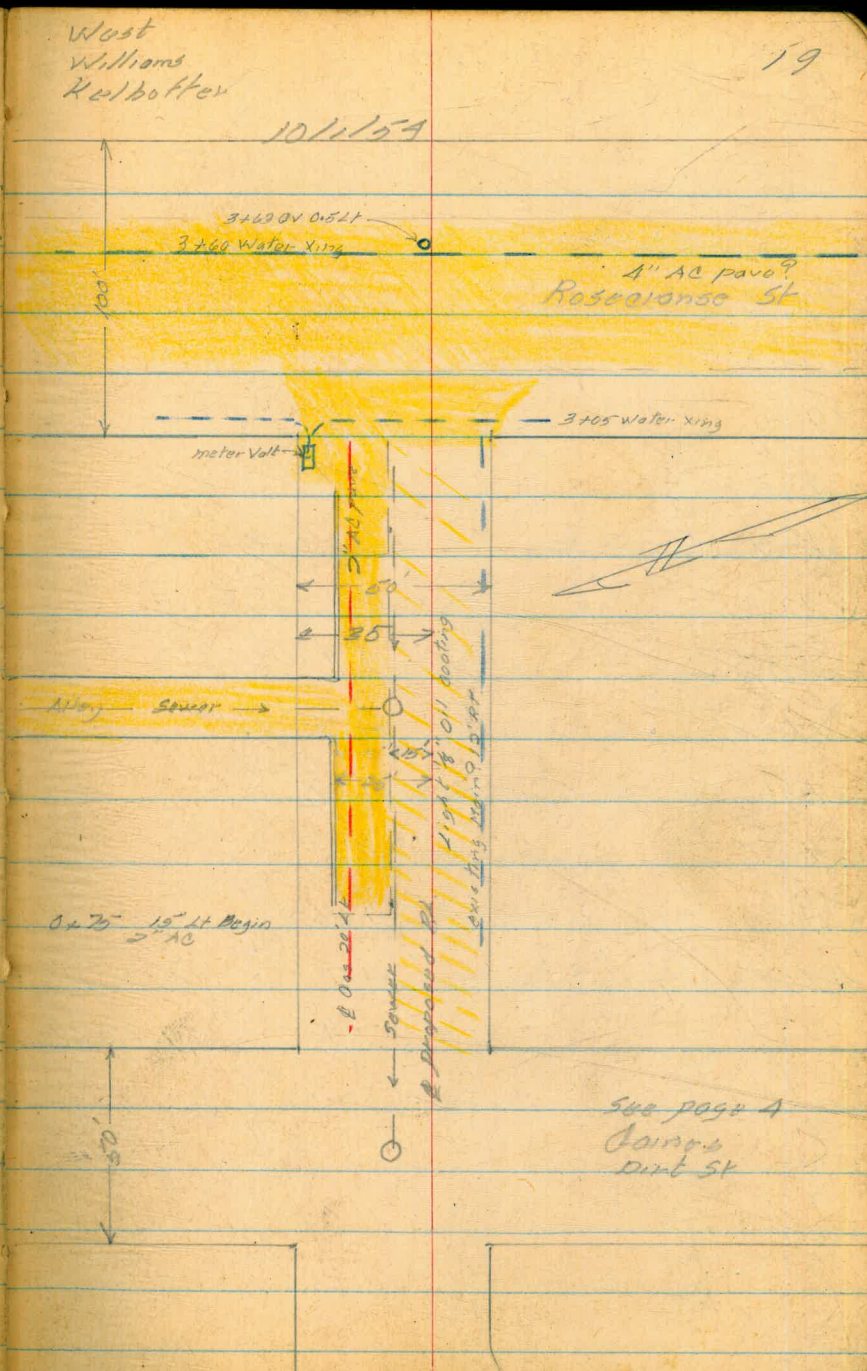
1" Dia. 20' L  
Sewer  
Proposed Pl.

0+00

East prop line Gaines

100'

see page 4  
Gaines  
dirt st



Jefferson St  
 Gaines to Rosecrans St  
 & Profile

	5.14	8.83	3.69
0+00		6.0	
+50		4.9	
1+00		4.9	
+50		4.9	
+59		5.02	+6.8 To Flow 3.81
2+00		5.0	
+50		4.7	
3+00		4.8	
+10		4.87	
3+50		3.75	
+70		4.26	
4+00		4.9	
	5.14		3.69 = 3.69

West  
 Williams  
 Kellhofer

20

10/1/54

Top east rim sewer MH @ Gaines  
 east prep line Gaines

Top south rim sewer MH 10' 11"

Begin AC pave

& AC paving

end AC paving

east prep line Rosecrans

148

Union to State  
Proposed PL

3+50.5

West prop line State St

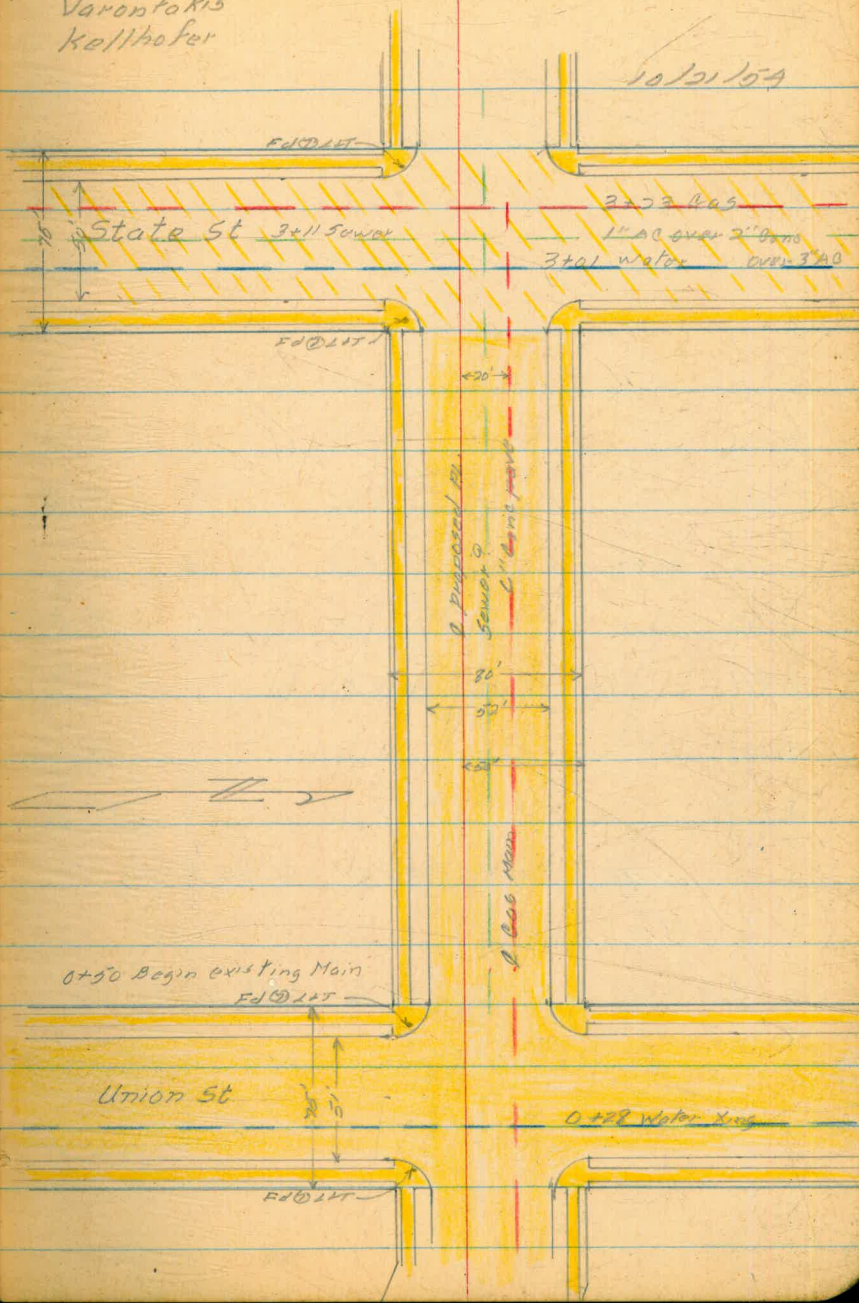
0+07 POT

0+00 East prop line Union St

West  
Williams  
Varontakis  
Kellhofer

21

10/21/54





Profile 14

	6.26	106.14	99.88	
0+00		5.84	100.3	
150		8.03	98.1	
1+00		11.02	95.1	

SW BP Hawthorn + Union

East prop line Union

	0.16	94.14	12.16	93.98
+50		4.22		89.9
2+00		9.36		84.8

0.93 82.05 13.02 81.12

+50		2.45		79.6
+75		4.80		77.3
3+00		5.60		76.5
+50 <sup>E</sup>		7.25		74.8

Begin Ac + Conc pave

11.45 91.36 2.14 79.91 =

80.07 SW BP Hawthorn + State

13.10 104.07 0.39 90.97

4.20 99.87 =

99.88 SW BP Hawthorn + Union

West Spruce St  
 Curlew to Dove

3+45<sup>-89</sup>  
 3+50<sup>82</sup> POT  
 3+10<sup>73</sup> = 0+30 Dove

West prop line Dove St

0+07 POT

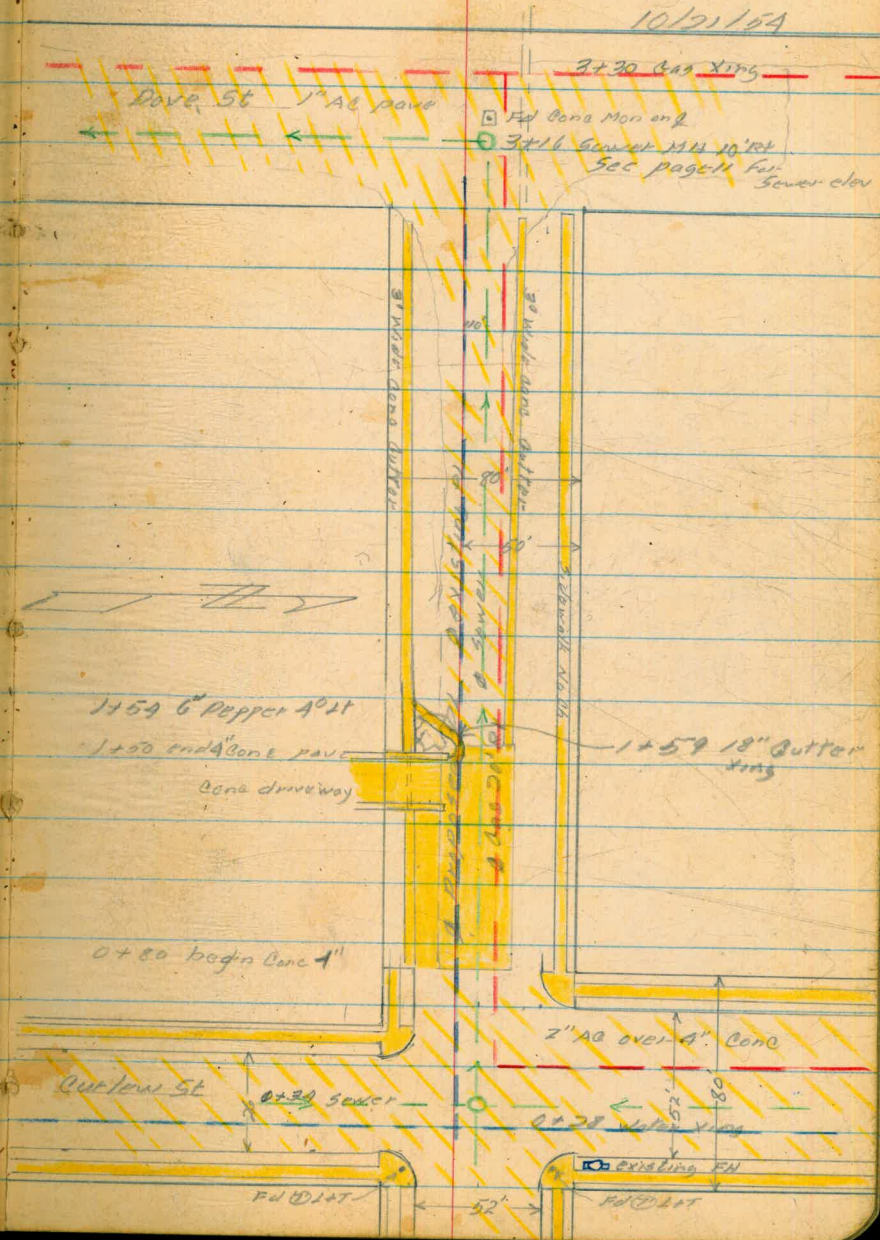
0+00

East prop line Curlew

West  
 Williams  
 Varentakis  
 Kullhofer

23

10/21/64



	0.83	223.95	223.12
0+00		0.69	223.26
+34		2.24	221.71
+50		3.55	220.40
+80		8.73	215.22
1+00		12.02	211.93
	0.29	211.74	12.50
+30		3.89	207.85
+50		4.65	207.09
+59		8.02	203.72
	0.40	199.90	12.21
2+00		3.7	196.20
+50		11.58	188.32
	0.16	187.21	12.85
3+00		5.41	181.80
+10 <sup>25</sup>		6.08	181.13
+48 <sup>12</sup>		9.4	177.81
		2.20	185.01 =

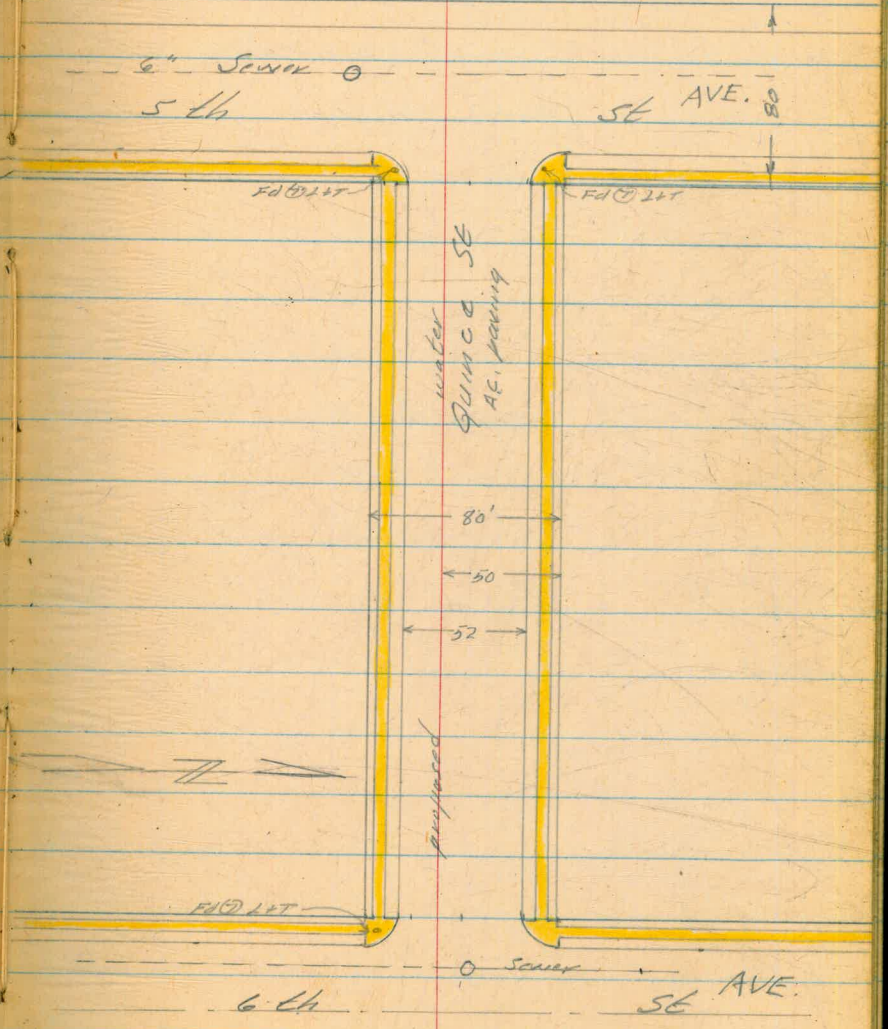
Reduced by Volume 1-2505X

SE L&T Spruce + Curlew  
 East prop line Curlew  
 Top South edge Sewer MH  
 898 9.0  
 0' L&T Butter 2' L&T Begin cone  
 1204 4' L&T 11.58  
 4' L&T 2' RT  
 4.07 3.70  
 Begin cone draw 2' L&T 0' RT  
 4.55 4.93  
 end of Driveway 2' L&T 0' RT  
 8.8 7.17  
 5' L&T 3' RT edge 1" AC pave  
 4.23 3.7  
 L Drain 2' L&T 7' RT edge AC  
 12.36 10' RT edge AC  
 West prop line Dove  
 185.00 B.M. Nail in power pole west line Dove

Quince St  
6th to 5th

West  
Williams  
Varonfakis  
Kallhoter

25



Proposed sewer line 6th

278.96

W. SP. Redwood of 5th St

4.55 283.51

T.P. 5.38 278.13

5.78 283.91

0+00	6.2	277.7	W/L of 5th
+14	6.6	277.3	W curb line
+40	5.3	278.6	E 5th of Sewer crossing
+50	5.4	278.5	
+66	5.6	278.3	E curb line 5th
+80	5.3	278.6	E/L of 5th ex. 2' RL
1+00	4.9	279.0	
+50	4.6	279.3	
2+00	4.3	279.6	
+50	4.1	279.8	
+75	4.0	279.9	W/L of 6th St.
+95	4.4	279.5	W curb line of 6th
3+01	4.2	279.7	Sewer crossing (not opened)
+01	4.05	279.9	Sewer M.H. 10' 6" "



JEFFERSON ST.  
 HARNEY ST. Nwly to TERMINUS  
 Construction Sigs & GRDS.  
 For 6" A.C. WATER

JAN. 3 1955

Baugh  
 Shorey  
 Martell  
 Alexander.

28

TBM						
	4.38	29.63	25.25			
0+50	Begin Work	4.5	25.1	22.0	03'	47
1+00		4.9	24.7	20.5	04'	52
1+50		5.2	24.4	20.25	04'	54
2+00		5.4	24.2	20.0	04'	55
2+50		5.5	24.1	20.0	04'	55
2+72	2" B.O.	5.5	24.1	20.0	04'	57

J.L.T. South Coe  
 500 pp. 29

Harney & Jefferson

WATER METS

1+69 Swly	29.63	5.6	24.0	24.2	F02	2523 Jefferson
1+69 NEly		5.4	24.2	24.5	F03	2522-24
2+00 Swly		5.8	23.8	24.0	F02	2535
2+20 NEly		5.2	24.4	24.2	C02	Stk. 3' out from PL
2+70 Swly (New Met)		6.4	23.2	23.8	F06	Stk @ PL.

CK TBM 4.38 25.25

HARNEY ST.  
JEFFERSON ST. SWLY to TERMINUS  
Construction Grds. & Spks for  
6" A.C. WATER

BM.	12.52	15.37		02.85	
<del>3+50</del>	<del>2" B.O.</del>		<del>13.0</del>	<del>02.0</del>	<del>-0.6</del>
<del>3+30</del>			<del>11.5</del>	<del>03.9</del>	<del>-0.80</del>
3+17	B.O. END WORK		5.2	10.2	05.3
3+00					
11	12.69	27.99	0.07	15.30	
2+50			9.5	18.5	12.1
2+00			5.5	22.5	16.5
1+50			4.9	23.1	19.3
1+00			3.6	24.4	20.0
0+50	Begin Work		3.3	24.7	20.7
SET TBM			2.74	25.25	

WATER METS

0+77 Nully			3.9	24.1	20.4
1+63 Nully			5.1	22.9	22.7
1+78 Nully			5.6	22.4	22.1
1+79 Sely			5.0	23.0	22.5
1+85 Sely	27.99		4.8	23.2	22.2
2+27 Nully	27.99		7.5	20.5	18.3
3+00 Nully	15.4		5.5	29.9	28.9

JAN. 3, 1958

29

Ely. Chas. X on M.H. from Moore & Harney

<del>C36</del>	<del>13.5</del>	01.9	Ground line & pipe
<del>C47 + 17</del>	<del>13.5</del>	02.	
C49	C32 + 17	12.0	- 3+30
		10.2	
		9.5	
		9.2	
		5.8	
		4.9	
		4.2	
		3.1	
		2	

11/3/55 OBSTRUCTION  
Cone 3+17 } Top - 7.2 0.0  
Block 3+22.5 } Bot - 9.2 0.0

7' LET South Cor.



JAN. 3, 1955

30

CONDE ST  
JEFFERSON To MOORE ST  
Construction Str. & Grd. S  
For 6" A.C. WATER

L	TBM	3.50	28.75	25.25			7' Lgt 50 Cor Harney & Jefferson pg 29
	P	0.06	16.79	12.02	16.73		
	0+15	Existing 6x6 Cross	2.0	14.8	10.9	C39 (Not marked)	15.44 Ground line & pipe.
	0+20	6" GV City	2.1	14.7	10.8	C39 ( " " )	15
	0+50		2.9	13.9	10.7	C32	24
	1+00		5.4	11.4	07.2	C42	53
	1+50		9.1	07.7	03.6	C41	93
	2+00		12.0	04.8	01.5	C33	122
SE	9D	3.94	07.57	13.16	03.63		
	2+50		4.3	03.3	-00.6	C39	44
	3+00		4.5	03.1	-01.1	C42	45
	3+50		4.9	02.7	-01.6	C42	49
0	3+65	6" TEE City	1.8	02.8	-01.7	C45 (not marked)	49
1	CK BM		4.25	3.32	= 3.33	Nail in pole	
1	CK BM		4.72	2.83	= 02.85		
		WATER METS					
1	1+17 SE/4	16.8	8.8	08.0	09.5	F15	3885 Conde
1	1+38 NW/4		2.0	14.8	08.8	C62	3886 "
	1+52 NW/4		3.0	13.8	07.9	C59	3878 "
1	1+76 SE/4		10.9	05.9	05.9	C62	3877 "
	2+02 NW/4		7.8	09.0	05.3	C37	2468 Moore
2	2+03 NW/4		-	2	05.3		2460 "
	2+04 NW/4	16.8	8.8	08.0	05.2	C28	2454 "
3	2+60 SE/4	07.57	4.0	03.6	04.7	F1-	3861 Conde

JAN. 4 1955

BRATTY  
SHOREY  
MARTINELL  
ALEXANDER

31

HANCOCK ST.  
ROSECRANS TO GAINES  
Construction STRS & GRA.S FOR  
6" A.C. WATER

FB-2173  
pg. 7

BM	5.49	08.42	02.93	(Orig. Mon)
BM	6.06	08.58	6.34	02.52 (New Mon)
		08.14	02.08	
1+00	BEGIN WORK	4.9	03.7	03.2 -0.80 -0.20
1+07	F.H. TEE (CITY)	1.9	03.7	03.2 -0.80 -0.20
(3)	F.H. (by CITY)	4.4	04.2	03.7 3.15
				-1.00
1+50		4.9	03.9	03.2 -0.20
				-1.20
2+00		4.9	03.7	03.2 -0.10
				-1.40
2+50		4.8	03.8	03.3 -0.0
				-1.70
3+00		5.0	03.6	03.1 -0.10
				-1.90
3+50		5.1	03.5	03.0 -0.20
				-2.10
4+00		5.3	03.3	02.8 -0.50
4+50		5.4	03.2	02.7 -0.30
4+55	F.H. TEE (CITY)	5.4	03.2	02.7 -0.50
3+95		5.4		02.7
(4)	F.H. (by CITY)	5.3	03.3	02.8 01.30
		5.5		02.6
4+58	END WORK	5.4	03.2	02.7 -2.40 -0.80

on CONC MON (25) & MOORE & ROSECRANS.	
on CONC MON 10' RT. 01.75 (see pg. 7) (25) & HANCOCK & ROSECRANS.	
C45 C40	03.1
C45 C40	03.2
C42 C50 C55 C45	02.93
C47 C42	5.49
C49 C44	08.42
C52 C47	6.34
C53 C48	2.08
C56 C49	02.52
C54 C49	6.24
C55 C50 +50 5.4	08.86
C55 C48	5.49
C50 C56 C43 C47	03.37
C50 C51	03.37
	MARC & ROSE

WATER METS

2+00 FN	51	03.5	03.0	02.3
2+65 WY	50	03.6	03.1	02.2
3+06 FN	46	04.0	03.5	01.8
4+54 WY	52	03.4	02.9	01.4
4+55 WY	50	03.6	03.1	01.4
CK 10	4.15	03.99		= 03.88
CK 11	3.58	02.43		= 04.11
CK BM	6.06	02.52		
		02.08		

C42 C07  
C44 C09  
C22 C17  
C22 C15  
C22 C17

SPACE IN POLE NEWLY COR. GAINES & HANCOCK  
NEWLY COR. " & MOORE

DRAKE ST.  
IMPERIAL to IMPERIAL  
Construction Grids & Stds for  
6" A.C. WATER

B.M.									
	3.25	233.65		230.40					
		(CITY)							
0+12	6" TAPPING GV	3.4	230.3	226.4	C39		230.2	Ground line & pipe	
0+50		3.1	230.6	224.0	C66				
0+65	FH TEE	3.7	230.0	223.2	C68				
	⑤ FH	3.6	230.1	231.2	F1' C69				
1+00		8.8	224.9	221.3	C96		8.6		Cover
							1+16	222.2	0.9
							1+19	11.5	
1+37.5		4.7	229.0	221.3	C77				
1+50		4.7	229.0	222.0	C70	1+50	4.5		
1+75		4.5	229.2	223.5	C57				
OK		4.34	229.31						
2+00		4.3	229.4	220.7	C47				
2+25 BK		3.8	229.9	225.9	C40				
2+29.5 AH.									
2+50		2.9	230.8	227.0	C38				
① 2+75	9.05	241.44	1.26	232.39	228.3	C11			
3+00		7.3	234.1	229.6	C45				
3+25		5.5	235.9	229.8	C61				
3+50		3.9	232.5	230.1	C74				
3+75		3.1	238.3	230.3	C80				
4+00		2.0	239.4	230.5	C89				
4+25		1.1	240.3	230.8	C95				
4+50		1.3	240.1	231.0	C91				

1/5/55

DRAKE ST.  
CONT'D

241.44

4+75		1.9	239.5	231.2	C83	2.5
5+00		3.1	238.3	231.4	C69	3.5
5+25		3.6	237.8	231.4	C64	4.1
5+50		3.7	237.7	231.5	C62	3.9
5+75		3.2	238.2	231.5	C62	3.6
6+00	1.16	3.13	238.31	231.6	C62	4.1
6+25		2.1	237.4	231.7	C57	2.7
6+50		2.6	236.9	231.7	C52	3.2
6+75		3.9	235.6	231.8	C38	4.2
7+00		4.1	235.4	231.5	C39	4.4
7+25		4.5	235.0	231.2	C38	5.0
7+50		4.9	234.6	230.8	C38	5.2
7+75		5.2	234.3	229.7	C46	5.2
8+00		5.6	233.9	228.7	C52	5.8
8+25		5.9	233.6	227.6	C60	5.8
8+48 <sup>28</sup> FC.		6.5	233.0	226.6	C64	6.3
8+62 <sup>5</sup>		5.6	233.9	226.0	C79	5.9
9+00		5.4	234.1	226.0	C8L	5.2
9+03	F.H. TEE	4.8	234.7	226.8	C79	4.3
④ F.H.		5.4	234.1	226.7	F26 C72	

8+25 6.1

↓

1/5/55

34

DRAKE ST  
(Cont'd)

	239.47					
9+25		2.6	236.9	232.4	C15	26
9+50	6" Tapping G.V. (CIV)	3.21	236.26	232.45	C39	32
9	0.00		236.26			
OK PM		5.85	230.41 = 230.00			

WATER METS

1+485 Fly	233.65	4.3	229.4	231.7	F23	
1+47 Wly	233.65	5.1	228.6	231.9	F33	
6+25 Sly	239.47	1.4	238.1	235.4	C27	
6+49 Sly	"	1.9	237.6	235.6	C20	
6+65 Sely	"	2.9	236.6	235.7	C09	
6+95 Sely	"	3.9	235.6	235.8	F02	

CUSHMAN ST. SOLAR TO  
PLAINVIEW. STKS 6" A.C

T.B.M.	12.45	190.40		177.95
0+15			10.2	180.2
+50			7.7	182.7 179.2
1+00			2.0	188.4 184.4
T.P.	12.70	202.87	0.23	190.17
+50			9.2	193.7 189.7
2+00			4.3	198.6 195.2
2+08 N.W.				
T.P.	13.08	215.54	0.41	202.46
+50			12.7	202.8 199.0
+65			11.5	204.0 199.7
3+00			9.6	205.9 201.5
+47 N.W.				
+50			7.5	208.0 203.7
4+00			5.5	210.0 206.2
+50			4.2	211.3 207.4
+82 N.W.			3.6	211.9 212.3
5+00			3.4	212.1 208.0
+15			3.2	212.3
CHECK				
T.B.M.			11.12	204.42 = 204.43

WEST  
WILLIAMS  
VARONFAKIS X  
KELLHOFER †

35

F.B. 870-30  
CON. MON. & CUSHMAN & W. SOLAR

90° BEND BEGIN WORK

C3  $\frac{5}{0}$

C4  $\frac{0}{0}$

C4  $\frac{0}{4}$

C3  $\frac{4}{4}$

# 5185 (FACES BROWNELL)

C3  $\frac{8}{3}$

C4  $\frac{3}{4}$

TEE

C4  $\frac{4}{3}$

# 5104 (FACES BROWNELL)

C4  $\frac{3}{8}$

C3  $\frac{8}{9}$

C3  $\frac{9}{1}$

FO 4 1 # 1548

C4

END WORK  
F.B. 870-31

CON. MON. FENCE LINE 100' No. PLAINVIEW

Everts St Pacific Beach Dr. to Parker Pl

Parker Pl Fandel St to Everts

strs for 6" AC main

Everts Group #18

5.25 12.65 7.40

0+60 5.0 7.7 3.6

1+00 4.6 8.1 3.6

+50 6.0 6.7 2.4

+75 6.7 6.9 1.7

+76 m.w. 5.4 5.6

2+10 8.1 4.6 0.6

8.32 13.51 7.46 5.19

Parker Pl

0+80 3.4 10.1 7.0

1+00 1.7 11.8 7.0

+50 2.4 11.1 7.0

2+00 3.4 10.1 6.3

+50 4.2 9.3 5.4

+58 m.s 4.1 9.4 8.8

3+00 4.9 8.6 4.6

+01 m.s 4.9 8.6 8.1

+50 5.4 8.1 3.8

+57 m.s 5.5 8.0 7.1

4+00 7.0 6.5 3.0

West  
Williams X  
Varonakis +

34

cut sheet  
made

9/26/55

RT NW of Pacific Beach Dr. + Everts

C4 <sup>1</sup> Begin work

C4 <sup>5</sup>

C4 <sup>3</sup>

C4 <sup>3</sup>

C4 <sup>0</sup> FOE

C4 <sup>0</sup> 6x6" Tee end of work

C3 <sup>1</sup> Begin work w/ly prop limit Fandel

C4 <sup>8</sup>

C4 <sup>1</sup>

C3 <sup>8</sup>

C3 <sup>9</sup>

C0 <sup>6</sup>

C4 <sup>0</sup>

C0 <sup>5</sup> 1293

C4 <sup>3</sup>

C0 <sup>9</sup> 1295

C3 <sup>5</sup>

PARKER P<sub>2</sub> CONT.

37

13.51

9/26/55

4+44 ms	7.0	6.5	6.1	C0	<sup>4</sup> / <sub>7</sub>	1221
+50	7.4	6.1	2.4	C3	<sup>7</sup> / <sub>7</sub>	
5+00	7.8	5.7	2.0	C3	<sup>7</sup> / <sub>7</sub>	
+05	7.6	5.9	5.4	C0	<sup>5</sup> / <sub>7</sub>	1211
+50	8.6	4.9	1.2	C3	<sup>7</sup> / <sub>7</sub>	
+55 ms	8.7	4.8	4.9	F0	<sup>L</sup> / <sub>7</sub>	1305
+90	9.2	4.3	0.6	C3	<sup>7</sup> / <sub>7</sub>	end of work
8.08	12.64	8.95	4.56			
		5.29	7.40 = 7.10			

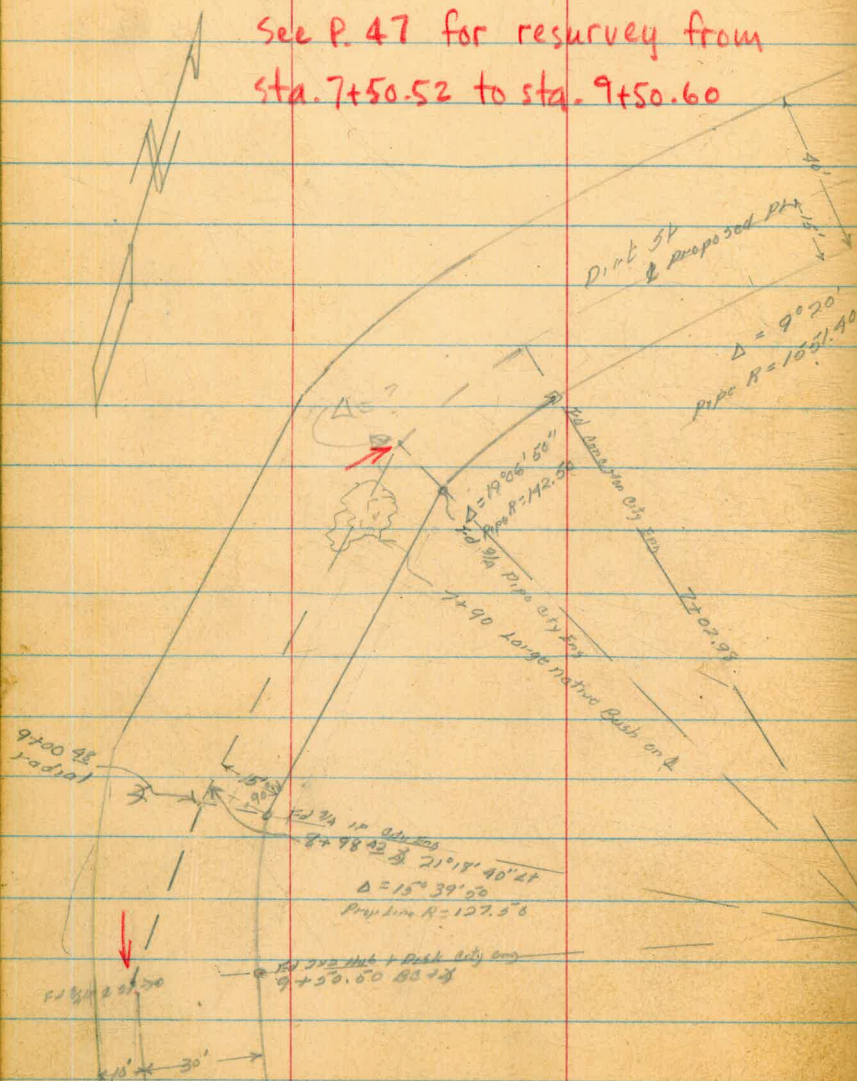


LOS ALTOS RD

Alto Vista St to Soledad Rd

Pelton Group 26

See P. 47 for resurvey from  
sta. 7+50.52 to sta. 9+50.60

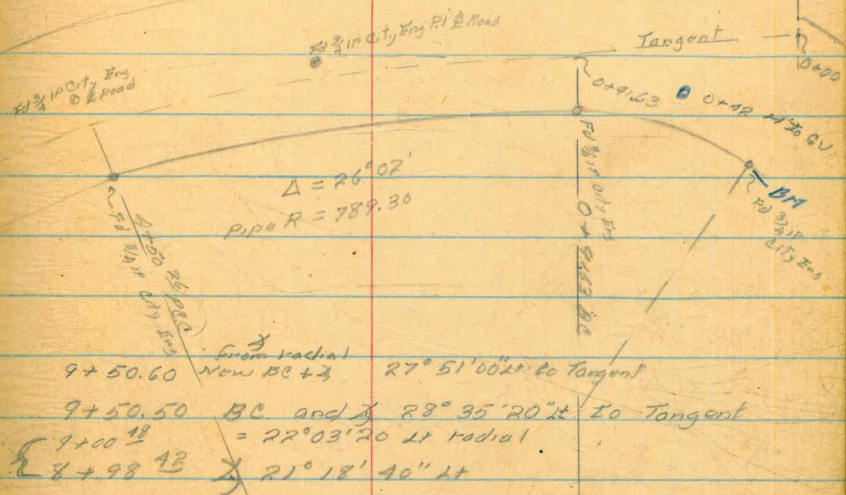


West  
Williams  
Varonokis

38

9-30-52

Dirt St



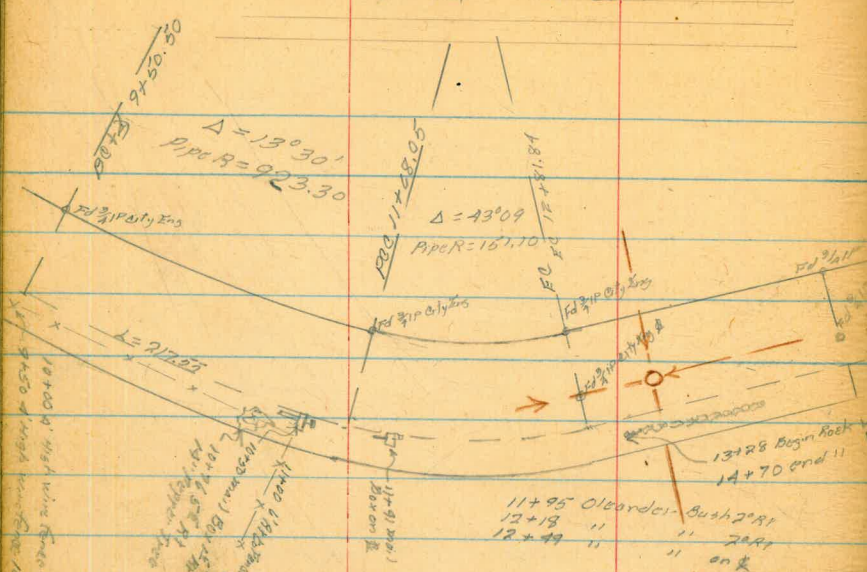
- 7+50.52 EB
  - 7+02.22 PCC
  - 4+50.26 PCC
  - 0+91.63 BC
- $\Delta = 19^{\circ}06'50''$   
 $R = 142.50$   
 $L = 47.54'$      12.06 20' per ft
- $\Delta = 9^{\circ}20'$   
 $\frac{1}{2}\Delta = 4^{\circ}40'$   
 $R = 1551.9$      1.0795' per ft  
 $L = 450.26'$       **$L = 252.72$**
- $\Delta = 26^{\circ}02'$   
 $\frac{1}{2}\Delta = 13^{\circ}01'$   
 $R = 789.30$      2.1772' per ft  
 $L = 358.63$

Alto Vista St

0+00 intersection of Tangent of ARC'02' curve and East property

105 ALTOS Rd Cont

West  
Williams  
Varonakis



18+19.56 90° 02' 30" RL

17+29.08 & 60° RL

17+09.08 BC

16+60.76 EO

15+10.04 BC

12+81.84 EO

11+48.05 POC

9+50.50 BC + &

11+95 Oleander Bush 2" RL  
12+19 " " 2" RL  
12+49 " " on R

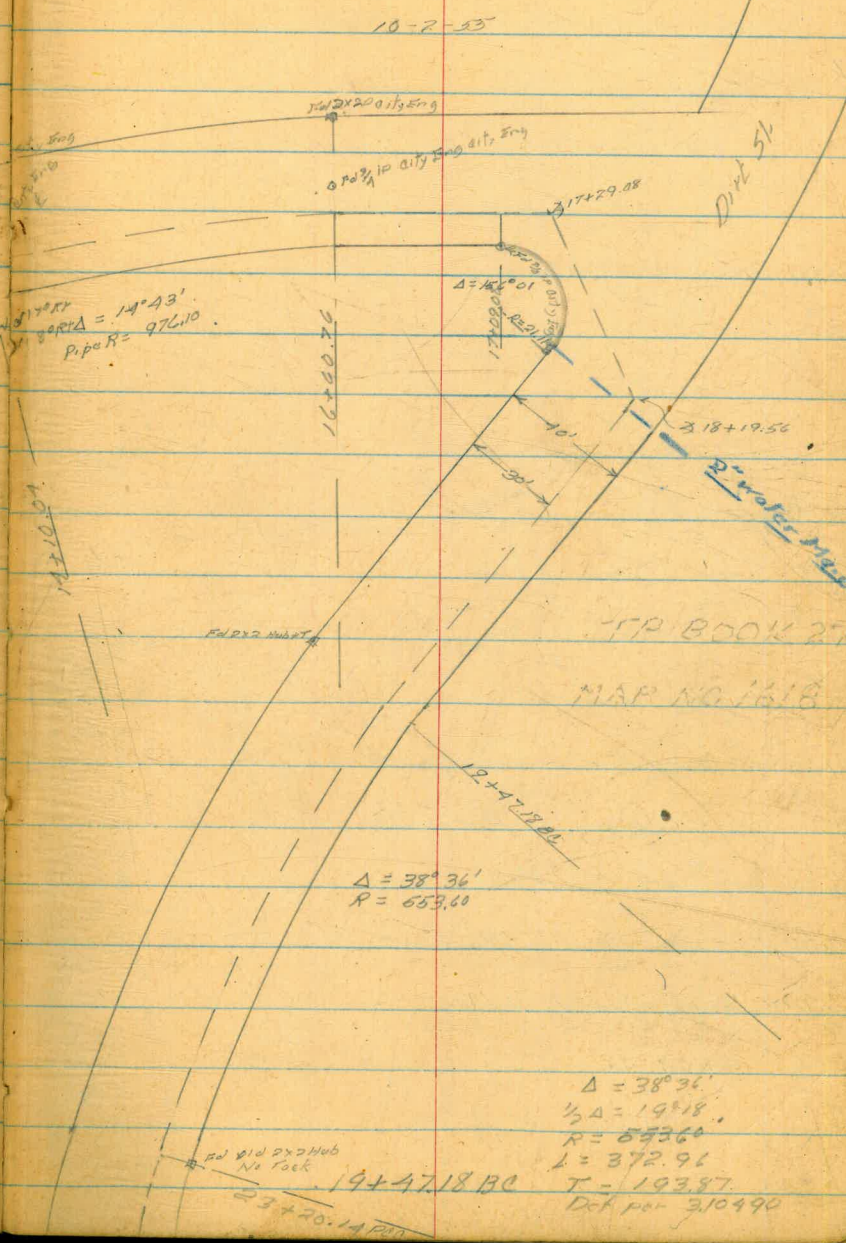
SEWER KING 12" DIA

11+43  
1/2 Δ = 7° 21' 30"  
R = 976.10  
L = 260.72  
1.76096' per ft

Δ = 43° 09'  
1/2 Δ = 21° 34' 30"  
Pipe R = 167.10  
L = 113.79

11.3757' per foot

Δ = 13° 30'  
1/2 Δ = 6° 45'  
R = 923.30  
L = 217.55



10-2-53

16+00.76

17+29.08

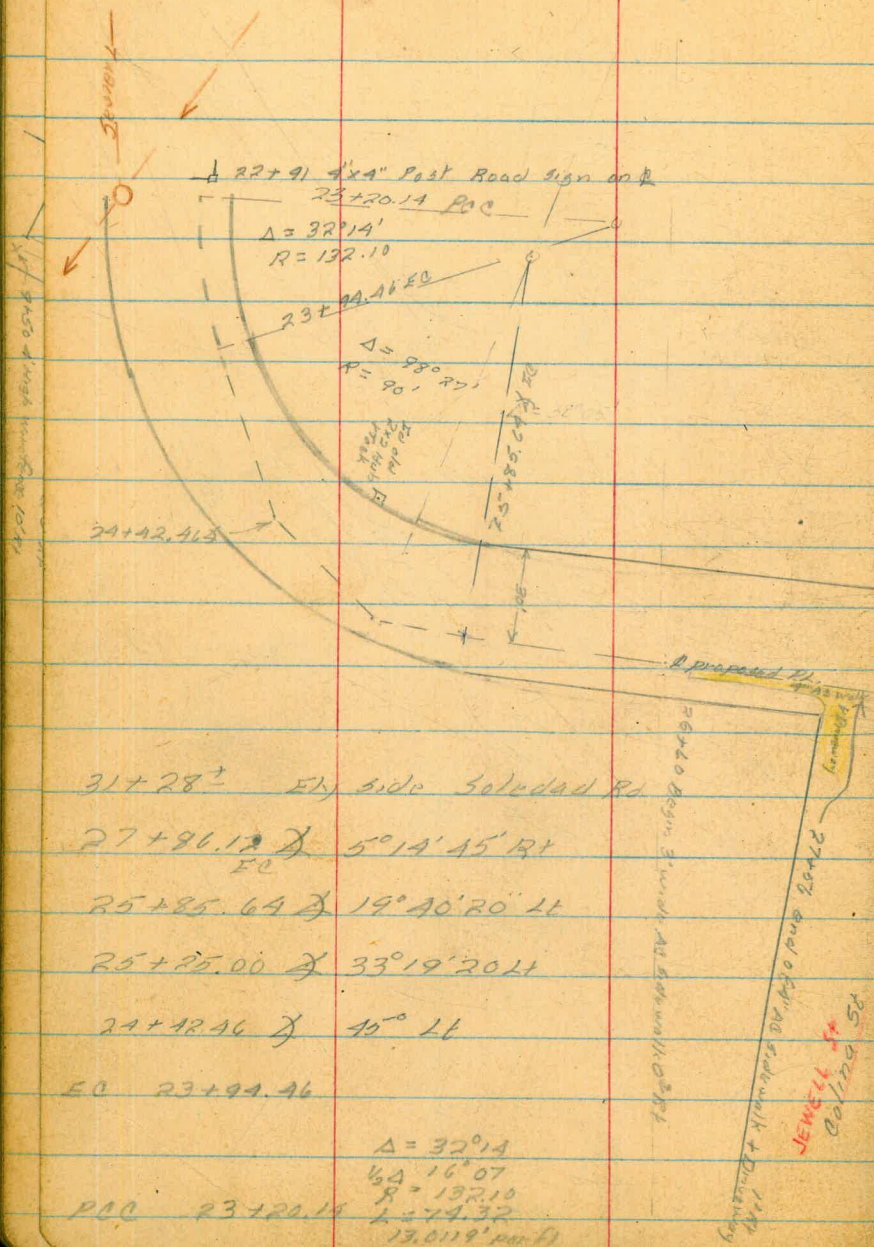
18+19.56

19+47.18 BC

20+20.14

TP BOOK 27  
MAP NO 1618

Δ = 38° 36'  
1/2 Δ = 19° 18'  
R = 653.60  
L = 372.96  
Dct per 310490

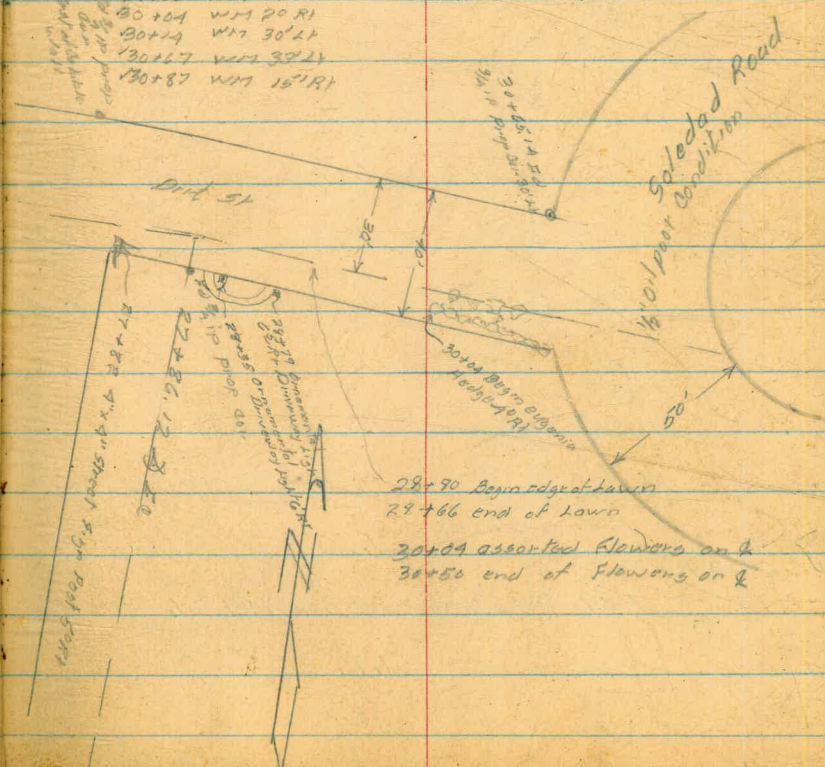


Water Meters

Power Poles

- ✓ 7+80 WMT 13' LT
- ✓ 10+10 WMT 5° RT
- ✓ 11+93 WMT 2° RT
- ✓ 13+08 WMT 30° LT
- ✓ 15+16 WMT 30° LT
- ✓ 16+75 WMT 30° LT
- ? 18+22 WMT 9° LT
- ✓ 20+16 WMT 9° LT
- ? 23+30 WMT 20° RT
- ✓ 24+13 WMT 18° RT
- ✓ 24+49 WMT 16° RT
- ✓ 24+96 WMT 25° RT
- ✓ 25+30 WMT 15° RT
- ✓ 24+61 WMT 20° RT
- ✓ 25+90 WMT 10° RT
- ✓ 26+91 WMT 5° RT
- ✓ 29+08 WMT 27° LT
- ✓ 30+04 WMT 20° RT
- ✓ 30+14 WMT 30° LT
- ✓ 30+67 WMT 32° LT
- ✓ 30+87 WMT 15° RT

- ✓ 2+50 3" LT PP P1665
- ✓ 4+75 6' RT PP J P1636
- ✓ 4+96 5" RT PP J P1634
- ✓ 11+90 5° RT PP P1637
- ✓ 30+77 5" RT PP 1799



LOS ALTOS RD. ALTA VISTA ST.  
TO SOLEDAD RD. & PROFILE

B.M.	8.52	302.24		293.72
0+00			9.7	292.54
+50			8.0	294.2
B.C.				
9+63			6.7	295.5
1+00			6.5	295.7
+50			5.8	296.4
2+00			5.3	296.9
+50			4.9	297.3
3+00			5.7	296.5
+50			6.7	295.5
4+00			7.5	294.7
P.C.C. (T.P.)				
4+50.26	11.28	305.59	7.93	294.31
5+00			11.8	293.8
+50			11.8	293.8
6+00			10.0	295.6
+50			6.0	299.6
P.C.C. (T.P.)				
7+02.98	7.89	312.15	1.33	304.26
+25			6.6	305.6
E.C.				
7+50.52			5.7	306.5

Reduced by A.E. Matheson 11-1-55 a.s.m.

WEST  
WILLIAMS X  
VARONEAKIS †

41

9/10/55 CLOUDY F.B. 913-28

3"  
4 I.P. SO. LINE LOS ALTOS AT ALTA VISTA

E. PROP. ALTA VISTA

Pipe Finder Locations

0+36	16" Pipe Xing	
0+50	20" " " 10' LT	
0+56	" " " Xing	
1+00	16" Pipe 50' RT	1+00 13' RT to Gas
1+50	16" " " 80' RT	1+00 4" Main on E
2+00	16" " " 90' RT	1+50 " " " "
2+50	16" " " 70' RT	2+00 " " " "
3+00	" " " 90' RT	2+50 4" Main on E
3+50	" " " 6' RT	3+00 Gas 14' RT
4+00	" " " 6' RT	3+50 4" Main 10' LT
5+00	" " " 6' RT	5+00 4" " 6' LT
6+00	" " " 6' RT	6+00 4" " 2' LT
6+50	" " " 6' RT	6+50 4" " 2' LT
7+00	" " " 6' RT	7+00 4" " 2' LT
7+50	" " " 6' RT	7+50 4" " 3' LT
8+50	" " " 6' RT	8+50 4" " 9' RT
9+50	" " " 6' RT	9+50 4" " 3' RT?
11+50	" " " 6' RT	11+50 " " 1' LT
14+00	" " " 6' RT	14+00 4" " on E
16+60	" " " 6' RT	16+60 4" " on E
18+05	" " " 6' RT	18+05 Pipe Line Xing
18+25	" " " 6' RT	18+25 2" Main Xing
19+00	" " " 6' RT	19+00 4' LT to Pipe Line
20+50	" " " 6' RT	20+50 4" " " "
21+50	" " " 6' RT	21+50 5' RT " " "
23+00	" " " 6' RT	23+00 10' RT " " "
24+42	" " " 6' RT	24+42 6' LT " " "
25+85	" " " 6' RT	25+85 Pipe Line on E
27+62	" " " 6' RT	27+62 " " Xing Jewell St
27+82	" " " 6' RT	27+82 Pipe Line 2' LT
27+82	" " " 6' RT	27+82 " " 16' LT Gas?
29+50	" " " 6' RT	29+50 " " 3' LT
29+50	" " " 6' RT	29+50 " " 20' LT Gas?
31+00	" " " 6' RT	31+00 PL 5' LT

Los ALTOS RD. CONT.

8/12/55

9/10/55

8700		6.1		306.1
+50		7.5		304.7
<del>4</del> (T.P.)				
8+98.42	0.65	301.86	10.94	301.21
B.C.+4				
9+50.50		4.3		297.6
10+00		7.5		294.4
+50		10.2		291.7
11+00		10.9		291.0
+50		10.4		291.5
P.C.C. (T.P.)				
11+68.05	4.72	297.48	9.10	292.76
+75		4.5		293.0
12+00		4.2		293.3
+25		4.3		293.2
+50		5.5		292.0
+75		6.0		291.5
E.C.				
12+81.84		5.7		291.8
13+00		5.7		291.8
+50		5.3		292.2
+50		5.03	+6.3 To Flow	292.5
14+00		6.5		291.0

L.T. 11.0  
10' RT RT

293.5  
4.0  
10'  
6.6  
10'  
292.9 5'  
4.6  
10'  
7.5  
5'  
10'  
292.2 5.3  
5'  
10'

292.4 5.1  
5'  
7.9  
10'  
292.2 5.3  
5'  
6.2  
7' RK. WALL 8.2  
10'

10.5/T Top So. Rim M.H.  
291.6 5.9  
5'  
7.4  
9.3  
9.2K Wall 10'

Los Altos Rd. CONT.

43

B.C.	297.48		
14+10.04		7.3	290.2
14+50		6.7	290.8
15+00		5.6	291.9
+50		5.6	291.9

T.P. 1.38 293.66 5.20 292.28

16+00		2.3	291.4
+50		5.1	288.6
E.C.			
16+60.76		5.7	288.0

17+00		9.4	283.3
B.C.			
17+89.08		9.8	283.9
X			
17+29.08		10.3	283.4
17+50		11.4	282.3

T.P. 3.07 286.63 10.10 283.56

18+00		4.5	282.1
X			
18+19.56		3.6	283.0
+50		4.8	281.8

19+00		6.7	279.9
B.C.			
+42.18		8.8	275.8
20+00		11.2	275.4

T.P. 7.90 282.85 11.68 274.95

9/10/55

LT. 2915			
6.0	5.3	8.9	RT
5'	4'	10'	
292.3	5.2	4.3	7.8
	6'	5'	10'
	5.1	4.3	7.2
	8'	7'	10'

290.8	2.9	291.9	4.6
	6.5	5'	10'
287.2	6.2	5.1	7.2
	2'	1'	10'

9.9  
10'

285.5

0.9	1.4	283.2
10'	8'	4.1T

LOS ALTOS RD CONT.

282.85

T.B.M.	2.22	280.75	4.32	278.53
20+50			7.7	273.1
21+00			10.6	270.2
+50			12.0	268.8
T.P.	3.24	270.87	13.12	267.63
22+00			6.6	264.3
+50			11.2	259.7
23+00			13.9	257.0
P.C.C.				
23+20.14			14.3	256.6
+25			14.4	256.5
+50			14.6	256.3
+75			14.3	
T.P.	8.52	266.08	13.31	257.56
				+9.9 to Flow
23+80			9.65	256.4
E.C.				
23+94.46			9.2	256.9
24+42.46			7.3	258.8
24+50			6.9	259.2
25+00			5.4	260.1
25+25			4.1	262.0

WEST  
WILLIAMS  
VARONFAKIS †  
KELLHOFER †

44

9/14/55 TRACE RAIN 9:30 A.M.

P.C.C. HUB STA. 19+47.18 30' RT

LT.	6.1	6.0		
	9'	8'		
	7.8	8.1	10.4	
	10'	5'	4'	
		7.7	9.4	13.7
		10'	1	4'
				10'

	2.0	4.1	7.5	7.6
	10'	1'	2'	10'

	6.3	7.7	9.6	11.4
	10'	5'	1'	10'

	10.1	12.8	13.8	14.2
	10'	4'	3'	10'

	11.1	11.9	14.1	14.8
	10'	7'	4'	10'

	12.6	14.6	14.8
	10'	3'	10'

	12.9	14.3	14.4
	10'	8'	10'

23.5 Rt M.H.N. Rim.

	4.0	4.6	5.4
	10'	8'	6'

266.08

9/14/55

25+50 3.5 262.6

4  
25+85.64 3.3 262.8

LT E RT

26+00 3.2 262.9

$\frac{2.2}{2'}$   $\frac{2.8}{9'}$

+50 2.7 263.4

$\frac{1.8}{3'}$   $\frac{3.1}{9'}$

27+00 1.9 264.2

T.P.

+50 7.41 272.64 0.85 265.23

4

27+86.12 6.7 265.9

28+00 6.5 266.1

$\frac{5.85}{6'}$

+19 5.85 266.74

6' EDGE CON DRIVE

+34 5.80 266.84

$\frac{5.80}{5.8'}$

5.8' EDGE CON. DRIVE

+50 6.1 266.5

29+00 6.0 266.6

$\frac{8.3}{10'}$

+37 5.50 267.1

W. EDGE A.C DRIVE  $\frac{7.5}{10'}$

+50 5.29 267.3

E. EDGE A.C DRIVE

+66 5.37 267.2

EDGE A.C DR.

+79 5.57 267.0

EDGE A.C DR.

T.P. 7.38 274.19 5.83 266.81

30+00 7.38 266.8

$\frac{8.9}{10'}$

29+96 7.41 266.8

BEGIN A.C WALK

30+02 7.24 267.0

END A.C WALK



LOS ALTOS RD CONT

	274.19			
30+50		6.7		267.5
+65.14		6.5		267.7
31+02		7.14		267.1
+25		9.11		265.1
+28.14		9.0		265.2
31+30		6.4		267.8
T.B.M.	0.38	270.43	4.14	270.05
T.P.	1.03	258.58	12.88	257.55
T.P.	0.44	245.91	13.11	245.47
T.P.	1.23	234.65	12.49	233.42
T.P.	0.53	223.39	11.99	222.86
T.P.	0.51	212.06	11.84	211.55
CHECK B.M.			5.08	206.98 = 206.85

46.

9/14/55

LT       $\frac{6.5}{3'}$        $\frac{8.2}{10'}$       RT

W. PROP SOLEDAD  
W. EDGE A.C. SOLEDAD  
E. EDGE A.C. SOLEDAD

N.W. PROP PIPE # L.S. 2236 SOLEDAD ALTOS 205

LAMONT ST + LORING S.E. 7' C.T. 3' 50. LORING S.L.

Los Altos Rd  
 Revised Survey Sta 7+50 to Sta 9+50

West  
 Williams  
 Vaironfakis  
 Kellerhofer  
 4-11-55

47

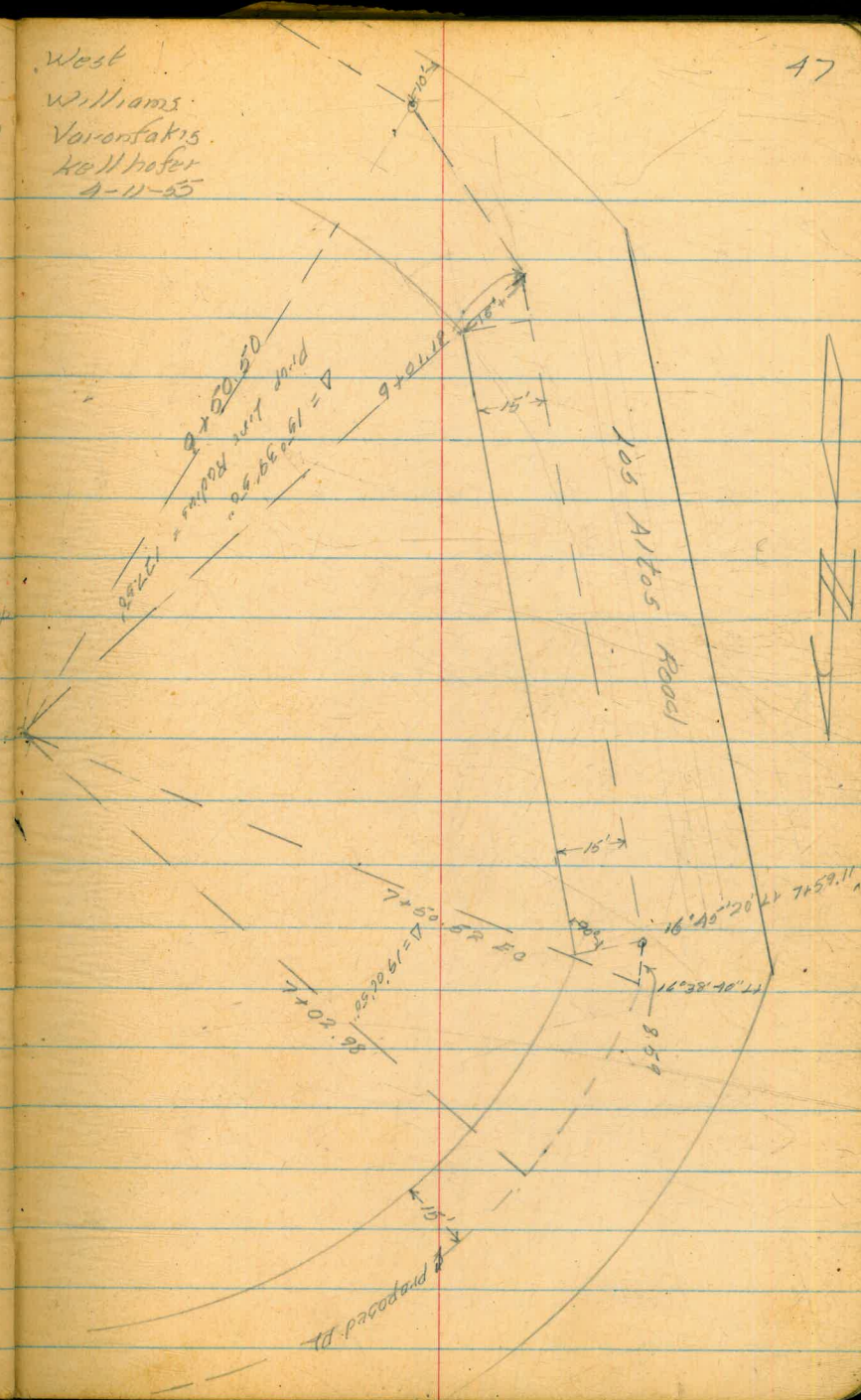
9+50.50 AH  
 9+51.30 BR  $27^{\circ} 51' 00''$  to Tang

= 9+00.48 old Sta

9+01.18  $21^{\circ} 05' 20''$  radial line 15' off back prop

7+59.11  $16^{\circ} 45' 20''$  to line 15' off prop

7+50.52 EC  $16^{\circ} 38' 40''$  to Sta 7+59.11



HUNTER ST.  
FALCON TO HAWK  
& PROFILE PROPOSED WATER  
FEELIMINARY

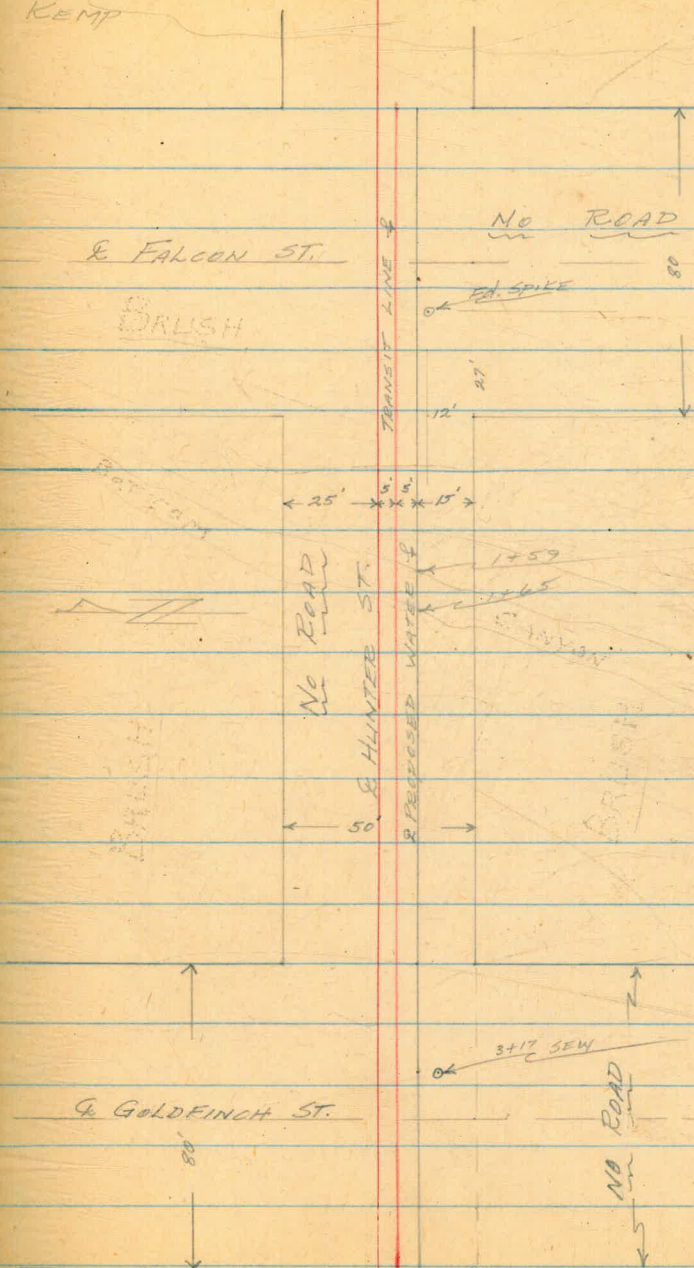
0+00 = E/H. FALCON ST.

NOTE: SKETCH CONT'D ON PAGE 52

3+67<sup>61</sup> = W/H. GOLDFINCH ST.

12-16-55  
SHOREY  
MARTELL  
KEMP

48



HUNTER ST.  
FALCON TO HAWK  
(CONT'D)

263.13

TBM	13.10	187.55		174.45	
0+00			3.0	184.55	
0+15			7.0	180.55	
TP	0.93	175.38	13.10	174.45	
1+30				162.56	
TP	2.74	165.30	12.82	162.56	
0+50			2.5	162.80	
TP	0.38	152.68	13.00	152.30	
TP	1.34	140.81	13.21	139.47	
1+00			4.9	135.91	
TP	0.05	132.76	8.10	132.71	
1+27			9.9	122.86	
TP	3.28	125.75	10.29	122.47	
1+50			8.4	117.35	
1+59	BEGIN DRAIN CHANNEL		10.2	115.55	
1+65	BOTTOM DRAINAGE CHANNEL		10.8	114.95	
1+70			9.9	115.85	
TP	11.26	136.59	0.42	125.33	
2+00			14.8	121.79	
2+22			9.1	127.49	
2+33			5.0	131.59	
TP	12.58	148.90	0.27	136.32	
2+50			10.4	138.5	
TP	12.77	161.06	0.61	148.29	
TP	11.78	172.79	0.05	161.01	
3+00			3.2	169.59	
TP	12.72	185.44	0.07	172.72	

12-16-55  
SHOREY  
MARTELL  
KEMP

LT

RT

47

"  
3/4 HUB 0+30

+1.7  
10

7.3  
10

2.3  
10

11.3  
10

+3.8  
10

5.2  
10

+2.5  
10

5.7  
10

0.0  
10

10.0  
10

4.0  
10

12.3  
10

3.8  
10

10.9  
10

5.7  
10

10.8  
5

10.1  
10

11.9  
10

9.9  
10

9.7  
10

10.7  
5

8.8  
10

14.8  
10

12.5  
10

10.7  
10

8.2  
10

6.5  
10

5.2  
5

3.8  
10

11.6  
10

9.8  
10

4.7  
10

2.2  
10

HUNTER ST.  
(CONT'D)

185.44

3+17 9.6 175.84

SEW. M.H. NOE. EDGE { 11.24  
18.7

TP 12.01 186.21 11.24 174.20

3+30<sup>69</sup> P.O.T. 2.8 189.41

TP 12.22 197.95 0.49 185.73

3+50 10.0 187.95

3+65 8.6 189.95

3+77 10.2 187.75

TP 13.36 211.17 0.14 197.81

4+00 16.6 194.57

4+22 12.6 198.57

TP 12.29 222.32 1.14 210.03

4+50 9.3 213.02

TP 11.87 233.33 0.86 221.76

4+84 8.5 224.83

5+00 1.8 231.53

TP 12.67 245.98 0.04 233.29

5+25 5.2 240.78

LT

RT

13.3 8.6 6.6  
10 5 10

SEW. M.H. 3+17 S.LT.

NOE. RIM SEW. M.H.

8.1 6.1 10.5  
10 5 10

TOP GUARD STAKE @ 3+50

14.8 5.3  
10 10

15.0 5.7  
10 10

21.5 10.3  
10 10

18.5 7.6  
10 10

14.5 5.0  
10 10

11.5 5.7  
10 10

5.0 6.8 10.3  
10 5 10

6.5 5.4 3.7  
10 5 10

HUNTER ST.  
(CONT'D)

245.98

TP 16.97 256.24 0.71 245.27  
 TP 8.72 264.35 0.61 255.63  
 5+37<sup>2</sup> BASE OF RETAINING WALL 10.4 253.95

5+37<sup>1</sup> 6.2 258.15

5+45<sup>5</sup> 7.7 256.65

5+50 3.3 261.05

TP 10.11 273.15 1.31 263.04

5+59<sup>6</sup> Edge A.C. PAVT. 6.0 267.15

6+00 5.3 267.85

6+16 5.0 268.15

SEW. M.H. 50 RIM 54.70  
 10.00

6+40<sup>60</sup> W/L HAWK 4.7 268.45

TP 3.08 273.78 2.45 270.70

OK. BM 4.67 269.11 = 269.02

LT

RT

51

14.3 12.2 10.5  
 10 5 10

10.0 6.4 5.8  
 10 10 LOOSE FILL  
 6.7 6.0 5.0 5.2  
 10 5 5 10

5.8 9.2 5.6  
 5.3 4.0 1.5  
 TOP CB. BOTTOM TOP H/WALL  
 INLET INLET ALVEY

5.7  
 10 Edge A.C. PAVT

5.0  
 5

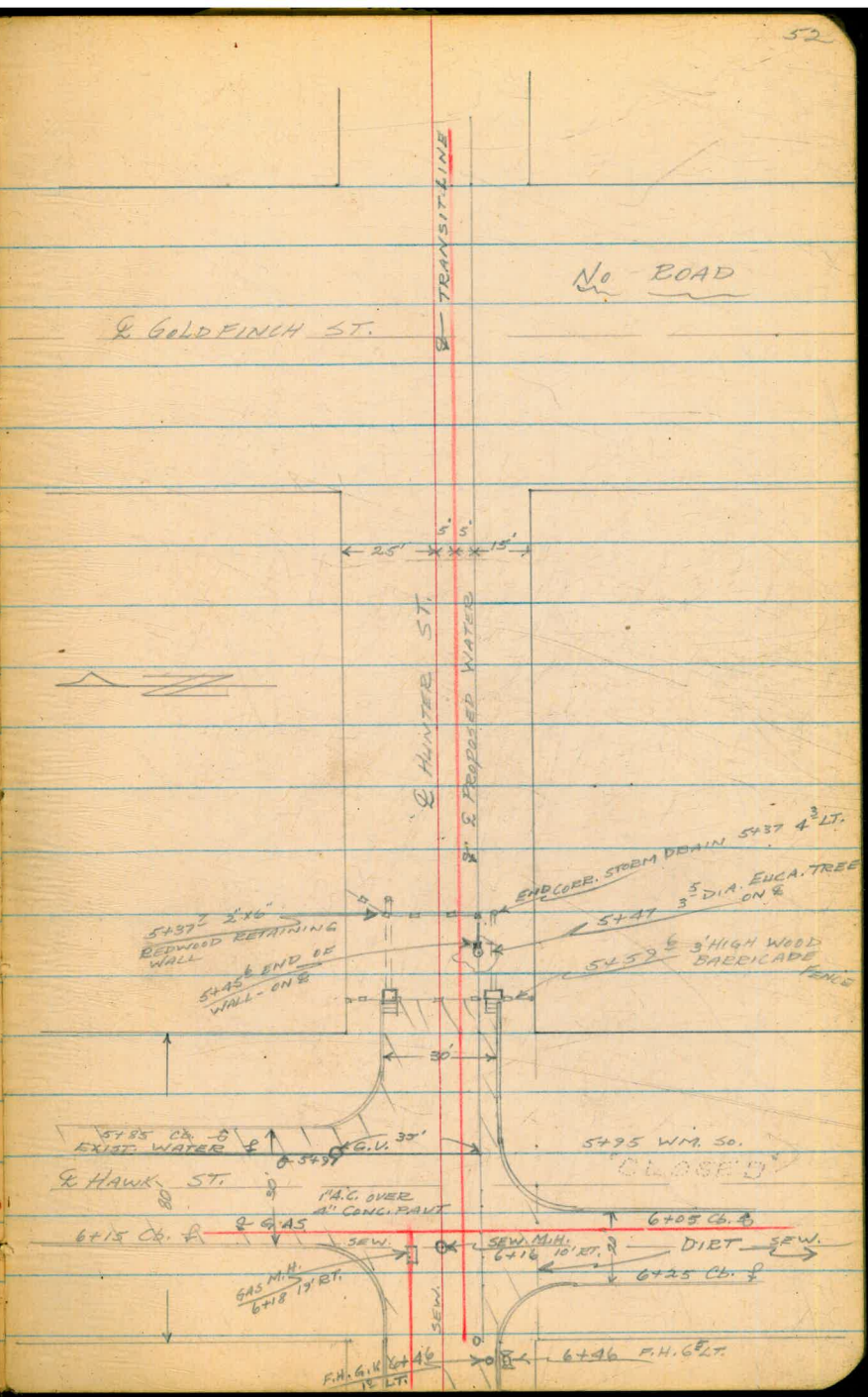
SEW. M.H. 6+16 10 RT.  
 #

S.W.B.P. JACKDAW & HUNTER

HUNTER ST.  
(CONT'D)

3467<sup>61</sup> = W/L Goldfinch ST.

6440<sup>60</sup> = W/L Hawk ST.



ELEV. FOR LOWERING MAIN  
THORN ST.; E. OF ALLEY BLK. 11  
0+00 = E/L ALLEY BLK. 11

BM	0.29	301.10	300.81
0+00		4.0	297.1 292.4
0+40		8.8	292.3 286.5
0+60		10.6	290.5 286.0
0+80		15.2	275.9
	0.29	300.81	= 300.81

6/25/56

SHOREY  
KEMP  
VARONFARIS  
SMITH

SPIKE IN P.P. S.W. COR. THORN & ALLEY BLK. 11

C4<sup>7</sup>

C5<sup>8</sup>

C4<sup>5</sup>



1<sup>ST</sup> AVENUE  
 ISLAND TO J' ST.  
 (4) STR'S FOR 8" A.C. MAIN

BM	5.98	12.91	6.93 <del>3.77</del>		
0+00			3.7	9.2	3.1
0+01 6"x8" REDUCER			3.7	9.2	3.1
0+02 Δ PT.			3.7	9.2	3.1
0+50			4.6	8.3	2.6
0+80 <sup>5</sup> Δ PT.			5.5	7.4	2.3
1+00			5.6	7.3	2.0
1+50			6.7	6.2	1.4
2+00			7.4	5.5	0.7
2+50			8.2	4.7	0.0
3+00			9.0	3.9	-0.7
3+50			9.8	3.1	-1.4
3+62 CONN. TO EXIST. 8"x6" TEE			9.9	3.0	-1.6
TP	5.96	8.87	10.00	2.91	
OK. Ch			5.55	3.32 = 3.44	

6/25/56

SHOREY  
 KEMP  
 SMITH

54

SWBD 2<sup>ND</sup> & J' ST. 2<sup>ND</sup> & ISLAND (B.P. GONE)

06<sup>1</sup> ± NOT MK'D

06<sup>1</sup>

06<sup>1</sup>

05<sup>7</sup>

05<sup>1</sup>

05<sup>3</sup>

04<sup>8</sup>

04<sup>8</sup>

04<sup>7</sup>

04<sup>6</sup>

04<sup>5</sup>

04<sup>6</sup> ±

Ch. S.W. Cor. 2<sup>ND</sup> & J' (B.P. GONE)

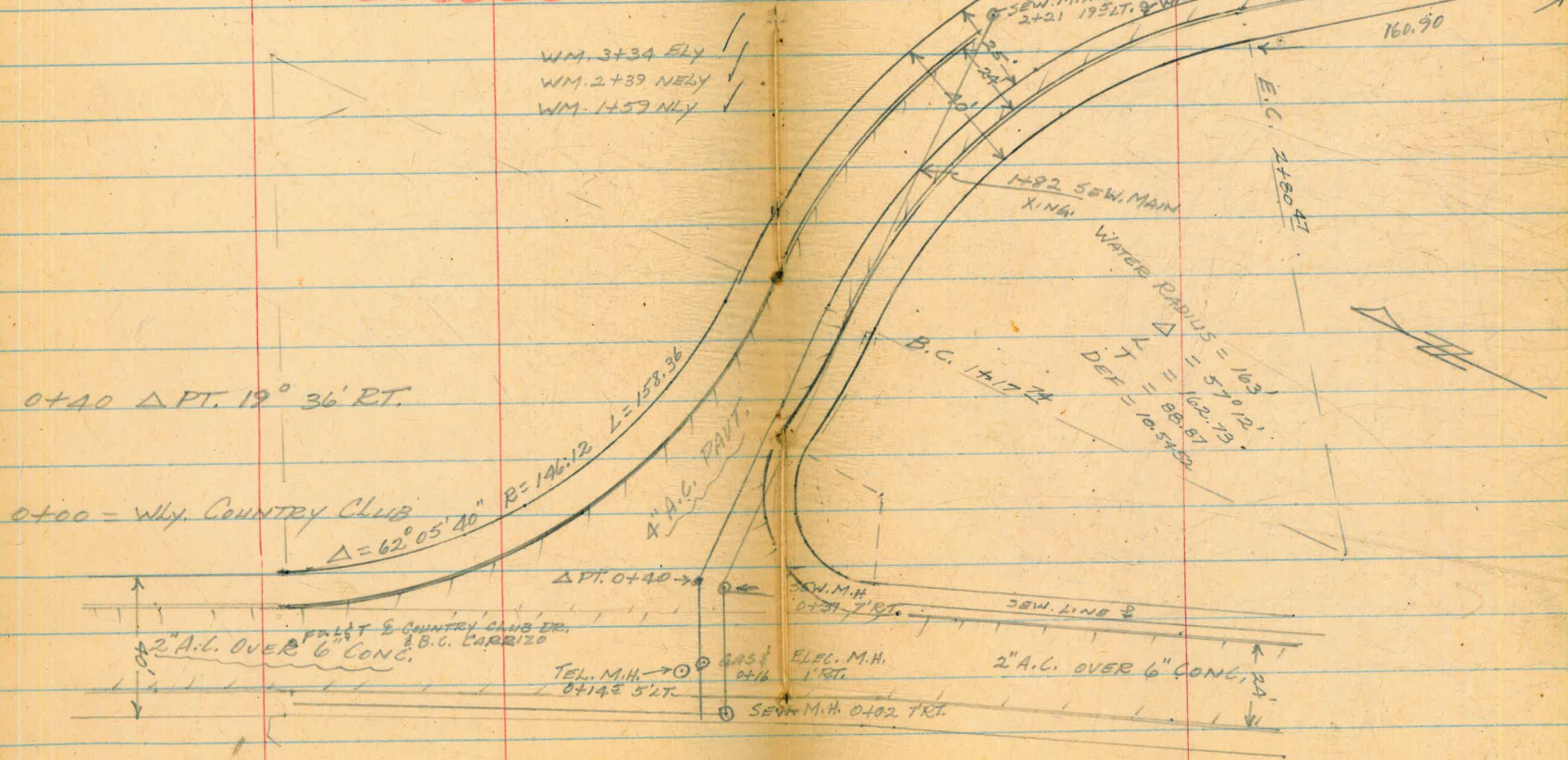
CARRIZO DRIVE  
 COUNTRY CLUB DR. TO TERMINUS  
 & PROFILE PROPOSED WATER

6/28/56  
 SHOREY  
 KEMP  
 VARONFAKIS  
 SMITH

55

FILE MAP 1975

NOTE: GAS & ELEC. - TEL. M.H.  
 DETAILS ON PAGE 61.



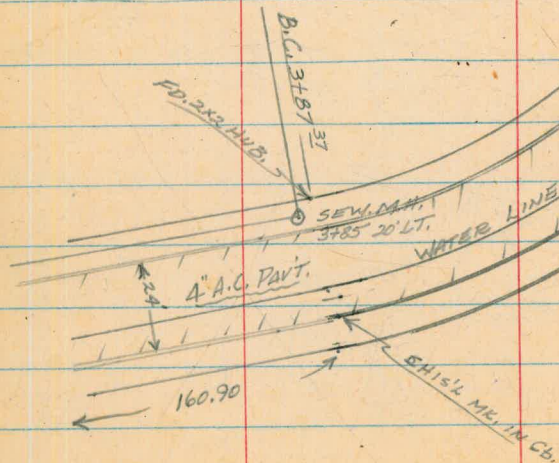
CARRIZO DRIVE  
(CONT'D)

FILE MAP 1975

E.C. 7738<sup>02</sup>

$\Delta = 32^{\circ}21'$   
WATER -  $R = 351.49$   
 $L = 198.46$   
 $T = 101.95$   
DEF. = 4.89024

$\Delta = 50^{\circ}34'$   
WATER -  $R = 172.44$   
 $L = 152.12$   
 $T = 81.45$   
DEF. = 9.96795



6/28/56  
SHOREY  
KEMP  
VARONFAKIS  
SMITH

56

WM. 6+96 NLY  
WM. 5+30 SLY  
WM. 5+02 SWLY  
WM. 4+77 NLY  
WM. 4+25 WLY

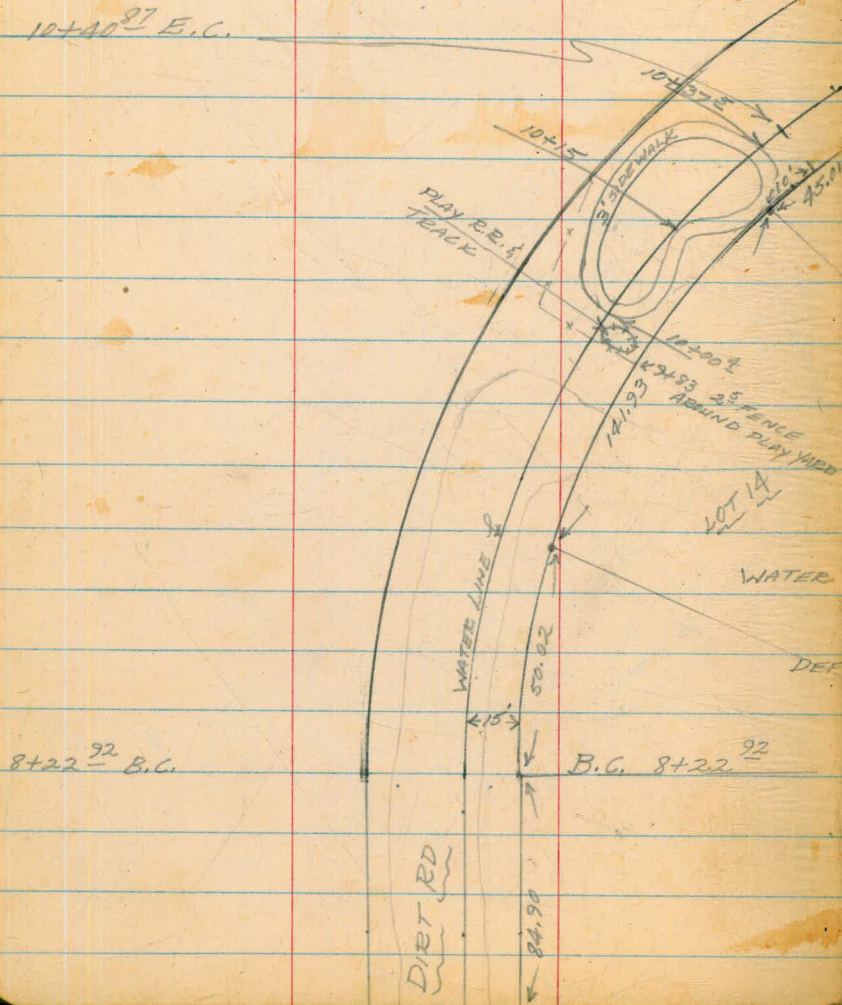
CARRIZO DR.  
CONT'D

6/28/56  
SHOREY  
KEMP  
VARONFAKIS  
SMITH

57

FILE MAP 1975

10+40<sup>97</sup> E.C.



LOT 15

$$\Delta = 59^{\circ}12'12''$$

$$R = 210.44$$

$$L = 217.45$$

$$T = 8.1679$$

8+22<sup>92</sup> B.C.

B.C. 8+22<sup>92</sup>

DIET RD

WATER LINE

WATER

DEF

# CARRIZO DRIVE

BM.	13.07	449.17	436.10
0+00			446.57
	NWLY EDGE RIM	1.19	447.98
		6.45	442.72
0+03 <sup>E</sup>	TOP Cb.	2.10	447.07
"	GUTTER	2.40	446.77
	SLY. EDGE RIM	{ 1.83	447.34
		{ 10.4	438.77
	SLY. EDGE RIM	{ 1.12	448.05
		{ 11.4	437.77
0+17	E. ST.	1.12	448.05
TP	13.08	461.81	0.44 448.73
	NWLY. EDGE RIM	{ 11.90	449.91
		{ 168	445.01
0+40	Δ PT. RT.	12.17	449.64
0+50		11.03	450.78
1+00		4.48	457.33
1+17 <sup>74</sup>	B.C.	1.95	459.86
1+25 TP	12.93	473.86	0.88 460.93
1+50		9.19	464.67
1+75		5.34	468.52
1+82	SEW. MAIN XING.	3.96	469.90
2+00		1.40	472.46
TP	12.62	486.01	0.47 473.39
	SWLY. EDGE RIM	{ 9.65	476.36
		{ 16.7	469.31
2+25		9.65	476.36

NOTE  
6/28/56  
SHOREY  
KEMP  
VARONFARIS  
SMITH

Reduced by AL Mathison

WB 7-6-56 GEN

Q. L&T. COUNTRY CLUB DR. & B.C. CARRIZO DR.  
105' ± NWLY. TEL. Co. M.H.

0+02 SEW. M.H. 7' RT.  
#

0+14<sup>S</sup> TEL. M.H. 5' LT.  
TO BOTTOM " " "

0+16 GAS & ELEC. M.H. 1' RT.  
TO BOTTOM " " "

0+37 SEW. M.H. 7' RT.  
# " " "

2+21 SEW. M.H. 19<sup>S</sup> LT.  
# " " "

CARRIZO DR.  
(CONT'D)

6/28/56  
SHOBEY  
KEMP  
VARONFAKIS  
SMITH

59

		486.01 ✓		1	
2+50			5.72		480.29
2+80 <sup>47</sup> E.C.			0.91		485.10
TP	13.17	498.96 ✓	0.22	485.79 ✓	
	SLY. EDGE RIM		{12.29		486.67
	"		{19.9		479.06
	"		{11.46		487.50
	"		{19.8		479.16
3+00			11.15		487.81
3+50			6.25		492.71
TP	1.32	497.61 ✓	2.67	496.29 ✓	
	SWLY. EDGE RIM.		{2.57		495.04
	"		{6.7		490.91
3+87 <sup>37</sup> B.C.			3.07		494.54
4+00			3.00		494.61
4+25			3.26		494.35
4+50			3.98		493.63
4+75			5.33		492.28
5+00			7.11		490.50
5+25			9.13		488.48
5+39 <sup>56</sup> P.C.C.			10.42		487.19
5+50			11.46		486.15
TP	0.72	485.22 ✓	13.11	484.50 ✓	
5+75			1.05		484.17
	SLY. EDGE RIM		{2.69		482.53
	"		{11.7		473.52
6+00			3.16		482.06

Reduced by AL Mathison  
7-6-56

2+91 GAS. ELEC. M.H. 7' LT.  
TO BOTTOM

2+97 TEL. M.H. 9' LT.  
TO BOTTOM

2x2 HUB & DISK. PROP. 25' LT.

3+85 SEW. M.H. 20' LT.  
# " " "

5+96 GAS & ELEC. M.H. 8' LT.  
TO BOTTOM " "

CARRIZO DR.  
(CONT'D)

485.22 ✓

	SLY EDGE RIM	5.19 (10.2)		482.03
6+25		5.14		475.02
6+50		7.32		480.08
6+65	EDGE A.C. PAVT.	8.52		477.90
6+75		9.2		476.70
7+00		11.2		476.02
7+25		12.5		474.02
7+38 <sup>02</sup>	E.C.	12.7		472.72
7+50		12.9		472.52
8+00		11.4		472.32
8+22 <sup>92</sup>	B.C.	9.5		473.82
8+50		8.2		476.72
9+00		0.4		479.02
TP	12.46	497.27 ✓	0.41	484.82
9+50	EDGE DIET DRIVE	8.7		484.81 ✓
9+77		2.0		488.57
9+83		0.8		495.27
10+00		0.4		496.47
10+00 <sup>4</sup>	TOP 3' SIDEWALK	0.19		496.87

Reduced by Al Mathison  
7-6-52

6/28/56  
SHOREY  
KEMP  
VARONFAKIS  
SMITH

60

6+03 TEL. M.H. 9' LT.  
TO BOTTOM " " "

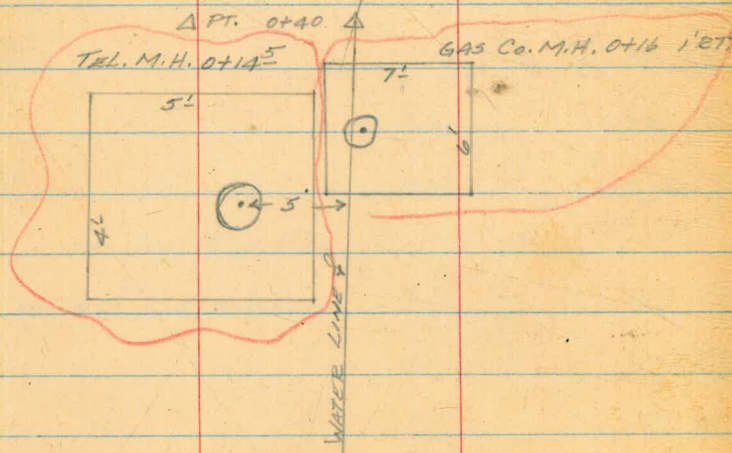
CARRIZO DR.  
(CONT'D)

497.27 ✓

10+03 <sup>8</sup>	TOP 3' SIDEWALK	0.25	497.02
10+15	EDGE 3' SIDEWALK	0.20	497.07
10+34	" " "	0.40	496.87
10+37 <sup>5</sup>	" " "	0.40	496.87
10+40 <sup>87</sup>	E.C.	0.5	496.77

Reduced by  
AL. Mathison  
7-6-52

TBM	4.13	491.96 ✓	9.44	487.83 ✓
TP	9.06	497.82 ✓	3.20	488.76 ✓
TP	0.11	484.70 ✓	13.23	484.59 ✓
TP	0.40	472.26 ✓	12.84	471.86 ✓
TP	0.15	459.08 ✓	13.33	458.93 ✓
TP	0.63	448.04 ✓	11.67	447.41 ✓
CK. BM.			11.88	436.16 = 436.10



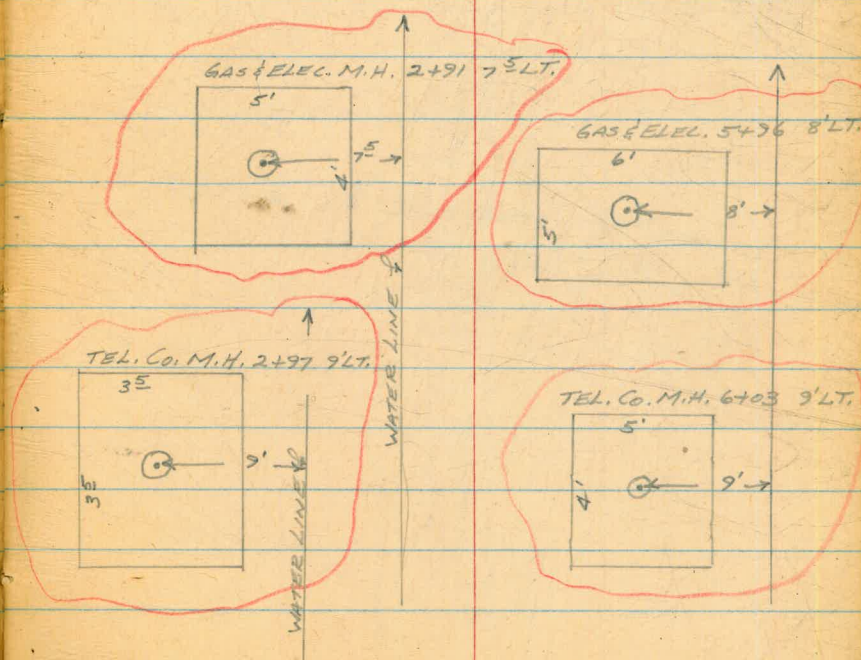
6/28/56  
SHOREY  
KEMP  
VARON FARRIS  
SMITH

61

PIPE FINDER LOCATION

1+00	- 2' LT. & 5' LT.
1+50	- ONE
2+00	- 1' LT. & 4' LT.
2+50	- 1' LT. & 5' LT.
3+00	- 2' RT. & 2' LT.
3+50	- 3' LT.
4+00	- 1' RT. & 3' RT.
4+50	- 5' RT. & 5' LT.
5+00	- ONE
5+39 <sup>6</sup>	- 1' RT.
5+75	- 1' RT.
6+25	- ONE E & 5' LT. & 2' RT.
8+25	- 4' RT.
9+00	- 13' RT.

SET TBM END OF STONE & CONG. WALL  
AT CARPORT 9+50 - 25' RT.





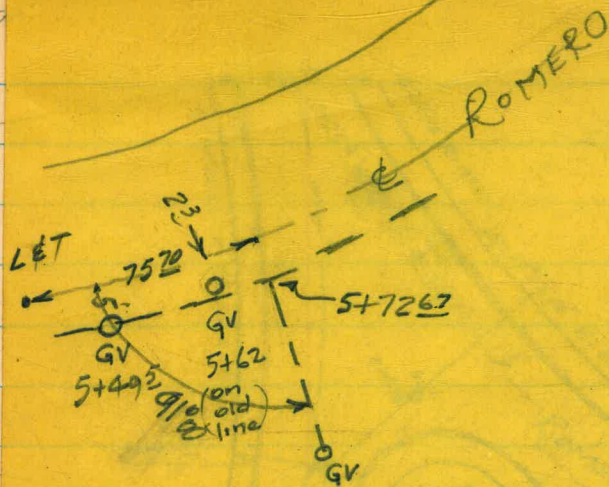
COUNTRY CLUB DRIVE  
ROMERO DR. TO 1500' SLY.  
& PROFILE PRELIMINARY

0+00 = NLY. LINE OF ROMERO DRIVE

0+91.42 ΔPT. 49° 30' LT.

2+94.14 B.C.

7/20/56  
SHORE  
VAERN  
SMITH



13+28 8" 5CW long (20" wide)  
5' to Top pipe (conc. patch)

B.C. 2+94.14

For lift

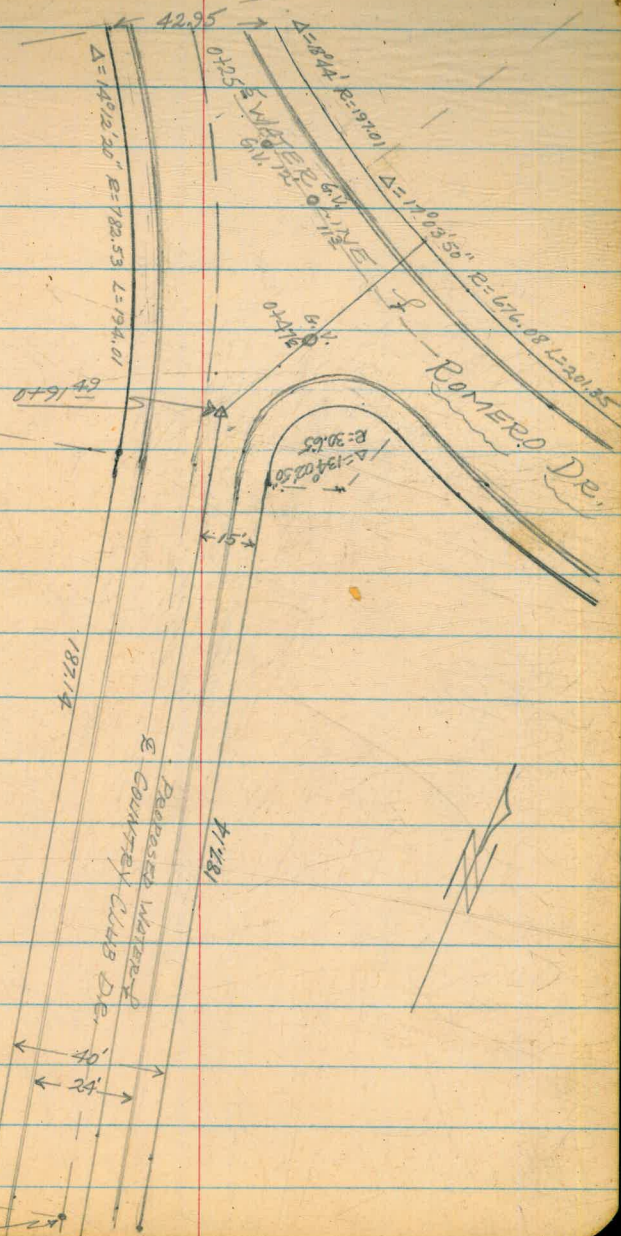
COUNTRY CLUB DRIVE  
ROMERO DR. TO 1500' SLY.  
& PROFILE PRELIMINARY

0+00 = NLY. LINE OF ROMERO DRIVE

0+91<sup>49</sup> Δ PT. 49° 30' LT.

2+94<sup>14</sup> B.C.

7/20/56  
SHOREY  
VARONKAKIS  
SMITH



B.C. 2+94<sup>14</sup>

Prop. 24'

COLIN CLUB DR.  
(CONT'D)

2+94<sup>14</sup> B.C.

4+94<sup>51</sup> E.C.

7+99<sup>41</sup> B.C.

7/20/56  
SHOREY  
VARON FAKIS  
SMITH

63

B.C. 2+94<sup>14</sup> F.D. & L&T

WATER LINE DATA

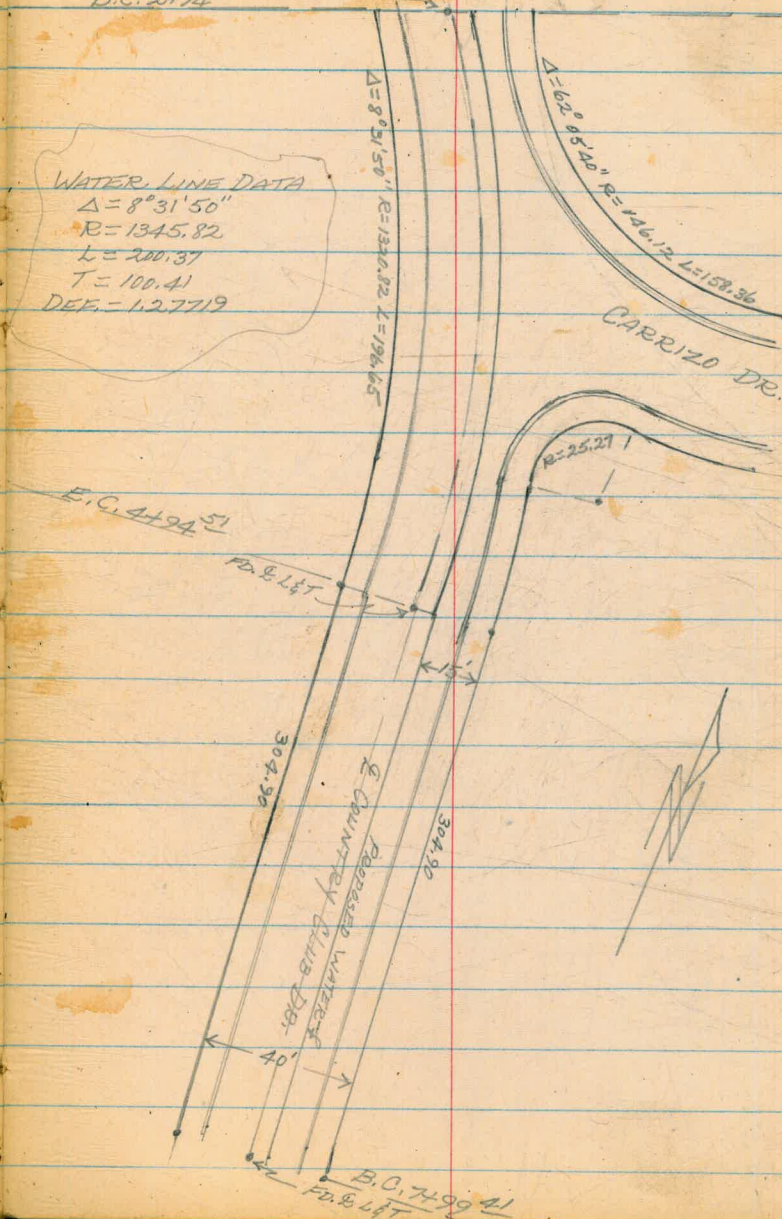
$\Delta = 8^{\circ}31'50''$

$R = 1345.82$

$L = 200.37$

$T = 100.41$

DEF. = 1.27719



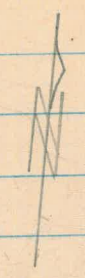
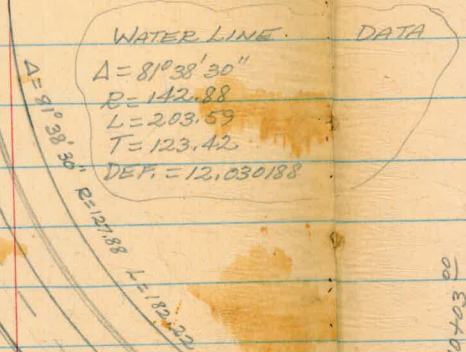
B.C. 7+99<sup>41</sup>  
F.D. & L&T

COUNTRY CLUB DR.  
(CONT'D)

1/20/56  
SHOREY  
VARENFAKIS  
SMITH.

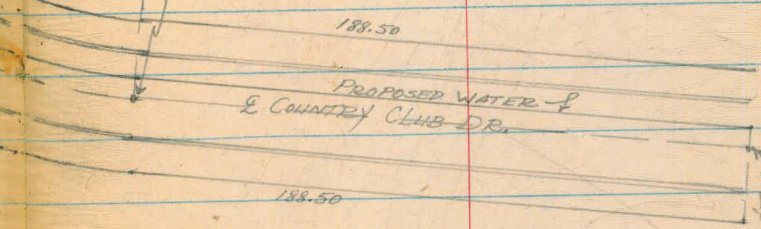
7499<sup>41</sup> B.C.

F.D. & L. & T.  
B.C. 7499<sup>41</sup>



10403<sup>00</sup> F.C.

F.C. 10403<sup>00</sup>  
F.D. & L. & T.



11491<sup>50</sup> B.C.

F.D. & L. & T.  
B.C. 11491<sup>50</sup>

COUNTRY CLUB DR.  
(CONT'D)

11+91<sup>50</sup> B.G.

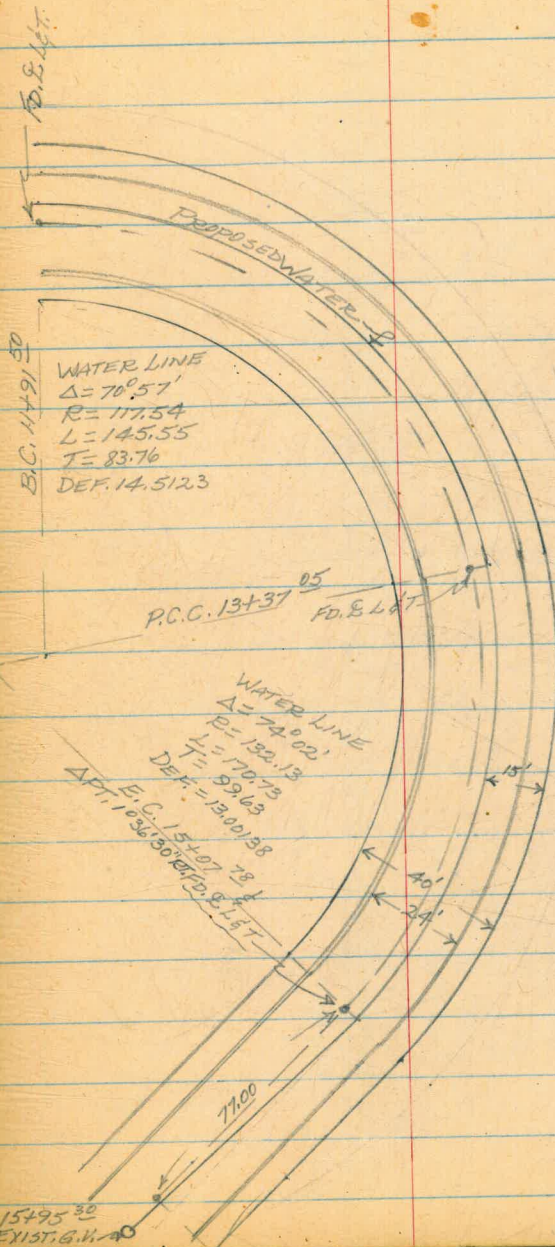
13+37<sup>05</sup> P.C.C.

15+07<sup>78</sup> E.C. & ΔPT. 1°36'30" RT.

15+95<sup>30</sup> EXIST. G.V. ON E

1/20/56  
SHOREY  
VARENFARIS  
SMITH

65



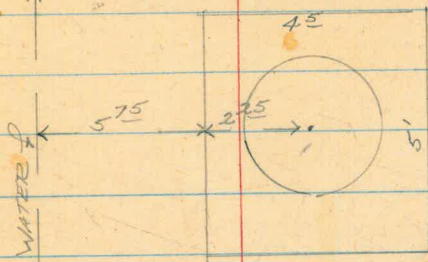
1/23/56  
SHOREY  
SMITH

66

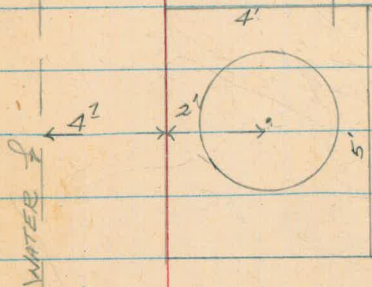
ELEC. M.H. 2+17 1/2



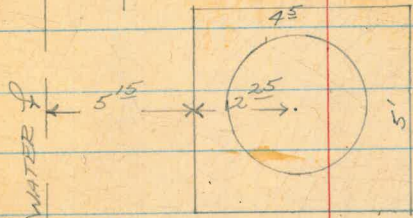
ELEC. M.H. 7+38



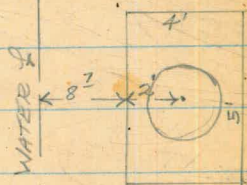
TEL. Co. M.H. 4+02



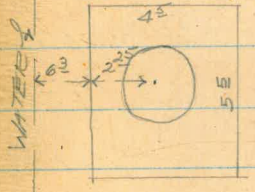
TEL. Co. M.H. 7+43



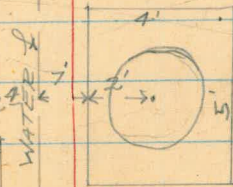
TEL. M.H. 9+57 1/2



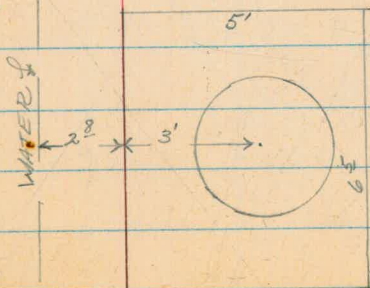
ELEC. M.H. 9+63



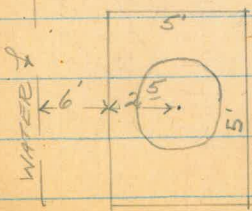
ELEC. M.H. 12+11 1/2



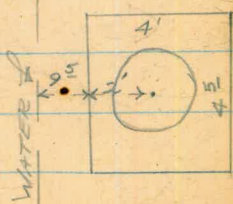
ELEC. M.H. 4+07 1/2



ELEC. M.H. 13+92



TEL. M.H. 13+84 1/2



7/20/56  
SHOREY  
VARENFALLS  
SMITH

67

LT

RT

E. L. & T. COUNTRY CLUB DE. & B.C. ON CARRIZO

ELY. EDGE SEW. M.H. 0+92.5 21' RT.

BM.	0.31	436.41		436.10
TP	6.51	434.49	8.43	427.98 <sup>✓</sup>
0+00			+1.1	433.39
0+07	TOP CB.		0.29	434.20
0+07	GUTTER		0.88	433.61
0+20	C. ROMERO		0.71	433.78
0+50			3.31	431.18
0+84			6.29	428.20
0+91 <sup>49</sup>	Δ PT. IT.		6.45	428.04
1+00			6.27	428.22
1+11 <sup>5</sup>	STORM DRAIN XING		5.97	428.52
TP	11.87	442.08 <sup>✓</sup>	4.28	430.21 <sup>✓</sup>
1+50			12.37	429.71
2+00			10.89	431.19
	M.H. W. EDGE		510.19	431.89
			16.9	425.18
2+50			8.76	433.32
2+94 <sup>4</sup>	B.C.		5.88	436.20
3+00			5.45	436.63
3+50			0.50	441.58
TP	12.41	454.15 <sup>✓</sup>	0.34	441.74 <sup>✓</sup>
4+00			6.63	447.52 <sup>✓</sup>

Reduced by A. Mathison  
7/24/56  
GEM

+0.3  
10 \* 2.07  
10  
+0.6  
10 1.89  
10  
2.15 2.70 \* 4.11  
6 Top CB. 6 GUTTER 10

424.19  
10.3  
4.4 1/2 DRAIN \* 424.64  
9.8  
15.4 ft DRAIN

M.H. 2+17 1' PT.  
TO BOTTOM

4.54.15 ✓

E. EDGE TEL. M.H. 56.86  
215.74

447.29  
438.75

4+02 TEL. M.H. 6<sup>8</sup> RT.  
TO BOTTOM

E. EDGE ELEC. M.H. 56.16  
(12.0)

447.99  
442.15

4+07<sup>8</sup> ELEC. M.H. 5<sup>6</sup> RT.  
TO BOTTOM

4+50 2.07

452.06

TP 12.34 466.16<sup>1</sup> 0.33 453.82<sup>✓</sup>

4+94<sup>51</sup> E.C. 9.89

456.27

5+00 9.34

456.82

5+50 4.26

461.90

TP 11.54 477.67<sup>✓</sup> 0.03 466.13<sup>✓</sup>

6+00 10.74

466.93

6+50 5.98

471.69

7+00 3.77

473.90

E. EDGE TEL. M.H. 54.04  
(11.1)

473.63  
466.57

7+38 TEL. M.H. 7<sup>5</sup> RT.  
TO BOTTOM

E. EDGE ELEC. M.H. 4.26

473.41

7+42<sup>5</sup> ELEC. M.H. 11 RT.

7+50 4.54

473.13

8+00 8.84

468.83

7+99<sup>41</sup> B.C. 8.80 468.87<sup>✓</sup>

~~8+00~~  
8+25 11.81 465.86<sup>✓</sup>

TP 0.36 465.48<sup>✓</sup> 12.55 465.12<sup>✓</sup>

TBM 8.82 463.73<sup>✓</sup> 10.57 454.91<sup>✓</sup>

Top Cb.



7/20/56  
SHOBEY  
SMITH  
VARONAKIS

49

463.73 ✓

8+50		0.86	462.87
8+75		3.76	459.97
9+00		7.89	455.84
9+25		9.94	453.79
9+50		12.67	451.06
TP	0.93	451.44 ✓	13.22 450.51 ✓
	NLY. EDGE TEL. M.H.	8.6	449.93
	" " ELEC. M.H.	2.00	447.84
		10.9	449.44
9+75		3.18	440.54
10+00		6.03	448.26
10+03 <sup>00</sup> E.C.		6.38	445.41
10+20		11.44	445.06
TP	0.14	438.81 ✓	12.77 438.67 ✓
11+00		4.01	440.00
11+50		8.97	434.80
11+91 <sup>50</sup> B.C. TP	2.33	428.28 ✓	12.86 429.84
12+00		3.02	425.95 ✓
	NLY. EDGE ELEC. M.H.	54.08	425.26
		11.3	424.20
12+25		5.16	416.98
12+50		6.24	423.12
			421.34

9+57<sup>5</sup> 10' RT. TEL. M.H.  
TO BOTTOM

9+63 8' BT. ELEC. M.H.  
TO BOTTOM

12+11<sup>5</sup> 8' RT. ELEC. M.H.  
TO BOTTOM

428.28 ✓

12+75		8.25	420.03
13+00		9.26	419.02
13+25		9.71	418.57
P.C.C. 13+37 <sup>05</sup>		9.72	418.56
13+50		9.46	418.82
13+75		8.32	419.96
		4.62	423.66 ✓
ELY. EDGE TEL. M.H.	58.17		420.11
	14.6		413.68
ELY. EDGE ELEC. M.H.	7.23		421.05
14+00		6.40	421.88
14+25		4.35	423.93
14+50		2.49	425.79
TP	1.92	435.69 ✓	0.51 427.77 ✓
14+75		8.43	427.26
15+00		7.72	427.97
15+07 <sup>78</sup>	E.C. & APT.	7.60	428.09
15+50		7.10	428.59
15+95 <sup>30</sup>	Top G.V. on E	6.56	429.13
TP	6.79	435.92 ✓	6.56 429.13 ✓
CK. TBM.		6.51	429.41 = 428.60

(CONT'D)

TOP F.H. 13+83 8' LT.

13+84<sup>5</sup> 11' RT. TEL. M.H.  
TO BOTTOM13+92<sup>4</sup> 8' RT. ELEC. M.H.

F.B. 209-26 CHIS'L II END OF CB.

		435.92		
TP	10.26	445.88 <sup>✓</sup>	0.30	435.62 <sup>✓</sup>
TP	2.12	435.21 <sup>✓</sup>	12.79	433.09 <sup>✓</sup>
TP	2.54	424.43 <sup>✓</sup>	13.32	421.89 <sup>✓</sup>
CK. BM			4.90	419.53 <sup>✓</sup> = 418.39
TBM	11.13	440.54 <sup>✓</sup>		429.41 <sup>✓</sup>
TP	13.35	453.60 <sup>✓</sup>	0.29	440.25 <sup>✓</sup>
TP	13.27	466.51 <sup>✓</sup>	0.36	453.24 <sup>✓</sup>
TP	10.10	476.34 <sup>✓</sup>	0.27	466.24 <sup>✓</sup>
TP	0.08	463.23 <sup>✓</sup>	13.19	463.15 <sup>✓</sup>
TP	0.12	452.07 <sup>✓</sup>	11.28	451.95 <sup>✓</sup>
TP	2.35	444.99 <sup>✓</sup>	9.43	442.64 <sup>✓</sup>
CK. BM			8.91	436.08 <sup>✓</sup> = 436.10
TBM	5.56	434.97 <sup>✓</sup>		429.41 <sup>✓</sup>
			5.68	429.29 <sup>✓</sup>
			6.23	428.74 <sup>✓</sup>
CK. TP <sup>#3</sup>			0.66	434.31 <sup>✓</sup> = 434.26

B.P. ON LAMP POST MUIRLANDS DR.

TBM

LET &amp; COUNTRY CLUB DR. &amp; CAERIZO

F.B. 2329-20 LET & P.C.C. 5+10<sup>21</sup>

CARRIZO DRIVE  
COUNTRY CLUB DR. TO EAST TERMINUS  
③ STK'S 8" A.C. MAIN

3/1/57  
SHOREY  
KEMP  
FALLSON  
O'BRIEN  
R. L. T. COUNTRY CLUB & B.C. OF CARRIZO  
DR.

72

B.M	13.26	449.36	436.10	
TP	13.18	461.57	0.97	448.39
0+25	BEGIN WORK	12.6	449.0	443.6
0+40	ΔPT. 22 1/2° BEND	11.5	450.1	445.2
0+50		10.6	451.0	446.7
1+00		4.4	457.2	453.1
1+17	<sup>74</sup> B.C.	1.9	459.7	455.7
1+25		0.8	460.8	456.8
TP	13.16	474.65	0.08	461.49
1+50		10.2	464.5	460.4
1+75		6.3	468.4	464.5
2+00		2.3	472.4	468.3
TP	12.97	487.57	0.05	474.60
2+25		11.4	476.2	472.1
2+50		7.4	480.2	476.1
2+75				480.1
2+80	<sup>47</sup> E.C.	2.6	485.0	481.0
2+88		1.5	486.1	482.2
TP	9.74	497.12	0.19	487.38
3+13	F.H. TEE	7.9	489.2	485.2
3+50		5.1	492.0	488.5
		4.6	492.5	
3+87	<sup>37</sup> B.C.	2.8	494.3	490.3
4+00		2.7	494.4	490.2
4+25		2.9	494.2	489.8

C5<sup>1</sup> ± CUT TO EXIST. MAIN

C4<sup>9</sup>

C4<sup>3</sup>

C4<sup>1</sup>

C4<sup>0</sup>

C4<sup>0</sup>

C4<sup>1</sup>

C3<sup>2</sup>

C4<sup>1</sup>

C4<sup>1</sup>

C4<sup>1</sup>

C4<sup>0</sup>

C4<sup>0</sup>

C3<sup>2</sup>

C4<sup>0</sup>

C4<sup>0</sup>

C4<sup>0</sup>

C4<sup>3</sup>

C4<sup>1</sup>

E2<sup>3</sup> TO FLANGE C6<sup>3</sup> TO BOTTOM

CARRIZO DRIVE  
(CONT'D)

3/1/57  
SHOREY  
KEMP  
PAULSON  
O'BRIEN

73

497.12

4450			3.6	493.5	489.0	C4 <sup>5</sup>	
4475			5.0	492.1	488.1	C4 <sup>0</sup>	
5400			6.9	490.2	486.0	C4 <sup>3</sup>	
5425			8.9	488.2	483.9	C4 <sup>3</sup>	
5439	<sup>56</sup> P.C.C.		10.2	486.9	482.9	C4 <sup>0</sup>	
5450			11.1	486.0	481.7	C4 <sup>3</sup>	
TP	3.99	487.90	13.21	483.91			
6400			6.0	481.9	477.6	C4 <sup>3</sup>	
6450			10.2	477.7	473.3	C4 <sup>4</sup>	
TP	5.25	484.33	8.82	479.08			
7400			10.7	473.6	469.1	C4 <sup>5</sup>	
7438	<sup>02</sup> E.C.		12.8	471.5	467.5	C4 <sup>0</sup>	
7445	F.H. TEE		12.9	471.4	467.2	C4 <sup>3</sup>	
③			12.9	471.4			
7450			13.0	471.3	467.0	C4 <sup>3</sup>	
7475			12.2	472.1	467.6	C4 <sup>5</sup>	
8400			10.7	473.6	469.0	C4 <sup>6</sup>	
8422	<sup>22</sup> B.C.		8.6	475.7	470.3	C5 <sup>4</sup>	
8450			5.3	479.0	474.1	C4 <sup>9</sup>	
8484			1.2	483.1	479.2	C3 <sup>9</sup>	
9400	TP	9.51	493.75	0.09	484.24	480.6	C3 <sup>6</sup>
9450			6.2	487.6	484.8	C2 <sup>8</sup>	
9457			5.0	488.8	485.4	C3 <sup>4</sup>	

FO<sup>4</sup> FLANGE C4<sup>3</sup> TO BOTTOM

CARRIZO DRIVE  
(CONT'D)

493.75

9470 END (3" B.O. ASSY) 1.2 492.6 489.4

CK. TBM

5.94 487.81 = 487.83

WATER METER

484.33

8481 S.

1.9 482.4 481.7

3/1/57  
SHOREY  
KEMP  
PAULSON  
O'BRIEN

74

C3<sup>2</sup>

TBM END OF STONE & CONC. WALL @  
CARPORT 9450' 25' BT.

C02

LOCATION OF FIRE HYDRANT  
LOT 22 & 23 LOS ALTOS RD.

MAY 14, 1957

75

SHOREY  
KEMP  
SMITH  
OBIEN

Fd. 3/4" PIPE  
CITY ENG.

F.H.

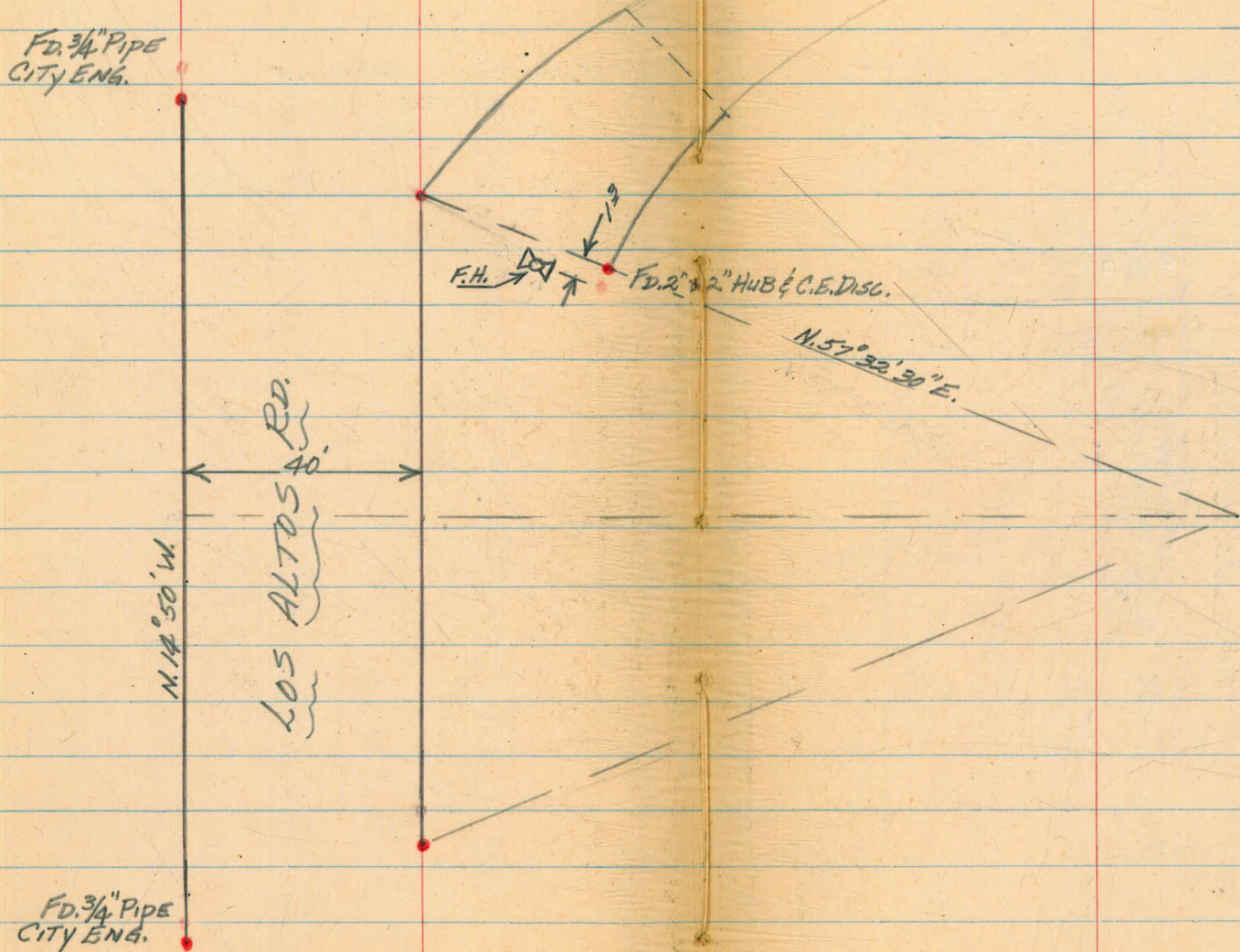
Fd. 2" x 2" HUB & C.E. DISC.

N. 57° 32' 30" E.

N. 14° 50' W.

LOS ALTOS RD.  
40'

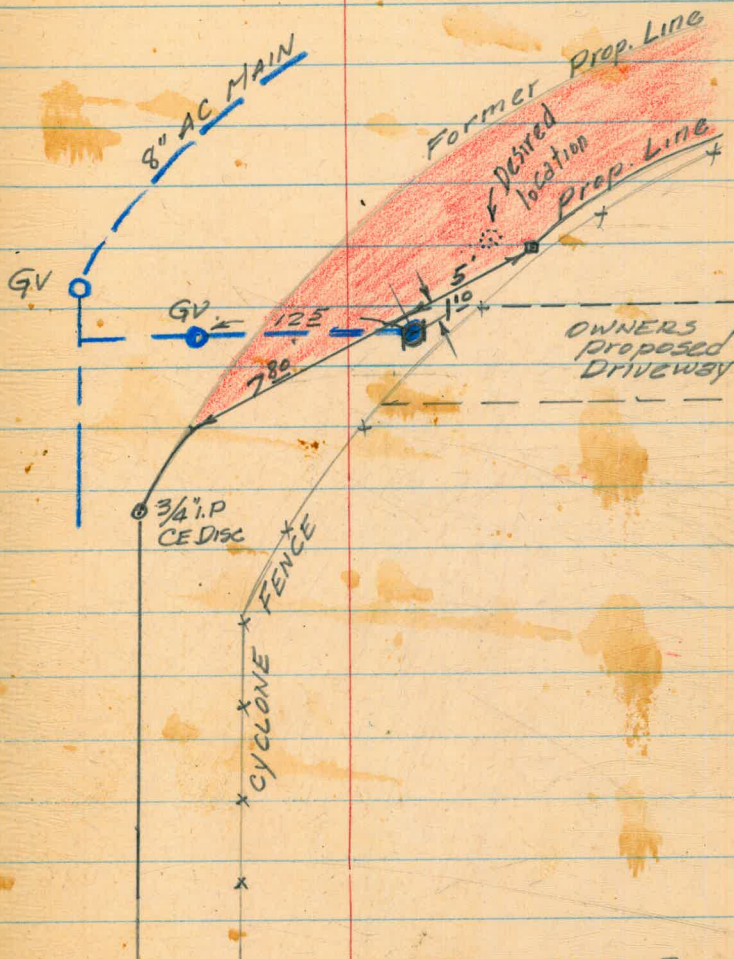
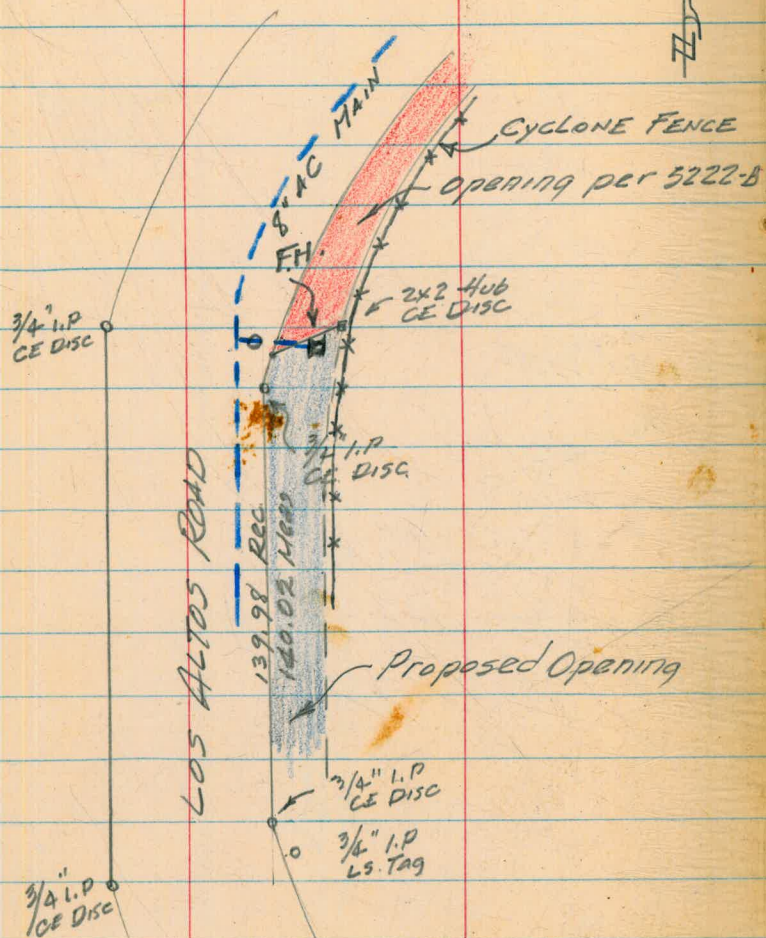
Fd. 3/4" PIPE  
CITY ENG.



LOCATION OF F.H.  
LOS ALTOS ROAD

MAY 15 1957  
BEATTY  
SMITH

76



See 5222-B  
THE Book 27.



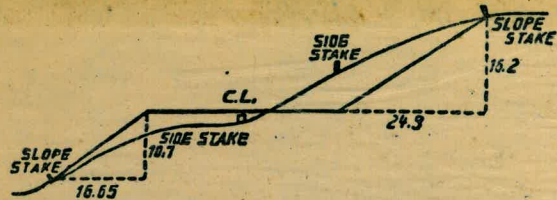
6-1956 (Morrera)

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

3/4 "I.P. So line Los Altos  
 at Alta Vista  
 Elev. 293.72  
 FB 913 pg. 28

191  
 431 15

7.5  
 3.8  
 7.7  
 3.8  
 6+85 Cb. Line Nor.  
 6+105  
 6+20  
 6+10 GAS M.H. 8 RT.  
 6+15 Cb. Line Nor.



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

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