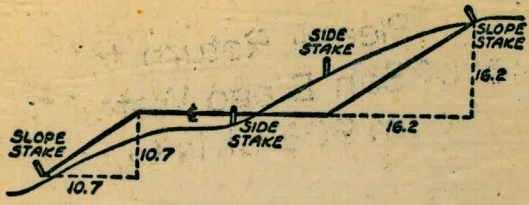


W 921



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

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

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

CROWNED  
 JAMES O'NEILL

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.

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	2.12	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	.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	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.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

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<sup>alice</sup>

J<sup>st</sup> 34<sup>th</sup> St to 100' West

plm Group 26

West  
Williams  
Varonakis  
Alexander

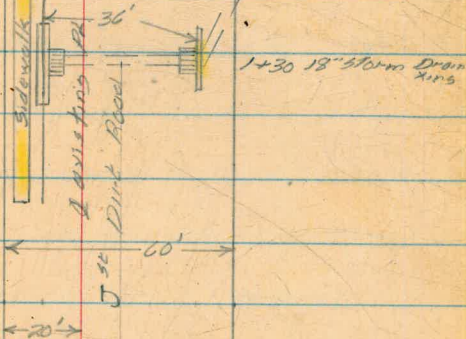
8-30-55

1+30± end of work

2" Hole  
in sidewalk  
at 33±

Prepared Pl

0+87 Begin  
C6 + sidewalk  
at 80±



FD 3/4" IP  
FD One Man  
3' 2" 0+80

FD 3/4" IP Prop Cor

0+00

En prop line 34<sup>th</sup>

34<sup>th</sup> St  
Dirt Road  
New AC pipe line King Sta??

5.05 36.77 31.72

BM SW (17) Man

0+00	3.0
+50	4.8
1+00	5.0
+30	5.6
+30	6.07
+30	8.09
+30	6.04
+30	8.30

6' Lt Top storm drain grate  
 6' Lt Flow Line 18" Storm Drain  
 26' Rt Top storm drain Grate  
 " " Flow Line 18" Storm Drain

COMMERCIAL ST

32nd ST to 305' East

Pelini Group 26

West  
Williams  
Varonfakis  
Alexander

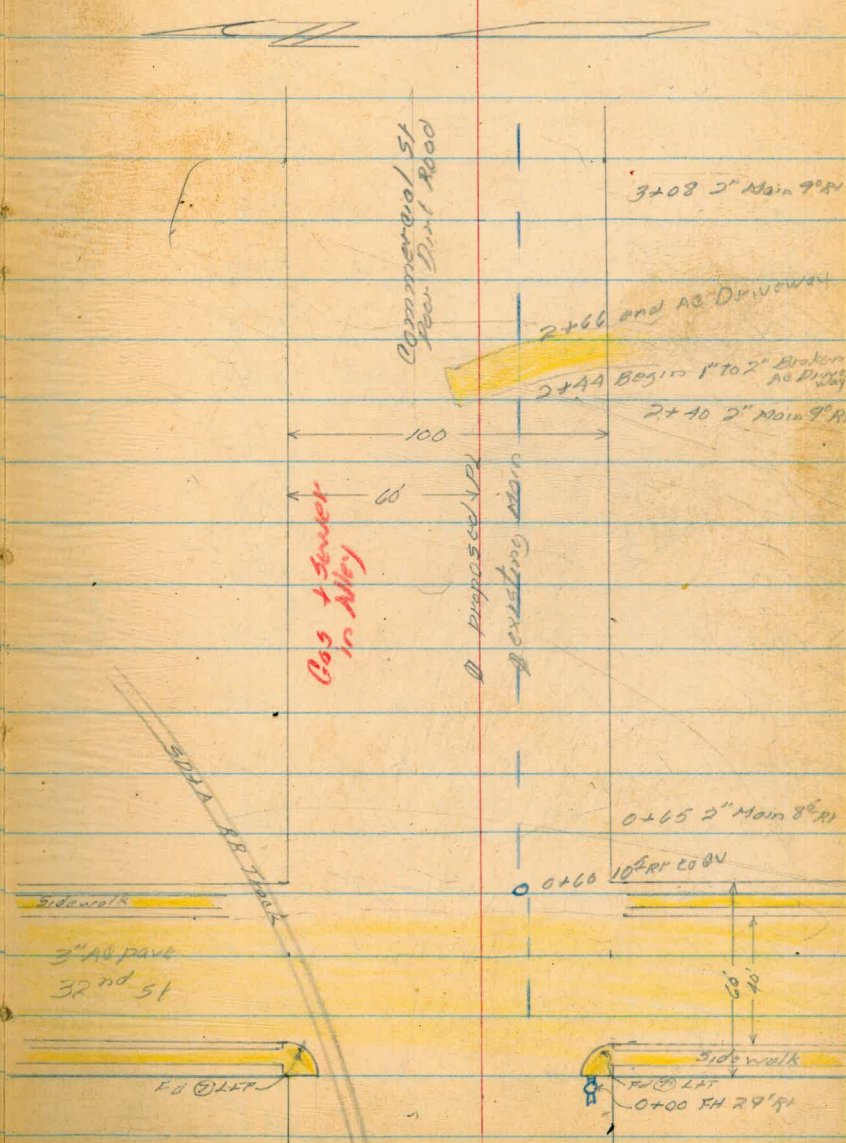
3

8-31-55

2+00 POT

0+07 POT

0+00 : Why prop line 32nd st



COMMERCIAL ST 32<sup>ND</sup> ST. / To  
 305' EAST PRELIM GR 26

WEST T  
 WILLIAMS  
 VARONFAKIS †  
 ALEXANDER

A

9:10 A.M.

8/31/55

PARTLY CLOUDY

B.M.	10.07	77.10		67.03
0+00			5.6	71.5
+10			5.71	71.4
+30			5.33	71.8
+50			5.88	71.2
+59			5.1	72.0
+67			1.3	75.8
T.P.	6.60	82.36	1.34	75.76
1+00			5.3	77.1
+50			3.8	78.6
2+00			5.6	76.8
+41			10.5	71.9
+44			11.6	70.8
+50			11.6	70.8
+66			11.8	70.6
+80			13.3	69.1
T.P.	1.53	70.83	13.06	69.30
+82			2.8	68.0
3+00			4.7	66.1

Reduced by A.E. MATHISON  
 9-29-55 CEM

NW 32<sup>ND</sup> 1/4<sup>TH</sup> SECTION

W. PROP 32<sup>ND</sup>

BEGIN A.C.

± 32

END A.C.

71.4  $\frac{5.2}{10' LT}$  ±  $\frac{4.2}{10' RT}$  72.2

73.6  $\frac{3.5}{10'}$   $\frac{0.3}{10'}$  76.8

±  $\frac{78.1}{3.7}$   
 73.7  $\frac{8.7}{20'}$   $\frac{3.7}{10'}$   $\frac{3.2}{20'}$  79.2  
 74.5  $\frac{7.9}{20'}$   $\frac{2.3}{8'}$   $\frac{1.3}{20'}$  81.1  
 71.9  $\frac{10.5}{20'}$   $\frac{4.0}{7'}$   $\frac{3.2}{20'}$  79.2

BEGIN A.C.

68.5  $\frac{13.9}{20'}$   $\frac{8.6}{20'}$  73.8

END A.C.

63.9  $\frac{6.9}{20'}$   $\frac{5.1}{14'}$   $\frac{2.3}{20'}$  68.5



COMMERCIAL ST CONT.

70.83

3+20 5.1 65.7

+50 9.3 61.5

+60 10.8 60.0

+65 9.7 61.1

+75 10.2 60.6

T.P. 6.77 76.92 0.68 70.15

CHECK

B.M. 9.89 67.03 = 67.03

59.8  
11.0 9.6 8/31/55.6  
20' 14' LT 20' RT  
51.6 13.2 12.1 5.7 5.5  
20' 6' 9' 20' 65.3  
58.7 65.1

57.7 60.1 LT 59.2 62.6 RT 62.6  
13.1 10.7 11.6 8.2 8.2  
20' 12' 16' END WORK 13' 20'

K<sup>st</sup> 33<sup>rd</sup> St to 245' East

Palim Group 26

2+69<sup>5</sup> ± Fireway Fence

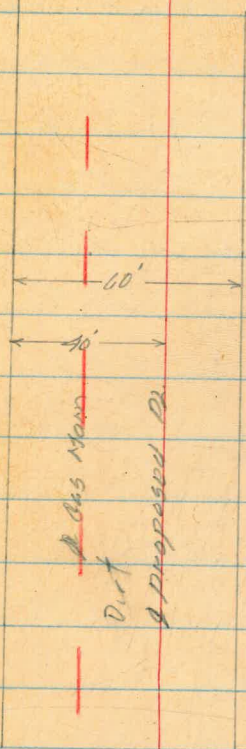
West  
Williams  
Varanfakis  
Alexander

6

2+69<sup>5</sup> 5' High Woven Wire  
Fireway Fence Xing

8-31-55

2+41 Barricade  
4' Post 2" L<sup>r</sup>



0+17 POT

0+00 wly prop line 33<sup>rd</sup>

Ed 3' Prop Cr - 200'

Q Profile

	2.72	29.74		27.02
	5.41	33.97	1.18	28.56
0+00		5.9		29.1
			+8.5 To Flow	
0+30		5.25		28.7
+50		5.6		28.4
1+00		6.1		27.9
+50		6.4		27.6
2+00		6.6		27.4
+50		6.5		27.5
+91 <sup>3</sup>		6.1		27.9
	2.73	30.37	6.33	27.64
		3.34	27.03	= 27.02

Reduced by A.E. Mathison  
 10-7-55 P.E.M.

+8.5 To Flow

33<sup>rd</sup> + Imperial  
 BM SE prop R (L+T)  
 Turn Top EH NE Cor 33<sup>rd</sup> + L  
 Wly prop line 33<sup>rd</sup> St  
 Top Nly Rim Sewer MH 28' R4

BROADWAY 130' E of 31<sup>st</sup>  
 To 170' E of 31<sup>st</sup>  
 prelim Group 26

West  
 Williams  
 Yaronfakis

8

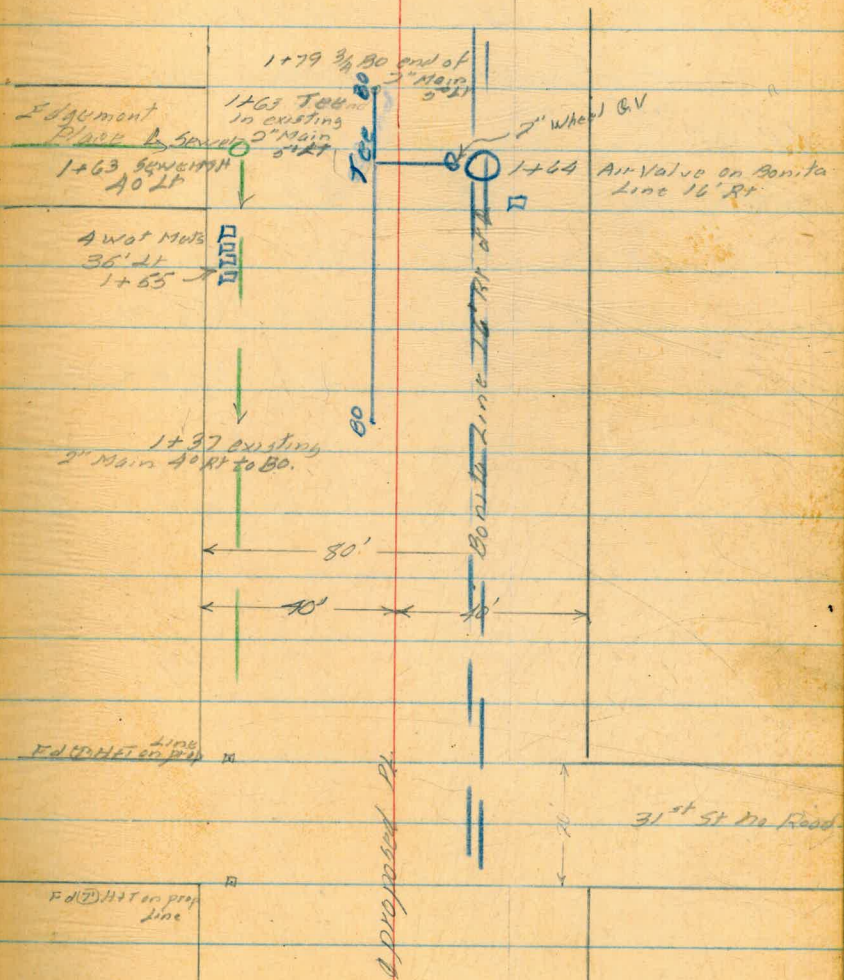
8-31-53

1+70 ± end of work

1+30 P.O.T.

0+00

W/ly prop line 31<sup>st</sup> St



Q profile  
Broadway

9

0.23 199.82 199.59

BIT NE BP Edgement + C

0.55 187.78 1259 187.23

0.63 178.97 9.44 178.34

Top south 11m SUNKEN 114 40' 11 1163

1+30 Begin work 3.8

$\frac{14}{254} \frac{20}{511} \frac{5.7}{6'RT} \frac{10.7}{11RT} \frac{12.6}{17RT} \frac{11.2}{26}$

1+70 End of Work 9.9

$\frac{4.1}{234} \frac{5.4}{174} \frac{6.3}{162} \frac{6.8}{8'RT} \frac{10.9}{9RT} \frac{12.7}{73'RT} \frac{14.3}{21RT}$

12.64 191.04 0.57 178.40

10.28 201.19 0.13 190.91

1.61 199.58 = 199.59

OLIVE ST

31st St to 235 West  
paving Group 24

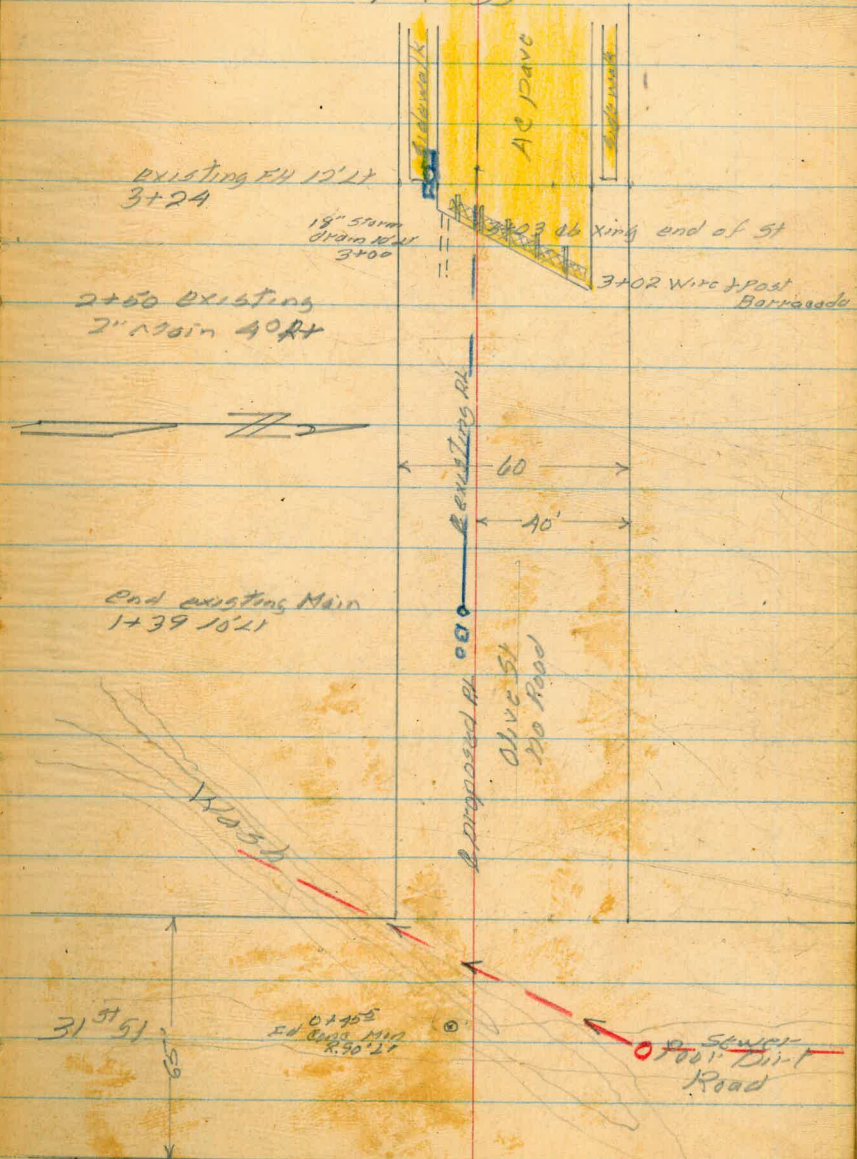
West  
Williams  
Varonakis  
Alexander

110°  
HOT

10

9-1-55

3+00 DOT end of work



3700

DOT end of work

0+00

Fly prop line 31st St

Profile

Sta:      +      H.I.      -      Ground

11.02	313.08		302.06
6.44	310.11	9.91	303.17
0.10	297.44	12.77	297.34
0.47	285.03	12.88	284.56
0.08	271.95	13.16	271.87
0.61	259.86	12.70	259.25
0.48	247.22	13.12	246.74
0.41	234.71	12.92	234.30
0+00		<sup>232.14</sup> 2.55	232.16
0+23		6.7	228.01
0+30		7.06	227.65
0+40		8.4	226.31
+49		8.5	226.21
0+50		8.6	226.11
+58		9.5	225.21
+59		10.4	224.31
+67		10.7	224.01
+90		10.4	224.31
+95		4.3	230.41

BM SWBP 30' + Redwood

L.T.      RT  
 $\frac{2.6}{20'}$        $\frac{4.1}{40'}$

+4.7 To flow line

Top South Run Sewer MH 4' E

Begin AC Road

end " "

$\frac{8.5}{20'}$        $\frac{8.9}{5'}$   $\frac{10.0}{6'}$   $\frac{10.1}{10'}$   $\frac{9.4}{20'}$   $\frac{8.2}{40'}$  <sup>etc</sup>

Bottom of Creek

$\frac{12.1}{10'}$        $\frac{10.7}{5'}$       Top of Slope       $\frac{9.5}{70'}$

Top of Bank

Oliver

STA:	+	H.I.	-	Ground
1+00		234.71		31 231.61
	12.23	239.88	7.06	227.65
+20			5.9	233.98
	12.00	251.86	0.02	239.86
+50			7.5	244.36
	12.32	264.03	0.15	251.71
1+75			11.3	252.73
2+00			7.8	256.23
+09			6.5	257.53
	12.64	275.98	0.79	262.24
+25			10.1	265.78
+50			1.9	273.98
	12.45	288.23	0.10	275.78
+75			9.8	278.43
	7.48	295.37	0.34	287.89
3+00			4.9	290.47
+03			4.88	290.49

11.0 10.7 6.9 4.3 1.5 14.9 15.1 15.4  
 20'LT 17'LT 13'LT 9'LT 18'RT 29'RT 32'RT 40'RT

Top Creek Bank

Post 13' End  
Slab 7' wide  
10

10.3 6.1 2.5 13.0  
 20'LT 18'RT 22'RT 40'RT

16.8 11.6 9.6 7.9 7.3  
 20'LT 10'LT 5'RT 6'RT 10'RT

9.7 6.6 0.9 16.0  
 20'LT 13'RT 23'RT 40'RT

16.3 4.1 3.1  
 10'LT 6'RT 20'RT

14.5 5.1 10.5  
 20'LT 6'LT 40'RT

11.1 5.3  
 10'LT 10'RT

10.6 7.8 4.9  
 20'LT 13'LT 6'LT

Top Ob



Olive St

295.37

3+09

5.63 289.75

4.91 297.39 2.89 292.48

12.55 309.46 0.48 296.91

4.62 310.47 3.61 305.85

2.96 313.07 0.36 310.11

10.98 302.09 = 302.06

110' in shade No shade 13

still Hot

bett of Ob

Turn on Top FH 12' 11 3124

## JEFFERSON ST

Riley to Camino Del Rio  
5TKs for 6" AC

Meters Set 125M 325M

4.28 8.67 4.39

0-22E 4.8 3.9

0+00 4.9 3.8 0.3

+05 Sly 4.4 4.3 4.5

+50 4.8 3.9 0.6

+81 Nly 4.5 4.2 4.5

1+00 4.7 4.0 0.8

+50 4.8 3.9 1.3

+60 Nly 3.5 5.2 5.5

+99 4.4 4.3 2.0

4.92 8.61 4.98 3.69

1+75 M Sly 3.7 5.7

West  
Williams  
Voronakis  
Kullhøfer

14

9-13-55

I spike Congress Riley

Begin Work

C 3<sup>5</sup>F 0<sup>2</sup>C 3<sup>3</sup>F 0<sup>3</sup>C 3<sup>2</sup>C 2<sup>6</sup>F 0<sup>3</sup>C 2<sup>3</sup>

End of work

F 2<sup>0</sup>

## JEFFERSON ST

Gaines To Rosecrans St

STKS FOR C'AC

meters set 12<sup>5</sup> 11

8.61

0+05		5.4	3.2	-0.9	C 4.1
+44	Nly	5.2	3.4	3.1	C 0 <sup>3</sup>
+50		4.5	4.1	-0.8	C 4.9
1+00		4.5	4.1	-0.7	C 4 <sup>8</sup>
+10	M Sly	4.3	4.3	3.6	C 0 <sup>2</sup>
+39	M Nly	4.9	3.7	3.7	C 0 <sup>0</sup>
+50		4.6	4.0	-0.5	C 4 <sup>5</sup>
+67	M Sly	4.4	4.2	3.9	C 0 <sup>3</sup>
2+00		4.7	3.9	-0.4	C 4 <sup>3</sup>
+38	M Nly	4.6	4.0	4.0	C 0 <sup>0</sup>
+50		4.4	4.2	-0.2	C 4.4
+87	M Nly	4.5	4.1	4.5	C 0 <sup>3</sup>
3+00		4.6	4.0	+0.0	C 4 <sup>0</sup>
+50		3.6	5.0	0.2	C 4 <sup>8</sup>
+60		3.7	4.9		
		4.82	3.79	= 3.81	

West  
Williams  
Varanfakis  
Kellhofer

15

9-13-56

Hi from page 14

Begin work

end of work  
TOP Survey 1911 10'21 1+5.9  
See FB897 page 20

JUPITER 51

South easterly Tern To Northwesterly Tern

STKS for C<sup>4</sup> AL  
Group B

	3.71	5.48	1.77
0+00			6.5 -1.0 -4.9
+50			6.5 -1.0 -4.8
1+00			6.4 -0.9 -4.7
+50			6.4 -0.9 -4.3
2+00			6.1 -0.6 -4.0
+50			6.2 -0.7 -3.8
3+00			6.4 -0.9 -3.1
+50			6.1 -0.6 -3.8
4+00			5.7 -0.2 -3.8
+50			5.7 -0.2 -4.0
5+00			5.9 -0.4 -3.8
+50			5.6 -0.1 -3.9
6+00			5.9 -0.4 -4.0
+50			5.5 0.0 -4.1
7+00			5.4 +0.1 -4.2
+50			5.6 -0.1 -4.1
+95 M NEH			6.4
8+00			5.6 -0.1 -4.0
+50			5.7 -0.2 -4.0

West  
Williams  
Varanakis  
Kullhofer

70

2-13-55

NE 9  
NW FH La Salle + Nashville

0.32 Begin work

0.38

0.38

0.34

0.34

0.34

0.22

0.32

0.36

0.38

0.34

0.38

0.36

0.44

0.42

0.42

0.34

0.38

67  
56  
508

Jupiter 51  
Cont

5.48

9+00

5.3 0.2 -3.9

0.1<sup>1</sup>

135,

5.7 -0.2 -3.8

0.3<sup>2</sup>

end of work

3.71

1.77

1.77

Wat MePs

0+59 East

1+07 "

1+58 "

1+73 "

2+13 "

3+07 West

5+60 East

5+85 "

6+50 "

6+85 "

ALLEY, BLK. 4  
NOR. of BROADWAY, E. of Edgemont

11-9-55  
SHOREY  
MARTELL  
KEMP  
HOLAHAN

18

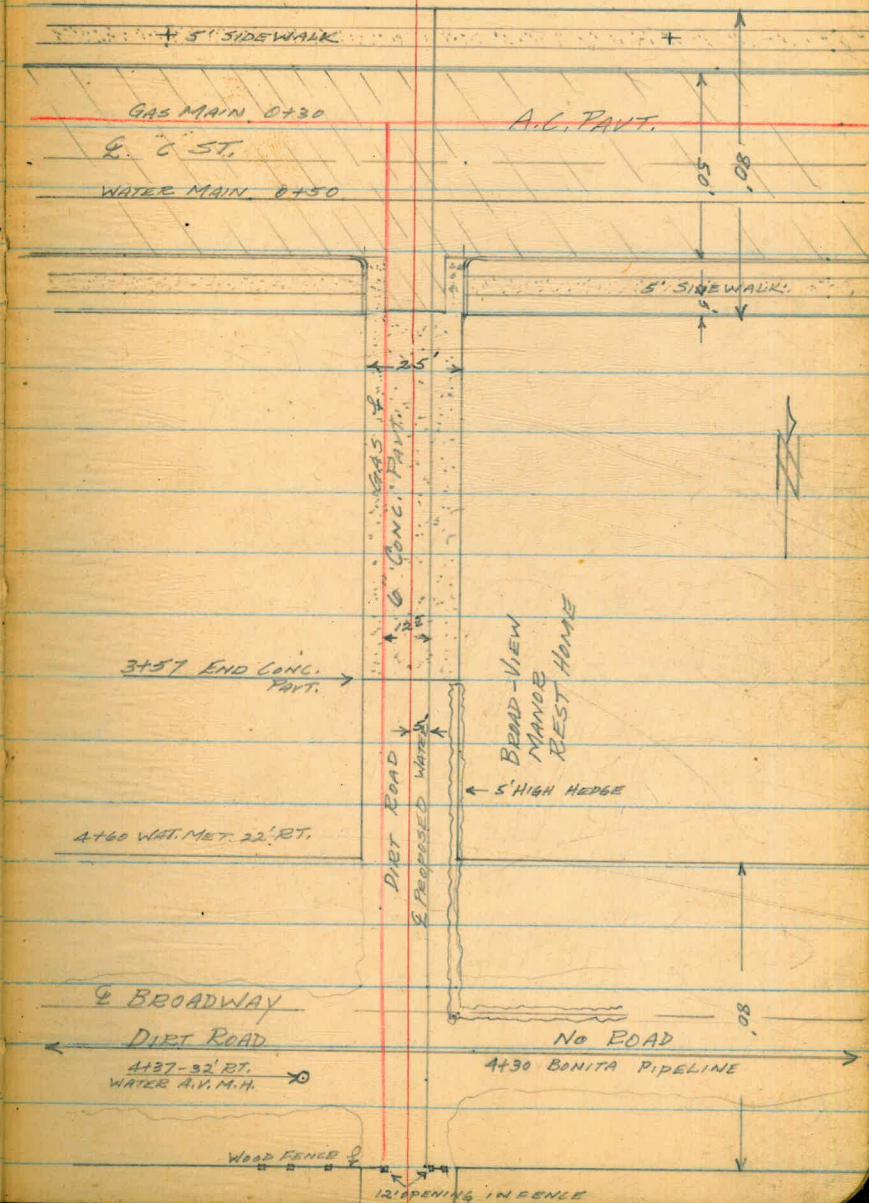
0+00 = N/L "C" ST.

0+80 = S/L "C" ST.

3+57 END 6" CONC. PAVT.

3+81 N/L BROADWAY

4+61 = S/L BROADWAY



Sta.  
on Dwg.

ALLEY BLK. 4  
(CONT'D)

Rede'd  
by Rocky

11-9-55

19

BM.	1.17	200.76	199.59	N.E.B.P. "C" ST. & EDGE MONT
0+00	4+61		3.6	197.2
0+05			4.9	195.9 Edge CONC. WALK
0+10			4.9	195.9 " " "
0+15			5.0	195.8 Top CURB
0+15			5.6	195.2 GUTTER
0+40			5.6	195.2 E. "C" ST.
0+50			5.8	195.0 WATER MAIN XING
0+65	3+96		6.4	194.4 GUTTER LINE
0+80	3+81		5.9	194.9 Top 6" CONC. PAVT. S/L "C" St.
1+00	3+61		5.4	195.4 " " "
1+18			5.7	195.1 " " "
1+50			7.2	193.6 " " "
2+00	2+61		7.5	191.3 " " "
2+50			11.8	189.0 " " "
TP	0.98	188.62	13.12	187.64 " " "
3+00	1+61		2.0	186.6 " " "
3+50			4.3	184.3 " " "
3+57			4.7	183.9 END 6" CONC. PAVT.
4+00	0+61		5.8	182.8
4+30			7.2	181.4 BONITA PIPELINE XING.

Sta. on  
Drwg.



ALLEY BLK. 4  
(CONT'D)

Rede'd  
by Rocky

188.62

6.62

4+37 - 32' RT. WATER A.V.M.H.

4+50 0+11 7.9 180.7

4+61 0+00 8.2 180.4

TP 12.57 200.82 0.37 188.25

OK.BM 1.23 199.59 = 199.59



ALLEY BLK'S 218, 219, 220, 221  
 BETWEEN TULLON & VANITIE CTS  
 MISSION BEACH  
 PRELIMINARY  
 Q PROFILE

0+00

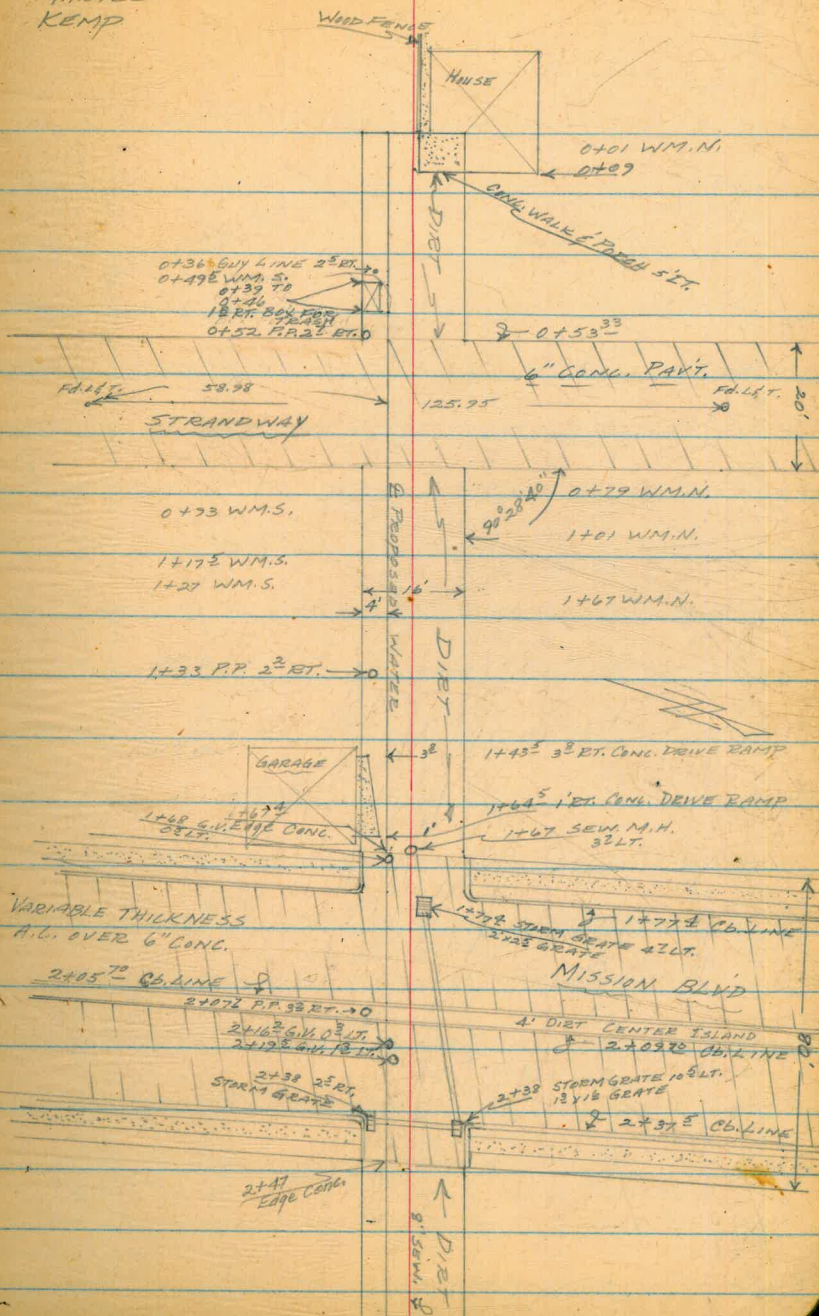
0+53<sup>33</sup> W/L STRANDWAY

1+67<sup>±</sup> Edge Conc.

2+47 Edge Conc.

11-25-55  
 SHORLEY  
 MARTEL  
 KEMP

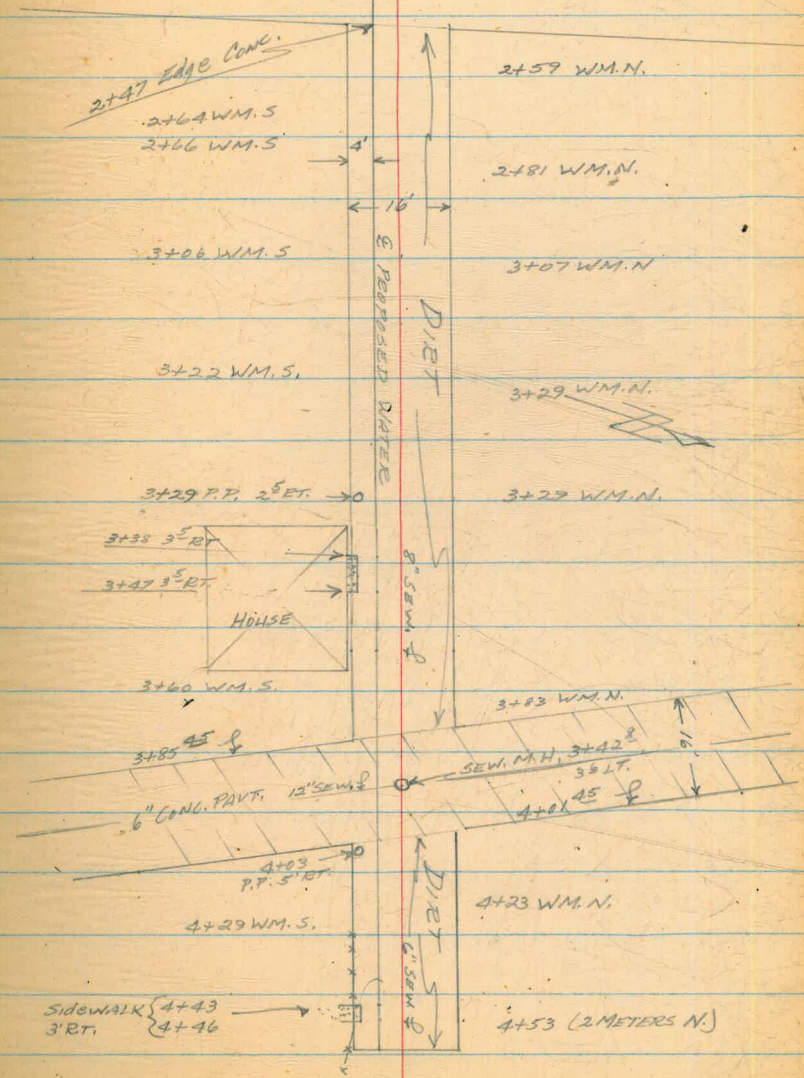
31



(CONT'D)

2+47

MISSION BLVD



4+55<sup>18</sup> END

(CONT'D)

B.M.	3.99	11.12	7.13
TP	1.37	6.59	5.90 5.22
0+20			1.4 5.2
0+37			0.6 6.0
0+50			0.9 5.7
0+59 <sup>33</sup> Edge CONG.			1.1 5.5
0+63 <sup>33</sup> G. STRANDWAY			1.4 5.2
0+73 <sup>33</sup> Edge CONG.			1.4 5.2
0+86			1.6 5.0
1+00			2.5 4.1
1+50			5.6 1.0
SEW. M. H.			6.26
1+67 <sup>4</sup> Edge CONG.			6.3 0.3
1+77 <sup>4</sup> CB LINE			7.1 -0.5
			7.1 -0.5
			8.9
2+00			6.5 0.1
2+15 <sup>2</sup> GUTTER			6.4 0.2
2+05 <sup>2</sup> TOP CB.			5.7 0.9
2+09 <sup>2</sup> " "			5.9 0.7
2+09 <sup>2</sup> GUTTER			6.7 -0.1
2+37 <sup>5</sup> CB LINE			7.3 -0.7

S.W.B.P. MISSION BEACH SEAWALL & SAN RAFAEL PL.

STRANDWAY

SEW. M. H. 1+67 3<sup>2</sup> LT.

NOTE: COULDN'T OPEN THIS M.H.

STORM GRATE 1+77<sup>4</sup> 4<sup>2</sup> LT.  
# " " " "

(CONT'D)

29

6.59

TOP	{	7.4	
#	{	8.8	
BOTT.	{	7.5	
		7.3	-0.7
		9.7	

STORM GRATE	2+38	2 <sup>5</sup> RT.
#	"	"
"	"	"
"	"	10 <sup>5</sup> LT.
#	"	"

2+47 Edge Conc. 7.3 -0.7

2+50 7.3 -0.7

3+00 7.5 -0.9

3+50 7.9 -1.3

3+85<sup>50</sup> Edge Conc. ALLEY 8.3 -1.7

So. RIM SEW. M.H. 8.39 -1.8  
12.100

SEW. M.H. 3+42<sup>8</sup> 3<sup>6</sup> LT.  
#

4+00 8.3 -1.7

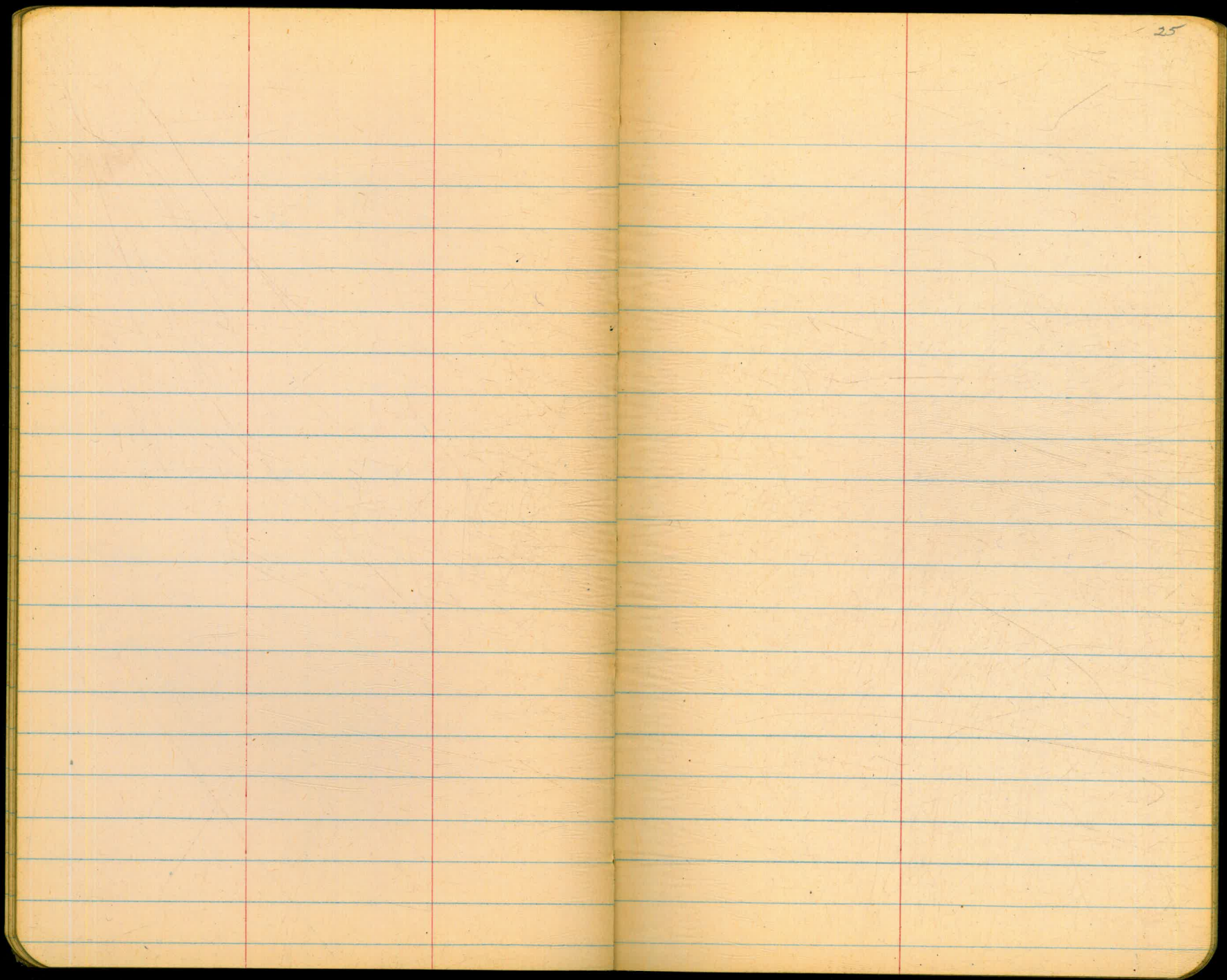
4+01<sup>45</sup> Edge Conc. ALLEY 8.3 -1.7

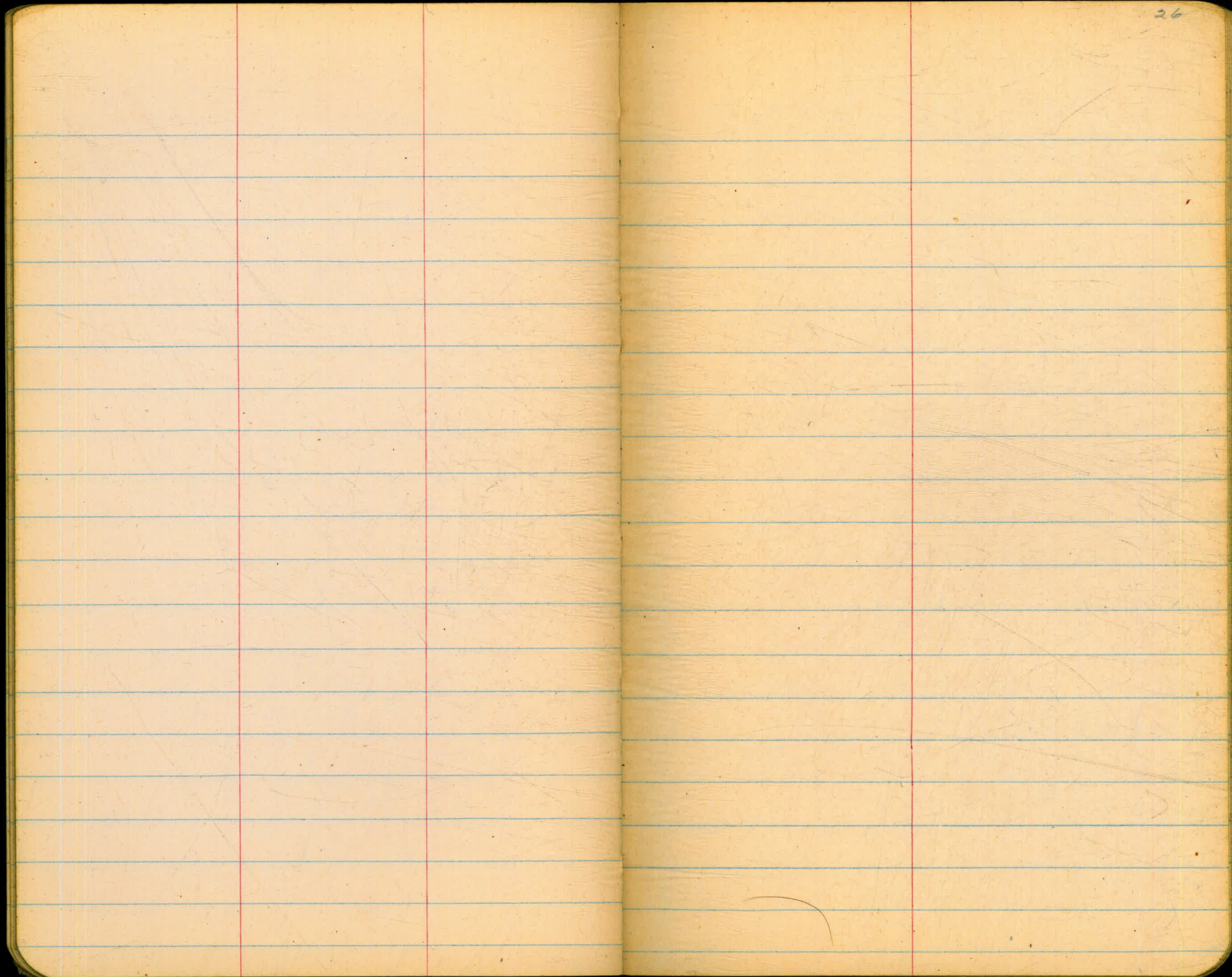
4+50 7.6 -1.0

4+55<sup>18</sup> END 7.6 -1.0

TP 5.80 10.98 1.41 5.18

CK. BM 3.84 7.14 = 7.13





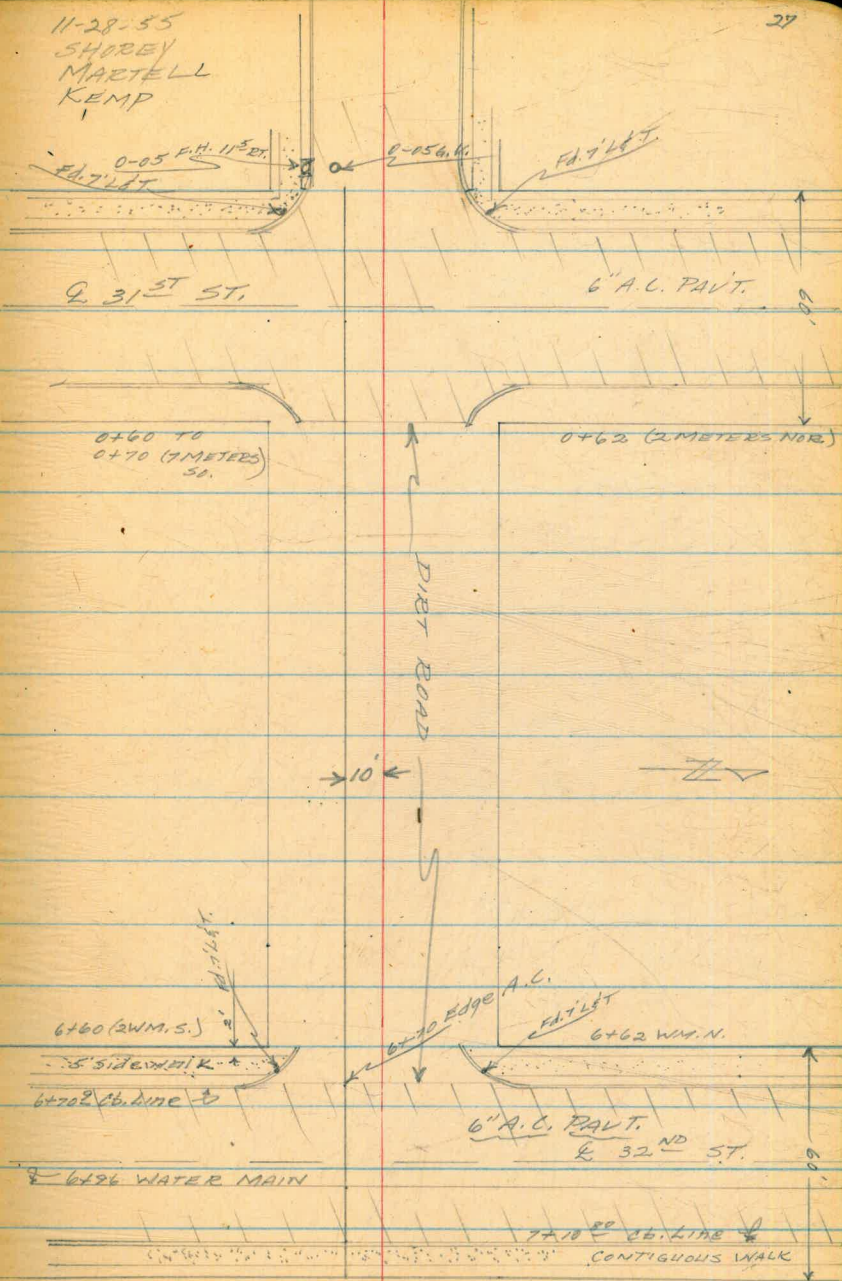
VALLE ST.  
31<sup>ST</sup> TO 32<sup>ND</sup> ST.  
PRELIMINARY  
& PROFILE

0+00 W/L 31<sup>ST</sup> ST.

6+60<sup>24</sup> W/L 32<sup>ND</sup> ST.

11-28-55  
SHOREY  
MARTELL  
KEMP

27



sta.  
on  
DWG.

VALLE ST.  
(CONT'D)

Rede'd  
by ROCKY  
11/30/55

11-28-55  
SHOREY  
MARTELL  
KEMP

BM	0.76	49.37	48.61
SET TBM	426	45.93	7.70 41.67
0+00	7+20.94		7.1 38.8
0+10	Cb. Line		7.9 38.0
0+50	Cb. Line		8.8 37.1
0+55 <sup>S</sup>	Edge A.G. PAVT.		8.8 37.1
1+00	6+20.94		8.4 37.5
1+50			6.7 39.2
1+80			4.9 41.0
2+00	5+20.94		2.9 43.0
TP	11.87	57.30	0.50 45.43
2+50			7.0 50.3
3+00	4+20.94		1.2 56.1
TP	6.68	63.78	0.20 57.10
3+50			4.0 59.8
3+75			2.9 60.9
4+00	3+20.94		2.9 60.9
4+50			4.0 59.8
5+00	2+20.94		5.4 58.4
5+50			6.4 57.4

LT

BT

N.W.B.P. 31<sup>ST</sup> & OCEANVIEW BLVD.

Top Hyd. S.W. Cor. 31<sup>ST</sup> & VALLE

4.9

3.8

6.7

1.8

5.0

3.2

7.1

1.2

3.7

1.0

6.1

0.5

15

8.6

10

13

+0.2

12



VALLE ST.  
(CONT'D)Red'd  
by Rocky

	63.78			
6+00	1+20.94	8.0		55.8
6+50	0+70.94	10.1		53.7
6+70 Edge A.C.		10.7		53.1
6+70 <sup>2</sup> Cb. Line		10.8		53.0
7+00	0+20.94	11.0		52.8
7+10 <sup>10</sup> Cb. Line		11.4		52.4
7+10 <sup>80</sup> Top Cb.		10.9		52.9
7+18 <sup>30</sup> BK. Edge WALK		10.7		53.1
7+20 <sup>94</sup> E/L 32 <sup>nd</sup>	0+00	10.4		53.4
SET TBM.	7.21 60.61	10.37	53.41	
CK. B.M.		0.17	60.44 = 60.40	

S.W. END Cb. RETURN VALLE 32<sup>nd</sup>  
TOP S.W. F.H. 32<sup>nd</sup> of OCEANVIEW BLVD.

Balboa Ave 12" AC Main  
 Alley West of CLAIRMONT DR  
 To 123' West

W.O. # 15777

WEST  
 WILLIAMS X  
 VARONFAKIS †

30

12/14/55 Sunny

500 9810 L

BC of Ob Ret SE. Cor. Alley Balboa

Begin Work End of Existing 12" AC

⑤ 7.95 314.70 306.75  
 0+00 7.9 306.8  
 0+50 8.2 306.5 303.1  
 1+00 8.4 306.3 303.0  
 Tee  
 123 = 0+86 8.6 306.1 303.0

031

033

031

0+00 2.2 312.5 304.1  
 150 8.0 306.7 303.5  
 1+00 8.9 305.8 302.7  
 150 6.9 307.8 302.1

084

032

031

053

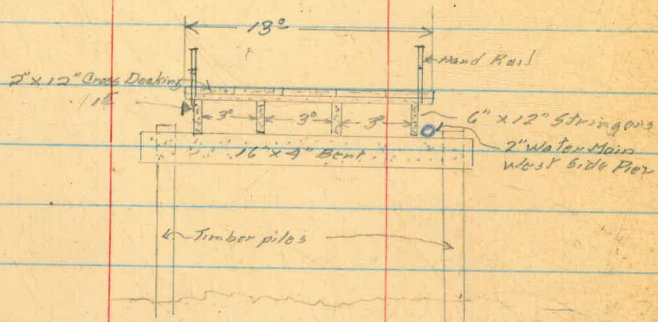
150' 51"  
 Branch Line 0+00 Nly prop line

Sly Prop Line 51

5th Ave Harbor St  
to 465' SWLY.

Palim Group 29  
See page 34 for Harbor-Dept Ties

4+00 end of work



0-03± My prep line Harbor St

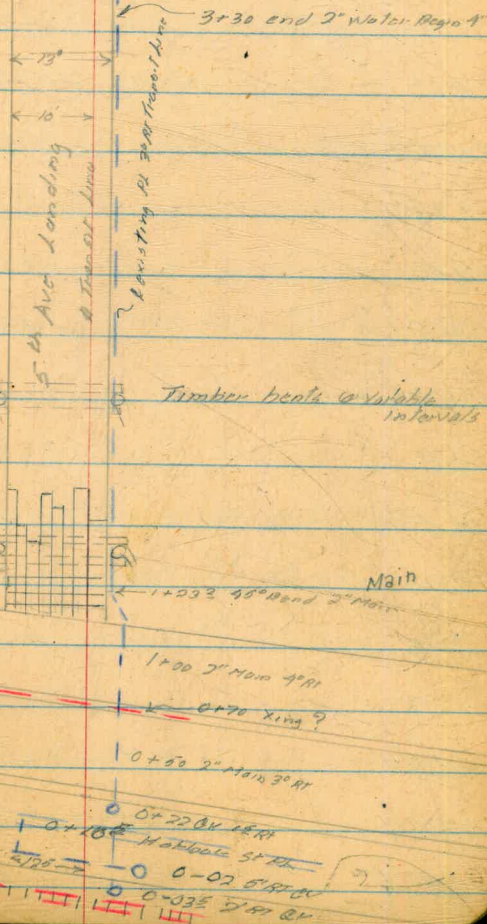
West 3' water  
piers  
Williams  
Varonakis  
Kellhofer

12/11/53

4+63± end of 4" Main

3)

5th Ave



5" Ave profile

Rede'd  
by Rocky

32

	3.93	8.93	5.00	
	7.09	8.92	7.10	1.83
	4.80	7.31	6.41	2.51
	5.11	8.14	4.78	3.03
	4.82	6.72	6.24	1.90
0+00			4.72	2.0
0+38 <sup>5</sup>			4.80	1.9
0+38 <sup>5</sup>			4.26	2.5
0+50			4.82	1.9
0+68 <sup>6</sup>			4.79	1.9
0+68 <sup>6</sup>			4.42	2.3
1+00			5.06	1.6
1+19 <sup>2</sup>			5.1	1.6
1+40			6.88	-0.2
+48			6.88	-0.2
+50			5.25	1.5
+54			6.87	-0.2
1+61			6.87	-0.2
+76			6.87	-0.2

BM SW BP 5<sup>th</sup> + K St

Nly prop Line Harbor St

Street island  
Begin 2' wide cone Traffic island  
Top of " " " " "

Street Level Begin 2' wide cone Traffic island

Top " " " " "

end 4e pave begin wood pier

Top 4x12 Bent 2<sup>nd</sup> Rt

" " " " 2<sup>nd</sup> Rt

Top Deck pier

Top 4x12 Bent 2<sup>nd</sup> Rt

Top 12'x12' Bent 2<sup>nd</sup> Rt

Top 4" x 12 Bent 2<sup>nd</sup> Rt

5' Ave Profile

Rede'd  
by ROCKY

6.72

1+89	6.78	-0.1	Top 12" x 12" Bent 2 <sup>5</sup> RT
2+00	5.04	1.7	Top Deck pier
2+07	6.57	0.2	Top 6" x 12" Bent 2 <sup>5</sup> RT
2+14	6.45	0.3	Top 12" x 12" Bent 2 <sup>1</sup> RT
2+30	6.47	0.3	Top " " " 2 <sup>8</sup> RT
2+44	6.40	0.3	Top " " " 2 <sup>8</sup> RT
2+49	6.47	0.3	Top 6" x 12" Bent 2 <sup>8</sup> RT
2+50	4.78	1.9	Top Deck pier
2+57	6.38	0.3	Top 12" x 12" Bent 2 <sup>5</sup> RT
2+72	6.29	0.4	Top 12" x 12" Bent 2 <sup>4</sup> RT
2+86	6.27	0.4	" " " " 2 <sup>2</sup> RT
3+00	4.48	2.2	Top Deck pier
3+08	6.19	0.5	Top 6" x 12" Bent 2 <sup>0</sup> RT
3+00	6.16	0.6	Top 12" x 12" Bent 2 <sup>2</sup> RT
3+14	6.10	0.6	Top " " " 2 <sup>1</sup> RT
3+28	6.04	0.7	" " " " 2 <sup>1</sup> RT
3+30			end 2" Water begin 4" Water 3 <sup>0</sup> RT
3+44	6.18	0.5	Top 6" x 6" Bent 2 <sup>2</sup> RT
3+50	4.28	2.4	Top Deck pier

5' Ave Cont

Rede'd  
by Rocky

34

6.72

3+55		5.92	0.8	
3+69		6.02	0.7	
3+83		5.88	0.8	
4+00		4.17		2.6
5.71	8.36	4.07	2.65	
6.11	8.73	5.74	2.62	
6.66	8.88	6.59	2.14	
		3.82	4.98	= 5.00

Top 12" x 12" Bent 2<sup>d</sup> Rt

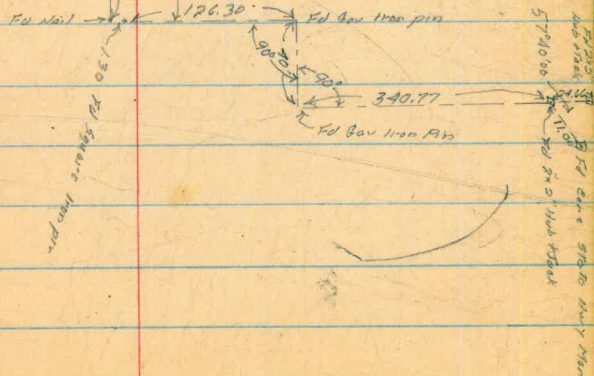
Top 12" x 12" Bent 2<sup>d</sup> Rt

Top " " " 2<sup>d</sup> Rt

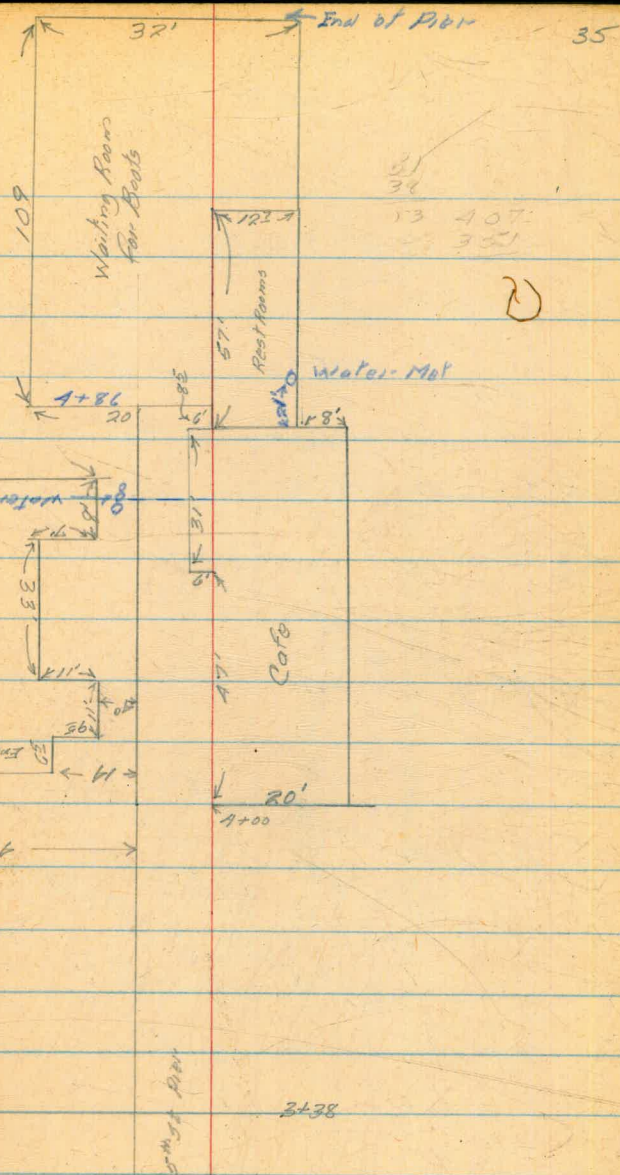
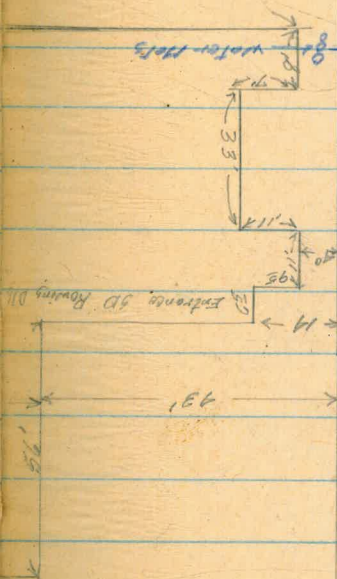
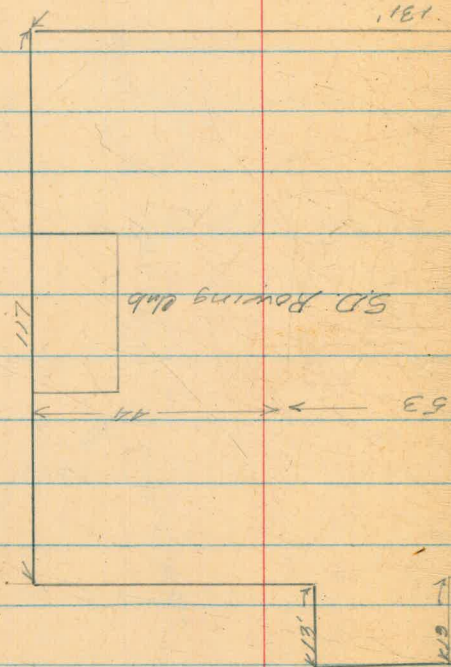
Beginning CAFE 2<sup>d</sup> Rt



HARBOR ST Base Line  
Ties see Harbor Dept  
FB 137



91  
39  
130  
5<sup>th</sup> Ave Cont

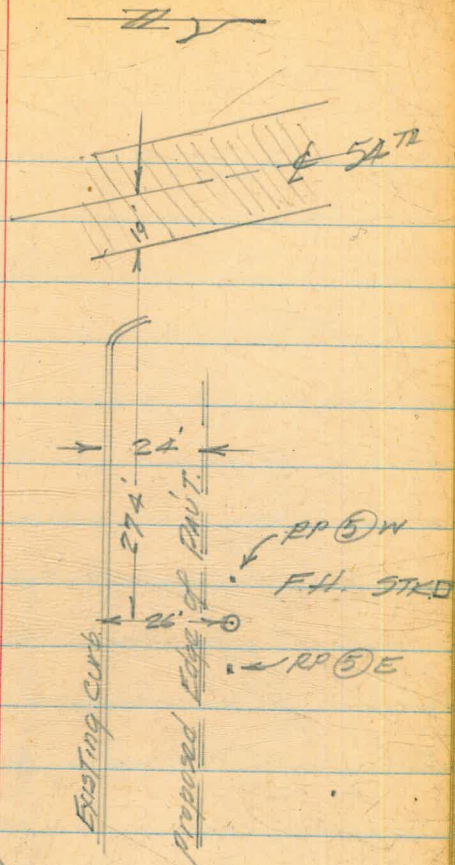


F.H. LOCATION  
Ely 54<sup>TH</sup> & UNIVERSITY

BM	2.40	312.42	310.02	BRN W 54 <sup>TH</sup> & UNIV.
Top of existing curb	9.85	302.57		
F.H. (5) E	2.68	309.74	062	
F.H. (5) W	2.51	309.91	074	
CK BM	2.40	310.02		

Huntington & Elder  
concur to delay putting  
this in until after street  
has been improved.  
4/24/56 Beatty

April 23 1956  
BEATTY  
SHOREY  
KEMP  
SMITH

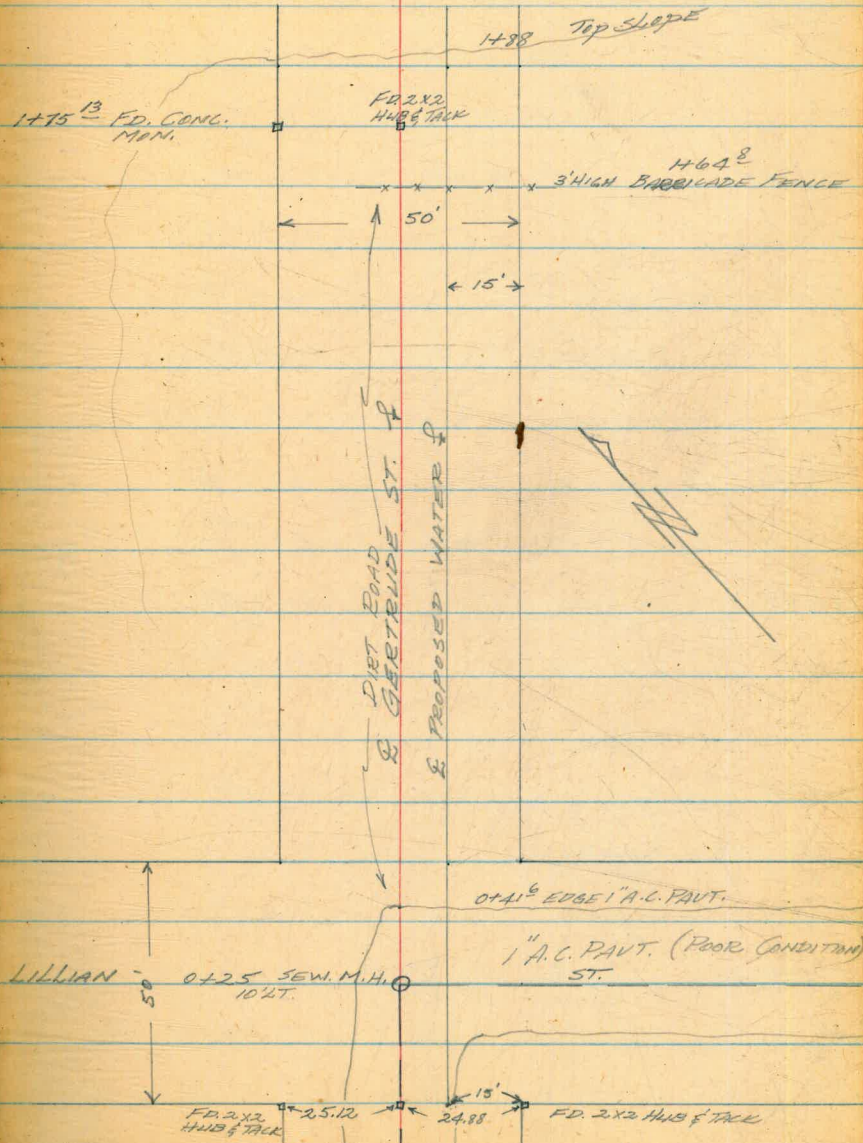




GERTRUDE ST.  
LILLIAN ST. TO NLY. TERMINUS  
Q. PROFILE PROPOSED WATER  
PRELIMINARY

4/25/56  
SHOREY  
KEMP  
SMITH

37



0+00 = SLY. LINE LILLIAN ST.

GERTRUDE ST.  
(CONT'D)

BM	3.05	13.09	10.04	
TP	13.26	25.15	1.20	11.89
TP	11.63	35.86	0.92	24.23
TP	13.11	46.11	2.86	33.00
TP	12.92	59.00	0.03	46.08
SET TBM	8.67	63.69	3.98	55.02
0+00			4.9	58.79
0+25	SEW. LINE KING.		4.0	58.69
	SEW. M.H. SLY. RIM		4.47	59.22
	" " #		13.3	50.39
0+35			4.1	59.59
0+41 <sup>6</sup>	EDGE I.A.C. PAVT.		4.3	59.39
0+50			4.6	59.09
1+00			4.6	59.09
1+50			3.1	60.59
1+75			2.3	61.39
1+88	TOP SLOPE		2.6	61.09
2+00			9.4	54.29
SET TBM	3.29	59.89	7.09	56.60
TP	0.44	47.57	12.76	47.13
TP	0.46	35.01	13.02	34.55
TP	0.38	23.53	11.86	23.15
TP	2.54	12.99	13.08	10.45
CK. BM			2.98	10.01 = 10.04

Reduced by  
G. J. Lee

4/25/56

SHOREY  
KEMP  
SMITH

38

B.P. IN CONC. CULVERT - MORENA BLVD & TECOLOTE CREEK

LT

RT

2x2 HUB 35' LT. 0+00

4.8	X	4.7	3.2
10		2	10
		EDGE PAVT.	
4.4	X		3.6
10			10
0+25			10' LT.

4.8	X	4.2
10		10
4.8	X	4.2
10		10
3.4	X	3.4
10		10
2.6	X	2.5
10		10
2.8	X	2.6
10		10
9.9	X	9.3
10		10

TBM CONC. MAN. 1+75<sup>13</sup> 35' LT.

SEE ABOVE

VALLE AVE.  
32<sup>ND</sup> TO 31<sup>ST</sup>  
③ STK'S & GRD. 6" A.C. MAIN

TBM.	9.83	63.24	53.41	
0+60 BEGIN WORK			10.4	52.8 <del>50.5</del> <del>50.4</del>
0+65 F.H. TEE			10.2	53.0 <del>50.5</del> <del>50.4</del>
③			7.8	55.4
0+75			9.8	53.4 <del>50.8</del> <del>50.4</del>
1+00			8.6	54.6 <del>51.6</del> <del>51.2</del>
1+50			6.7	56.5 <del>53.3</del> <del>52.7</del>
2+00			5.5	57.7 <del>54.8</del> <del>54.0</del>
2+50			4.2	59.0 <del>55.9</del> <del>55.3</del>
2+75			3.4	59.8 <del>56.4</del> <del>55.8</del>
3+2.5			2.4	60.8 <del>56.4</del> <del>55.6</del>
3+75			2.5	54.8 <del>51.4</del> <del>51.0</del>
TP	0.91	60.22	3.93	59.31
4+2.5			4.4	55.8 <del>51.4</del> <del>50.6</del>
4+75			10.7	49.5 <del>46.2</del>
TP	0.58	47.74	13.06	47.16
5+2.5			5.6	42.1 <del>39.0</del>
5+50			7.4	40.3 <del>36.8</del>
5+75			8.7	39.0 <del>35.4</del>
6+00			9.8	37.9 <del>34.6</del>
6+50 END WORK - 6" G.V. BY CITY			11.0	36.7 <del>34.0</del>
			6.10	41.64 = 41.67

5/13/56  
SHOREY  
KEMP  
SMITH.

11

39

S.W. END CB. RETURN 32<sup>ND</sup> & VALLE

C2<sup>3</sup> ± NOT MK'D

C2<sup>5</sup>

C1<sup>2</sup> C4<sup>2</sup>

(54.0)

C2<sup>6</sup>

9.4

X

C3<sup>0</sup>

C3<sup>2</sup>

C2<sup>2</sup>

C3<sup>1</sup>

C3<sup>4</sup>

C4<sup>4</sup>

C4<sup>5</sup>

C4<sup>4</sup>

C3<sup>3</sup>

C3<sup>1</sup>

C3<sup>5</sup>

C3<sup>6</sup>

C3<sup>3</sup>

C2<sup>2</sup> ± NOT MK'D

TOP F.H. 31<sup>ST</sup> & VALLE

VALLE AVE  
(CONT'D)

5/13/56

40

RE-SET METERS 5/23/57

WATER METERS

1+66 S.	<del>63.24</del> 65.82	7.4 56.4 <del>6.4 56.8</del>	56.5	$60^3 F O^1$
1+85 N.		7.4 58.4 <del>2.6 59.6</del>	57.7	$4^2 C O^2$
2+51 S.		7.1 58.7 <del>4.2 59.0</del>	59.0	$40^0 F O^3$
2+77 N.		6.0 59.8 <del>4.2 62.0</del>	60.2	$4^2 F O^4$
3+14 N.		5.5 60.3 <del>4.2 62.0</del>	60.6	$4^4 F O^3$
3+22 S.		6.0 59.8 <del>2.3 60.9</del>	59.9	$4^0 F O^1$
3+50 N. 3+47 N.		6.0 59.8 <del>0.9 62.3</del>	59.8	$6^5 C O^0$
3+52 S.		6.7 59.1 <del>2.5 60.7</del>	59.3	$4^4 F O^2$
3+71 S.		7.4 58.4 <del>3.5 59.7</del>	58.4	$4^3 C O^0$
4+13 N.	<del>60.22</del>	9.5 56.3 <del>2.1 58.1</del>	56.2	$4^2 C O^1$
4+38 S.		12.1 53.7 <del>4.1 56.1</del>	53.3	$4^8 C O^2$
4+91 S.	53.21	5.6 47.6 <del>9.3 50.9</del>	47.4	$6^5 C O^2$
5+56 S.	<del>41.74</del>	12.4 40.7 <del>7.4 40.3</del>	40.7	$60^4 C O^0$
6+50 S.		10.4 37.3	36.3	$4^0$

1.98 50.59

48.61

NWBP OCEAN VIEW & 31<sup>ST</sup> ST.

CK TEM 11.44 53.11

8.92 41.67 = 41.67

SWFH VALLE & 31<sup>ST</sup> ST.

T.P. 11.79 (A.31)

0.59 52.52

CK TEM 12.41 65.82

10.86 53.45 = 53.41  
53.41

SW END CB RETURN VALLE & 30<sup>ND</sup> ST.

T.P. 0.10 53.21

12.71 53.11

CK TEM

11.61 41.60 = 41.67

63 RD ST.  
ACORN ST. TO 2.50 Nor.  
⑤ STK'S & GRD 6" A.C. MAIN

5/15/56  
SHOREY  
KEMP  
SMITH

41

BM	5.06	470.74	465.68	SPIKE IN P.P. SE. COR. SEMINOLE & ACORN	
0+18	BEGIN WORK BY CITY	5.3	465.4	461.6	C3 <sup>2</sup> +
0+23	6" G.V. BY CITY	5.4	465.3	461.7	C3 <sup>6</sup>
0+50		5.0	465.7	461.8	C3 <sup>9</sup>
0+75		5.0	465.7	462.0	C3 <sup>7</sup>
1+00		5.0	465.7	462.1	C3 <sup>6</sup>
1+50		5.0	465.7	462.2	C3 <sup>5</sup>
2+00		5.1	465.6	462.4	C3 <sup>2</sup>
2+50		5.0	465.7	462.5	C3 <sup>2</sup>
2+73	2" B.O. Assy.	4.6	466.1	462.6	C3 <sup>5</sup>
CK. B.M.		5.06	465.68	= 465.68	

WATER METER  
SEMINOLE DRIVE

TBM 7.35 464.97 457.62

5.1 459.9 458.7

CK-TBM 7.35 457.62

42

END CB. N.W. COR. EL. CANYON & SEMINOLE

C1<sup>2</sup>

WATER METER 164<sup>5</sup> So. of Prop. B.L.  
FILIPPO & SEMINOLE

AMHERST ST.  
67<sup>th</sup> TO EL CAYEN-  
⑤ STK'S & GED. 8" A.C. MAIN

8/15/56  
SHOREY  
KEMP  
SMITH

43

S.W.B.P. 67<sup>th</sup> EL CAYEN BLVD.

BM	1.66	455.36		453.70		
TP	2.22	446.53	11.05	444.31		
0+60 BEGIN WORK			2.8	443.7	439.9	C3 <sup>2</sup> - NOT MK'D
1+00			4.2	442.3	438.4	C3 <sup>2</sup>
1+50			6.2	440.3	436.4	C3 <sup>2</sup>
2+00			8.3	438.2	434.4	C3 <sup>8</sup>
2+22 <sup>84</sup> Δ PT.			9.1	437.4	433.5	C3 <sup>2</sup>
2+50			10.2	436.3	432.4	C3 <sup>2</sup>
3+00			12.3	434.2	430.5	C3 <sup>7</sup>
TP	0.91	434.16	13.28	433.25		
3+50			1.6	432.6	428.6	CA <sup>0</sup>
3+66 F.H. TEE			2.0	432.2	428.1	CA <sup>1</sup>
⑤			1.6	432.6		CA <sup>5</sup> CO <sup>0</sup>
3+67 <sup>39</sup> B.C.			2.5	431.7	427.8	C3 <sup>2</sup>
3+90			2.9	431.3	425.4	C5 <sup>2</sup>
4+00			3.1	431.1	425.4	C5 <sup>7</sup>
4+02 <sup>75</sup> 8" x 6" TEE			3.2	431.0	425.3	C5 <sup>7</sup>
4+07 <sup>75</sup> 8" G.I.			3.3	430.9	425.3	C5 <sup>6</sup>
4+50			4.2	430.0	424.7	C5 <sup>3</sup>
5+00			4.8	429.4	424.0	C5 <sup>4</sup>
5+35			5.0	429.2	423.5	C5 <sup>2</sup>
5+50			4.9	429.3	423.5	C5 <sup>2</sup>

432.6

AMHERST ST.  
(CONT'D)

5/16/56  
SHOREY  
KEMP  
SMITH

44

434.16

6+00			4.6	429.6	424.6	C5 <sup>0</sup>
6+50			4.1	430.1	425.6	C4 <sup>5</sup>
6+76 <sup>1/2</sup> E.C.			3.8	430.4	426.2	C4 <sup>2</sup>
TP 9.46	439.82		3.80	430.36		
7+00			9.2	430.6	426.8	C3 <sup>8</sup>
7+50			8.4	431.4	427.3	C4 <sup>1</sup>
7+75			7.9	431.9	427.5	C4 <sup>4</sup>
8+00			7.1	432.7	428.1	C4 <sup>6</sup>
8+50			5.5	434.3	430.4	C3 <sup>2</sup>
8+75 F.H. TREE			4.5	435.3	431.3	C4 <sup>0</sup>
(5)			3.8	436.0		C0 <sup>2</sup> C4 <sup>7</sup>
9+00			3.5	436.3	432.2	C4 <sup>1</sup>
9+50			1.5	438.3	434.0	C4 <sup>3</sup>
TP 11.03	449.29		1.56	438.26		
10+00			9.2	440.1	435.8	C4 <sup>3</sup>
10+50			7.2	442.1	437.6	C4 <sup>5</sup>
11+00			6.0	443.3	439.7	C3 <sup>6</sup>
11+50			4.9	444.4	440.3	C4 <sup>1</sup>
11+55 45° BEND			4.8	444.5	440.4	C4 <sup>1</sup>
11+60 16" x 8" TAPPING, SLEEVE & GIV. BY CITY			4.7	444.6	440.5	C4 <sup>1</sup> ± NOT MK'D
CK.			7.19	442.10	= 442.14	

STA. 10+58 F.B. 882 - 45



AMHERST ST.  
(CONT'D)

45

WATER METERS  
446.53

0+98 W.		2.8	443.7	442.3	C1 <sup>1</sup>	
1+82 W.		6.7	439.8	439.1	C0 <sup>2</sup>	
2+00 E.		5.9	440.6	438.4	C2 <sup>2</sup>	
2+09 E.		6.4	440.1	437.9	C2 <sup>2</sup>	
2+52 SELY.		9.8	436.7	436.0	C0 <sup>2</sup>	
2+92 WLY.		11.8	434.7	434.3	C0 <sup>4</sup>	
3+02 SELY.		12.2	434.3	433.4	C0 <sup>2</sup>	
3+85 NLY.	434.16	2.4	431.8	431.2	C0 <sup>6</sup>	
4+55 NLY.		3.8	430.4	429.4	C0 <sup>2</sup>	
4+85 SLY.	TOP Cb.	4.5	429.7	428.8	C0 <sup>2</sup>	BEHIND EXIST. Cb. - PAINTED ON Cb.
5+17 NLY.		4.3	429.9	429.0	C0 <sup>2</sup>	
5+37 SLY.	TOP Cb.	4.9	429.3	428.4	C0 <sup>2</sup>	BEHIND EXIST. Cb. " "
6+11 SLY.	" "	4.3	429.9	429.0	C0 <sup>2</sup>	BEHIND EXIST. Cb. " "

67<sup>th</sup> ST.  
AMHERST TO 105' SO,  
⑤ STR'S & GRD. 6" A.C. MAIN

5/16/56  
SHOREY  
KEMP  
SMITH

46

TP	4.06	437.31	433.25		SEE Pg. 43	
0+41	BEGIN WORK	6.7	430.6	425.3	C <sub>5</sub> <sup>3</sup>	
0+46	6" G.V.	6.9	430.4	426.1	C <sub>4</sub> <sup>3</sup>	
0+50		6.8	430.5	427.0	C <sub>3</sub> <sup>5</sup>	
0+75		6.0	431.3	<del>428.6</del> 427.7	C <sub>7</sub> <sup>6</sup> C <sub>3</sub> <sup>6</sup>	57 X
1+00		5.2	432.1	<del>429.5</del> 428.6	C <sub>6</sub> <sup>5</sup> C <sub>3</sub> <sup>5</sup>	48 X
1+25		4.2	433.1	<del>430.3</del> 429.5	C <sub>8</sub> <sup>6</sup> C <sub>3</sub> <sup>6</sup>	38 X
1+50		3.2	434.1	<del>431.3</del> 430.5	C <sub>8</sub> <sup>6</sup> C <sub>3</sub> <sup>6</sup>	29 X
1+65	<sup>5</sup> END WORK. 6" X 4" REDUCER By City	2.6	434.7	<del>432.8</del> 431.1	C <sub>6</sub> <sup>4</sup> C <sub>3</sub> <sup>5</sup> - NOT MK'D	23 X
CK. TP		4.06	433.25 = 433.25			

REO DRIVE  
 CUMBERLAND TO WINCHESTER  
 (A) STR'S & GRD. 6" A.C. MAIN

2/17/56  
 SHOREY  
 KEMP  
 SMITH

47

BM	13.25	208.14	194.89				
0-11 BEGIN WORK		CONN. TO EXIST. 6" A.C. MAIN	12.1	196.0	191.8	CA <sup>2+</sup>	12.2
0+00			12.0	196.1	191.8	CA <sup>3</sup>	12.0
0+50			11.8	196.3	192.1	CA <sup>2</sup>	11.8
0+70 F.H. TREE			11.9	196.2	192.2	CA <sup>0</sup>	11.9
(B)			10.3	197.8		CO <sup>5</sup> C5 <sup>6</sup>	197.3
1+00			11.7	196.4	192.3	CA <sup>1</sup>	11.8
1+50			10.9	197.2	192.5	CA <sup>2</sup>	11.0
1+75			10.0	198.1	192.7	C5 <sup>4</sup>	9.9
2+00			8.4	199.7	195.1	CA <sup>6</sup>	8.2
2+50			4.2	203.9	199.9	CA <sup>0</sup>	4.0
TP	12.52	218.87	0.59	206.35			
3+00			9.8	209.1	204.7	CA <sup>4</sup>	9.8
3+50			4.5	214.9	209.5	CA <sup>9</sup>	4.4
4+00 TP	6.86	225.42	0.31	218.56	214.3	CA <sup>3</sup>	0.2
4+25			5.0	220.4	216.3 216.7	CA <sup>7</sup> CA <sup>1</sup>	5.1
4+50			4.0	221.4	217.0 217.0	C5 <sup>8</sup> CA <sup>4</sup>	3.9
5+00			3.2	222.2	217.0 217.2	C5 <sup>8</sup> C5 <sup>2</sup>	2.8
5+50			4.2	221.2	217.0 217.8	CA <sup>4</sup> CA <sup>2</sup>	4.0
6+00			5.7	219.7	215.9 216.4	C3 <sup>3</sup> C3 <sup>8</sup>	5.5

REO DRIVE  
(CONT'D)

225.42

6+50		7.5	217.9	214.2 <del>215.0</del>	<del>C32</del> C32	22 *
7+00		8.7	216.7	213.0 <del>213.6</del>	C32	24 *
7+25 <sup>+</sup>	8" x 6" CROSS	9.2	216.2	212.5 <del>212.8</del>	<del>C32</del> <sup>A</sup> NOT MK'D	29 *
TP	6.52	228.09	3.85	221.57		
CK. ELEV.	1.03	227.68	1.44	226.65 = 232.85	U.S.G.S. ELEV. PAINTED ON AVA CHAMB. 5+15 6 <sup>5</sup> -RT.	
TP	0.64	215.46	12.86	214.82		
TP	2.93	205.84	12.55	202.91		
CK. BM			10.98	194.86 = 194.89		

METERS

EXIST. METERS ARE BEHIND C/S.

0+94 W.	1+80 E.
1+55 W.	2+40 E.
2+15 W.	3+00 E.
2+74 W.	3+59 E.
3+35 W.	4+20 E.
3+95 W.	4+80 E.
4+53 W.	5+39 E.
5+74 W.	6+00 E.
6+15 W.	6+39 E.

F.H. LOCATION & GRADE  
52<sup>ND</sup> & ORANGE

5/18/56  
SHOREY  
KEMP  
SMITH

49

BM 7.15 384.66 377.51

S.W.B.P. ORANGE & 52<sup>ND</sup>

③ F.H. 4.5 380.2 381.5

F1<sup>3</sup>

④ END 8" STUB 6+89<sup>5</sup> 5.3 379.4 375.0

C4<sup>4</sup>

END 8" STUB 2' BEYOND PROPOSED IMP.  
STA. 6+89<sup>5</sup> ON 52<sup>ND</sup> ST. PIPELINE

CK. BM 7.15 377.51

BM 7.63 378.93 371.30

NAIL IN P.P. 100' E. OF F.H. LOCATION

⑤ F.H. 6.5 372.4 374.5

F2<sup>1</sup> TO FLANGE - 58.5<sup>3</sup> E. OF 52<sup>ND</sup> ST. SO. SIDE ORANGE

CK. BM 6.08 372.85 = 372.82

NAIL IN P.P. 270' E. OF F.H. LOCATION

WATER METER  
LOCATION #6BD,  
0+00 = N/L TROJAN

BM	12.90	340.45		327.55
TP	12.82	352.96	0.31	340.14
TP	10.26	362.36	0.86	352.10
1486 W.			5.7	356.7 351.6
TP	0.29	349.96	12.69	349.67
TP	1.04	337.97	13.03	336.93
CK. BM			10.42	327.55 = 327.55

5/18/56  
SHOREY  
KEMP  
SMITH

58

NAIL IN P.P. S.W. COR. TROJAN # 52<sup>ND</sup>

C5' @ 3422 52<sup>ND</sup>

WATER METER LOCATION &  
GRD. ALTADENA ST.  
0400 = S/L STERLING CT.

5/18/56  
SHOREY  
KEMP  
SMITH

51

BM 3.72 318.32 314.60

1/2" I. PIPE 21' LT. STA. 8+53<sup>73</sup> (F.B. 712-76.50)

4492 E. 0.9 317.4 317.2

C0<sup>2</sup>

6473 E. 6.4 311.9 312.6

F0<sup>2</sup>

8480 E. 5.3 313.0 311.2

C1<sup>8</sup>

CK. BM 3.72 314.60 = 314.60

RED DRIVE  
 POTOMAC TO ALLEGHANY ST.  
 (4) STKS & GRD. 6" A.C. MAIN

5/21/54  
 SHOREY  
 KEMP  
 SMITH

52

BM	1.39	208.23	206.84
0+30 BEGIN WORK		8x6 CROSS	1.8 206.4
0+50			2.7 205.5
1+00			5.9 202.3
1+50			7.2 198.3
1+75			11.4 196.8
2+00			11.3 196.9
2+50			8.5 199.7
3+00			5.3 202.9
3+20 6" X 6" TEE			4.3 203.9
3+20 6" X 6" TEE @ NLY			4.2 204.0
3+20 34' S.W. F.H. G.V.			5.8 202.4
3+20 39' S.W. F.H. TEE			5.8 202.4
③			6.8 201.4
3+20 44' S.W. 6" X 4" RED.			6.2 202.0
3+50			3.2 205.0
4+00			1.3 206.9
4+15 22 1/2° BEND			0.9 207.3
4+25			0.4 207.8
TP 2.50	209.87		0.86 207.37
4+37 22 1/2° BEND			1.1 208.8
4+38 G.V.			1.1 208.8
4+43 8" X 6" REDUCER			1.0 208.9
CK.B.M.			3.04 206.83 = 206.84

B.P. SWLY COR. POTOMAC & RED DRIVE

C <sup>4</sup> C <sup>4</sup> <sup>0+</sup> NOT MK'D	1.8
C <sup>3</sup> C <sup>4</sup>	2.7
C <sup>3</sup> C <sup>4</sup>	5.9
C <sup>3</sup>	7.2
C <sup>3</sup>	11.4
C <sup>3</sup>	11.3
C <sup>3</sup>	8.5
C <sup>3</sup>	5.3
C <sup>3</sup>	4.3
C <sup>4</sup>	4.2
C <sup>4</sup>	5.8
C <sup>4</sup>	5.8
C <sup>3</sup> F03	6.8
C <sup>4</sup> ± NOT MK'D	6.2
C <sup>3</sup>	3.2
C <sup>3</sup>	1.3
C <sup>3</sup>	0.9
C <sup>3</sup>	0.4
C <sup>4</sup>	0.86
C <sup>4</sup>	1.1
C <sup>4</sup>	1.1
C <sup>4</sup> ± NOT MK'D	1.0



REG DRIVE  
(CONT'D)

5/21/56  
SHOREY  
KEMP  
SMITH

53

WATER METERS

0+98E.

1+54E.

2+10E.

2+63E.

3+19E.

3+83E.

ALL METERS ARE BEHIND  
EXIST. CB.

CELIA VISTA DRIVE  
 WATER METERS  
 0+00 = WLY LINE COSGROVE HIGHTS  
 ANNEX NO 1

5/21/56  
 SHOREY  
 KEMP  
 SMITH

54

BM	0.19	440.37		440.18			CHISEL ID WLY END SLY CP. INLET 3' ELY OF ELY LINE COSGROVE HIGHTS
0+57 S.			5.0	435.4	433.8	C1 <sup>6</sup>	"6405"
0+60 S.			5.8	434.6	433.5	C1 <sup>4</sup>	"6401"
1+78 S.			10.4	430.0	429.0	C1 <sup>2</sup>	"6383"
1+80 S.			10.3	430.1	429.0	C1 <sup>1</sup>	"6379"
7.P.	9.27	439.24	10.40	429.97			
2+92 S.			6.9	432.3	431.9	C0 <sup>4</sup>	"6375"
2+94 S.			6.3	432.9	432.0	C0 <sup>2</sup>	"6371"
3+52 N.			4.9	434.3	434.0	C0 <sup>3</sup>	"6372"
3+55 N.			4.9	434.4	434.1	C0 <sup>3</sup>	"6366"
7.P.	7.61	445.96	0.89	438.35			
4+07 S.			9.5	436.5	435.9	C0 <sup>6</sup>	"6367"
4+10 S.			9.3	436.7	436.0	C0 <sup>3</sup>	"6363"
4+85 N.			7.0	439.0	437.9	C1 <sup>2</sup>	"6362"
4+87 N.			6.8	439.2	438.0	C1 <sup>2</sup>	"6358"
5+16 S.			6.1	439.9	439.6	C0 <sup>3</sup>	"6361"
5+19 S.			5.9	440.1	439.7	C0 <sup>4</sup>	"6357"
		5+24 <sup>38</sup> E.C. ONE					
6+10 N.			3.8	442.2	441.7	C0 <sup>5</sup>	"6354"
6+13 N.			3.7	442.3	441.8	C0 <sup>5</sup>	"6350"
7.P.	4.62	448.28	2.30	443.66			
6+36 S.			6.0	442.3	441.9	C0 <sup>4</sup>	"6353"
6+38 S.			5.9	442.4	442.0	C0 <sup>4</sup>	"6347"
		6+32 <sup>38</sup> B.C. ONE					
6+42 S. F.H.		ONIT			443.7		

(OVER)

CELIA VISTA DRIVE  
WATER METERS

5/22/56  
SHOREY  
KEMP  
SMITH

55

448.28

7+25 N.			5.0	443.3	442.9	C <sup>4</sup>	"6346"
7+28 N.			4.9	443.4	443.0	C <sup>4</sup>	"6342"
7+68 S.			5.2	443.1	442.8	C <sup>3</sup>	"6343"
7+70 S.			5.3	443.0	442.7	C <sup>3</sup>	"6337"
8+36 N.			5.4	442.9	442.7	C <sup>2</sup>	"6338"
8+39 N.			5.4	442.9	442.6	C <sup>3</sup>	"6334"
9+01 S.			6.8	441.5	441.0	C <sup>5</sup>	"6335"
9+04 S.			7.1	441.2	440.9	C <sup>3</sup>	"6329"
9+54 N.			7.7	440.6	440.2	C <sup>4</sup>	"6330"
9+57 N.			7.8	440.5	440.1	C <sup>4</sup>	"6326"
TP	2.61	442.81	8.08	440.20			
10+41 S.			5.0	437.8	437.4	C <sup>4</sup>	"6323"
10+44 S.			5.1	437.7	437.3	C <sup>4</sup>	"6321"
10+71 N.			5.3	437.5	437.3	C <sup>2</sup>	"6322"
10+74 N.			5.5	437.3	437.2	C <sup>4</sup>	"6318"
11+62 S.			7.5	435.3	434.8	C <sup>5</sup>	"6315"
11+65 S.			7.5	435.3	434.7	C <sup>6</sup>	"6313"
11+91 N.			7.6	435.2	434.7	C <sup>5</sup>	"6314"
11+94 N.			7.7	435.1	434.6	C <sup>5</sup>	"6310"

(OVER)

CELIA VISTA DRIVE  
WATER METERS

442.81

7.9 434.9 433.2

7.5 435.3 433.1

7.9 434.7 432.4

TR 5.65 448.44 0.02 442.79

TR 3.05 441.36 10.13 438.31

CK.BM 1.11 440.25 = 440.18

5/22/56  
SHOREY  
KEMP  
SMITH

56

C1<sup>2</sup>

C2<sup>2</sup>

C2<sup>5</sup>

THREE METERS IN "6306"  
BANDS TURNAROUND-END  
OF STREET

"6302"

?

ARAGON DRIVE  $\frac{1}{2}$   
 ALLEY TOMMASA SUBD.  
 ⑤ STK'S & GRD. 6" A.C. MAIN

5/23/56  
 SHOBEY  
 KEMP  
 SMITH

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BM	4.96	459.07	454.11
0+00	6" x 4" REDUCER $\frac{1}{2}$ { 1 1/4" BEND - BY CITY	4.9	454.12 449.4
0+15	6" TEE	5.1	454.0 449.6
0+20	6" G.V. (OMIT)		449.7
0+50		5.2	453.9 450.0
0+75	15 BK EA 1 1/4" BEND	5.2	453.9 450.1
0+80	AA S EA		
1+00		5.1	454.0 450.3
1+50		4.7	454.4 450.7
1+63	REMOVE 6" x 4" TEE $\frac{1}{2}$ BY CITY CONN. TO EXIST. MAIN	4.7	454.4 450.8
<u>ARAGON ST.</u>			
1+48	6" G.V.	4.7	454.4 449.9
1+50			449.9
2+00			451.2
2+02	6" x 4" REDUCER BY CITY	4.1	455.0 451.2
CK. BM	4.96	454.11 =	454.11

TEEN PIN N.W. COR. ARAGON & ALLEY So. of El. Ck.

C4<sup>8</sup> ± NOT MK'D

C4<sup>4</sup>

C3<sup>2</sup>

C3<sup>8</sup>

C3<sup>7</sup>

C3<sup>7</sup>

C3<sup>6</sup> ± NOT MK'D

C4<sup>5</sup>

C3<sup>8</sup>

ALLEY BLK. 3  
RILANDO UNIT #1 - No. of SHANNON  
E. of RILANDO BLVD  
@ STR'S & GED. 4" A.C. MAIN

5/23/56  
SHOREY  
KEMP  
SMITH

58

TBM	0.47	459.60	459.13		
0+00 BEGIN WORK	6.8	452.8	449.2	C3 <sup>6</sup> ±	NOT MK'D
0+05 4" 90° BEND - BY CITY	6.0	453.6	449.2	C4 <sup>4</sup> ±	" "
0+25	5.8	453.8	449.2	C4 <sup>6</sup>	
0+50	5.9	453.8	449.5	C4 <sup>3</sup>	
1+00	5.1	454.5	450.0	C4 <sup>5</sup>	
1+50	5.6	454.0	450.5	C3 <sup>5</sup>	
1+71 <sup>5</sup> 4" G.U. BY CITY	4.7	454.9	451.1	C3 <sup>8</sup>	
1+76 <sup>5</sup> 6" x 4" TEE BY CITY	4.6	455.0	451.2	C3 <sup>8</sup> ±	NOT MK'D
OK. BM	0.47	459.13	= 459.13		

ALLEY BLK "H" TERALTA HIGHTS  
 NO. of MONROE, E. of 37<sup>th</sup>  
 ③ STRIS 6' 6" A.C. MAIN

5/23/56  
 SHOREY  
 KEMP  
 SMITH

59

7	BM	10.32	384.82	374.50	S.W.B.P. 38 <sup>th</sup> & MONROE
	0+26 EXIST. G.V.		5.0 379.8	376.2	C3 <sup>6</sup> ± NOT MK'D
	0+62		5.0 379.8	376.2	C3 <sup>6</sup>
	1+00		4.2 380.6	377.0	C3 <sup>6</sup>
	1+50		4.6 380.2	376.6	C3 <sup>6</sup>
	2+00		5.0 379.8	376.3	C3 <sup>5</sup>
	2+50		5.4 379.4	375.8	C3 <sup>6</sup>
	3+00		5.7 379.1	375.4	C3 <sup>7</sup>
	3+12 ⑤		5.8 379.0	375.2	C3 <sup>8</sup>
	3+50 ④		7.5 377.3	373.6	C3 <sup>7</sup>
	3+93 (OMIT)			373.2	± NOT MK'D
	3+98 ④ END WORK		8.7 376.1	373.2	C2 <sup>2</sup> ± NOT MK'D
	CK. BM	10.32	374.50 = 374.50		

ELEV. ON EXIST. 6" MAIN  
ALLEY BLK. 190 - N<sup>OR</sup>. OF LANDIS,  
E. OF SWIFT  
0+00 = N/L LANDIS ST.

BM.	13.00	350.42		337.42
TP	0.00	343.51	6.91	343.51
TP	0.38	330.92	12.97	330.54
TP	0.22	318.31	12.83	318.09
0+02			11.7	306.6
0+50			6.7	311.6
1+00			2.6	315.7
TP	12.78	330.84	0.25	318.06
TP	11.13	341.89	0.08	330.76
2+53			13.4	328.5
TP	7.84	349.72	0.01	341.88
			5.63	344.09
CK. BM		12.29	337.43 =	337.42

5/25/56

SHOREY  
KEMP  
SMITH

N.W.B.P. WIGHTMAN & SWIFT

Top 6" C.I. MAIN

" " " "

" " " "

Top 6" V. STEM



WATER MAIN STUB  
SEMINOLE & ART ST.

③ STK'S & GED.

0+00 = WATER MAIN ON SEMINOLE

TEM	4.40	464.49		460.09	
TP	3.21	461.62	6.08	458.41	
0+00			5.5	456.1	
0+44 <sup>85</sup>		END OF STUB	5.2	456.4	452.5
TP	8.92	467.04	3.50	458.12	
TP	5.22	470.30	1.96	465.08	
CK. BM			4.80	465.50 = 465.68	

RELOCATION F.H. AT  
39<sup>th</sup> & EL CADON

TBM. 5.23 371.86 366.63

ⓑ F.H. 5.23 366.63 366.8

OK. TBM 5.23 366.63 = 366.63

5/28/56  
SHOREY  
KEMP  
SMITH

62

EXIST. Cb. ON 39<sup>th</sup> - WHERE IMP. MEETS  
EXIST. Cb.

FO<sup>2</sup> RELOCATED F.H. 9' E. of N.E. Prop. Cor. &  
175 OUT FROM PROP = STA. 6+64 (3126-D)

WATER METERS  
MONTALVO ST.  
CLOVIS TO W. PT. LOMA BLVD.

BM	5.23	38.91		33.68		
TP	13.24	50.22	1.93	36.98		
TP	12.55	62.45	0.32	49.90		
TP	4.96	67.27	0.14	62.31		
TBM	0.19	64.12	3.34	63.93		
0+33 NLY			7.9	56.2	56.8	
0+33 SLY			8.0	56.1	56.8	F0 <sup>2</sup>
0+75 SLY			12.2	51.9	53.9	F1 <sup>0</sup>
0+88 NLY			12.8	51.3	51.5	F0 <sup>2</sup>
TP	0.28	51.27	13.13	50.99		
1+05 SLY			1.8	49.5	49.8	F0 <sup>3</sup>
1+12 NLY			1.9	49.4	49.3	C0 <sup>1</sup>
1+56 SLY			4.8	46.5	46.2	C0 <sup>3</sup>
1+67 NLY			4.9	46.4	45.9	C0 <sup>5</sup>
1+87 NLY			5.3	46.0	45.3	C0 <sup>2</sup>
2+26 SLY			6.2	45.1	44.8	C0 <sup>3</sup>
2+49 NLY			6.4	44.9	44.6	C0 <sup>3</sup>
2+81 SLY			6.6	44.7	44.5	C0 <sup>2</sup>
2+90 NLY			6.6	44.7	44.3	C0 <sup>4</sup>
3+07 SLY			6.8	44.5	44.5	C0 <sup>0</sup>
3+42 NLY			7.0	44.3	43.9	C0 <sup>4</sup>
3+44 SLY			6.7	44.6	44.2	C0 <sup>4</sup>
3+57 SLY			6.7	44.6	44.1	C0 <sup>5</sup>

5/29/56  
SHOREY  
KEMP  
SMITH

63

B.P. WEST Cb. CASTELLAR & ETIWANDA ST'S

SET & VERT. RISE 1' BEHIND PROPOSED Cb.

SET TBM NAIL IN P.P. P. 2599 SWLY COR. CLOVIS & MONTALVO

F0 <sup>2</sup>	"4403"
F1 <sup>0</sup>	"4407"
F0 <sup>2</sup>	"4410"
F0 <sup>3</sup>	"4413"
C0 <sup>1</sup>	"4414"
C0 <sup>3</sup>	"4419"
C0 <sup>5</sup>	"4420 & 22"
C0 <sup>2</sup>	"4424"
C0 <sup>3</sup>	"4427"
C0 <sup>3</sup>	"4430"
C0 <sup>2</sup>	"4436"
C0 <sup>0</sup>	"4437 & 37 1/2"
C0 <sup>4</sup>	"4444"
C0 <sup>4</sup>	"4439 & 41"
C0 <sup>5</sup>	"4443"

WATER METERS  
MONTALVO ST.  
(CONT'D)

5/29/56  
SHOREY  
KEMP  
SMITH

64

51.27

TP							
4423 NLY	4.49	48.31	7.45	43.82	43.4	CO <sup>4</sup>	"4450"
442A SLY			4.0	44.3	43.9	CO <sup>4</sup>	"4449"
4474 NLY			4.9	43.4	43.0	CO <sup>4</sup>	"4456"
4477 NLY			4.9	43.4	43.0	CO <sup>4</sup>	"4460"
5402 SLY			4.4	43.9	43.5	CO <sup>4</sup>	"4457"
5411 NLY			5.3	43.0	42.7	CO <sup>3</sup>	"4460"
5460 SLY			4.6	43.7	43.3	CO <sup>4</sup>	"4465"
5470 NLY			5.8	42.5	42.3	CO <sup>2</sup>	"4466"
6401 SLY			4.9	43.4	42.9	CO <sup>5</sup>	"4473"
6417 NLY			6.2	42.1	41.7	CO <sup>4</sup>	"4472"
6451 NLY			7.5	40.8	40.1	CO <sup>7</sup>	"4480"
TP	1.44	41.70	8.05	40.26			
6475 SLY			0.5	41.2	40.1	CO <sup>1</sup>	"4481"
6479 NLY			1.7	40.0	38.7	CO <sup>3</sup>	"4484"
7407 SLY			2.8	38.9	37.4	CO <sup>5</sup>	"4485"
7460 NLY			9.2	32.5	31.6	CO <sup>2</sup>	"4490-92"
7489 SLY			11.2	30.5	29.5	CO <sup>0</sup>	"4495"
TP	2.54	31.42	12.82	28.88			
TP	9.31	27.49	13.24	18.18			
TP	10.16	37.04	0.61	26.88			
CK. BM			3.39	33.65	= 33.68		

SEE PG. 63

ALTA VISTA ST.  
LOS ALTOS RD. TO ALTA VISTA WAY  
③ STK'S & 68D. 8" A.C. MAIN

5/31/56

SHIBBY  
KEMP  
SMITH

65  
27.8  
1.15  
.6

BM	13.15	306.87	293.72	
0+75 BEGIN WORK			12.6 294.3	289.6
1+00			11.7 295.2	290.6
1+50			11.2 296.7	292.6
2+00			7.7 299.2	294.6
2+50			4.8 302.1	296.7
3+00 TP	13.18	318.14	1.91 304.96	300.0
3+50			10.1 308.0	303.3
4+00			6.3 311.8	306.7
4+25			4.6 313.5	308.3
4+50			2.8 315.3	308.9
5+00			0.8 317.3	310.1
5+50			2.4 315.7	311.3
5+94 ENDWORK			2.4 315.7	312.2
CK. TBM			0.97 317.17	= 317.19

8" x 6" TEE

3 BY CH

2+43	E.		5.0	301.9	298.65
2+77	E.		2.5	304.4	302.85
3+19	W.	318.14	11.1	308.0	304.9
4+20	W.		3.9	314.2	312.3
4+75	W.		1.1	317.0	314.6
5+50	E.		0.1	318.0	314.4
5+82	E.		0.5	317.6	314.9

C4<sup>5</sup> ± NOT MK'D

C3<sup>2</sup>

C1<sup>5</sup>

C2<sup>1</sup>

C1<sup>2</sup>

C2<sup>4</sup>

C3<sup>6</sup>

C2<sup>2</sup>

SET & VERT. RISER 16<sup>67</sup> RT, (2" METERS)

"5211" " " " " " " " " " " " "

"5208" " " " " " " " " " " " "

"5220" " " " " " " " " " " " "

" " " " " " " " " " " "

" " " " " " " " " " " "

16<sup>6</sup> RT

WATER METERS  
 CAMULOUS ST.  
 MENTONE TO MONTALVO

TBM	2.67	66.60	63.93		
CK. CB.			6.32	60.28	= 60.30
CK. BM			4.32	62.28	= 62.30
TP	1.06	63.26	4.40	62.20	
TP	0.21	50.28	13.19	50.07	
0+91 SLY			7.7	42.6	39.9
SET TBM	12.85	52.87	10.26	40.02	
1+49 SLY			5.4	47.5	45.9
1+55 NLY			3.4	49.5	47.1
TP	10.04	61.57	1.34	51.53	
2+51 NLY			6.7	54.9	53.5
2+72 SLY			6.9	54.7	53.9
2+91 NLY			4.8	56.8	55.9
CK - CB.			2.96	58.61	= 58.81
" "			3.68	57.89	= 58.11
" "			2.07	59.50	= 59.51

6/4/56

SHOREY  
 SMITH

66

NAIL IN P.P. SWLY. COR. CLOVIS & MONTALVO (SEE PG. 63)

CK. CB. SWLY. COR. MENTONE & CLOVIS

NAIL IN P.P. SWLY. COR. MENTONE & CLOVIS

C2

" 4279" MENTONE

SET NAIL IN P.P. SWLY. COR. MENTONE & CAMULOUS

C19

" 2625" CAMULOUS

C24

" 2630"

C14

" 2616"

C08

" 2611"

C02

" 2604"

END OF CB. NELY. COR. MONTALVO & CAMULOUS

" " " SELY. "

" " " SWLY. "

SET & VERT. RISER 21' & ST.

LOS ALTOS RD.  
 ALTA VISTA TO SOLEDAD RD.  
 ③ STKS & GRD. 8" A.C. MAIN

8/6/56  
 SHOREY  
 KEMP  
 SMITH

67

B.M.	10.16	303.88	293.72				
0+30	45° BEND		9.8	294.1	289.6	C4 <sup>5</sup>	3/4" I. PIPE S. LINE LOS ALTOS & ALTA VISTA ST. F.B. 877 71
0+50			10.2	293.7	289.6	C4 <sup>1</sup>	
0+57 1/2 AH. 7							
0+81 1/2 BK. 5 Δ PT.	45° BEND		9.5	294.4	289.7	C4 <sup>7</sup>	
							(293.3)
0+65	G.V.		9.1	294.8	289.7	C5 <sup>1</sup>	
0+91	<sup>63</sup> B.C.		8.4	295.5	289.9	C5 <sup>6</sup>	
1+00			8.4	295.5	289.9	C5 <sup>6</sup>	
1+50			7.6	296.3	290.2	C6 <sup>1</sup>	
2+00			6.2	297.7	290.4	C7 <sup>3</sup>	
2+50			5.0	298.9	290.8	C8 <sup>1</sup>	
2+75	E.C. Δ PT.		5.8	298.1	291.0	C7 <sup>1</sup>	<u>Moved DITCH 2' RT. TO MISS 20" MAIN.</u>
3+00			6.1	297.8	291.1	C6 <sup>2</sup>	" " 1' RT. " "
3+50			6.6	297.3	291.5	C5 <sup>8</sup>	" " 1 1/2' RT. " "
3+85 AH. 7							" " 2° RT. " "
3+84 1/2 BK. 5 Δ PT.			8.6	295.3	291.1	C4 <sup>2</sup>	" " 3' RT. " "
4+00			8.7	295.2	291.0	C4 <sup>3</sup>	" " 3 1/2' RT. " "
4+50	<sup>26</sup> P.C.C.		9.1	294.8	290.5	C4 <sup>3</sup>	" " 3 1/2' RT. " "
5+00			9.6	294.3	290.0	C4 <sup>3</sup>	
5+50 P	12.85	307.14	9.59	294.29	289.6	C4 <sup>7</sup>	" " 3' RT. " "
6+00			11.2	295.9	291.7	C4 <sup>3</sup>	" " 2' RT TO MISS GAS

LOS ALTOS RD.  
(CONTID)

6/19/56  
SHOREY  
KEMP  
SMITH

68

307.14

6+50		7.1	300.0	295.7	C4 <sup>3</sup>	<u>MOVED DITCH 2' RT. TO MISS GAS</u>
6+62		6.0	301.1	296.3	C4 <sup>8</sup>	
7+02	<sup>98</sup> P.C.C.	2.9	304.2	297.2	C7 <sup>0</sup>	<u>" " 2' RT. " " "</u>
CK.TP	6.10	310.35	2.89	304.25 = 304.26		7+02 <sup>98</sup> & F.B. 897 41
7+25						
7+50	<sup>53</sup> E.C. & APT.	4.0	306.4	297.7	C8 <sup>7</sup>	<u>" " 3' RT. " " "</u>
TBM	3.34	310.83	2.86	307.49		SET TBM NAIL IN P.P. 5124 APPROX. 7+70
7+57	<sup>59</sup> APT	4.2	306.6	298.1	C8 <sup>5</sup>	<u>DITCH 15 IN LOCATION FROM HERE ON</u>
7+63	G.V.	4.2	306.6	298.5	C8 <sup>1</sup>	
7+68	8" X 6" T&E	4.2	306.6	298.8	C7 <sup>8</sup>	
7+75		4.2	306.6	299.5	C7 <sup>1</sup>	
8+00		4.8	306.0	299.5	C6 <sup>5</sup>	
8+37		6.1	304.7	299.5	C5 <sup>2</sup>	
8+50		6.6	304.2	299.0	C5 <sup>2</sup>	
9+01	<sup>18</sup> APT.	9.5	301.3	296.2	C5 <sup>1</sup>	
9+48	<sup>38</sup> BK. }					
9+49	<sup>19</sup> AH. } APT. & B.C.	13.2	297.6	293.1	C4 <sup>5</sup>	
TP	0.31	297.88	13.26	297.57		
9+62		1.3	296.6	292.2	C4 <sup>4</sup>	
10+00		3.4	294.5	290.4	C4 <sup>1</sup>	
10+50		6.3	291.6	287.9	C3 <sup>2</sup>	



LOS ALTOS RD.  
(CONT'D)

6/22/56

SHOREY  
KEMP  
SMITH

69

297.88

11+00		7.0	290.9	288.0	C <sub>2</sub> <sup>9</sup>	
11+50		6.2	291.7	288.1	C <sub>3</sub> <sup>6</sup>	
11+62		5.5	292.4	288.2	C <sub>4</sub> <sup>2</sup>	
11+65	<sup>56</sup> TP P.C.C. 4.25	297.07	5.06	292.82	288.2	C <sub>4</sub> <sup>6</sup>
12+00		3.8	293.3	287.9	C <sub>5</sub> <sup>4</sup>	
12+25		4.0	293.1	287.8	C <sub>5</sub> <sup>3</sup>	
12+50		5.8	291.3	287.7	C <sub>3</sub> <sup>6</sup>	
12+75	<sup>59</sup> E.C.	5.2	291.9	287.5	C <sub>4</sub> <sup>4</sup>	
13+00		5.3	291.8	287.4	C <sub>4</sub> <sup>4</sup>	
13+25	F.H. TEE	5.3	291.8	287.3	C <sub>4</sub> <sup>5</sup>	
13+30	③	2.2	287.9		C <sub>0</sub> <sup>6</sup> F <sub>3</sub> <sup>6</sup>	
13+30	F.H. G.V.	4.9	292.2	287.2	C <sub>5</sub> <sup>0</sup>	
13+50		5.1	292.0	287.2	C <sub>4</sub> <sup>8</sup>	
14+00		6.9	290.2	286.9	C <sub>3</sub> <sup>3</sup>	
14+04	<sup>17</sup> TP B.C. 2.01	297.22	6.86	290.21	286.9	C <sub>3</sub> <sup>3</sup>
14+50		6.0	291.2	286.7	C <sub>4</sub> <sup>5</sup>	
15+00		4.9	292.3	286.5	C <sub>5</sub> <sup>8</sup>	
15+50		5.5	291.7	285.5	C <sub>6</sub> <sup>2</sup>	
16+00		6.0	291.2	284.6	C <sub>6</sub> <sup>6</sup>	

## LOS ALTOS RD.

(CONT'D)

297.22

16+50		9.4	287.8	282.4	C5 <sup>4</sup>
16+56 <sup>17</sup> E.C.		9.2	288.0	282.2	C5 <sup>8</sup>
17+00 <sup>TP</sup> 2.06	286.30	12.98	284.24	280.4	C3 <sup>8</sup>
17+22 <sup>27</sup> Δ PT.		2.7	283.6	279.6	C4 <sup>0</sup>
17+50		3.2	283.1	278.6	C4 <sup>5</sup>
17+62				278.2	
18+00		4.5	281.8	278.1	C3 <sup>2</sup>
18+19 <sup>56</sup> Δ PT.		3.7	282.6	277.4	C5 <sup>2</sup>
18+50		4.8	281.5		
19+00		6.7	279.6		
19+47 <sup>18</sup> B.C.		8.5	277.8	272.8	C5 <sup>0</sup>
19+50		8.4	277.7	272.7	C5 <sup>0</sup>
19+75 F.H. TEE		9.6	276.7	271.8	C4 <sup>2</sup>
⑤		8.2	278.1		C6 <sup>3</sup> C1 <sup>6</sup>
TBM 2.45	281.51		279.06		3/4" I. PIPE APPROX. 19+65 10' LT.
20+00				270.8	
20+50		8.0	273.5	269.2	C4 <sup>3</sup>
21+00 <sup>TP</sup> 0.90	271.43	10.98	270.53	266.5	C4 <sup>0</sup>
21+12		1.7	269.7	265.9	C3 <sup>8</sup>
21+50		3.7	267.7	263.5	C4 <sup>2</sup>
22+00		7.6	263.8	260.1	C3 <sup>2</sup>
22+12		8.5	262.9	259.2	C3 <sup>2</sup>

6/26/56

SHIREY  
KEMP  
VARINFARIS

70

LOS ALTOS RD.  
(CONT'D)

6/27/56  
SHOREY  
KEMP  
VARONFAKIS

71

271.43

22+50			11.6	259.8	256.4	C3 <sup>4</sup>	
TP	2.93	261.96	12.40	259.03			
22+87			4.3	257.7	253.7	C4 <sup>0</sup>	
23+00			4.9	257.1	253.3	C3 <sup>8</sup>	
23+20 <sup>14</sup>	E.L.		5.5	256.5	252.7	C3 <sup>8</sup>	
TBM	2.14	262.01	2.09	259.87			2x2 HWB 23+20 <sup>14</sup> 10' LT.
23+57 <sup>13</sup>	B.C. ΔPT.		5.6	256.4	252.3	C4 <sup>L</sup>	
24+00			4.9	257.1	253.4	C3 <sup>2</sup>	
24+51 <sup>25</sup>	BK. =		2.8	257.2	254.6	C4 <sup>0</sup>	
24+50 <sup>66</sup>	ATH.		2.45	259.56			
TP	8.04	267.60	6.6	261.0	255.8	C5 <sup>3</sup>	
25+00							
25+25	ΔPT.		5.5	262.1	256.6	C5 <sup>5</sup>	
25+50			4.8	262.8	257.3	C5 <sup>5</sup>	
25+85 <sup>64</sup>			4.6	263.0	258.0	C5 <sup>0</sup>	
26+00			4.5	263.1	258.3	C4 <sup>8</sup>	
26+50			4.1	263.5	259.3	C4 <sup>3</sup>	
TP	7.90	272.44	3.06	264.54			
27+00			8.6	263.8	260.3	C5 <sup>5</sup>	
27+50			7.4	265.0	261.3	C3 <sup>2</sup>	
27+60 <sup>5</sup>	8" TEE.		7.3	265.1	261.4	C3 <sup>2</sup>	
27+85	F.H. TEE ⑦		6.2	266.2	261.7	C4 <sup>5</sup>	
⑧			6.6	265.8		C4 <sup>L</sup>	C0 <sup>3</sup> 265.5
27+86 <sup>12</sup>	ΔPT.		6.7	265.7	261.7	C4 <sup>0</sup>	

LOS ALTOS RD.  
(CONT'D)

6/27/56

SHOREY  
KEMP  
VAUGHAN

72

272.44

28+00	6.0	266.4	261.8	C4 <sup>6</sup>			
28+50 @ LT.	5.6	266.8	262.3	C4 <sup>5</sup>	24+61 SLY	259.6	257.3 C2 <sup>3</sup>
28+62 @ LT.	5.6	266.8	262.4	C4 <sup>4</sup>	25+30 SLY	262.2	260.4 C1 <sup>8</sup>
29+00	6.5	265.9	262.6	C3 <sup>3</sup>	25+94 SLY	262.4	261.9 C0 <sup>5</sup>
29+50	6.0	266.4	262.8	C3 <sup>6</sup>	26+53 NLY	265.4	262.3 C3 <sup>1</sup>
30+00	6.5	265.9	263.0	C2 <sup>9</sup>	26+72 SLY	262.1	263.3 F1 <sup>2</sup>
30+50	5.7	266.7	263.4	C3 <sup>3</sup>	27+54 NLY	266.7	264.7 C2 <sup>0</sup>
30+77 END WORK 3'B.O.	4.9	267.5	263.6	C3 <sup>2</sup>	28+55 SLY	267.0	265.1 C1 <sup>2</sup>
CK. TBM 3/4" I. PIPE 30+65 30' LT. F.B. 897 47	2.28	270.16	= 270.05		29+08 NLY	269.4	266.1 C3 <sup>3</sup>
④ F.H. 7460			304.6	C2 <sup>0</sup> FLANGE	30+04 SLY	265.6	266.2 F0 <sup>6</sup>
					30+14 NLY	269.4	267.0 C2 <sup>4</sup>
					30+67 NLY	270.0	267.4 C2 <sup>6</sup>

NOTE METERS

7+85 ELY. 1/2" MET.	306.5	303.35	C3 <sup>1</sup>
9+01 WLY " "	303.2	298.6	C5 <sup>2</sup>
10+08 SLY " "	293.4	293.2	C0 <sup>2</sup>
11+14 NLY	293.2	291.2	C2 <sup>0</sup>
11+86 SLY	291.8	291.1	C0 <sup>2</sup>
13+12 NLY	293.8	291.8	C3 <sup>0</sup>
14+77 SLY	289.4	289.5	F0 <sup>1</sup>
15+10 NLY	293.5	289.8	C3 <sup>3</sup>
16+69 NLY	289.3	285.7	C3 <sup>6</sup>
NLY	284.3	283.9	C0 <sup>4</sup>
20+15 ELY.	274.7	274.5	C0 <sup>3</sup>
22+43 ELY.	264.9	261.5	C3 <sup>4</sup>
23+43 SWLY	256.0	256.0	C0 <sup>0</sup>
24+14 SLY	252.8	256.1	F3 <sup>3</sup>
22+77 22+79 WLY (62' LT)			C3 <sup>0</sup> C2 <sup>5</sup>

ADDITIONAL PIPELINE ADDED

0+00 = 0+74 (SEE Pg. 67)

B.M. 3.44 297.16 293.72

~~8+55 8" I.P. 3.8 294.4 289.6 C4<sup>8</sup>~~

0+00

~~8+27 10" I.P. 3.7 298.5 288.5 C5<sup>0</sup>~~

0+22

~~1+50~~ 5.0 292.2 287.8 C4<sup>4</sup>

0+72

~~1+00~~ 7.1 290.1 286.1 C0<sup>0</sup>

0+96

~~1+50~~ 8.1 289.1 285.2 C3<sup>9</sup>

9+1 288.1 284.3

CK. B.M. 3.44 293.72 = 293.72

WATER MAIN STUB  
VALETA & SOTO ST.

0+00 = EXIST. B.B. ON C.I. MAIN  
VALETA ST. 28' NWLY. &  
SOTO ST. 5' NELY & ST.

TP	4.10	47.92	43.82	
0+00		3.9	44.0	37.0
0+40		5.7	42.2	36.0
0+77 <sup>47</sup>	END OF STUB	7.8	40.1	35.4
CK. TP	4.10	43.82	= 43.82	

HI  
+ 4.77 44.83  
39.20 EC  
+ 0.86 Cut Stake  
40.06

- 4.25 40.58  
- 1.12 Cut Stake  
39.46 = 39.44

4.17 44.75 40.58

5.73 39.02 40.8±

5.96 38.97 40.1

6/6/56  
SHOREY  
KEMP  
SMITH

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② HUB WATER METER "4450" MONTALVO PG. 64  
SIGHTED SELY. TURNED 60° 36' RT.

Top of Ch elevation Soto + Valeta See 3211 D

EC Soto + Valeta

18 4' wly of wly prop line Soto Top 6" AC

12 8' on skew

37<sup>th</sup> ST.  
 MEADE TO MONROE  
 ④ STKS & GRP 6" A.C. MAIN

8/7/56  
 SHOREY  
 KEMP

74

BM	7.58	384.96		377.38	
0+29 EXIST TEE			8.1	376.9	
0+50			5.0	380.0	375.6
0+75			5.1	379.9	376.0
1+00			4.8	380.2	376.1
1+50			4.6	380.4	376.3
2+00			4.3	380.7	376.5
2+50			4.2	380.8	376.7
3+00			3.9	381.1	376.9
3+50			3.8	381.2	377.0
4+00			3.7	381.3	377.2
TP 5.50	386.61		3.85	381.11	
4+50			5.4	381.2	377.4
5+00			5.2	381.4	377.6
5+50			5.1	381.5	377.8
6+00			4.9	381.7	377.9
6+50			4.7	381.9	378.1
6+98 G.V.			4.7	381.9	378.3
7+03 EXIST. TEE			7.6	379.0	378.3
TP 4.29	385.30		5.60	381.01	
CK. BM.			7.89	377.41	= 377.38

NWBR McCLINTOCK & MEADE

TOP EXIST 4" TREE

C4<sup>4</sup>

C3<sup>9</sup>

C4<sup>1</sup>

C4<sup>1</sup>

C4<sup>2</sup>

C4<sup>1</sup>

C4<sup>2</sup>

C4<sup>2</sup>

C4<sup>1</sup>

C3<sup>8</sup>

C3<sup>8</sup>

C3<sup>7</sup>

C3<sup>8</sup>

C3<sup>8</sup>

C3<sup>6</sup>

TOP EXIST. 6" C.I. PIPE

WATER METER  
QUIVIRA RD. - MISSION BEACH  
0400 = BOUNDARY OF LEASE AREA  
(IMP. SHEET 3261-D)

6/11/56  
SHOREY  
KEMP  
SMITH

75

TBM	4.86	7.69	2.83	
0407		5.16	2.53	0.85

HUB MK'D 0400 8' NLY SEWER LINE

CO<sup>Z</sup> SET & VERT. RISER 25<sup>33</sup> SO. & ST. &  
0<sup>55</sup> BELOW BED. OF DITCH

WATER METERS  
VALETA ST., BETWEEN ETIWANDA &  
SOTO ST.  
0400 = E ETIWANDA ST.

TP	3.84	47.66	43.82
1+56 Wly.	0.9	46.8	45.0
1+90 Wly.	1.5	46.2	44.3
2+28 Wly.	2.2	45.5	42.9
CK. TP	3.84	43.82	=43.82

6/2/56

SHOREY  
KEMP  
SMITH

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② HUB WATER METER "4450" MONTALVO  
(SEE Pgs 73 & 64)

C1<sup>B</sup> "2470" SOTO

C1<sup>B</sup> "4467" VALETA

C2<sup>B</sup> "4461" "

SET & VERT. RISER 21' FROM E ST.



WATER METERS  
 MENTONE ST, CAMULONS TO FAMOSA

0+00 = SLY. LINE CAMULONS

TBM	0.62	40.64		40.02	
0+11 NELY			6.8	33.8	33.5
0+76 SWLY TP	0.52	28.15	10.1	30.5	27.4
2+11 SWLY			9.0	19.2	13.4
TP	12.51	40.57	0.09	28.06	
CK. TBM			0.54	40.03 = 40.02	

6/12/56

SHOBEY  
 KEMP  
 SMITH

77

NAIL IN P.P. SWLY. COR. MENTONE & CAMULONS  
 (SEE Pg. 66)

C0<sup>3</sup>

SET & VERT. RISER 19' E. ST.

C3<sup>1</sup>

"4271"

C5<sup>8</sup>

"4247"

WATER METERS  
REX ST., 52<sup>ND</sup> TO TERMINUS  
0+00 = W'LY PROP. LINE REX AVE.  
2.96 338.20                      335.24

1+39 N

6.3 331.9      330.7

C/ 2

" 5120" REX

1+48.5

5.7 332.5      331.2

C/ 3

" 5151" "

2+22.5

7.4 330.8      229.9

C/ 2

" 5141" REX

2+51.5

8.4 229.8      229.5

C/ 3

" 5130" WHISTMAN

CK B.M.

2.96 335.24 = 335.24

B.M. SEFH 52<sup>ND</sup> & REX

SHOREY  
KEMP  
SMITH  
VARONFAKIS

6-29-56 78  
FAIR

5.90 1455.39 1449.49

8.02 1457.56 1449.54

See FO 671 Page 47  
BM Top one Next to Cage House

Top USGLO Brass Plug Marked 1450  
next to Cage Sta

SLOPE  
STAKE

16.2

CTIONING.

.8	.9	
1.20	1.35	0
2.70	2.85	1
4.20	4.35	2
5.70	5.85	3
7.20	7.35	4
8.70	8.85	5
10.20	10.35	6
11.70	11.85	7
13.20	13.35	8
14.70	14.85	9
16.20	16.35	10
17.70	17.85	11
19.20	19.35	12
20.70	20.85	13
22.20	22.35	14
23.70	23.85	15
25.20	25.35	16
26.70	26.85	17
28.20	28.35	18
29.70	29.85	19
31.20	31.35	20
32.70	32.85	21
34.20	34.35	22
35.70	35.85	23
37.20	37.35	24
38.70	38.85	25
40.20	40.35	26
41.70	41.85	27
43.20	43.35	28
44.70	44.85	29
46.20	46.35	30
47.70	47.85	31
49.20	49.35	32
50.70	50.85	33
52.20	52.35	34
53.70	53.85	35
55.20	55.35	36
56.70	56.85	37
58.20	58.35	38
59.70	59.85	39
61.20	61.35	40
62.70	62.85	41
64.20	64.35	42
65.70	65.85	43
67.20	67.35	44
68.70	68.85	45
70.20	70.35	46
71.70	71.85	47
73.20	73.35	48
74.70	74.85	49
76.20	76.35	50

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

880.02  
 274.72  
 880.02  
 274.72  
 10.98 205.87 194.89  
 12.35 218.12 0.10 205.77  
 11.77 206.35  
 9.79 227.68 0.23 217.89  
 9.13 218.55  
 4.01 226.67  
 6.12  
 232.79

822.1  
 836.6  
 2/1658.7  
 829.35  
 307.5  
 9.4  
 315.3  
 306.6  
 12 + 28.54

036  
 507.80  
 150  
 300

C 2:1  
 1.6  
 0.5

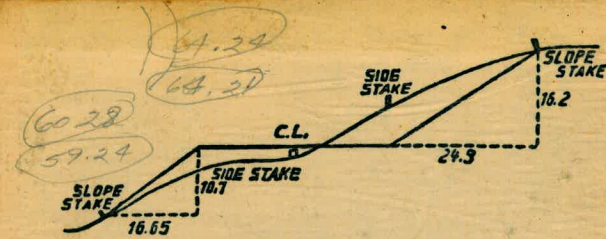
036  
 24  
 144  
 72  
 864

907.30

18

2.3  
 7  
 3.2

300.00 27.72  
 1.8  
 298.2  
 1.6  
 296.6



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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