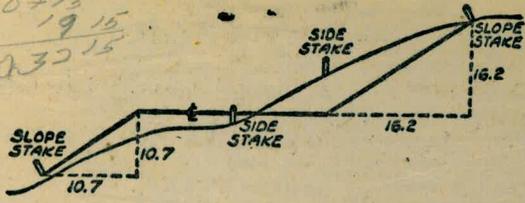


0+13  
19 15  
033 15



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.

# 833

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

13+59 05  
7+60  
5+99 05

13+59 05  
7+00  
6+89 05

185.13

4.83

180.30 Sewer MH

AKing Fergus

0+50  
10.67  
0+39 33

287.79 TBM  
↓ Detail to 61

Wunderlin  
MICROFILMED

65-11001 287.17  
60-11001 278.76  
JAN 10 1965

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	.032	.037	.043	.049	.053	.057	.061
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	.618	.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

2 Profile proposed pipe line ✓  
 61<sup>st</sup> Brooklyn to Imperial ✓  
 2 Profile proposed pipe line ✓  
 61<sup>st</sup> Detroit to Benson ✓  
 Wunderlin 63<sup>rd</sup> to 69<sup>th</sup> ✓  
 B/K 123+138  
 Alleys N & S of Redwood E of 39<sup>th</sup> ✓  
 B/K 24+30  
 Alleys E of Estrella N & S of Polk ✓  
 " E of 39<sup>th</sup> N & S of Redwood ✓  
 N of Seattle ✓  
 43<sup>rd</sup> St Hilltop to A<sup>st</sup> ✓  
 C<sup>st</sup> 41<sup>st</sup> to 43<sup>rd</sup> ✓  
 41<sup>st</sup> Market to J<sup>st</sup> ✓  
 Demby St Market to J<sup>st</sup> ✓  
 42<sup>nd</sup> St Market to J<sup>st</sup> ✓  
 J<sup>st</sup> 41<sup>st</sup> to Demby ✓  
 43<sup>rd</sup> Hilltop to A<sup>st</sup> ✓  
 42<sup>nd</sup> Market to J<sup>st</sup> ✓  
 Imperial, at 43<sup>rd</sup>, Sts & Geo for 8" WAT (EXT) ✓  
 C<sup>st</sup> 41<sup>st</sup> to 43<sup>rd</sup> ✓  
 61<sup>st</sup> St, Brooklyn to AKIN, " " " " ✓  
 33<sup>rd</sup> St Alley So. Adams to Copely " " " " 8" WAT ✓  
 (CONT'D next page)

INDEX (cont'd.)

NATIONAL AVE, at 34<sup>th</sup> ST Intersect, 8<sup>th</sup> C. Main 75  
Arbor Dr Ingalls St to E of Jackdaw 78

61<sup>st</sup>  
From Brooklyn to Imperial

West  
martell  
Varonfakis.

17 Sept 52

	0.43	243.12		242.69	SW BP Brooklyn + Fergus
0+00			4.5	238.6	North Prop Line Brooklyn
+10			5.78	237.2	Top curb
+10 <sup>2</sup>			6.51	236.1	Gutter
0+30			6.92	236.2 & 224. +132 To Flow Line	Top east edge sewer MH
+45			8.79	234.3	Top stem 6" GV
+50			7.4	235.7	
+60			8.03	235.1	edge oil Brooklyn
1+00			12.2	230.9	232.4 $\frac{10.7}{10.15}$
	0.44	231.54	12.02	231.10	
+50			4.3	227.2	229.7 $\frac{1.9}{10.15}$
2+00			7.3	224.2	225.0 $\frac{6.5}{10.15}$
+50			9.8	221.7	9.6 $\frac{10.15}{10.15}$
3+00			12.4	219.1	220.2 $\frac{11.3}{10.15}$
	2.70	222.70	11.54	220.00	
+30			6.3	216.4	216.9 $\frac{5.9}{10.15}$
4+00			9.5	213.2	214.7 $\frac{214.4}{10.15}$
+50			12.6	210.7	90 $\frac{83}{4}$ $\frac{9.4}{8}$
	1.57	211.66	12.61	210.09	$\frac{11.0}{10}$

5+00		211.66	46	207.1 ✓
+50			66	205.1 ✓
6+00			8.3	203.4 ✓
+50			9.9	201.8 ✓
7+00			12.0	199.7 ✓
	1.39	201.00	12.05	199.61
+50			3.2	197.8 ✓
8+00			4.7	196.3 ✓
+50			6.2	194.8 ✓
9+00			7.4	193.6 ✓
+50			8.6	192.4 ✓
+88			11.6	189.4 ✓
	1.51	189.56	12.95	188.05
10+00			2.4	187.2 ✓
+15			3.9	185.7 ✓
+20			6.1	183.5 ✓
+25			7.2	182.4 ✓
+50			12.0	177.6 ✓
	2.27	179.14	12.69	176.87
11+00			4.8	174.3 ✓
+50			5.2	173.9 ✓

207.6  
4.1  
 102.6  
 206.5  
5.2  
 101  
8.3  
 101

191.0  
 $\frac{10^{\circ}}{10.44}$      $\frac{10^{\circ}}{7}$

187.2  
2.4  
 10.44

180.4	180.8	181.3
<u>9.2</u>	<u>8.8</u>	<u>8.1</u>
15.11	10.11	$\frac{10^{\circ}}{11.9}$
174.7	<u>14.9</u>	177.7
	10.11	10.11

174.0  
5.1  
 10.11

11+63	179.14	5.9	173.2 ✓	
+75		6.8	172.3 ✓	Creek Bank
+81		10.9	168.2 ✓	" Bottom
12+00		10.7	168.4	
+02		9.9	169.4	
+38		7.02	172.18 163.9	Top east edge Sewer MH
+50		6.1	173.0 ✓	
13+00		2.6	176.5 ✓	
+04 <sup>e</sup>		1.96	177.2 ✓	Top North RR rail
+09 <sup>e</sup>		1.99	177.2 ✓	" South " "
	8.12	185.01	2.25	176.89
+19		7.0	178.0 ✓	
+25		5.1	179.9 ✓	
+50		5.6	179.4 ✓	
+55		5.8	179.2 ✓	
+56		6.9	178.1 ✓	
+63		6.90	178.2	edge of imperial
+83		6.80	178.2	" " "
14+00		6.8	178.2	
+08		3.4	181.6	South prop line imperial
14+13 <sup>50</sup>		2.7	182.3	Top Sewer MH Fergus + Akins
		4.82	180.19 =	180.30



61<sup>st</sup> ~~E. Profile~~  
 Transit Line  
 Detroit to Denver  
 See Pages 8-10 for Profile

5

TP. 11.83 299.62 287.79 1st

E. Detroit @ 61<sup>st</sup>

0+00 13.1 286.5

S. Prop. Line Detroit

0+15 12.22 287.4

G.V. Cover in Pavt

0+40 12.1 287.5

N. Edge Pavt.

0+50 11.3 288.3

0+60 13.3 286.3

Top of Stem G.V.

1+00 6.0 293.6

1+50 3.6 296.0

2+00 4.7 294.9

2+50 6.8 292.8

3+00 9.1 290.5

3+50 11.2 288.4

TP 2.23 289.47 12.38 287.24

4+00 3.2

4+50 5.1

5+00 7.4

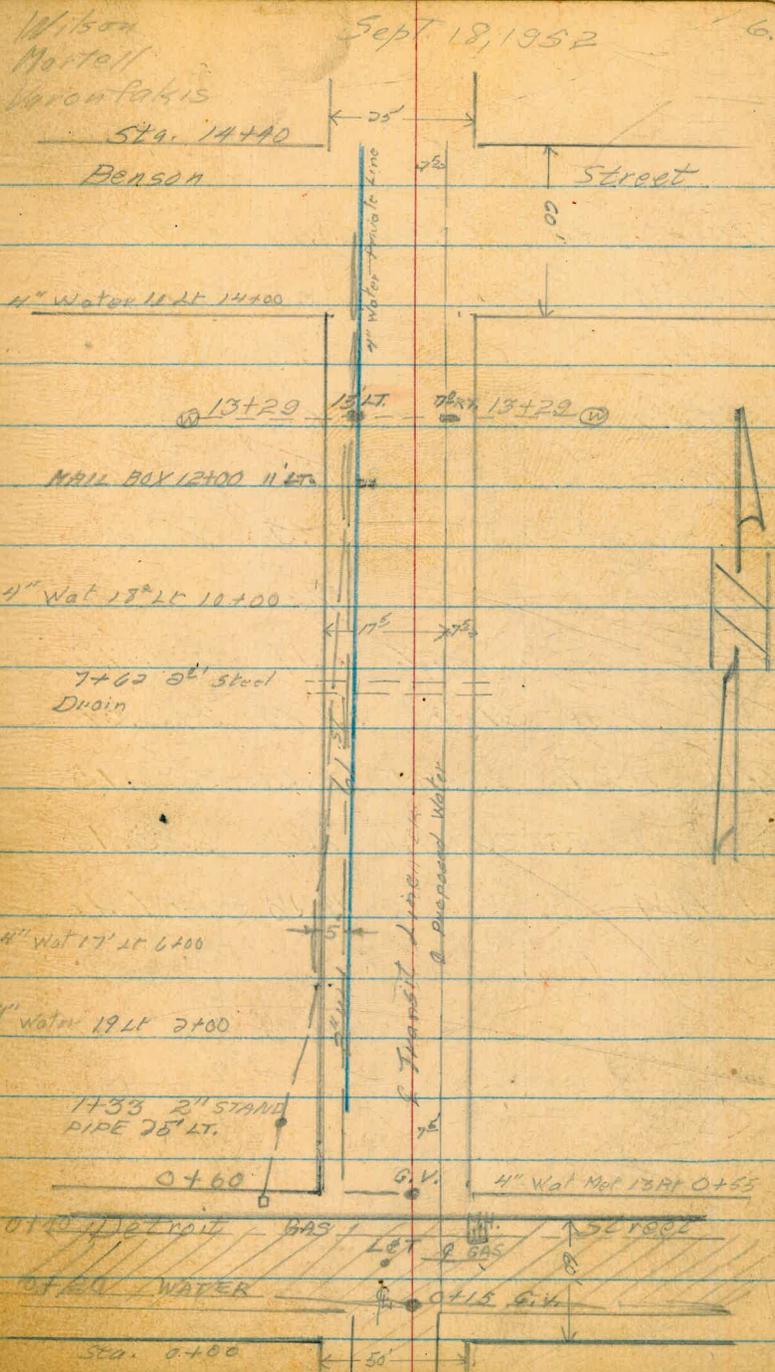
5+50 9.7

6+00 12.7

TP 0.86 277.66 15.67 276.80

Profile 61<sup>st</sup>  
 Note: Transit Line is  
 Detroit to Benson 7 1/2' W. of E of Pipe

	277.66		
6+50		5.2	
7+00		9.8	
7+50		11.2	
8+00		9.1	
8+50		2.8	
TP 12.52	289.35	0.85	276.81
9+00		7.5	
9+50		1.6	
TP 12.11	300.99	0.45	288.88
10+00		8.5	
10+50		4.5	
11+00		1.0	
TP 12.14	312.58	0.55	300.44
11+50		8.0	
12+00		.9	
TP 12.62	324.76	0.44	312.14
12+25		8.6	
12+50		4.7	
12+75		0.7	



Q Profile 61<sup>st</sup> St.  
Detroit to Benson

Wilson  
Martell  
Varoufakis

Sept. 18, 1952 7)

		324.76		
TP	8.14	332.24	0.66	324.10
	13+00		4.2	328.04
	13+50		2.3	329.9
	13+94		4.5	
	14+00		5.8	
	14+20		10.9	
	14+40		14.8	
TP	2.17	326.27	8.14	324.10
TP	1.30	314.84	12.73	313.54
TP	2.24	304.39	12.69	302.15
TP	2.05	297.79	9.65	295.74
CK BM			10.03	287.76

LET Q Detroit @ 61<sup>st</sup> 287.79

Ø P.L. Profile  
 Detroit to Benson  
 61.5<sup>th</sup> St

TP	9.32	297.11	297.19	187
0+00			10.1	287.0
0+15			9.5	287.6
0+40			9.7	287.4
0+50			8.9	288.2
0+60			10.7	286.4
1+00			3.5	293.6
1+50			.9	296.2
2+00			1.8	295.3
2+50			4.3	292.8
3+00			6.1	291.0
3+50			8.8	288.3
4+00			10.7	286.4
TP	0.45	285.19	12.37	284.74
4+50			1.1	284.0
5+00			3.2	281.9
5+50			5.3	279.8
6+00			8.3	276.9
6+50			12.8	272.3

8.

Ø Detroit @ 61<sup>st</sup>

6" G.V. Cover

Edge of 6" Conc. Pav't.

Top stem of 6" G.V. 7.5' LT.

3.0				
10'				RT.
0.0	+2.0			
1'	10'			RT.
1.3	2.0			
2'	10'			RT.
3.4	2.3			
2.5'	10'			RT.
5.1	4.0			
2'	10'			RT.
6.8	6.6			
3'	10'			RT.
9.7	9.7			
2'	10'			RT.
5.0	5.0			
5'	10'			RT.
0.0	0.0			
3'	10'			RT.
2.0	2.0			
4'	10'			RT.
3.9				
5'				RT.
6.8				
5'				RT.
11.8	11.2			
5'	10'			RT.



330.63

12+50	10.5	320.1
12+75	7.0	323.6
13+00	4.1	326.5
13+25	0.4	330.2
13+50	1.0	329.6
13+94	3.3	327.3
14+00	4.5	326.1
14+40	13.0	317.6

	13.0	
0	7'	RT.
	3.0	
0	7'	RT.
3.0	6.8	
2'	8'	RT.
	4.4	
0	10'	RT.
	6.0	
0	10'	RT.

13+00 (Transit line) 2.58 = 328.05 = 328.04

Wunderlin  
63<sup>rd</sup> to 69<sup>th</sup>  
Profile

	3.06	307.27		304.21
0+00			10.39	296.9
+30			9.15	298.1 290.8 +7.30 To Flow Line
+35			9.0	298.3 ✓
+41			8.7	298.6 ✓
+50			8.4	298.9 ✓
+60			7.76	299.5 ✓
	12.99	320.00	0.26	307.01
1+00			12.3	307.7 ✓
+50			6.4	313.6 ✓
2+00			2.0	318.0 ✓
+50			0.4	319.6 ✓
	2.27	322.07	0.20	319.80
3+00			3.7	318.4 ✓
+50			6.4	315.7 ✓
4+00			8.7	313.4 ✓
+50			9.7	312.4 ✓
5+00			10.7	311.4 ✓
	0.40	311.22	11.25	310.82

West  
Marshall  
Varenfakis

24 Sept 52

BM Nail in post 200 south wunderlin on 63<sup>rd</sup>  
edge oil. West prop line 63<sup>rd</sup> st.  
Top south edge Sewer MH 10° 11  
Top BV Cover 10 RT  
Top BV " 12 RT  
edge oil east prop line

5+50		311.20	7.6	303.6	
6+00			11.4	299.82	
	1.63	300.50	12.35	298.81	
+50			7.2	293.3	
7+00			12.8	287.7	
	4.05	291.57	12.98	287.52	
6+80			1.30	290.3	282.2
				+8.10 to Flow Line = -9.42 and Top Sewer MH south edge 11 <sup>2</sup> 21	
7+50			10.2	281.4	
	0.51	279.75	12.33	279.24	
8+00			3.6	276.2	5.4
					10
+50			4.7	275.1	
9+00			11.2	268.6	
+1.17	268.11	12.81	266.94		
+50			10.2	257.9	
+1.13	256.95	12.29	255.82		
+75			4.0	253.0	
10+00			10.9	246.1	11.2
9+95			8.53	248.4	10
				+8.10 to Flow Line 248.4 & 240.3	
10+25			3.8	253.2	10
				Batt. of Wash Top South edge sewer MH 10.2	
10+50			0.6	256.4	
	12.01	269.01	0.95	256.00	
+75			6.3	261.7	
				5.2	11.8
				10.2	10.8

		268.01		267.6
11+00			0.4	268.0
	12.33	279.33	1.01	267.00
+25			5.8	273.5
	12.13	290.00	1.46	277.87
+50			9.8	280.2 ✓
12+00			3.8	286.2 ✓
+50			2.7	287.3 ✓
13+00			1.7	288.3
+50			1.2	289.8
+71			1.6	288.4
14+00			3.27	286.7
+25			3.35	+6.70 to flow 286.7 @ 280.0
+27			3.83	286.2
+50			3.4	286.6
15+00			4.0	286.0
	5.49	288.79	3.70	286.30
+50			4.2	284.6
16+00			5.2	283.6
+50			5.4	283.4
17+00			5.6	283.2
+50			5.5	283.3
+83			4.83	+8.70 to flow 284.0 276.3
18+00			5.1	283.7
+46			3.65	385.10 = 285.04
+50			5.8	283.0
19+00			6.3	282.5

Top of on #

Gutter line edge of 65<sup>th</sup> St  
 Top south edge sewer MH 10224  
 Gutter line edge of east edge 65

Top south edge Sewer MH 100RI

BM Nail in RR

19+50		288.79	5.6	283.2 ✓		$\frac{6.5}{10R}$
20+00			3.1	285.7 ✓		$\frac{3.5}{10R}$
+50			0.5	288.3 ✓		
21+00			1.0	287.8 ✓		
+50			4.8	284.0		$\frac{5.8}{10R}$
	1.71	287.06	3.44	285.35 ✓		
+75			6.0	281.1	281.0 283.0	
+83			6.10	+8.0 To Flow Line		Top South rim Sewer MH 10° L
22+00			9.8	277.4 ✓		
	2.02	277.85	11.23	275.83		
+25			4.4	273.5 ✓		
+50			8.5	269.4 ✓		
+75			12.3	265.6 ✓		
	1.87	266.56	13.16	264.69		
23+00			5.4	261.2 ✓		$\frac{5.0}{10L}$ $\frac{6.6}{10R}$
+25			11.4	255.2		
	1.20	256.55	11.21	255.35		$\frac{14.8}{10R}$
+50			6.1	250.5 ✓		$\frac{5.5}{10L}$ $\frac{8.0}{10R}$
24+00			9.5	247.1 ✓		
+25			7.77	248.78 = 248.72		Nail in Power Pole 15° R
+50			9.7	246.9 ✓ 248.0		West Side Madera
24+81.2			8.51	+6.1 To Flow line		Top South Side Sewer MH 10° L @ Madera
+85			9.46	248.1		Top 6' @ 1° R
25+00			7.8	248.8		
+25			1.4	255.2		$\frac{16}{76}$ $\frac{30}{70}$
	13.08	269.19	0.44	256.11		$\frac{6.1}{10}$ $\frac{7.6}{7}$
+50			5.6	263.6		
	13.05	281.48	0.76	268.43		$\frac{10.5}{10^2}$ $\frac{10.5}{1^0}$ $\frac{5.9}{76}$
+75			6.6	274.9		edge of new gradient
26+10	12.45	293.12	0.81	290.67		New dirt road approx 30' wide

	+	293.12	-	
26+00			11.8	281.3
26+25			4.7	288.9
+50	12.44	304.39	1.17	291.95
+75			9.0	295.4
+82			3.6	300.8
			4.45	305.1
			4.8	309.9
			2.9	307.0
			2.1	304.9
27+00	12.46	315.39	1.46	302.93
+25			9.3	306.1
			4.2	311.2
27+50	11.95	325.80	1.54	313.85
27+75				
28+00	11.80	335.23	2.37	323.43
			6.9	328.5
+50			2.8	332.4
	12.59	347.32	0.50	334.73
29+00			10.5	336.8
+50			5.3	342.0
+62			4.45	342.9
30+00	6.27	353.40	0.80	346.5
			1.19	346.13
+50			3.8	348.6
31+00			4.8	347.6
+50			9.3	343.1
	1.98	341.85	12.53	339.87
32+00			3.6	338.3
+50			6.7	335.2
33+00			10.3	331.6
	1.89	331.43	12.31	329.54
+50			3.0	328.4

15.6	15.8	10.3
10	12.21	5
81	9.3	27
100	30.11	5.0
	12.8	8.4
	30	50
11.6	11.2	8.0
13	3.5	10.0 R
11.20	9.5	8.8
4.1	3.8	5.0 R
10.6	6.8	
4	30.11	
	3.8	2.4
	10.1	10.0

Top Sewer MH South edge 10' 21"

Top South edge Sewer MH 10' 21"

34+00		331.43	4.4	327.0
+50			4.9	326.5
35+00			4.9	326.5
+50			5.5	325.9
36+00			6.7	324.7
+50			8.7	322.7
37+00			11.2	320.2
	2.13	320.73	12.83	318.60
+50			3.8	316.9
38+00			8.3	312.4
	0.97	309.41	12.29	308.44
+50			2.3	307.1
39+00			7.0	302.4
+50			11.1	298.3
	0.21	296.36	13.26	296.15
40+00			1.6	294.8
+50			4.6	291.8
+76				
41+00			7.7	288.7
			6.52	289.8
	1.76	285.43	12.69	283.67
	0.43	273.66	12.20	273.23
	1.02	261.54	13.14	260.52
	4.72		7.96	253.58 =
			8.32	253.70

68<sup>th</sup> 56

5.3 ← 9.4 ← Flow Lim 1<sup>st</sup>  
 262      202  
 3/4 Prop dix SW cor 69<sup>th</sup> + Wonderland  
 Cone Tile Drain

Top Sew MH @ Akins + 69<sup>th</sup> See F.B. 810

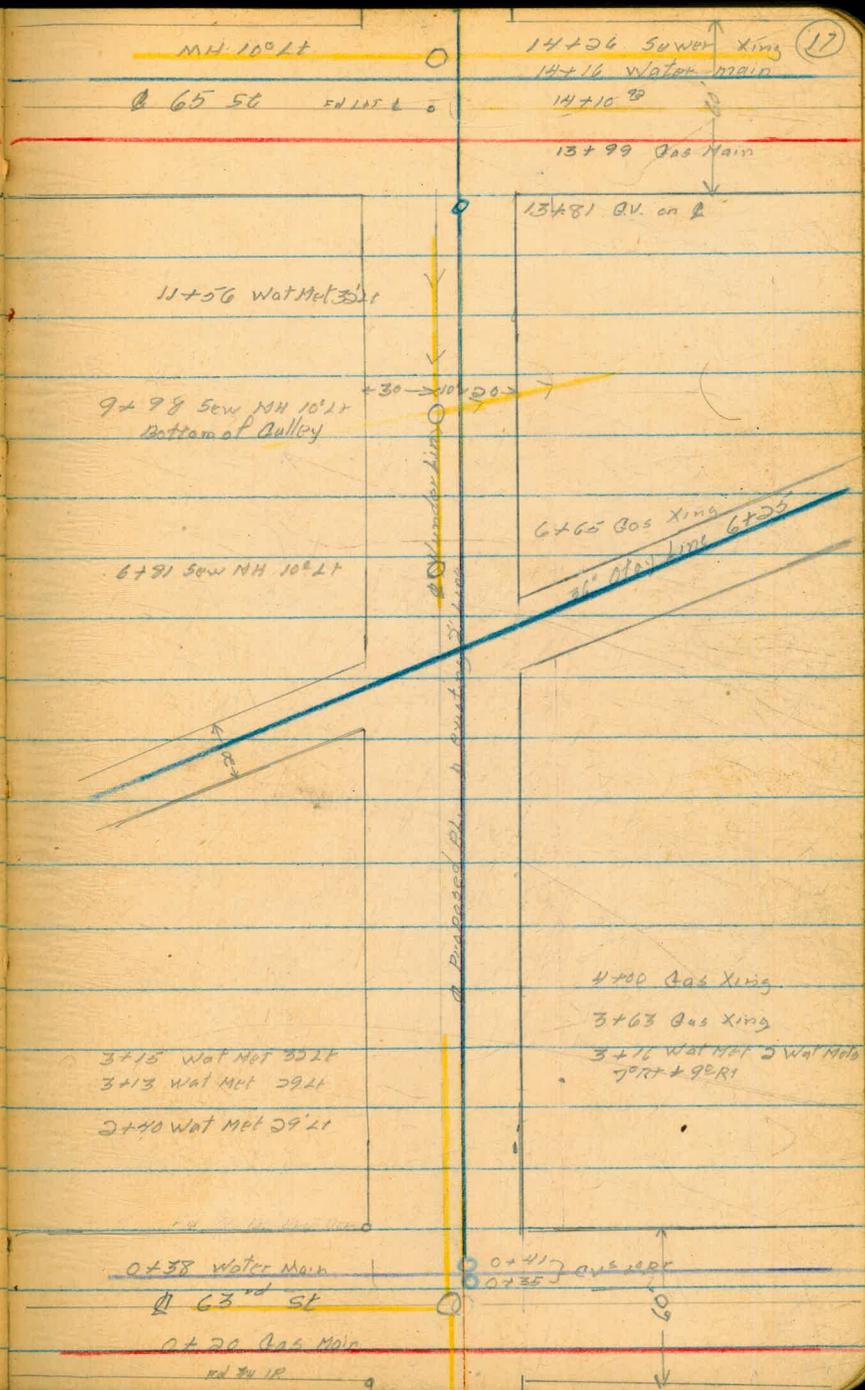
58

14+10<sup>92</sup>

Q 65<sup>th</sup>

0+00

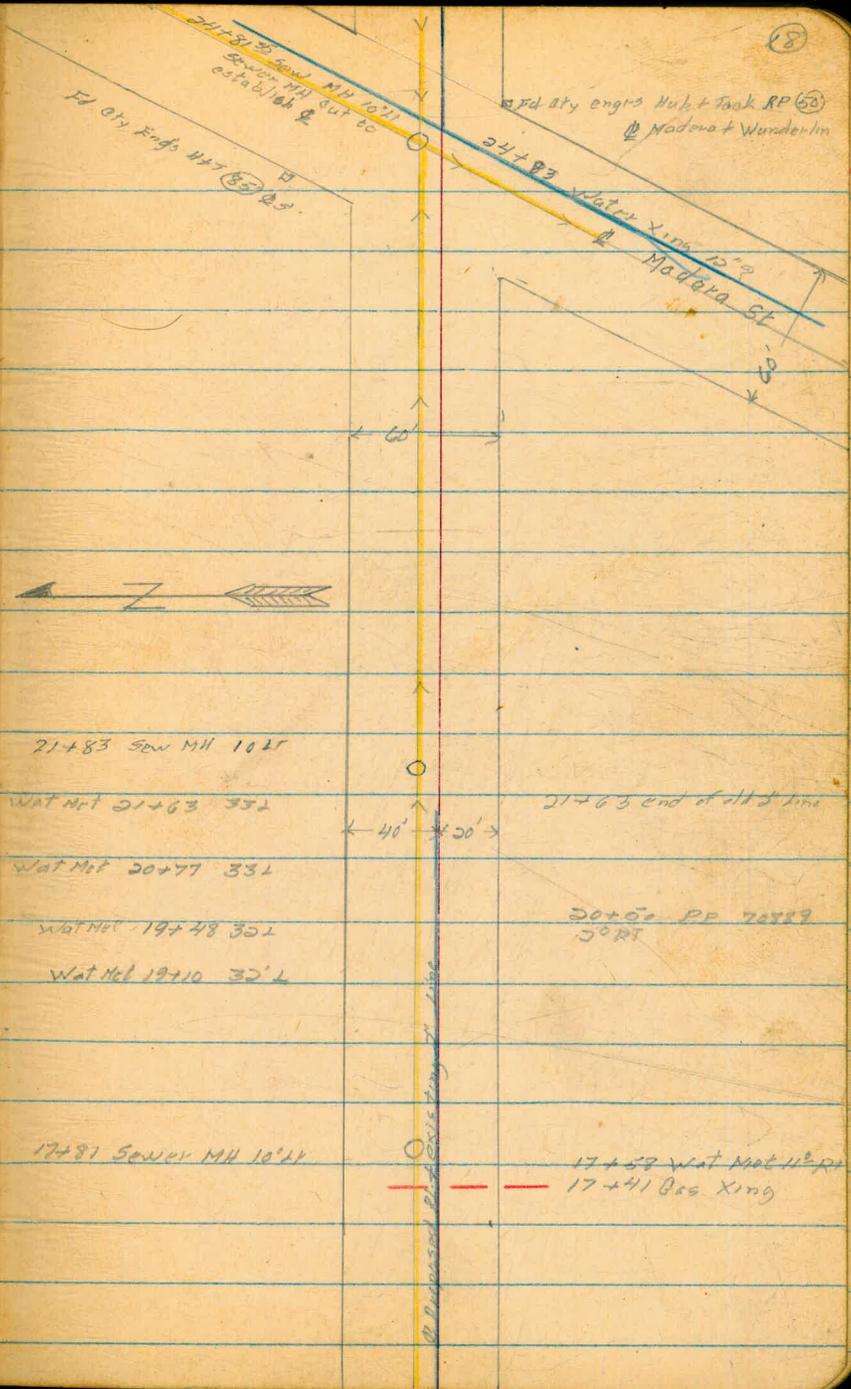
West Prop line 63<sup>rd</sup>



24+81 35

Q Madava St

24+81 35 E



21+83 Sew MH 10' 11'

Wat Mat 21+63 332

Wat Mat 20+77 334

Wat Mat 19+48 304

Wat Mat 19+10 304

17+87 Sewer MH 10' 11'

21+63 end of old line

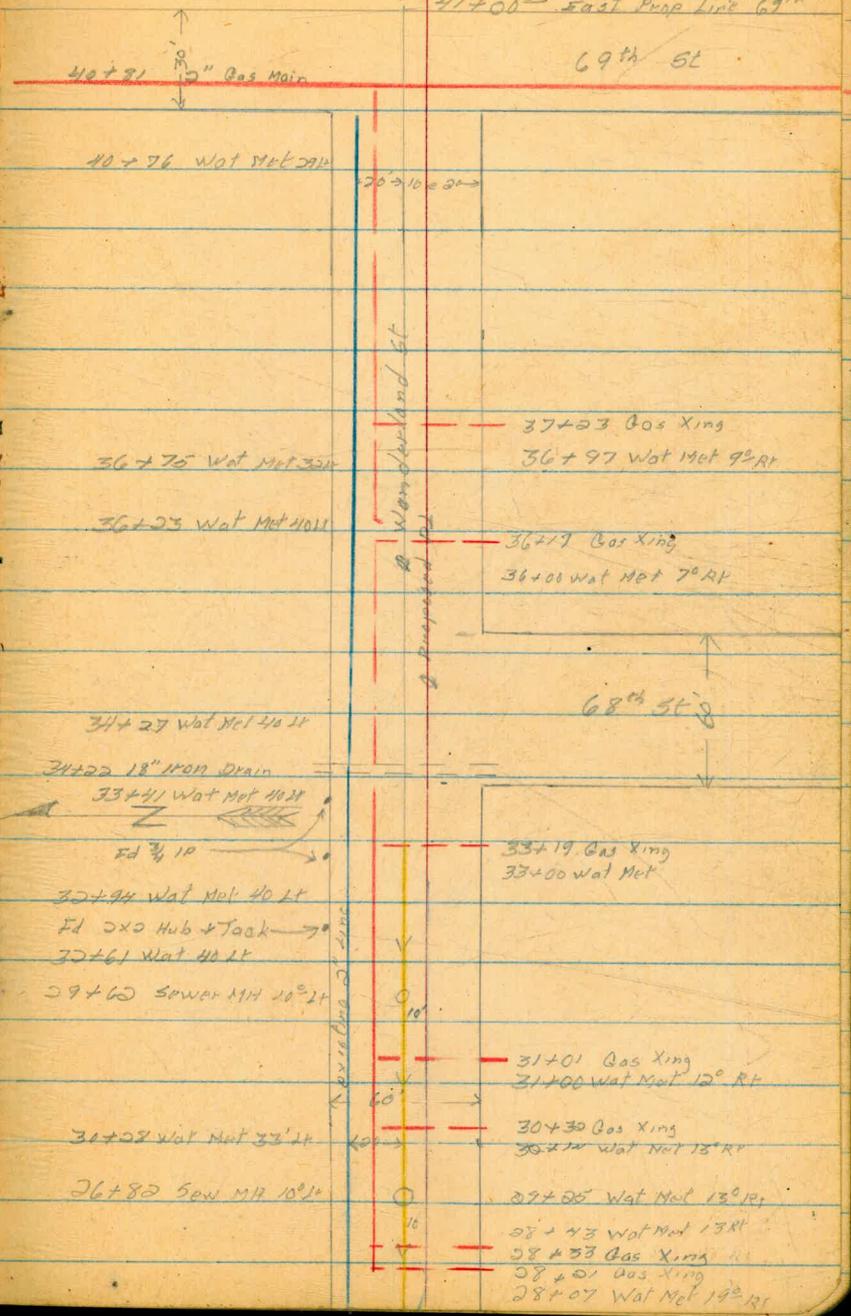
20+50 PP 70583 30RT

17+58 Wat Mat 11' 2' R  
17+41 Coo Xing

41+00<sup>55</sup> East Prop Line 69th

41+00<sup>53</sup> East Prop Line 69th

69th St



30+45<sup>55</sup>

POT

40+76 Wat Met 20"

20' x 10' x 30'

36+75 Wat Met 30"

36+23 Wat Met 40"

34+27 Wat Met 40"

34+22 18" Iron Drain

33+41 Wat Met 40"

FD 3/4" IP

32+94 Wat Met 40"

FD 2x0 Hub & Teak

32+61 Wat 40"

29+65 Sewer MH 10"

31+02 Wat Met 33"

26+82 Sew MH 10"

37+23 Gas Xing

36+97 Wat Met 90" RT

36+17 Gas Xing

36+00 Wat Met 70" RT

68th St

33+19 Gas Xing

33+00 Wat Met

31+01 Gas Xing

31+00 Wat Met 120" RT

30+30 Gas Xing

30+24 Wat Met 150" RT

27+85 Wat Met 130" RT

28+43 Wat Met 130" RT

28+33 Gas Xing

28+01 Gas Xing

28+07 Wat Met 140" RT

Alley 5 N + S of Redwood  
 East of 39<sup>th</sup>  
 Bks 110, 125, 139,

	6.17	309.14		302.97
	8.11	309.56	7.69	301.45
	11.91	321.12	0.35	309.21
	3.89	314.19	6.80	314.30
0+00			3.3	314.9
+50			5.0	313.2
1+00			4.90	+7.6 To Flow line
1+00			4.8	313.4
+50			5.9	312.3
2+00			7.2	311.0
+50			8.9	309.3
3+00			11.0	307.2
+50			12.0	306.2
	1.36	306.80	12.85	305.34
4+00			1.9	304.9
+50			3.7	303.1
5+00			5.6	301.2
+50			7.1	299.7
6+00			11.1	295.7
	7.64	303.64	10.80	296.00

Oct 21, 52  
 West  
 Martell  
 Varon Parks

(20)

BM BP NW Cor Redwood 440<sup>th</sup>

North Prop Line Myrtle

Sewer Man Hole Top east side 5<sup>th</sup> RT

303.64  
42  
302.92

303.64

6+30			13.8	289.8
6+50			18.7	289.9
6+74			7.9	295.7
7+00			4.6	299.0
+10			2.7	300.9
+50			3.1	300.5
+79	7.95	311.25	0.72	303.30
8+00			7.9	303.4
+50			7.2	304.1
9+00			5.8	305.5
+50			4.4	306.9
10+00			5.2	306.1
+50			5.9	305.4
+89			6.81	
11+00			6.1	305.2
+50			6.5	304.8
12+00			6.5	304.8
+50			7.3	304.0
13+00			8.4	302.9
	3.08	306.42	7.91	303.34

122 140 186 204  
104 504 30 70 R  
Bottom of small wash

Top of Bank

Top east side sewer M11 50 RT

Top east edge sewer M11 50 RT

		306.42		
13+00			3.5	302.9
+50			5.5	300.9
13+10				
+98			5.52	+8.3 to flow
14+00			5.9	300.5
+50			6.8	299.6
15+00			7.3	299.1
+50			6.7	299.7
16+00			6.7	299.7
+50			7.1	299.3
17+00			7.2	299.2
+50			7.3	299.1
	1.94	301.36	7.00	299.10
18+00			3.4	298.0
+50			4.3	297.1
19+00			5.4	296.0
+50			6.7	294.7
20+00			7.6	293.8
+50			8.7	292.7
21+00			10.4	291.0
21+24.4	7.97	308.17	10.9	290.5
			1.16	300.50
			5.09	303.08

13+59

16.00  
2.00  
301.35  
76

2" AV  
Top east edge sewer M4 6R

12°  
10R  
9 1/2  
5 1/2

46  
56R  
5.9  
50R

Clay in canyon M425 to 16325  
has been used  
as a dirt very  
rough and irregular

303.97



21+19<sup>05</sup> South Prop Line Quince St

Quince St

#1164 BIK 138



Proposed by California Dept. of Highways

This area used as dump  
old Lumber + Fill  
14+25 to 15+25

14+25 Dead Man 5° 11'

10+39 Wat Mt 10° 21'  
10+35 Wat Mt 10° 21'

13+59<sup>05</sup> North Prop Line Redwood

Redwood  
13+69 Sewer MH + Xing

5th Hub + Tack  
NE Cor 39th + Redw  
Ed Camp Man  
NW Cor 39th + Redw

13+00 Water Mt 3° 11'  
12+69 Gas Xing  
12+57 Gas Xing  
12+38 Wat Mt 3° 11'

11+90 Wat Mt 3° 11'  
11+74 Gas Xing

Alleys East of Estrella  
 BIK 30 South of Orange  
 BIK 24 South of Polk  
 BIK 23

West  
 Martell  
 Varonakis

27 Oct 52

25

	7.84	320.20	1.24	312.34	BM BP NE Top Ob	49 <sup>th</sup> & University
0+00			4.4	<del>315.8</del> 314.8		South prop Line University
+15			4.98	315.2		Top of curb
+15 <sup>1</sup>			4.50	315.6		Gutter
+50			5.06	315.1		
+65			5.90	314.3		Gutter
+80			5.73	314.5		edge zone alley
1+00			6.0	314.2		
+18			6.9	313.3		Top of steep fill Bank
	1.46	309.11	12.55	307.65		
+40			8.8	300.31		Bottom of Bank
+50			10.2	298.9		
+92			9.7	299.4	10.0 102	12.3 10R
2+00			12.4	296.7	Bottom of creek	
+07			9.5	299.6	9.5 10	10.5 5
+32			8.5	300.6	9.5 10	7.2 10R
+50			3.1	306.0	6.2 10	5.5 50
+71			3.82	305.3	+4.0 12° R	Top of fill
+86			1.7	307.4	Top east edge sewer MH	
	12.23	320.11	1.23	307.88	9.5 102	+3.0 10R

3+00		320.11	10.7	309.4
+50			5.7	314.4
4+00			3.0	317.1
+10			2.44	317.7
				309.0
	10.23	328.97	1.37	318.74
4+50			9.2	319.8
5+00			5.9	323.1
+50			4.6	324.4
6+00			4.2	324.8
+50			2.0	326.97
+99			0.92	328.1
6+99	11.48	339.82	0.63	328.34
				320.0
7+00			11.3	328.5
+195			11.25	328.6
+50			8.1	331.7
8+00			4.9	335.4
+50			2.2	337.6
	10.55	350.08	0.29	339.53
9+00			9.5	340.6

11.1  
10L

9.9  
10R

Top Edge sewer MH 5' Lt

South edge oil Polk St

Top east edge sewer MH 4' Lt

North edge oil Polk

9+50	350.08	6.6	343.5
+92		4.53	345.6 336.3 +9.3 to Flow line
10+00		4.6	345.5
+50		3.2	346.9
11+00		1.7	348.4
+50		0.8	349.3
12+00		0.9	349.2
+50		2.0	348.1
13+00		6.4	343.7
+50		7.9	342.2
+76 <sup>06</sup>		7.23	342.9
7.16	351.10	6.14	343.94
		2.53	348.57 =

Top Sewer MH E edge

4514

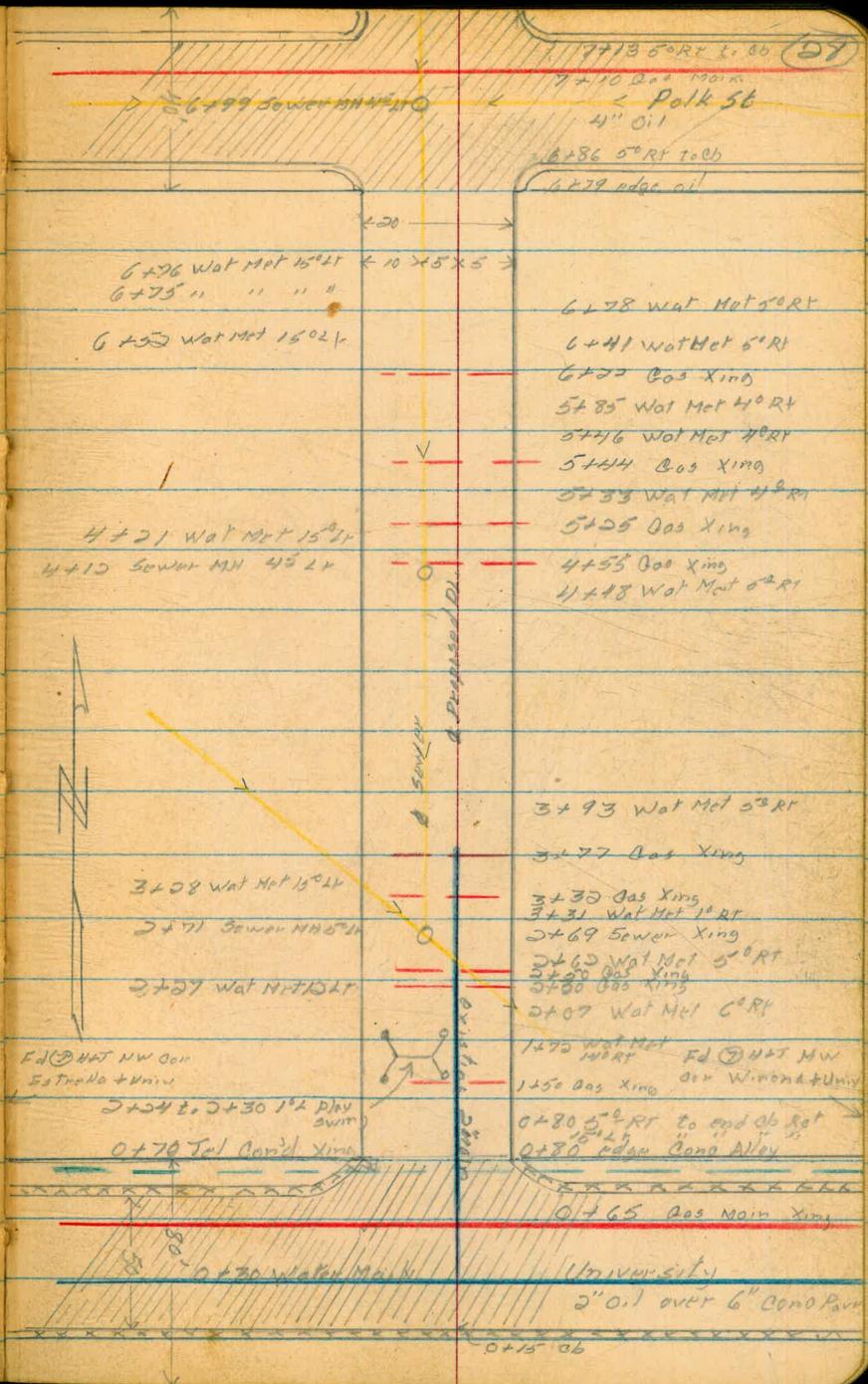
North prop line Orange

348.45 BM SE BP Church steps Estrella  
+ Orange

#23  
#24  
B/K

0+00

South Prop Line University



F1 @ 1+7 NW Cor  
F  
Ed 3/4" IR →



13+76<sup>06</sup>

North Prop Line Orange

Orange St  
54" Traction St RL 13+50

10 90

BLK #30

Left Column (Water Meters)	Center Column (Notes)	Right Column (Gas Xings)
12+77 Wat Met 15" LT	Water and gas main appear to be on same side of alley existing 3" Main Proposed RL	12+34 Wat Met 5" RL
11+66 Wat Met 16" LT		12+01 Gas Xing
11+01 Wat Met 15" LT		11+83 Gas Xing
10+69 Wat Met 15" LT		11+81 Wat Met 4" RT
10+15 Wat Met 15" LT		11+41 Gas Xing
9+92 4" RT to Sewer		11+37 Wat Met 5" RT
9+69 Wat Met 15" LT		10+87 Wat Met 5" RT
9+40 Wat Met 15" LT		10+20 Gas Xing
8+73 Wat Met 15" LT		10+08 Wat Met 5" RL
8+18 Wat Met 15" LT		9+70 Gas Xing
7+80 Wat Met 15" LT		9+59 Wat Met 5" RT
7+21 Wat Met 15" LT		9+27 Gas Xing
7+00	8+93 Wat Met 5" RT	
	8+82 Gas Xing	
	8+38 Wat Met 4" RT	
	8+30 Gas Xing	
	7+93 Gas Xing	
	7+90 Wat Met 4" RT	
	7+50 Wat Met 4" RT	
	7+50 Gas Xing	
	7+00 Wat Met 4" RT	

Alley 5 East of 38<sup>th</sup>  
 North + South of Redwood  
 North of Seattle

West  
 Martell  
 Varonfakis

(30)

306.08  
 298  
 277

	5.87	308.84		302.97
	4.09	305.28	7.65	301.19
	7.60	<sup>312.06</sup> 311.96	0.82	<sup>46</sup> 304.636
0+00			6.1	306.0
+50			5.2	306.9
1+00			4.7	307.4
+50			4.6	307.5
2+00			4.8	307.3
+50			5.0	307.1
3+00			5.7	306.4
	2.82	<sup>32</sup> 309.22	5.56	<sup>50</sup> 306.40
+50			3.7	305.6
4+00			4.6	304.7
+50			5.2	304.1
5+00			5.6	303.7
+50			6.8	302.5
6+00			8.3	301.0
+50			10.6	298.7
7	4.33	<sup>67</sup> 300.57	12.98	<sup>34</sup> 296.24

BM BP NW Cor Redwood + 40<sup>th</sup>

North Prop Line Thru 5<sup>th</sup>

7+00		<sup>67</sup> 300.67	4.6	296.1
+40			6.4	294.3
+50			8.4	292.3
+76			10.8	289.9
8+00			6.8	293.9
+50			4.4	296.3
9+00			3.0	297.7
+50			4.2	296.5
10+00			5.8	294.9
+50			7.8	292.9
11+00			10.2	290.5
	0.54	<sup>77</sup> 291.67	9.44	<sup>23</sup> 291.13
+50			4.5	287.3
12+00			9.7	282.1
	0.38	<sup>56</sup> 279.46	12.59	<sup>18</sup> 279.08
+50			3.2	276.4
13+00			6.4	273.2
+50	0.70	<sup>50</sup> 269.40	10.76	<sup>80</sup> 268.70
+50			4.1	265.4

$\frac{6^1}{1021}$        $\frac{10^2}{1085}$   
 Bottom of draw

$\frac{8^2}{1021}$        $\frac{6^3}{1085}$   
 $\frac{3^3}{1021}$        $\frac{5^1}{1085}$



20+50	<sup>35</sup> 247.25	4.0	243.4
21+00		8.0	239.4
	1.19	<sup>.71</sup> 236.61	11.83 <sup>.52</sup> 235.42
+50		2.6	234.1
22+00		8.7	228.0
	1.11	<sup>.35</sup> 225.25	12.47 <sup>.24</sup> 224.14
+50		5.9	222.5
23+00		7.9	217.5
	1.48	<sup>.77</sup> 214.67	12.06 <sup>.29</sup> 213.19
+50		6.8	208.0
+75		11.5	203.3
	1.20	<sup>.29</sup> 203.19	12.68 <sup>202.09</sup> 201.99
24+00		4.0	199.3
+25		8.0	195.3
+50		11.1	192.2
24+67		14.8	188.5
24+99 <sup>60</sup>		29.6	173.7
	12.28	<sup>.54</sup> 214.44	1.03 <sup>.26</sup> 202.16
	11.90	225.71	0.63 213.81

Turn on Rock

$$\begin{array}{r} 18L \\ 102L \\ 33.0 \\ \hline 102L \end{array}$$

$$\begin{array}{r} 125 \\ 10R \\ 25.5 \\ \hline 10R \end{array}$$

225.71

13.08 237.81 0.98 224.73

11301 250.02 0.80 237.01

10.58 260.16 0.44 249.58

13.02 273.11 0.07 260.09

13.03 286.10 0.04 273.07

11.77 297.77 0.10 286.00

9.95 307.44 0.28 297.49

4.90 307.93 4.41 303.03

5.05 302.<sup>98</sup><sub>88</sub> = 302.97

Alley BIK 122

6+78<sup>72</sup> North Prop Line Redwood

Redwood St

Ed Cond Man NW + NE Dors  
" H+T 30' Red

20'  
15' x 15'



5+54 Wat Met 50' L  
5+41 Gas Xing  
4+80 Wat Met 30' L  
4+72 Gas Xing  
4+41 Gas Xing  
4+30 30' L Wat Met

Gas Man  
Proposed Pl.  
Existing Pl.

5+55 Wat Met 139' R  
4+57 Wat Met 15' R  
2+63 Wat Met 15' R  
2+66 Wat Met 15' R  
SW Cor  
Ed Cond Man  
Main  
0+52 existing

Ed Cond Man



0+00 North Prop Line Thorn St

THORN ST

0+30 Gas Mail

Alley BIK's  
143 + 139

24 + 99<sup>29</sup>

South Prop Line Seattle

13 + 58<sup>86</sup>

N Prop Line Quince

Ed Conner PRO Lot #1

85° 6'  
18' 0"  
80'

36

Seattle St

52" 2" IR with  
Redwood NAT  
Peg

$\delta = 31^{\circ} 03' 55''$

17 + 59 Gas Xing  
16 + 68 Wat Met  
15 + 75 Wat Met 4" RT  
15 + 61 Gas Xing

17 + 71 2" Wat Met 5" Main  
16 + 69 Wat Met 6" RT  
16 + 76 2" Main 6" RT

14 + 82 3" 2V 32"

3" Main

Quince St

13 + 95 8" Tapered 2" RT

2" ED (2) Hub 11"  
AT NW + NE Cors 38" Quince

← 6" 15" →

13 + 55 Wat Met 2" RT

13 + 19 Gas Xing

12 + 35 Wat Met 2" RT

12 + 30 Gas Xing

11 + 83 2" 2V

11 + 83 existing 2" Main

11 + 34 Wat Met 2" RT

10 + 16 Wat Met 2" RT

11 + 14 Gas Xing

9 + 80 Wat Met 2" RT

9 + 67 Gas Xing

9 + 33 Wat Met 2" RT

8 + 62 Gas Xing

8 + 60 Wat Met 2" RT

Gas Main  
out from main 5" on S side



Profile - 43rd St.  
 Hilltop - A St.  
 0+00 = S. Pk. Hilltop.

King - 10-29-52

37

5.64  
 21.90  
 27.54  
 41  
 27.54  
 3.36

	+	HI	-	EL.	
B.M.	5.11	158.05		152.94	
T.P.	11.18	167.68	1.55	156.50	
0+00			4.4	163.3	✓
0+30			5.0	162.7	Edge Oil
0+50			4.1	163.6	✓
0+55			3.36	+1.9 To	Flow Line
T.P.	11.99	179.10	0.55	187.13	164.3 Sewer MH
M00			10.9	168.2	✓
+50			8.2	170.9	✓
2+00			6.0	173.1	✓
+50			4.2	174.9	✓
3+00			2.3	176.8	✓
+50			0.8	178.3	✓
T.P.	12.47	190.74	0.83	178.27	
+71			FL - 23.72 - -11.62	179.1	Top Sewer M.H.
4+00			10.7	180.0	✓
+50			9.0	181.7	✓
5+00			7.4	183.3	✓
+50			5.6	185.1	✓
6+00			3.7	187.0	✓

42 & Hilltop S.W. BP

@ Hilltop Drive - Parcel N. 50. 1/2 only

336  
 19  
 3.36  
 167.67  
 3.36  
 162.42

Profile  
43rd St.  
H. 11789 - 15 ft

13

10-28-52  
King.

38

190.74

6+50			1.6	189.1 ✓
T.P.	12.98	203.35	0.37	190.37
6+79.			12.5	190.9 ✓
6+88			11.81	191.44 Top Sewer M.H.
6+88			24.91	178.4 Fl. Sewer
7+00			11.2	192.2 ✓
+50			8.8	194.6 ✓
8+00			6.7	196.7 ✓
+50			4.5	198.9 ✓
9+00			2.7	200.7 ✓
+50			2.8	200.6 ✓
10+00			5.1	198.3 ✓
10+50			9.4	194.0 ✓
T.P.	1.03	191.82	12.56	190.79
11+00			1.2	190.6
+50			6.9	184.9
T.P.	0.36	179.60	12.58	179.24
12+00			1.5	178.1
+50			7.0	172.6

Profile -  
43rd St - Hilltop - 4 St.

10-28-52

King  
Williams  
Jacobus

39

179.60

T.P.	0.19	166.95	12.84	166.76
13+00			2.2	164.8
+50			6.8	160.2
+72			2.1	159.9
+83.02			11.8	156.0
F.H. S.W. COY H. 1/4 B			4.37	162.58

H. 1/4 B. # 51

T.P.	12.29	179.16	0.08	166.87
T.P.	12.62	191.70	0.08	179.88
T.P.	12.89	204.50	0.09	191.61
T.P.	1.04	199.02	6.52	197.98
T.P.	1.02	187.32	12.70	186.32
T.P.	0.52	175.68	12.16	175.4
T.P.	1.30	164.37	12.61	163.07
T.P.	2.67	158.13	8.99	155.46

B.M.

5.21 152.92 152.94

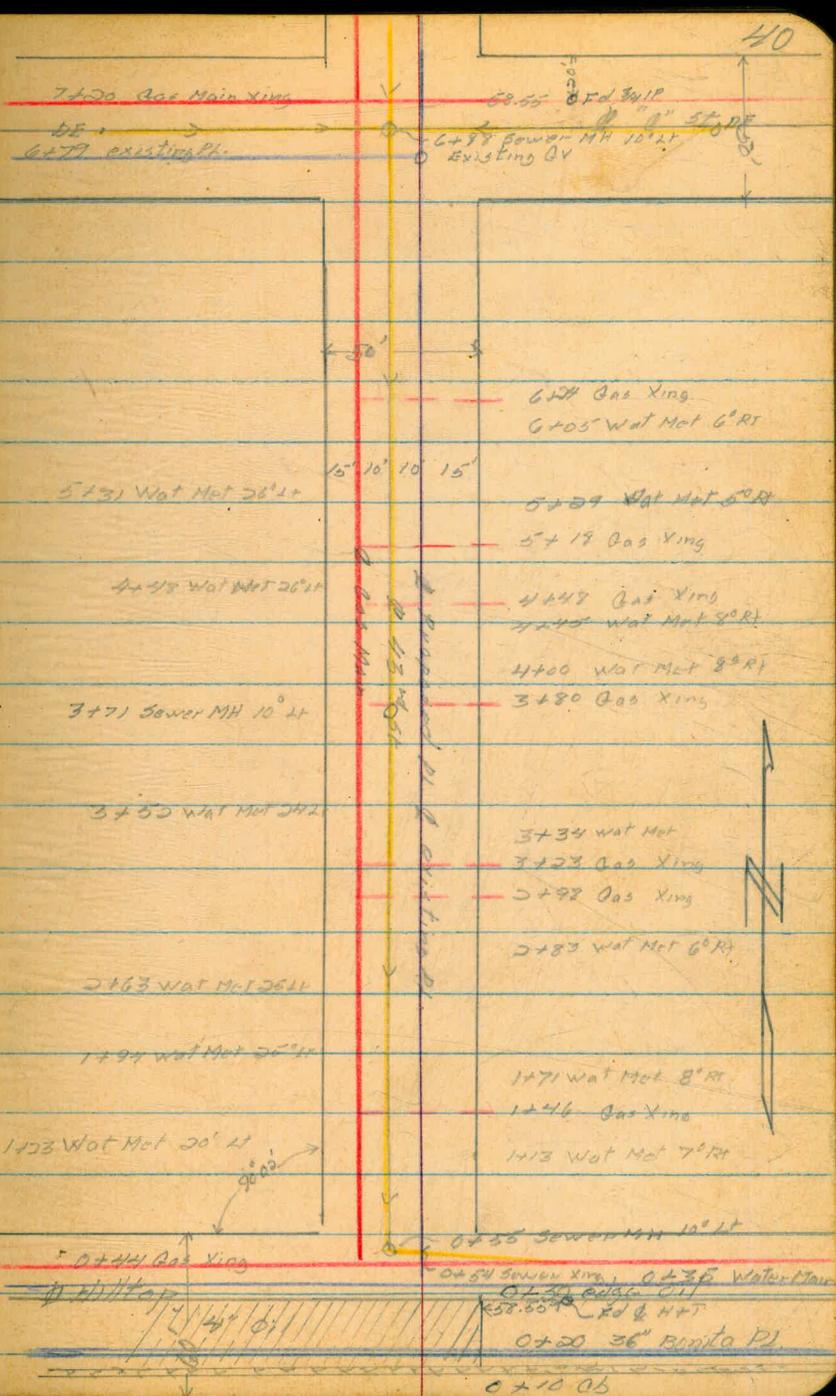
S.W. B.P. - H. 1/4 top 42

6+79 of Location of Tee for "C" St Pl.

6+64 of South Prop Line "C" St

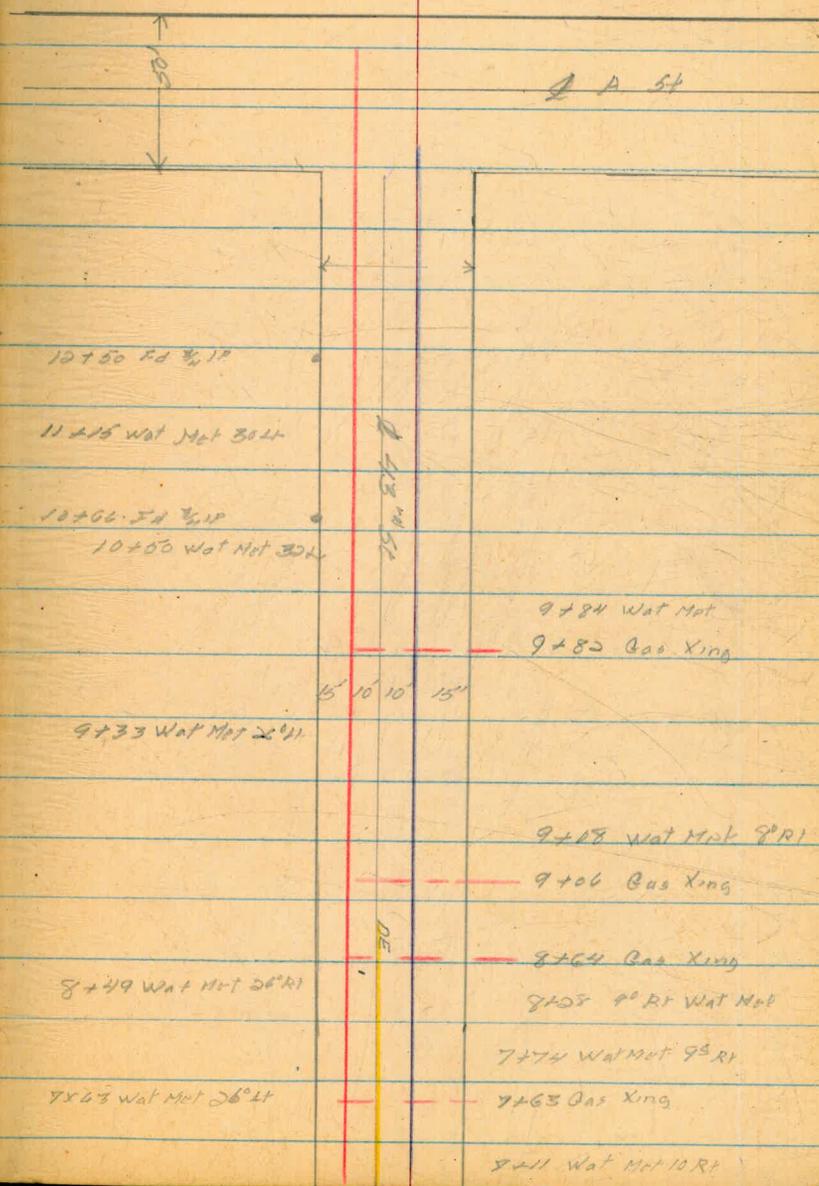
0+00

South Prop Line Hilltop



13483<sup>02</sup>

North Prop Line A<sup>55</sup>



Proposed Pl. "C" St  
41<sup>st</sup> to 43<sup>rd</sup>

7+00 Wat Mat 28° 21'

6+42 Wat Mat 28° 11'

4+89 Wat Mat 26° 21'

3+66 Wat Mat 28° 11'

1+09 2 Wat Mats 26° 21'

7+72 Wat Mat 9° 42' RP

41<sup>st</sup>

6+61 Wat Mat 9° 42' RP  
6+56 7° 42' RT PP 176158

5+46 PP 6° 42' RT 641159

4+36 9° RT 11" Pepper Tree

4+00 Gas Xing

3+82 Wat Mat 7° RT

3+70 PP 9° RT # JB176159

3+47 Gas Xing

3+16 Wat Mat 9° RT

2+71 8° RT PP P37673

2+61 Wat Mat

2+80 Gas Xing

1+81 PP 7° RT P176160

1+40 Wat Mat

1+30 Gas Xing

1+13

1+09 5 Water Mats 8° RT

1+09 End of Existing Main

1+07 Gas Xing

41<sup>st</sup>

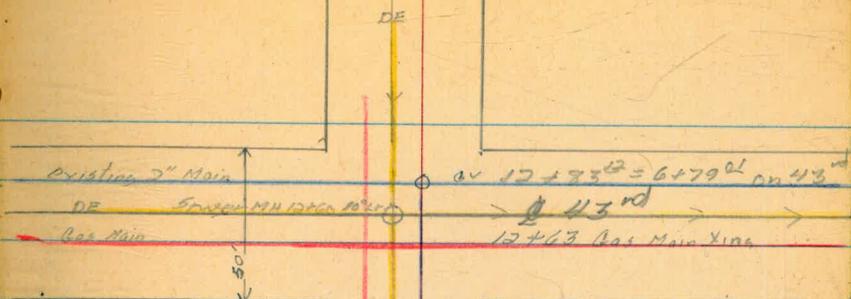
0+00

West prop Line 41<sup>st</sup> St

12+98<sup>12</sup>

East Prop Line 43<sup>rd</sup>

43



15' N 15'

50'

N 15'

DE

Proposed Pl. & existing Main

10+97 Wat Met 26'

12+44 PP 9°RT 76724

12+09 Wat Met 9°RT

11+25 9°RT PP 70499

11+11 Wat Met 8°RT

11+00 Gas Xing

9+81 PP 9°RT 70396293

8+78 Wat Met 26'

8+23 PP 7°RT 176157

Profile Proposed Pl.  
 C<sup>st</sup> 41<sup>st</sup> to 43<sup>rd</sup>

Oct 29, 52

44

West  
 Martell  
 Yaron Fokis

BM SWBP 45' + Hilltop

	9.76	162.70		152.94
	13.00	167.09	8.61	154.09
	10.94	177.96	0.07	167.02
	13.02	189.79	1.19	176.77
0+00			5.1	184.7 ✓
+50			3.9	185.9 ✓
1+00			4.5	185.3 ✓
+50			7.0	182.8 ✓
2+00			10.6	179.2 ✓
+50			12.7	177.1 ✓
	1.43	178.40	12.82	176.97
3+00			2.7	175.7 ✓
+50			4.3	174.1 ✓
4+00			7.8	170.6 ✓
+25			10.7	167.7 ✓
	1.96	168.67	11.69	166.71
+50			6.4	162.3 ✓
5+00			11.1	157.6
+25			8.1	160.6

West Prop Line 4131

Q

3 <sup>1</sup> / <sub>2</sub>		
10 <sup>1</sup> / <sub>2</sub>		
7 <sup>2</sup> / <sub>5</sub>	4 <sup>2</sup> / <sub>9</sub>	
10 <sup>3</sup> / <sub>4</sub>	9 <sup>2</sup> / <sub>5</sub>	8 <sup>3</sup> / <sub>10</sub>
10 <sup>2</sup> / <sub>5</sub>	11 <sup>3</sup> / <sub>10</sub>	

168.67

5+50		3.3	165.4 ✓
	12.09	180.24	0.51 168.16
+75		10.1	170.1 ✓
6+00		5.4	174.8 ✓
+25		1.1	179.1 ✓
	12.34	192.33	0.25 179.99
+50		9.5	182.8 ✓
+75		6.4	185.9 ✓
7+00		3.9	188.4 ✓
	8.14	198.99	1.48 190.85
+50		7.3	191.7 ✓
8+00		5.3	193.7 ✓
+50		5.5	193.5 ✓
9+00		8.7	190.3 ✓
+50		11.6	187.4 ✓
10+00		12.5	186.5 ✓
+50		12.3	186.7 ✓
11+00		11.9	187.1 ✓
+50		10.6	188.4 ✓

⊕

70  
 10R  
 72  
 10R  
 103  
 10R  
 132  
 10R

197.99

12+00 9.4 189.6

150 8.3 190.7

12+86<sup>#</sup> 8.1 190.9

+98<sup>12</sup> 7.6 191.4

CK BM. 7.48 191.51 =

07

(+07)

191.44 Top Spw. BM. see page 38

Q Profile 41<sup>st</sup>  
Market to J<sup>st</sup>

West  
Martell  
Varonakis

47  
Oct 30, 52

	7.80	138.19		125.39
0+00			9.26	123.9
1+41			9.55	123.6 & 118.9 +9.7 to Flow line
+50			9.90	123.3
0+80			10.39	122.8
1+00			10.2	123.0
+50			8.9	124.3
2+00			4.9	128.4
+50			2.2	131.0
3+00			2.2	131.0
+50			3.1	130.1
4+00			5.8	127.4
+50			9.7	123.5
5+00			11.8	121.4
	1.72	123.04	11.87	121.32
+50			3.4	119.6
6+00			4.8	118.2
+50			6.4	116.6
+75			10.5	112.5

BM BR NW Cor 41<sup>st</sup> & Market

North prop line Market St

Top east edge Sewer M110<sup>2</sup> R1

North edge Corridor

123.04

2.72 113.47 12.29 110.75

6+90 6.7 106.8  
+9.0 To Flow line

7+00 11.06 102.41

7+00 10.2 103.3

420 13.4 100.4

11.93 122.68 2.72 110.75

12.37 134.70 0.35 122.33

9.31 125.39

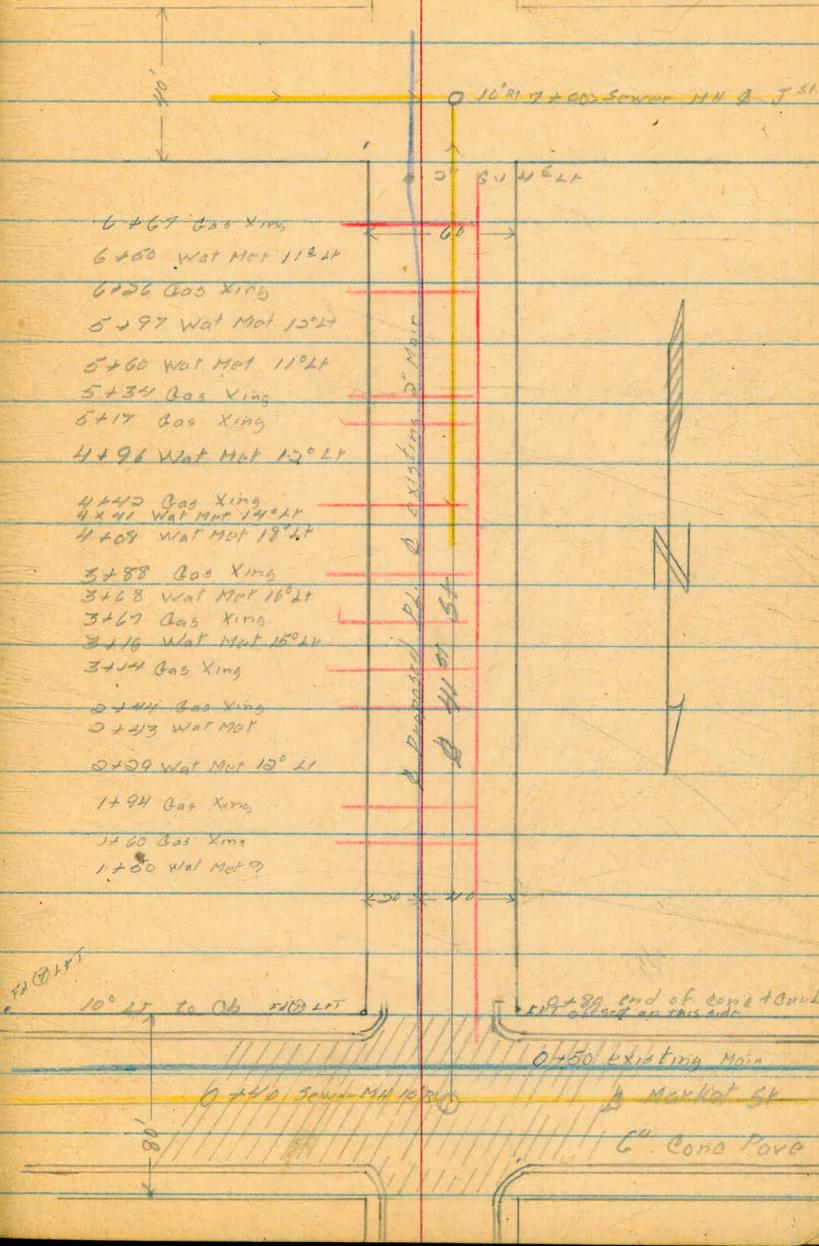
125.39

Top East edge Saver MH 10 RT J

South prop line J<sup>st</sup>

7+20

South Prop line "J" St



- 6+67 Gas Xing
- 6+60 Wat Met 11" 21"
- 6+26 Gas Xing
- 5+97 Wat Met 15" 21"
- 5+60 Wat Met 11" 21"
- 5+34 Gas Xing
- 5+17 Gas Xing
- 4+96 Wat Met 12" 21"
- 4+40 Gas Xing
- 4+41 Wat Met 14" 21"
- 4+09 Wat Met 18" 21"
- 3+88 Gas Xing
- 3+68 Wat Met 16" 21"
- 3+67 Gas Xing
- 3+16 Wat Met 15" 21"
- 3+14 Gas Xing
- 2+44 Gas Xing
- 2+13 Wat Met
- 2+29 Wat Met 12" 21"
- 1+94 Gas Xing
- 1+60 Gas Xing
- 1+80 Wat Met 9"

0+100

North Prop line Market

Profile Demby St  
Market St to Jst

	8.73	137.49		128.76
0+00	3.32	135.77	5.04	132.45
1+40	5.23	129.55	11.45	124.32
0+00			5.8	123.8
+50			6.32	123.3
+62			7.7	121.9
+80			6.80	122.8
1+00			6.8	122.8
+50			6.2	123.4
+77			5.47	1241 & 114.1 +10.2 To Flowline
2+00			5.2	124.4
1+90			10.8	118.8
2+50			3.6	126.0
3+00			2.1	127.5
+50			2.6	127.0
4+00			3.4	126.2
+08			3.04	+10.8 To Flow
+50			6.1	123.5
5+00			9.3	120.3

West  
Martell  
Varonfakis

3 Nov 52

50

BM BP SW Cor 42<sup>nd</sup> + Market

→ North prop line Market

8" BV 12' 21"

15<sup>th</sup> Lt Storm Drain Flow Line 36"  
South Line Market

East edge Sewer MH

3.8  
10.2

Top 36" Storm Drain 80' RT

20  
10.25

Top East edge sewer MH 10' RL

129.55

5+50		9.7	119.9
6+00		5.5	124.1
+50		2.1	127.5
7+00		1.0	128.6
7+00		1.09	118.0 +10.5 to Flow
2+10		1.0	128.6
+20		1.05	128.5
8.73	136.35	1.93	127.62
		7.61	128.74

128.76

Top Sewer - MH East edge 10' R/L

128.76

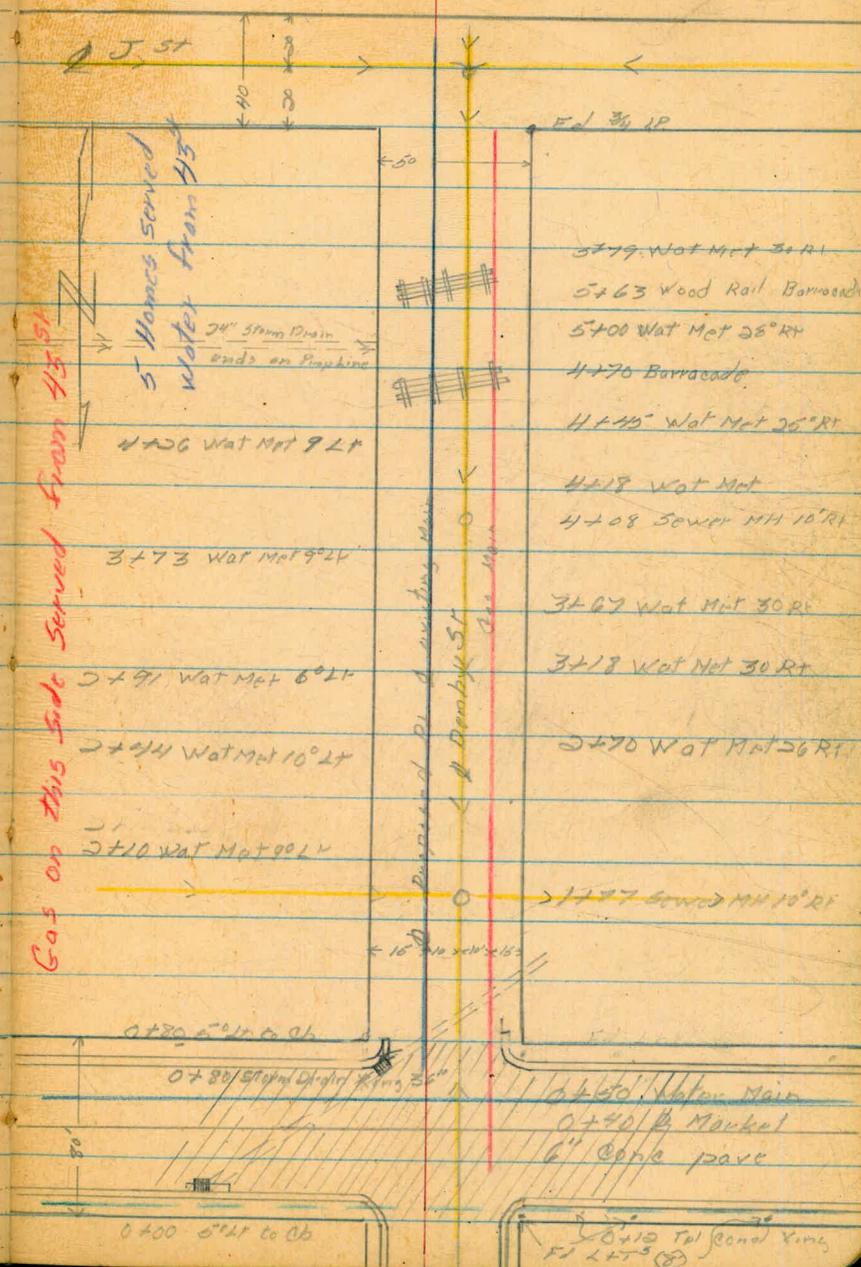
7+30 South Prop Line J<sup>s</sup>

7+10 (10) J<sup>st</sup>

7+00 J<sup>st</sup>

0+00

North Prop Line Market St



Gas on this side Served from 4351

5 Homes served  
water from 4351  
24" Storm Drain  
ends on Pipe-line  
4+26 Wat Met 9 LT

3+73 Wat Met 9 LT  
2+91 Wat Met 6 LT  
2+44 Wat Met 10 LT  
2+10 Wat Met 9 LT

5+79 Wat Met 30 RT  
5+63 Wood Rail Barracade  
5+00 Wat Met 36 RT  
4+70 Barracade  
4+45 Wat Met 26 RT  
4+18 Wat Met  
4+08 Sewer MH 10 RT  
3+67 Wat Met 30 RT  
3+18 Wat Met 30 RT  
2+70 Wat Met 56 RT

1+27 Sewer MH 10 RT  
0+80 6" Water Main  
0+40 Market  
6" concrete

0+10 Tol Road Valve  
FJ 1 LT

PL.  $\odot$  Profile 42<sup>nd</sup> St  
Market to J St

	8.86	137.62		128.76
0+00			8.31	129.3 ✓
+02			8.32	129.3 ✓
0+50	7.95		7.95	129.7 ✓
+80			8.29	129.3 ✓
1+00			6.2	131.4 ✓
1+50			4.5	133.1 ✓
2+00			5.2	132.4 ✓
+50			6.9	130.7 ✓
3+00			8.4	129.2 ✓
+50			9.0	128.6 ✓
4+00			10.5	127.1 ✓
+50			13.0	124.6 ✓
	1.83	126.98	12.47	125.15
+75			6.8	120.2 ✓
5+00			12.5	114.5 ✓
	2.23	116.67	12.54	114.44
+50			6.6	110.1 ✓
+82			8.1	108.6 ✓
+84			9.5	107.2 ✓

West  
Martell  
Varenfokis

53

3 Nov 52

BM BP SW cor Market + 42<sup>nd</sup>

North prop Line Market

6" GY 12 PT

edge pave south Line Market

7.7  
70.1  
13.1  
102

Top Bank

+92	116.67	9.4	107.3 ✓
294		8.0	108.7 ✓
6+00		8.0	108.7 ✓
+50		9.0	107.7 ✓
7+00		9.4	107.3 ✓
7+00		9.50	107.17 ✓
+10		9.1	107.6 ✓
+20		9.2	107.5 ✓

+6.0 To Flow Lane

Top east edge Sewer MH 10" RI

South prop line J st

13.09 129.67 0.09 116.58

8.99 137.50 1.26 128.51

8.73 128.77 = 128.76

7+20

South Prop Line J

+10

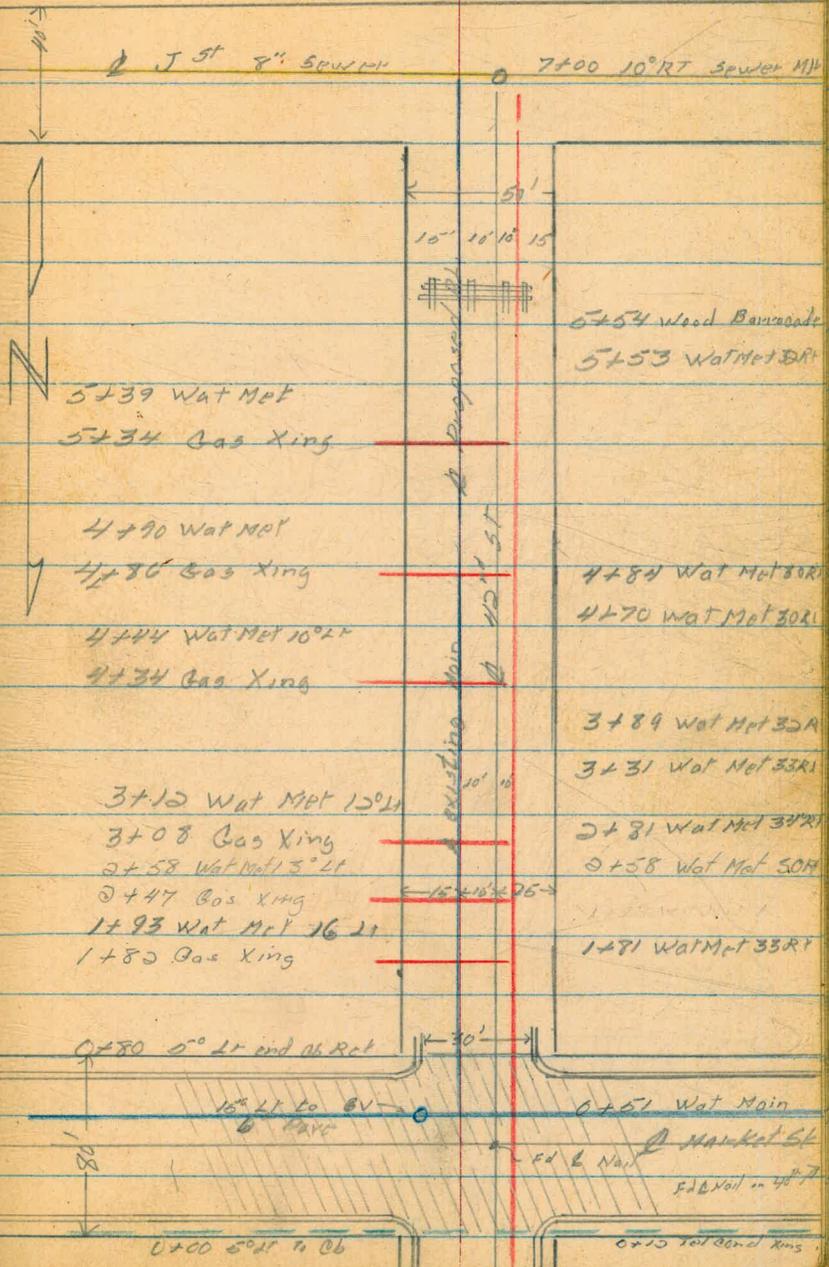
10' South of J

7+00

J St

J St 8" Sewer

7+00 10" RT Sewer MH



5+39 Wat Met

5+34 Gas Xing

4+90 Wat Met

4+86 Gas Xing

4+44 Wat Met 10" LT

4+34 Gas Xing

3+10 Wat Met 15" LT

3+08 Gas Xing

2+58 Wat Met 15" LT

2+47 Gas Xing

1+93 Wat Met 16" LT

1+80 Gas Xing

6+54 Wood Barreade

5+53 Wat Met 30A

4+84 Wat Met 30R

4+70 Wat Met 30L

3+89 Wat Met 32A

3+31 Wat Met 33A

2+81 Wat Met 31R

2+58 Wat Met 50R

1+81 Wat Met 33R

0+80 5" LT end of Ret

16" LT to 8V  
6' Max

0+51 Wat Main

Market St

Ed & Nat

F&B Well on 4th St

0+00

North Prop Line Market

0+00 6" LT to 8V

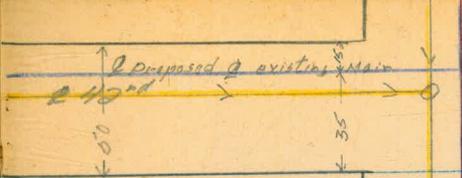
0+10 10" RT Sewer MH

West  
Martell  
Varoufakis  
Kemp

Proposed  
"J" St. 41<sup>st</sup> to Dewby  
Water

6+06 Sewer MH 10' RT

6+16<sup>44</sup> "J" St = 7+10 42<sup>nd</sup> St



4 Wat Mts 3+00 24 Lt

3+37 5" BV

MORRISON ST.  
25'



2+40 Wat Met 10' RT

No Gas in this Section  
"J" St 8" Sewer  
Proposed Pl.

1+59 1 1/2" Dia euc tree 3' RT

1+50 1 1/2" Dia euc tree 5' RT

1+40 3" x 4" Bone Box Culvert 10' RT

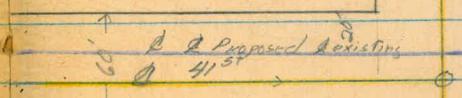
1+02 3" Dia euc tree 3' RT

0+90 Wat Met 8' RT

0+50 2" Dia euc tree 3' RT

0+30 Sewer MH 9' RT

0+40 "J" St = 7+10 41<sup>st</sup> St



0+00 West Prop Line 41<sup>st</sup> St

13+12<sup>20</sup>

2" CV Approx West Prop Line

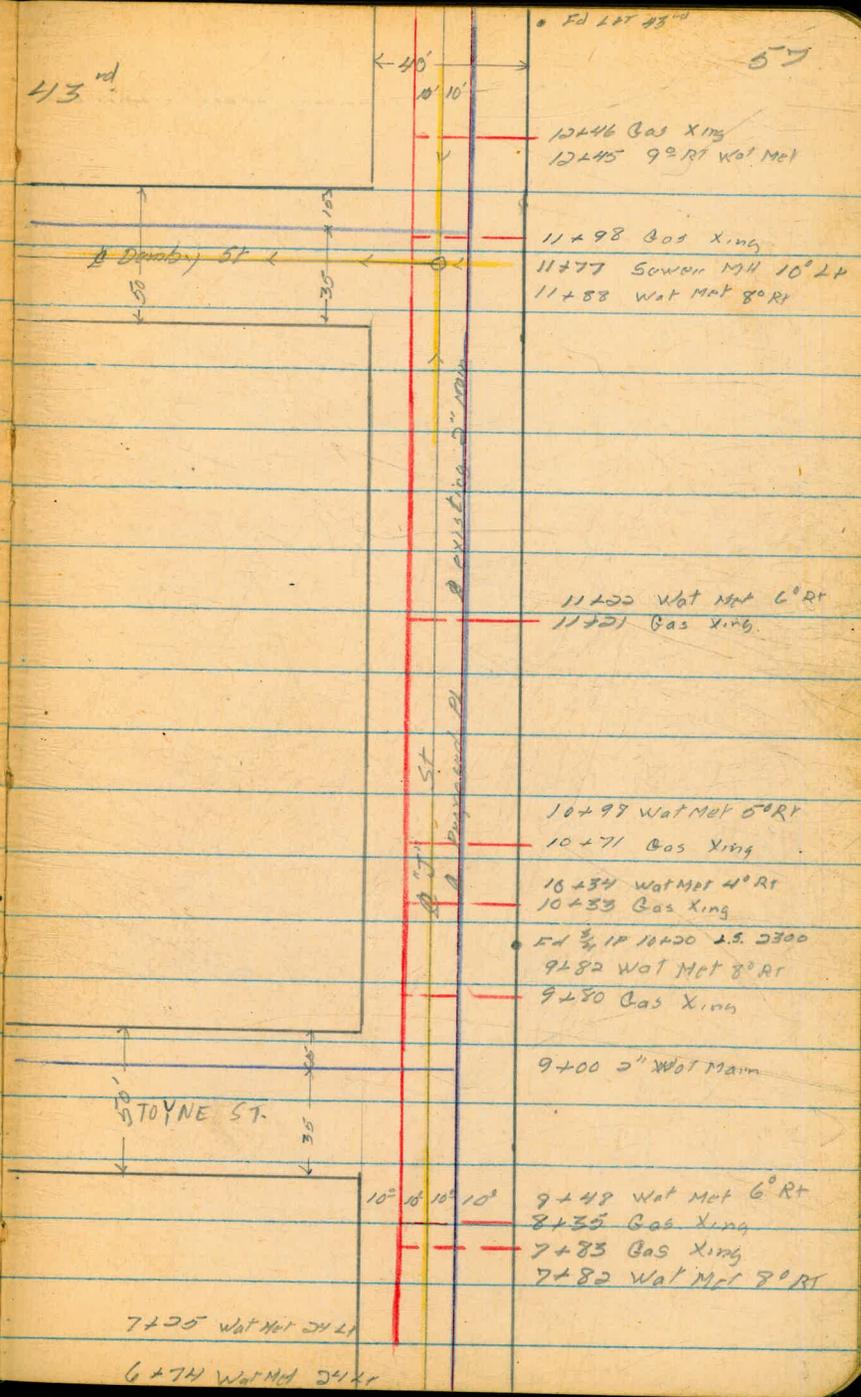
413<sup>rd</sup>

12+02<sup>62</sup>

East Prop Line Demby

11+87<sup>68</sup>

J<sup>11st</sup> = 7+10 Demby



Profile Proposed P.L.  
 "J" St 41<sup>st</sup> to Demby

	5.48	107.89		102.41
0+00			9.6	98.3
+50			5.2	102.7
1+00			5.1	102.8
+30			6.0	101.9
+40			8.0	99.9
+50			6.0	101.9
	11.99	119.37	0.51	107.38
2+00			11.1	108.3
+50			6.7	112.7
3+00			5.2	114.2
+30			4.5	114.9
3+50			11.2	108.2
4+00			12.8	106.6
+50			12.3	107.1
5+00			13.0	106.4
+50			13.9	105.5
6+00			11.9	107.5

West  
 Martell  
 Varonakis  
 Kemp

5 Nov 50

58

on 41<sup>st</sup> St

rest?

16<sup>th</sup> LT. 0+30

18<sup>th</sup> RT 7+00

NO M.H. HERE

TBM Top east edge Sewer MH

41<sup>st</sup> St see page 48

West Prop Line 41<sup>st</sup> St

Top of Bank

$\frac{32}{102}$

$\frac{93}{102}$

$\frac{7.4}{102}$

$\frac{12.1}{102}$

		119.37		
	11.99	119.22	12.14	+6.0 to below 107.23
6+50			10.7	108.5
67+00			4.8	114.4
	12.28	130.58	0.92	118.30
+50			11.5	119.1
8+00			8.8	121.8
+50			7.8	122.8
9+00			6.3	124.3
+50			6.3	124.3
10+00			5.0	125.6
+50			4.6	126.0
11+00			4.0	126.6
+50			2.7	127.9
12+00			1.5	129.1
	6.62	136.72	0.48	130.10
+50			5.9	130.8
13+00			4.7	132.0
+12			5.0	131.7
+52			3.86	132.9
			8.18	128.54 = 128.46

Top east edge sewer MH 42<sup>nd</sup> st d
$$\frac{5.0}{10.4} \quad \frac{6.8}{10.8}$$

Top stem 2" DV

approx  $\phi$  43" d

see page 61 Top east edge sewer MH

Stks for 8" P.L. + Water Meters  
43<sup>rd</sup> St Hilltop to A<sup>st</sup>

West  
Williams  
Varonfakis  
Kemp

7-6-53

60

	T	H	-	Elev			
B.M.	8.15	161.09		152.94	BM SW BP	Hilltop + 42 <sup>nd</sup>	
T.P.	12.10	171.77	142	159.67			
0+60			7.6	164.2	159.7	C 4 5	
1+00			3.1	168.7	162.6	C 6 1	
1+22			2.3	169.5	168.8	C 0 3	4284 HILLTOP WAT MET W
T.P.							
1+50	9.86	181.17	0.46	171.31	166.3	C 5 0	
1+75			8.8	172.4	168.2	C 4 2	
1+71			7.1	174.1	171.8	C 2 3	917 - 43 RP WAT MET E No NUMBER
1+94			7.9	173.3	173.2	C 0 1	WAT MET W
2+00			7.6	173.6	169.1	C 4 5	
+50			5.3	175.9	170.8	C 5 1	WAT M West 934
+61			6.0	175.9	170.2	C 0 2	935 - 43
2+84			4.3	176.9	175.9	C 1 0	WAT M E
3+00			3.9	177.3	172.6	C 4 7	
3+35			2.2	179.0	177.6	C 1 4	1001 - 43 WAT M E
3+50			2.4	178.9	174.4	C 4 4	
3+51			3.3	177.9	178.4	F 0 5	946 - 43 WAT M W
4+00			0.6	180.6	176.1	C 4 5	
T.P.							
4+01	11.96	192.88	0.25	180.92	180.4	C 0 5	1007 - 43 WAT M E
4+50			10.4	182.5	177.8	C 4 3	

192.88

STA	+	H1	-	E1		
4+45			10.0	182.9	182.0	C09
4+45			11.1	181.8	181.4	C04
5+00			8.8	184.1	179.6	C45
5+31			8.3	184.6	185.0	F04
5+30			6.3	186.6	184.4	C22
5+50			7.0	185.9	181.4	C45
6+00			5.4	187.5	183.2	C43
6+05			3.4	189.5	187.4	C21
6+50			3.0	189.9	184.9	C50
T.P.				190.7		
4+60	8.99	199.45	2.40	190.46	185.5	C52 C54
6+52	F.H. TEE			191.00		F.H. TEE
4+60			8.20	191.25	189.4	C19 C16 C42
6+54	(5)					F.H. (5)
6+75	Gv.		8.6	190.9	185.8	C51
6+79	8x6 Cross			191.2	185.9	C53 C52
7+00			7.2	192.3	186.6	C57
7+25			5.5	194.0	187.5	C65
7+50			4.6	194.9	189.1	C58
7+62			4.5	195.0	193.4	C16
7+73			3.3	196.2	194.3	C12
8+00			2.5	197.0	192.4	C46
8+26			1.1	198.4	197.6	C08

1017-43  
WAT. M. E.

1024-43  
WAT. M. W.

1030-43  
WAT. M. W.

1029-43  
WAT. M. E.

1051-43  
WAT. M. E.

F.H. TEE

F.H. (5)

016  
064

1106-43  
WAT. M. W.

1101-43  
WAT. M. E.

11.19-43  
WAT. M. E.

Replaced  
7/8/52

199.45

STA	+	H1	-	E1		
T.P.						
8+50	6.04	205.15	0.34	199.11	194.4	C47
8+51			5.7	199.5	198.0	C15
9+00			4.6	200.6	195.2	C54
9+07			4.6	200.6	199.4	C13
9+32			2.3	202.9	199.0	C39
9+50			4.8	200.4	194.9	C55
9+85			7.1	198.1	198.3	F02
10+00			7.1	198.1	195.2	C49
+50			10.5	194.7	<del>177.7</del> <sup>188.7</sup>	C70 60
10+49			5.1	200.1	195.1	C50 90
T.P.	0.66	193.09	12.72	192.43		
11+00			2.5	190.6	184.3	C63
11+15			0.8	192.3	189.2	C31
11+50			8.1	185.0	179.8	C52
11+62			9.2	183.9	178.7	C52
T.P.	0.59	181.19	12.49	180.60		
12+00			2.7	178.5	173.7	C47
+50			9.2	172.0	167.5	C47
T.P.	1.00	169.30	12.89	168.30		

1122-43  
WAT. M. W.

1135-43  
WAT. M. E  
1136-43  
WAT. M. W.

1143-43  
WAT. M. E.

1148-43  
WAT. M. W.

1212-43  
WAT. M. W.



Stks for Pl. 4200

Market to J<sup>51</sup>

Water meters

West  
Williams  
Varonakis  
Kemp

7-7-53

64

	6.29	135.05	128.76		BM SW BR 42 + Market
0+80		5.15	129.90	125.6	C 4 <sup>3</sup>
1+00		2.8	132.2	126.5	C 5 <sup>I</sup>
+50		2.0	133.1	128.6	C 4 <sup>2</sup>
+81		1.8	133.3	132.3	C 1 <sup>0</sup>
+93		2.3	132.9	132.8	C 0 <sup>0</sup>
2+00		2.5	132.6	128.8	C 3 <sup>8</sup>
+50		3.8	131.3	127.2	C 4 <sup>4</sup>
+56		2.6	132.5	131.2	C 1 <sup>3</sup>
+54		3.8	131.3	130.7	C 0 <sup>6</sup>
+92		4.6	130.5	129.9	C 0 <sup>6</sup>
3+00		5.5	129.6	125.4	C 4 <sup>2</sup>
+12		4.9	130.2	129.4	C 0 <sup>8</sup>
+31		6.3	128.8	128.3	C 0 <sup>5</sup>
+50		5.9	129.2	123.8	C 5 <sup>4</sup>
+89		7.7	127.4	125.3	C 2 <sup>1</sup>
4+00		7.6	127.5	121.7	C 6 <sup>8</sup>
+44		9.9	125.2	122.1	C 3 <sup>1</sup>
+50		10.5	124.6	117.6	C 7 <sup>0</sup>
+68		11.4	123.7	119.7	C 4 <sup>0</sup>

WM West 530

WM East 533

WM East 519

WM West 520

WM West 514

WM East 511

WM West 506

WM West 446

WM East 435

WM West 440

4+75	197	135.05	12.67	122.38
4+85	197	124.35	12.67	122.38 118.9
4+90			9.2	116.2 118.7
5+00			10.1	114.3 110.8
5+10	2.76	114.36	12.75	111.60
5+37			4.0	110.4 115.8
+50			4.2	110.2 106.6
+51			4.9	109.5 114.3
6+00			5.5	108.9 104.4
+50			6.3	108.1 104.1
+75			6.4	108.0 104.0
+75			6.2	108.2 111.4
7+00			6.8	107.6 103.9
T.P.	12.05	126.25	0.16	114.20
T.P.	9.44	134.88	0.81	125.44
CHECK				
To B.M.			6.11	128.77 = 128.76

D.P. P.L. S.W. Co. WM West 1420  
 C 3 <sup>5</sup>  
 F. 2 <sup>5</sup> WM East 431  
 C 3 <sup>5</sup>  
 F. 5 <sup>4</sup> WM East 428?  
 C 3 <sup>6</sup>  
 F 4 <sup>8</sup> WM West 422  
 C 4 <sup>5</sup>  
 C 4 <sup>0</sup>  
 C 4 <sup>0</sup> FH TEC  
 F 3 <sup>2</sup> C 4 <sup>2</sup> (5) FH East Side  
 F 3 <sup>2</sup> FH TEC  
 C 3 <sup>1</sup>  
 S.W.B.P. 42 No. MARKET

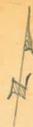
IMPERIAL AVE

AT 43<sup>RD</sup> ST.

STK.S & GRDS FOR 8" WATER (EXTENSION)

JULY 30, 1953

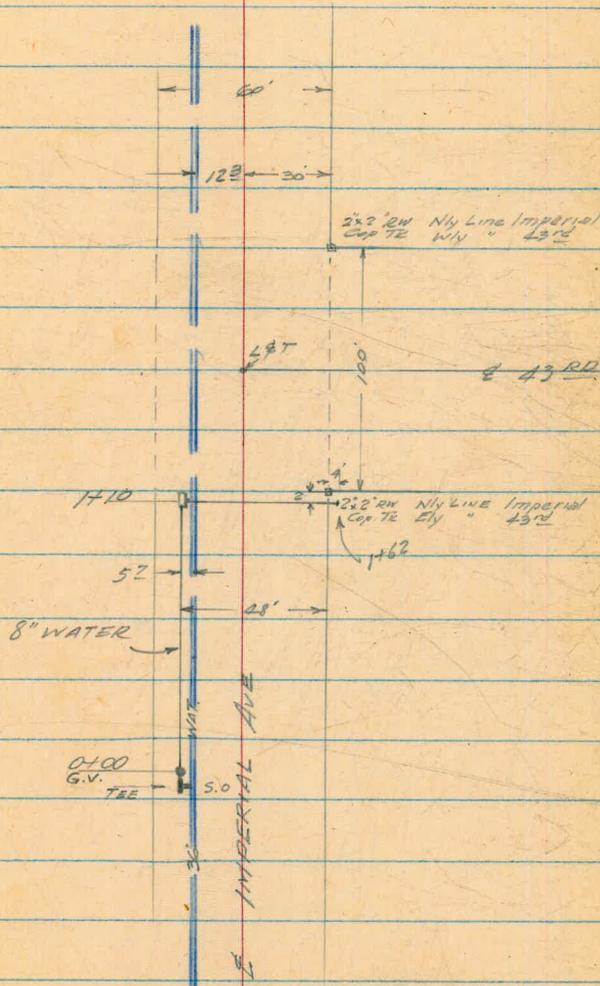
BEATTY  
SHORBY  
MORTEL  
ALEXANDER



66.

BM	5.01	305.01	300.00 ASSUMED	477 Imperial @ 43 <sup>rd</sup>
1+62		1.1	303.9	
1+10 W@		7.5	297.5	292.8 C47
1+10 S@		8.0	297.0	292.8 C47
		Edge AC 7.7	297.3	292.8
1+00		8.4	296.6	292.3 C43
		Edge AC 8.1	296.9	
+50		10.3	294.7	290.1 C46
		Edge AC 10.2	294.8	
0+00		11.2	293.8	287.9 C59
		Edge AC 12.20	292.8	
		Inv. 8" GV	17.12	287.89 287.9

-59



"C" ST.

41<sup>ST</sup> To 43<sup>RD</sup>

⑤ STK.S & GRDS. FOR 6" WATER

JULY 30, 1953

Beatty  
SHOREY  
MARTEL  
ALEXANDER

67

B.M.	1290	165.84		152.94					
IP	12.11	170.92	7.03	158.81					
IP	12.68	182.85	0.75	170.17					
IP	6.88	189.14	0.59	182.26					
SET TP			2.07	187.07					
0+60		B+6" C.I. 41 <sup>ST</sup> Begin Work	7.36	181.78	181.0				
			2.77	186.37	179.2				
0+70		F.H. TEE ③ F.H.	2.6	186.5	180.8				
			2.3	186.8	179.2				
1+12			3.1	186.0	178.5				
					179.2				
+50			4.6	184.5	176.6				
2+00			9.0	180.1	174.0				
+50			11.7	177.4	171.3				
IP									
3+00	1.57	177.58	13.13	176.01	168.7				
+50			3.2	174.4	166.0				
4+00			7.0	170.6	163.4				
+25			8.9	168.7	161.5				
IP	3.47	167.83	13.22	164.36	161.0				
+50			5.6	162.2	158.6				
+75			9.7	158.1	156.0				
					155.3				
5+00			9.5	158.3	154.8				
+25		1 1/2 Bend	7.7	160.1	152.8				
IP	13.29	181.10	0.02	167.81	156.0				
+75			11.2	164.9	166.4				
6+00			6.3	172.8	170.2				

B.P. SW. Cor. 42<sup>nd</sup> & Hillier

Inside Cor Conc curb prop. line SE Cor 41<sup>st</sup> & C.

C54  
C57  
C75  
C79  
C61  
C61  
C73  
C84  
C72  
C36  
C21  
C35  
C53  
C35  
C46

C13 C62

'C' ST.  
(CONT'D)

7/21/53

66.

74							
6+38	13.36	181.10 196.18	0.28 13.1	180.82 181.1		176.0	C51
+50			11.2	183.0		176.7	C63
7+00	6" TEE		6.0	188.2		179.7	C85
+30	FH TEE		3.5	190.7		180.8	C99
+38	(5) FH.		5.4	188.8		186.2	C2E C82
			3.2	191.0		181.0 <del>182.0</del>	C102
+50			3.5	190.7		181.4 <del>182.1</del>	C93
8+00			1.2	193.0		182.5	C105
74 +50	3.69	197.78	0.04	194.14			
			5.1	192.7		182.8	C99
9+00			8.0	189.8		183.2	C66
+50			11.3	186.5		183.6	C29
10+00			11.3	186.5		183.3	C32
+50			11.3	186.5		183.0 <del>184.0</del>	C35
11+00			10.6	187.2		183.7	C35
+50			9.2	188.6		182.5	C41
12+00			8.0	189.8		185.0 <del>185.2</del>	C48
+50			7.5	190.3		185.6 <del>186.0</del>	C47
78 +53	END WORK		6.1	191.7		185.9 <del>186.4</del>	C58
+83	= 8" C" Cross						
CK	(5) 6+75 43rd St pp. 61		7.02	190.76		= 190.9	

"C" ST

(CONT'D)

7/31/53

69

WATER METS

14	1+08 S	h. 189.14	2.8	186.3	184.4	C19	4105
	1+12 N		4.7	184.4	183.7	C07	(?) 1035 41st
	1+40 S	"	2.6	186.5	182.9	C36	4112 C ST
	<del>1+59 N</del>						4109 C ST
	2+43 N	OUT. (-35 2450)	7.9	181.7	181.2	C02	No Address
	2+61 S	"	9.9	179.2	175.8	C34 F22	No Address VACANT
							4131 C ST
	3+26 S	h. 177.58	1.3	176.3	171.8	C4E	4141 C ST
	3+62 N	"	5.8	171.8	169.0	C28	4150 "
	3+83 S	"	3.1	172.5	168.7	C58	4149 "
	3+88 S	"	4.4	173.2	168.3	C29	4155
	4+10 N		7.1	168.5	166.5	C20	4154 C ST
9	6+38 N	h. 194.18	13.2	181.0	179.9	C1-	4194
	6+60 S	2-METS "	9.9	184.3	184.3	C02	1030 } 42nd ST
							1026 }
	6+98 N	"	5.4	188.8	185.4	C34	4202 C ST
	7+19 S	2-METS "	4.8	189.4	186.2	C32	1025 } 42nd ST
							1015 }
	8+48 N	h. 197.78	0.4	197.4	187.5	C92	4226 C
	9+00 N		1.8	196.0	187.9	C8-	4236
	11+11 S		11.2	186.6	188.7	F2-	4263
	10+98 N		8.4	189.4	189.2	C02	4268
	12+09 S		8.7	189.1	189.5	F04	1042 43rd

61<sup>ST</sup> ST

Brooklyn to AKIN

⑤ STRS &amp; GRDS for 6" WATER

7/31/53

70

PM.	0.53	243.22		242.69		SW. BP. Brooklyn & Fergus. (from pg. 1 this book)
13+53 <sup>5</sup>	= Sly prop line Brooklyn					
P 13+48 <sup>5</sup>	0.14	234.72	8.64	234.58	230.0	C46
	F.H. TEE					
13+43 <sup>5</sup>			0.75	234.0	229.6	C44
	⑤ F.H.		+0.35	235.07	235.0	C0L C55
13+00			3.7	231.0	225.7	C53
+50			7.5	227.2	222.3	C49
12+00			10.6	224.1	219.0	C51
P +50	0.30	221.75	13.27	221.45	216.2	C53
11+00			2.7	219.1	213.4	C57
+50			5.8	216.0	210.6	C54
10+00			7.4	214.4	207.8	C66
+50			11.3	210.5	203.0	C45
W 9+00	0.50	209.20	13.05	208.70	202.2	C47
+50			2.3	206.9	202.2	C47
+50			3.7	205.5	200.4	C51
8+00			5.7	203.5	198.6	C49
56			7.6	201.6	197.0	C46
7+50	F.H. TEE		7.1	202.1	201.6	C05 C5L
	⑤ F.H.		7.8	201.4	196.8	C46
7+50			14.0	199.2	195.0	C42
7+00						

⑤ 7+00 199.20  
 4.24  
 203.44

8/2/53  
 Note: ⑤ replaced on W. side  
 Top Pipe  
 0.2 207.2 C46 22 199.2 ✓  
 Cot ditch  
 2.0 201.4 C46 67 196.8 ✓  
 Top Pipe  
 4.0 199.2 C42 73 196.1 C5  
 Photo  
 5/24



61<sup>ST</sup> ST.  
(CONT'D)  
WAT METS

12+27 W.	N 234.72	10.1	224.6	225.8
11+84 W.	"	12.7	222.0	222.7
11+68 E.	"	11.8	222.9	221.8
11+50 W.	N 221.75	0.7	221.1	220.6
11+36 E.	"	0.9	220.85	220.2
10+38 E.	"	6.1	215.65	214.7
9+86 W.	"	9.7	212.1	211.2
9+47 E.	"	11.5	210.25	209.5
8+33 E.	N 209.20	3.6	205.6	204.4
6+93 E.	"	10.0	199.2	199.3
6+70 W.	"	10.9	198.3	198.1
6+21 W.	N 199.48	3.7	195.8	196.3
6+13 E.	"	2.9	196.6	196.8
5+27 E.	"	3.2	194.3	193.5
4+26.5 W.	"	6.9	192.6	189.8
4+28 E.	"	8.6	191.9	188.0

8/3/53

72

Box of MET 225 RT & LT & ST

F1 <sup>3</sup>	730	61 <sup>ST</sup>
F0 <sup>2</sup>	722	"
C1 <sup>1</sup>	717	"
C0 <sup>5</sup>	712	"
C0 <sup>7</sup>	709	"
C1 <sup>0</sup>	655	"
C0 <sup>9</sup>	652	"
C0 <sup>7</sup>	645	"
C1 <sup>3</sup>	627	"
F0 <sup>1</sup>	605	"
C0 <sup>2</sup>	602	"
F0 <sup>5</sup>	572	"
F0 <sup>3</sup>	565	"
C0 <sup>8</sup>	553	"
C0 <sup>8</sup>	???	"
C3 <sup>9</sup>	533	"

Aug. 6, 1953

73.

33rd St.

FROM ALLEY So. of ADAMS to COPELY

⑤ STKS &amp; GROS FOR 8" AC WATER

BM.	6.53	387.54		381.01				
TP	6.55	391.15	2.94	384.60			SE B.P. BANCROFT & MADISON	
0+20	Begin Work		5.5	385.6	381.8		C38	
0+50			5.3	385.9	381.9		C42	
1+00			4.9	386.3	382.0		C43	
1+50			4.9	386.3	380.7		C56	
1+65	12x8 CROSS		3.9	387.3	380.1		C72	
1+75			3.9	387.3	380.0		C73	
2+25			3.9	387.3	380.0		C73	
+50			3.8	387.4	380.4		C70	
3+00			3.6	387.6	381.1		C65	
+03	F.H. TEE		3.6	387.6	381.1		C65	
+50			3.6	387.6	381.6		C60	
4+00			3.3	387.9	383.2		C47	
4+50	5.85	393.64	3.16	387.99	383.5		C45	<del>3+82</del> No! <del>4722</del>
5+00			5.6	388.2	383.6		C46	4+32 4726 33rd
+50			5.5	387.3	383.8		C45	4+92 4732 "
6+00			5.3	388.5	384.0		C45	5+30 4738 "
+50			5.3	388.5	384.2		C43	5+99 4742 "
7+00			5.1	388.7	384.4		C43	6+28 4748 "
+50			4.9	388.9	384.6		C43	6+89 4756 "
8+00			4.9	388.9	384.8		C41	7+31 W 4762 "
								7+86 W 4768, 4766
								8+56 W 4774 "
								10+11 E 4801 33rd

33<sup>rd</sup> St.  
(Cont'd.)

8/6/53

74

393.84

8+50		4.8	389.0	385.0	C4 <sup>o</sup>
9+00		4.5	389.3	385.2	C4 <sup>o</sup>
9+05	END WORK	4.5	389.3	385.2	C4 <sup>o</sup>
9+40	BEGIN WORK	4.4	389.4	385.2	C4 <sup>o</sup>
9+50		4.4	389.4	385.2	C4 <sup>o</sup>
10+00		4.3	389.5	385.4	C4 <sup>o</sup>
+50		4.1	389.7	385.6	C4 <sup>o</sup>
11+00		4.0	389.8	385.8	C4 <sup>o</sup>
+50		3.9	389.9	385.9	C4 <sup>o</sup>
12+00		3.6	390.2	386.1	C4 <sup>o</sup>
+50		3.6	390.2	386.2	C4 <sup>o</sup>
13+00		3.4	390.4	386.4	C4 <sup>o</sup>
P +50	5.69	3.17	390.67	386.6	C4 <sup>o</sup>
14+00		5.5	390.9	386.8	C4 <sup>o</sup>
+50		5.4	391.0	387.0	C4 <sup>o</sup>
15+00		5.1	391.3	387.2	C4 <sup>o</sup>
+50		5.2	391.2	387.4	C38
+79	END WORK	5.1	391.3	387.6	C37
OK (5) 14+51.5 BANCROFT		3.70	392.66 = 392.6		OK

WAT METS

10+23 E	4811	33 <sup>rd</sup>
10+37 W	4812	"
10+28 E	4813	"
10+85 E	4817	"
11+12 W	4818	"
11+38 W	4828	"
11+23 E	4827	"
11+85 E	4837	"
12+00 W	4838	"
12+25 E	4823	"
12+70 W	4844	"
13+03 E	4853	"
13+15 W	4852	"
13+47 W	4860	"
13+67 E	4861	"
14+00 E	4865	"
14+07 W	4868, 4872	"
14+37 E	4875	"
14+61 W	4874	"
15+07 W	4884	"
15+05 E	4881	"
15+55 W	4890	"
15+64 E	4891	33 <sup>rd</sup>

NATIONAL AVE  
 AT 34<sup>TH</sup> ST INTERSECTION  
 ⑤ STKS & GRDS FOR 8" C.I. REPLACEMENT

AUG 25, 1953

DEATY  
 KEMP  
 ALEXANDER

75

BM.	0.89	12.53	11.64	
TP	11.41	16.85	7.09	05.44
0+00	175' ELY E. PL. 34 <sup>TH</sup>		0.00	16.85
	1349' WORK			
	F.H. TEE			
0+50			2.94	13.9
1+00			5.77	11.1
1+50			8.65	08.2
				03.2
				44.4
1+87			10.27	06.6
				-0.2
				02.8
2+25			10.6	06.25
				0.0
				02.5
2+50			10.70	06.15
				01.0
3+00			10.83	06.0
3+50			10.95	05.90
4+00			11.0	05.85
4+40	END WORK		11.1	05.75
P	7.04	12.48	11.41	05.44
CK BM			0.83	11.65 = 11.64

SW BR. 34<sup>TH</sup> & NATIONAL

L&T

C38

C38

C38

C38 C50

C38 C68

C38 C63

C38 C51

C38

C38

C38

C38

$$\begin{array}{r} 12+09.41 \\ 1.91 \\ \hline = 12+11.32 \end{array}$$

EASTERLY  
 FREEWAY APPROACH  
 STATIONING

8/27/53

Top. 30" SEW -0.70

Bot. 30" STORM SEW -1.30

$$\begin{array}{r} 7+77.37 \\ 6.05 \\ \hline = 7+71.32 \end{array}$$

WESTERLY  
 FREEWAY APPROACH  
 STATIONING



Profile Arbor Dr

3.54 276.57 273.03

BM SW BP Arbor Dr + Jackdaw

0.78 265.71 11.64 264.93

0+00 12.5 248.2

25.7

9.5

15' Lt

15' Rt

+13 14.5 251.2

26.4

5.0

3.4

16' Lt

13' Rt

21' Rt

+20 19.0 246.7

31.4

16.3

4.8

10' Lt

6' Rt

20' Rt

+28 10.4 255.3

22.0

16.2

4.0

3.7

19' Lt

8' Lt

15' Rt

17' Rt

+50 6.5 259.2

18.1

18.3

2.4

22' Lt

9' Lt

8' Rt

5.48 271.17 0.02 265.69

+70 6.3 264.9

11.2

5.7

15' Lt

9' Rt

1+00 4.7 266.5

+50 3.0 268.2

2+00 0.3 270.9

4.00 275.01 0.16 271.01

+50 2.6 272.4

+55 2.41 + 7.7 To Flow 272.60

Low

West edge Pavement Jackdaw

+80 2.01 273.0

3+00 2.88 272.6

Top South edge Sewer MH 10' Lt

+05 2.49 272.5

East edge Pavement Jackdaw

+50 4.5 270.5

275.01

4+00	6.2	268.8
4+15	6.97	268.0
4+20	6.78	268.23
4+30	8.11	266.9
4+50	12.90	262.1
4+60 <sup>52</sup>	13.4	261.6

1.92 273.09 = 273.03

edge cone driveway  
Top south edge sewer MH 10' at

248.2  
 12.0  
 260.2  
 7.2  
 -----  
 253.0 Top 18 Corr Drain

260.2  
 10.4  
 249.8 End 12" Corr Drain 15' at

260.2  
 7.0  
 267.2  
 - 6.4  
 260.8 Top 12" Corr Drain  
 in box culvert 16' at

Arbor Dr  
 - Revised -

4+0

4+1

4+2

4+3

0+39<sup>33</sup> AH  
 0+32<sup>12</sup> BK  $\Delta$  45° 00' 30"

4+0

0+13  $\Delta$  45° RT

0+00 7.75 off Cb  
 8' 26" at  $\phi$  of Fire Hydrant

0.83 273.86 273.03

3.94 266.02 11.70 262.16

0+00 4.33 261.7

1+0 4.79 261.2

1+10<sup>2</sup> 3.88 262.1

1+13 6.0 260.0

1+15  $\Delta$  4.3 261.7

0+20<sup>12</sup> BK 8.6 257.4

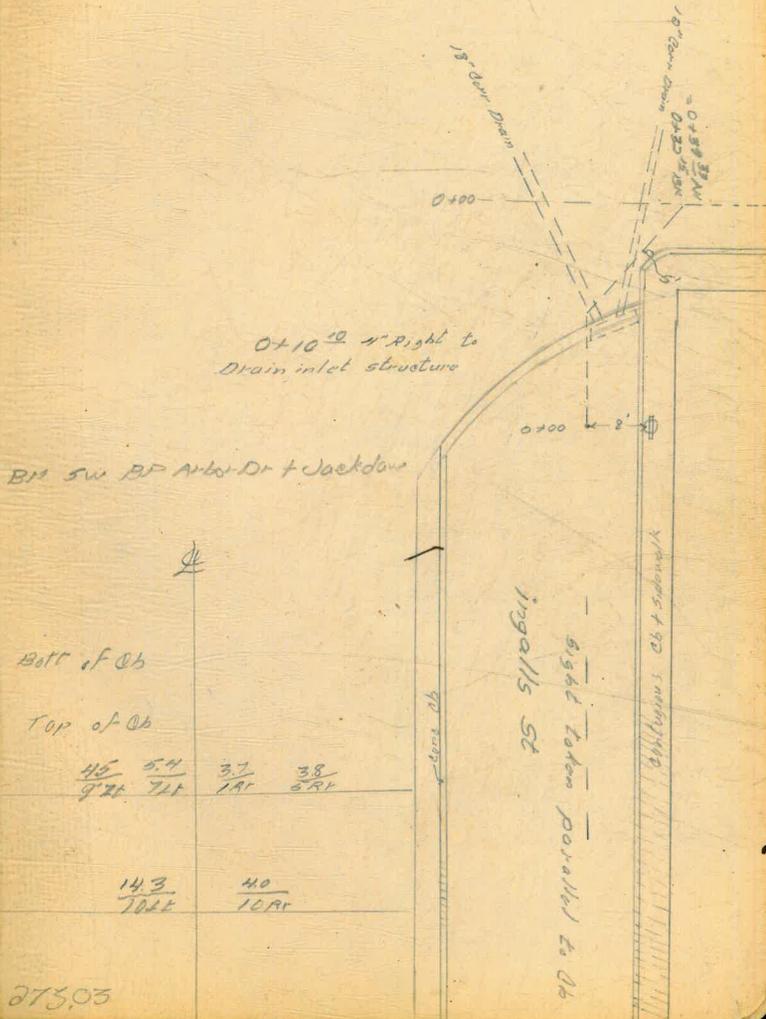
8.20 274.17 6.05 265.97

1.13 273.04 = 273.03

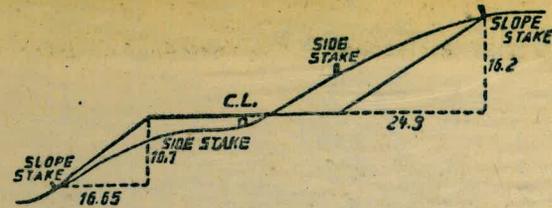
West  
 Williams  
 Varon Fakis  
 Kemp

1-5-54

(79)



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



**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

151.66

THE NATIONAL BLANK BOOK COMPANY  
 HOLYOKE MASSACHUSETTS  
 NEW YORK CHICAGO BOSTON SAN FRANCISCO