

1393

Mission Beach Bay
Dam + Wall.

LEVEL BOOK

No. 589 P

340. 4 40
383. 73
513. 513
92-19-40 179-59-40
92-19-45
87-40-15

369-18-40
47-08-45
98-17-30
49-08-45
196-35-180

59-47
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324-15-30
239-08-10
705-07-30
21-12-22
20-37-15
41-54-15
39-09-45
81-04

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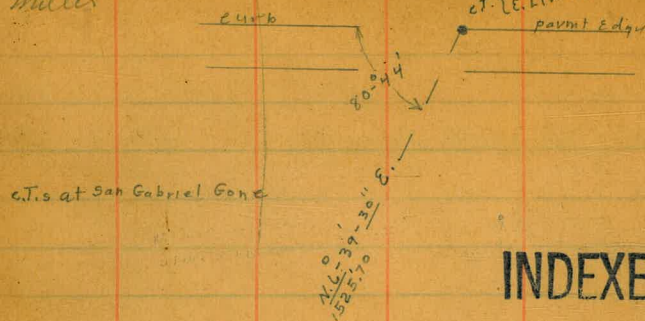
INDEXED
completely
except pages # 42

Mission Bay Dam 1-21
Reed Ave. Bayard to Mission Blvd. 22-24

1

Survey for Mission Bay Dam

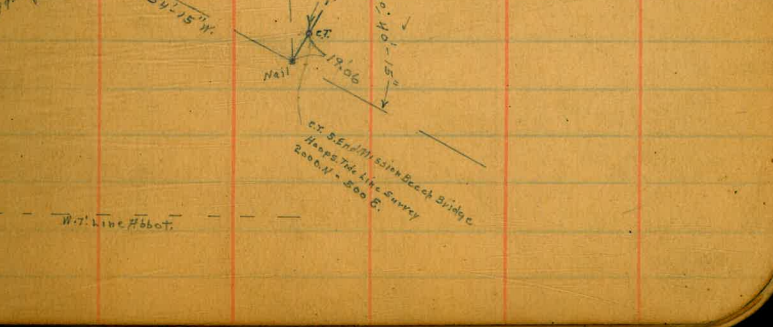
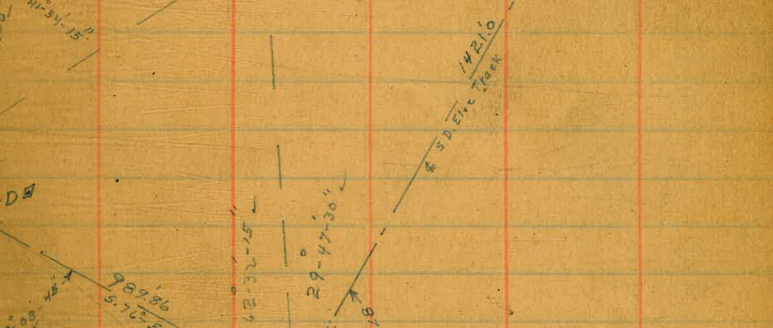
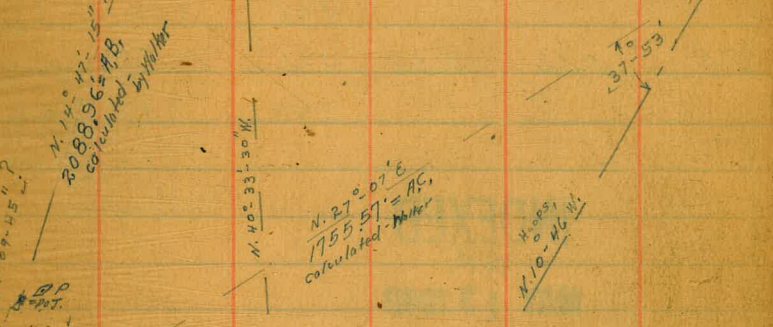
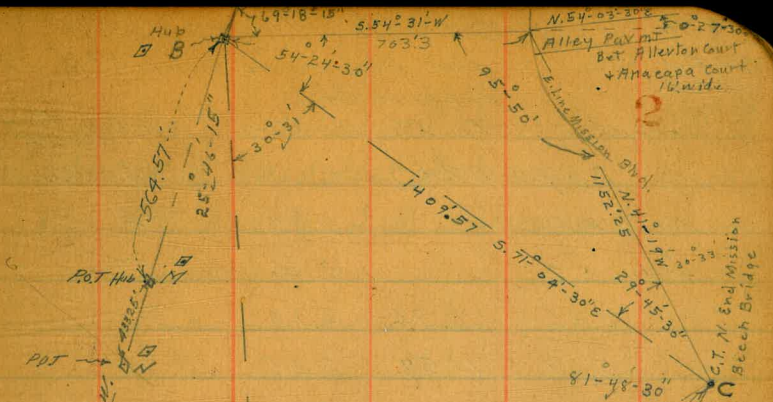
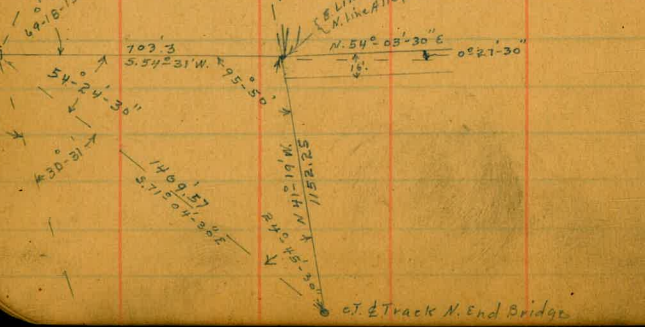
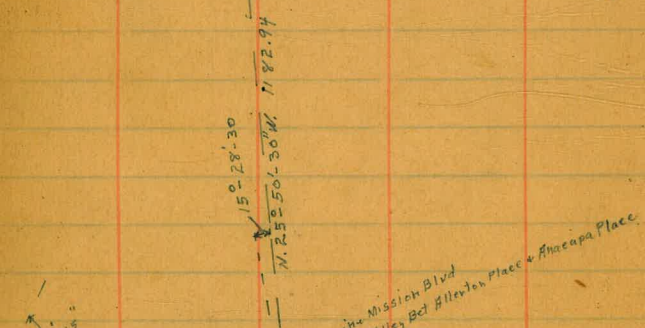
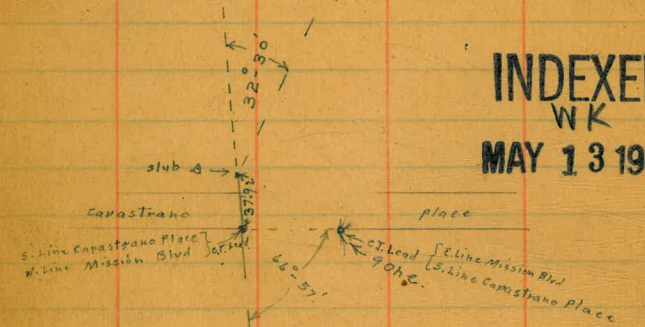
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WK
MAY 13 1949



Walker
Wm Bliss 5-5-30
195 High
No. 4000
San Diego

BENCH MARKS
Bet. West Point Lema Blvd of
Voltaire St.
To Mission Blvd.

	2.07	12.69		10.62	
on Hub D Page 2			1.85	10.84	
on A Hub " 2			6.14	6.55	
T.P.	3.86	10.36	6.19	6.50	
T.P.	5.67	13.57	2.46	7.90	
			4.61	8.96	
T.P.	5.12	15.58	3.11	10.46	
			7.69		

Incl San Diego Place
N.E. P.P.
Voltaire & W. Pt. Lema
U.S.G.S. Datum.

on Hub M
P-2
on B Hub
Sketch P. 2
B.P. San Diego Pt.
incl Mission Blvd.

U.S.G.S. Datum
- 9.01 = difference city + U.S.G.S.
- 1.12 = city datum.
- 1.10 = BM.
- 0.02 = Error.

U.S. Coast & Geodetic Datum -
is 9' above S.D. Datum -
below

INDEXED
WK
MAY 13 1949

INDEXED

WIK
MAY 13 1949

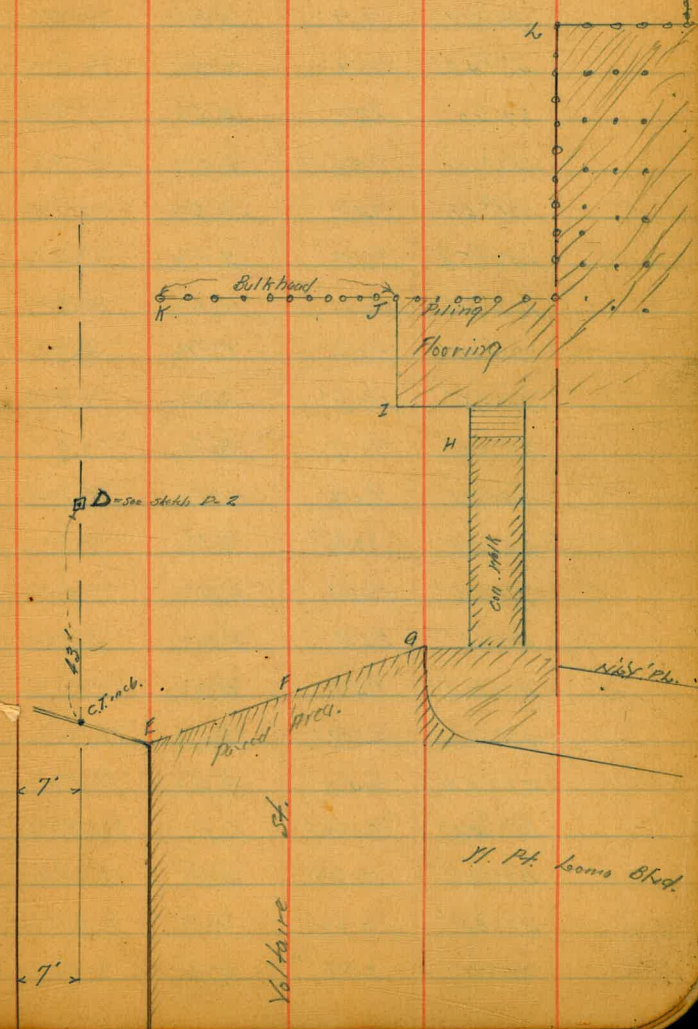
B.M. B.P.	0.64	10.16	9.52	N.E. Bacon
T.P. B.M. B.P.	5.24	7.71	2.47	+ Valtaine
Set B.M. B.P.		6.10	1.61	SW. Abbot +
			9.01	Valtaine.
			10.62	N.E. Valtaine
B.M.	5.25	15.87		+ W.P.T. Lema Blvd.
				Datum

Walker
Blair
M. Smith
M. Hecq
S. Brown

Stadia Topog. Mission Bay Dam. Note: Azimuths factored from Souths.

READINGS FROM I.D.H.I. = 1587

Station	Azimuths	Horiz dist.	- Rods	Elev.
E on cb.	297°39'	47'	5.47	10.40
F " Gut.	" "	47'	5.99	9.88
F on Bulkhead	261°04'	46'	5.35	10.52
G " "	234°27'	61'	6.01	9.36
G " cb.	" "	61'	5.18	10.69
H " Walk	194°48'	75'	5.28	10.59
I on Board Walk	178°32'	69'	2.9	13.5
I on Ground	" "	69'	5.4	10.5
	171°24'	69'	4.7	11.2
	169°53'	78'	7.8	8.1
J on Ground	164°48'	89'	7.5	8.4
J on Bulkhead	" "	89'	2.0	13.9
K on Ground	137°58'	82'	8.8	13.1
L on	" "	82'	1.8	14.1
	162°00'	68'	8.4	7.5
	172°02'	36'	7.4	8.5
	176°15'	37'	4.0	11.9
	187°34'	8'	5.0	10.9
	187°34'	5'	6.8	9.1



READINGS FROM IN H. 15.87

Station	Azimuth	Horiz. Dist.	- Rod	Elev.
	47°45'	34'	7.0	8.9
	49°48'	34'	4.2	11.7
	322°25'	100'	5.0	10.9
	350°52'	132'	4.6	11.3
	39°21'	97'	4.9	11.0
	45°43'	97'	6.2	9.0
	87°20'	126'	8.6	7.3
	126°00'	190'	8.2	7.7
	125°42'	342'	12.8	2.1
	109°58'	374'	14.1	1.8
	105°52'	320'	11.1	4.8
	39°45'	251'	7.7	8.2
	30°35'	196'	8.9	7.0
	93°05'	436'	13.1	2.8
	88°51'	405'	10.8	5.1
	82°38'	358'	7.4	8.5
	71°16'	303'	8.5	7.4
	47°15'	264'	8.0	7.9
	41°33'	241'	5.9	10.0
	29°32'	237'	3.6	12.3
	28°04'	248'	4.8	11.1
	30°42'	330'	3.1	12.8
	40°06'	335'	4.3	11.6
	43°45'	333'	7.1	8.8
	520°38'	340'	8.2	7.7

READINGS FROM IN D H. 15.87

Station	Azimuth	Horiz. Dist.	- Rod	Elev.
	75°17'	425'	7.2	8.7
	86°02'	420'	12.5	3.4
	78°45'	594'	10.4	5.5
	75°35'	580'	10.6	5.3
	69°18'	538'	7.0	8.9
	55°16'	470'	8.2	7.7
	47°32'	467'	8.1	7.8
	44°18'	463'	6.1	9.8
	40°44'	460'	5.5	10.4
	37°50'	460'	3.0	12.9
	34°08'	458'	2.7	13.2
	27°27'	466'	1.0	14.9
	37°15'	510'	2.6	13.3
	34°37'	578'	2.2	13.7
	39°37'	574'	3.3	12.6
	41°19'	574'	5.5	10.4
	45°06'	596'	6.0	9.9
	51°29'	594'	7.8	8.1
	58°45'	620'	7.6	8.3
	64°47'	656'	7.2	8.7
	69°07'		10.5	5.4
	72°39'	730'	12.0	3.9
	69°36'	840'	11.7	4.2
	65°11'	800'	8.6	7.3

READINGS FROM D D H.I. = 15.87

Station	Height	Horiz.	- Rod	Elev.
	62°10'	770'	7.3	8.6
	56°09'	766'	7.2	8.7
	48°48'	736'	7.3	8.6
	47°02'	734'	6.1	9.8
	41°12'	710'	3.5	12.4
	41°02'	670'	4.7	11.2
	38°09'	660'	2.9	13.0

READINGS FROM D A H.I. 11.2

	253°38'	92'	3.6	7.6
	243°07'	82'	4.5	6.7
L. on Ground	209°35'	74'	3.7	7.5
L. on Board Walk	" "	74'	+4.2	15.4
	192°07'	79'	3.7	7.5
	170°07'	106'	5.4	5.8
	190°45'	138'	5.4	5.8
	185°05'	176'	7.0	4.2
	201°45'	240'	7.0	4.2
	207°45'	206'	6.0	5.2
	222°13'	166'	3.5	7.7
	230°12'	144'	3.9	7.3
on Board Walk	" "	144'	+4.2	15.4
	235°45'	236'	4.1	7.1
	226°50'	256'	3.5	7.7
	320°25'	286'	5.8	5.4
	214°12'	320'	6.7	4.5

READINGS FROM D A H.I. 11.3

6

Station	Height	Horiz.	- Rod	Elev.
	113°57'	146'	6.4	4.8
	83°23'	119'	3.0	8.2
	75°49'	281'	5.9	5.3
	64°36'	265'	3.8	8.4
	59°38'	367'	2.6	8.6

READINGS FROM D B H.I. = 14.64

B on the 1" x 3"			4.18	10.46
	188°10'	394'	6.8	7.8
	180°53'	360'	5.4	9.2
	174°32'	344'	0.9	13.7
	170°10'	340'	3.3	11.3
	158°37'	348'	4.9	9.7
	146°01'	272'	4.5	10.1
	137°12'	405'	4.5	10.1
	132°15'	447'	7.0	7.6
	125°53'	494'	12.4	2.2
	108°39'	434'	12.8	1.4
	116°22'	343'	7.4	7.2
	125°55'	295'	4.5	10.1
	141°31'	244'	5.6	9.0
	153°08'	226'	3.7	10.9
	161°30'	233'	4.9	9.7
	187°28'	244'	3.7	10.9
	204°06'	293'	5.3	9.3
	235°38'	245'	4.8	9.8

READINGS FROM B HI=14.68

Station	Azimuth	Horiz. Dist.	- Red.	Elev.
	319°03'	154'	5.0	9.6
	146°45'	108'	3.9	10.7
	129°28'	181'	6.4	8.2
	110°52'	308'	5.1	9.5
	100°47'	375'	7.8	6.8
	94°07'	418'	12.6	2.0
	76°55'	426'	12.6	2.0
	71°13'	312'	10.8	3.8
	69°33'	246'	9.0	5.6
	60°42'	155'	4.7	9.9
	32°15'	63'	7.0	7.6
	326°05'	82'	4.0	10.6
	291°07'	133'	5.3	9.3
	274°37'	243'	4.2	10.4
	297°08'	328'	4.3	10.3
	309°48'	250'	5.2	9.4
	331°05'	307'	3.5	11.1
	352°11'	192'	7.4	7.2
	27°56'	309'	5.0	9.6
	41°31'	377'	10.6	4.0
	51°32'	354'	11.7	2.9
	56°15'	448'	12.9	1.7
	38°58'	450'	12.5	2.1
	29°43'	376'	11.4	3.2
	18°43'	314'	11.0	3.6

READINGS FROM E HI=14.68

Station	Azimuth	Horiz.	- Red	Elev.
	9°49'	320'	5.5	9.1
	349°34'	375'	7.7	6.9
	322°08'	389'	3.6	11.0
	315°25'	322'	5.4	9.2
	301°22'	375'	4.9	9.7

READINGS FROM E N. HI=13.23

Station	Azimuth	Horiz.	- Red	Elev.
on Hub M P-2 and P-3			4.26	8.96
	220°22'	325'	3.9	9.3
	206°42'	240	2.9	10.3
	190°00'	194'	2.9	10.3
	174°41'	181'	6.8	6.4
	142°15'	193'	4.6	8.6
	130°39'	219'	3.8	3.4
	112°01'	385'	10.3	2.9
	102°28'	366'	11.5	1.7
	82°25'	376'	11.6	1.6
	95°26'	185'	10.2	3.0
	112°28'	94'	10.2	3.0
	142°30'	63'	4.4	8.8
	205°35'	94'	6.7	6.5
	226°31'	127'	3.1	10.1
	237°19'	215'	2.9	11.3
	241°46'	307'	4.6	8.6
	263°39'	297'	2.8	10.4

READINGS FROM D M HI = 13.22

Station	Height	Horiz.	- Rod	Elev.
270°21'	230'		4.5	8.7
280°53'	172'		3.6	9.6
291°23'	129'		5.9	7.3
327°10'	80'		4.5	8.7
7°36'	83'		10.9	2.3
45°43'	245'		11.8	1.4
24°23'	274'		12.2	1.0
9°37'	221'		10.9	2.3
342°31'	185'		10.7	2.5
325°41'	200'		4.3	8.9
307°00'	252'		5.7	7.5
300°38'	273'		2.2	10.0
286°45'	347'		5.7	7.5
283°18'	410'		3.7	9.6
290°59'	512'		4.8	8.4
299°17'	456'		4.5	8.7
309°42'	414'		4.6	8.6
315°05'	385'		6.9	6.9
327°31'	357'		5.1	8.1
337°08'	340'		11.4	1.8
326°58'	522'		6.2	7.0
319°24'	539'		6.1	7.1
312°43'	569'		7.0	6.2
306°17'	610'		4.8	8.4
303°59'	680'		6.8	6.4

READINGS FROM D HI = 13.22

Station	Height	Horiz.	- Rod	Elev.
316°30'	637'		6.8	6.4
324°57'	600'		6.8	6.4
TR			11.95	1.27

8

on Hub N
= Pat. 3x3 Hub
Page 2

READINGS FROM D N HI = 5.36

Station	Height	Horiz.	- Rod	Elev.
34. N on Hub			4.09	1.27
123°12'	115'		5.5	-0.1
110°58'	162'		4.2	1.2
92°55'	292'		5.1	0.3
80°37'	186'		5.2	0.2
60°12'	110'		5.9	-0.5
53°31'	34'		5.8	-0.6
252°08'	57'		3.0	2.4
251°44'	133'		+2.4	7.8
288°53'	150'		0.4	5.0
333°29'	87'		4.2	1.2
349°25'	105'		6.9	-1.5
49°59'	159'		5.4	0.0
320°30'	149'		5.9	-0.6
4°07'	137'		6.1	-0.7
346°31'	172'		6.9	-1.5
328°14'	167'		4.4	1.0
300°28'	204'		0.7	4.7
298°52'	324'		1.4	4.0
312°41'	251'		2.5	2.9

READINGS FROM IAN H.I. = 5.36

Station	Azimuth	Horiz.	- Rods	Elev.
	337°15'	207'	5.2	0.2
	313°29'	260'	6.0	-0.6
	300°13'	330'	5.9	-0.5

READINGS FROM IAN P H.I. = 7.98

			Elev.	BM. on Hub A
500	11.55	-	6.55	Page 3
393	7.98	7.50	4.05	Elev. IAN Location P-2

Station	Azimuth	Horiz.	- Rods	Elev.
	281°05'	145'	4.6	
	282°55'	75'	4.5	
	107°22'	80'	4.9	
	100°45'	177'	5.5	
	109°27'	182'	8.1	
	122°52'	86'	7.7	
	236°13'	58'	7.4	
	257°58'	126'	7.5	No Good
	263°45'	189'	7.6	
	247°42'	268'	8.4	
	233°05'	202'	8.7	
	209°18'	163'	9.1	
	188°03'	152'	9.1	
	163°03'	170'	9.1	
	140°17'	182'	9.1	
	233°45'	262'	9.2	
	129°00'	237'	9.1	

Station	Azimuth	Horiz.	- Rods	Elev.
	228°50'	255'	9.5	
	215°51'	207'	9.2	No Good
	198°49'	175'	9.3	
	181°30'	180'	9.1	
	169°31'		9.1	

READINGS FROM IAN P H.I. = 8.0

	60°09'	179'	5.4	2.6
	64°00'	78'	4.8	3.2
	240°58'	88'	4.6	3.4
	240°38'	167'	4.8	3.2
	235°50'	182'	7.3	0.7
	213°15'	101'	7.3	0.7
	155°53'	43'	7.4	0.6
	85°16'	85'	7.7	0.3
	67°35'	181'	7.6	0.4
	84°28'	198'	8.9	-0.9
	111°57'	321'	8.6	-0.6
	111°53'	129'	9.0	-1.0
	144°19'	113'	8.5	-0.5
	133°25'	215'	8.6	-0.6
	188°28'	156'	8.6	-0.4
	149°07'	308'	8.9	-0.9
	209°01'	238'	7.9	0.1
	198°31'	282'	9.1	-1.1
	129°17'	423'	7.2	0.8

Readings From ID P. H.S. 80

Station	Height	Horiz.	Rods	Elev.
127°41'	455'	5.7	2.3	
181°08'	225'	8.7	-0.7	
130°29'	543'	6.1	1.9	
132°02'	555'	9.1	-1.1	
169°57'	185'	9.3	-1.3	
129°15'	655'	9.2	-1.2	
138°00'	653'	6.3	1.7	
152°14'	152'	9.0	-1.0	
118°51'	543'	5.3	2.7	
117°24'	158'	9.1	-1.1	
117°24'	437'	5.4	2.6	
117°24'	430'	7.1	0.9	
89°00'	225'	9.2	-1.2	
107°23'	278'	9.2	-1.2	
116°59'	358'	8.5	-0.5	
129°20'	231'	9.2	-1.2	
107°40'	440'	7.3	0.7	
154°50'	218'	9.4	-1.4	
107°42'	448'	5.3	2.7	
182°35'	253'	9.1	-1.1	
190°49'	280'	10.5	-2.5	

Soundings in Mission Bay Channel

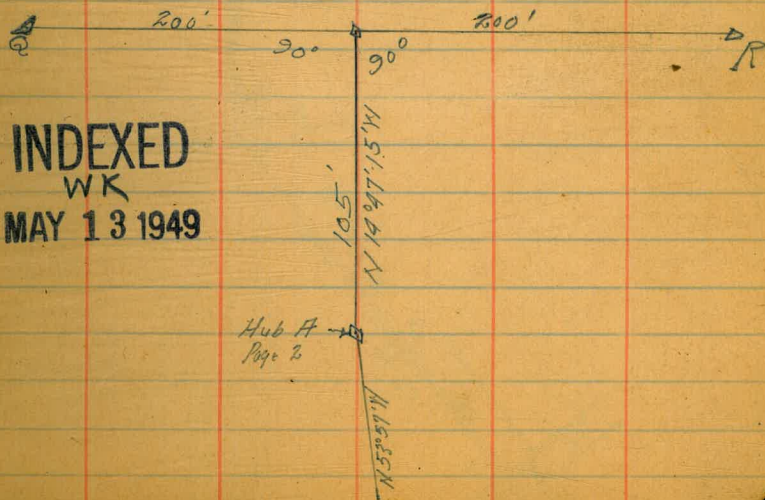
May 9th 1930 - 1250^h 107^m 10

Location by Angles MEASURED SIMULTANEOUSLY

From Base line Q, R.

Sounding No.	Angles		Depth Below Water	Tide	
	From Sta. Q	From Sta. R		Elev. Water	1250 ^h 107 ^m
1	52°12'	76°39'	7.9-7.1		
2	69°38'	63°20'	5.4-4.6		Sand Bottom.
3	82°44'	55°25'	7.2-6.4		
4	91°42'	59°22'	12.5-11.7		Rock & Gravel Bottom
5	73°36'	70°30'	12.2-12.4		" "
6	58°11'	78°50'	10.8-10.0		" "
7	63°22'	83°09'	11.0-10.2		" "
8	77°23'	70°32'	12.4-11.6		" "
9	90°06'	62°36'	13.4-12.6		" "
10	91°59'	64°50'	4.0-3.2		Sand "
11	76°39'	76°32'	4.5-3.7		" "
12	68°00'	83°41'	2.4-1.6		" "

Note No. 10, 11, 12, & 15 South 8' Deep to 7, 8, and 9

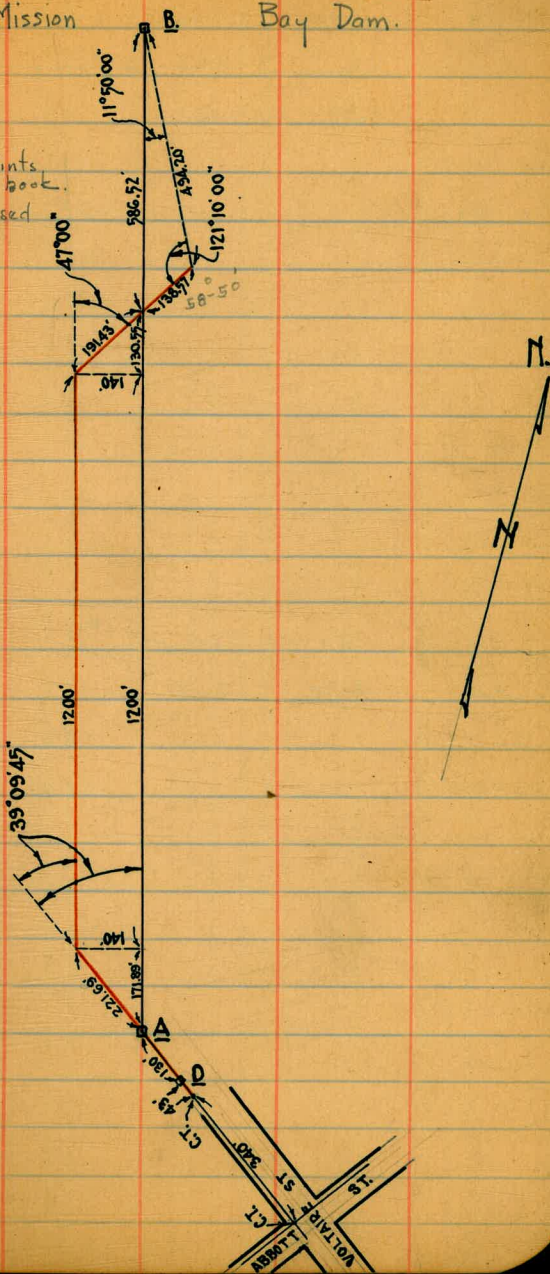


Proposed Location of Mission

Bay Dam.

Note:—

Points A, B, and D same points
as shown on page 2 of this book.
Orange line indicates proposed
location of dam.



B.M. 4.44 15.06 10.62

0+00 = C.T. 340. W. of N. 7' line of Abbot.

0+60 = Test Hole "I"

Top sand 6.0 9.1

Top clay 13.7 11.4

Top gravel 15.6 -0.5

2+00 Test Hole #2

B.M. 2.53 13.15 10.62

Top sand 3.0 8.1

Top gravel 15.0 -1.9

2+73 Test Hole #3

B.M. 2.53 13.15

Top sand 8.0 5.1

Top gravel 15.0 -1.9

12

Test Holes #4
 AT Point X, Page 11, N. End Dam.

B.M.	6.93	13.82	7.89	San Diego Mission Blvd
Top sand			3.8	+ 10.0
Top gravel			15.8	- 2.0
Bottom gravel			25.8	- 12.0
Sand stone			43.8	- 30.

U.S.G.S.

Test Hole S. End Dam #5

74' West 7' Tack at Voltaire Dead End

B.M.	2.5	13.1	10.60	U.S.G.S. Datum
Top Sand			5.0	8.1
Top Gravel			13.1	0.00
Top Rock			13.8	- 0.7
Top Sand Stone			17.1	- 4.00
IN sandstone, abandoned Hole			17.5	- 4.1

Test Hole S. End Dam #6

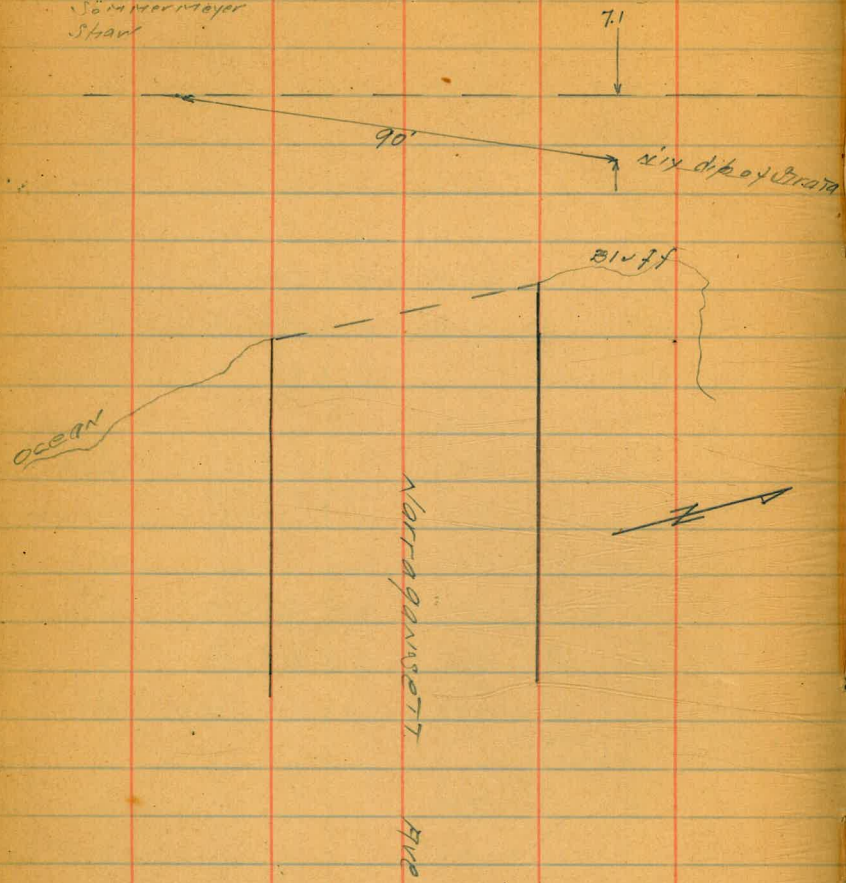
185' West 7' Tack at Dead End Voltaire

B.M.	2.46	13.06	10.60	U.S.G.S. Datum NE. CP. VOLTAIRE W. Ft. Lima Blvd.
Top Sand			4.8	8.2
Top Gravel			14.76	- 1.7
Top Rock			14.86	- 1.8
Same strata of Rock			20.06	- 7.0
Top Sand Stone			20.2	- 7.1
IN Sand Stone			20.9	- 7.7

Measurement of Dip of Sand Stone
Strata. Foot of Narragansett Ore.

6/27/30

Storr
Sommer Meyer
Starr



Walker
plus
about 8.19.30

Additional Topography
Mission Bay DAM,
South Side of Channel

Station Azimuth Horiz. Dist. Red Elev.

For location at #
See sketch
Page 2

Note: - Azimuths reckoned from South

READINGS FROM # A Elev. 6.55 U.S.C. 95 Datum

B2 230° 21' 200' 5.62 7.53

Note: Red are to be reduced from H.I. = 12.15

B2 230° 21' 200' 5.62 7.53

on ground at L 64° 25' 135' 7.5

on Board Walk at L " " 135' +2.9

on ground at M. 264° 32' 41' 3.8

on Board Walk at M. " " 41' +2.9

on ground at N 183° 15' 102' 11.0

on Board Walk at N " " 102' +2.7

171° 19' 178' 12.6

READINGS FROM # B2 H.I. = 12.60

on ground at L 64° 25' 135' 7.5 5.1

on Board Walk at L " " " +2.9 15.5

on ground at M. 264° 32' 41' 3.8 8.8

on Board Walk at M. " " " +2.9 15.5

on ground at N 183° 15' 102' 11.0 11.6

on Board Walk at N " " " +2.7 15.3

M.L. Water. 171° 19' 178' 12.6 0.0

130° 37' 312' 11.7 0.9

B3 230° 21' 176.22' 6.97 5.63

READINGS FROM # B3 H.I. = 10.48

M.L. Water. 158° 26' 78' 10.5 0.0

on ground at O 157° 48' 36' 7.7 2.8

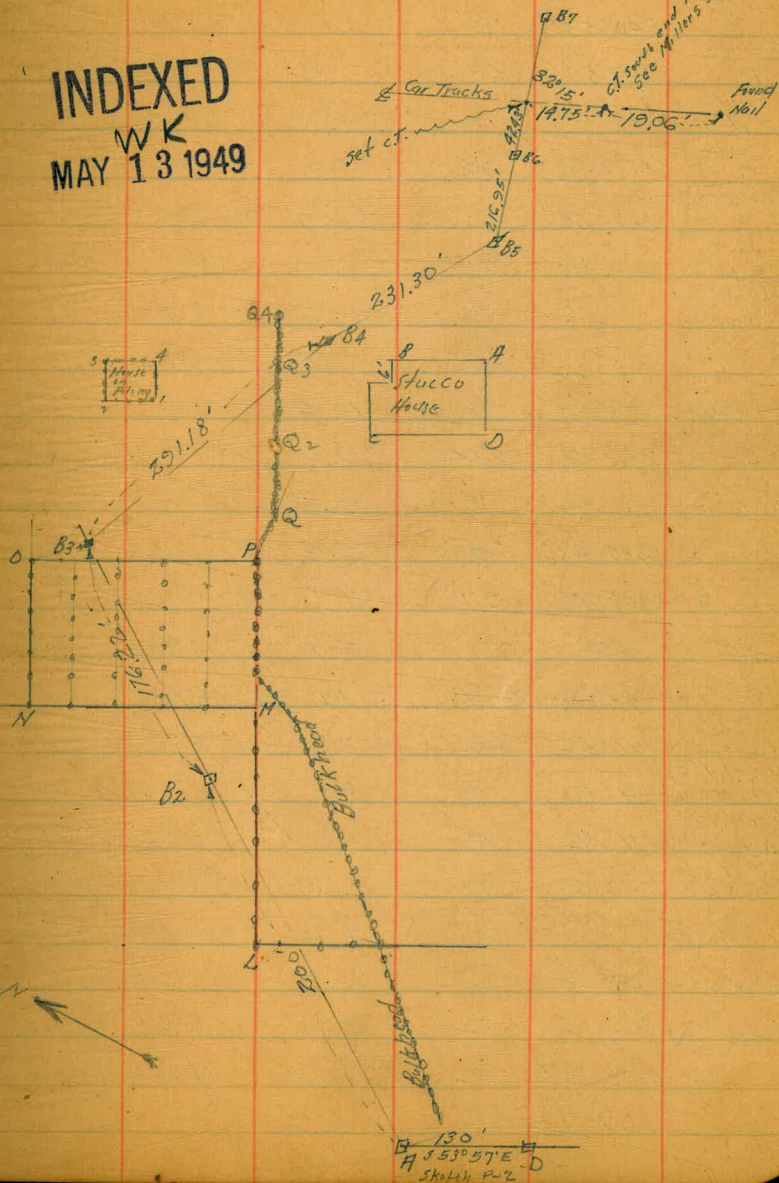
No Good.

Station Azimuth Horiz. Dist. Red Elev.

15

INDEXED

WK
MAY 13 1949



H.I. = 10.48

Station	Azimuth	Horiz. Dist.	Rod	Elev.
on Board Walk at O	157°48'	36	+4.8	15.3
Contour Pt.	340°53'	12'	2.8	7.7
on Ground.				
at P	340°53'	68'	1.6	8.9
on Board				
Walk at P	" "	" "	+4.9	15.4
on Ground				
at Q	315°52'	93'	2.2	18.3
on Bulkhead				
at Q	315°52'	93'	+2.2	12.7
on Ground				
at Q.2	277°38'	207'	2.0	8.5
Bulk head				
at Q.2	" "	" "	+1.7	12.2
Contour Pt.	253°27'	193'	5.4	5.1
M.L. Water	248°13'	200'	10.4	0.1
at House				
contour at 1	269°56'	254'	3.1	7.4
on Floor.				
at House at 1	" "	" "	0.7	9.8
on Ground				
at House 2	265°53'	247'	4.3	6.2
on Ground				
at House 3	264°38'	272'	5.6	4.9
at B4	272°51'	291.18'	0.69	9.79
Car of House	READINGS From B4 H.I. 14.73			
at Car 4	171°52'	24'	8.9	5.8
on Ground at Q3				
Bulkhead	171°52'	11'	8.0	6.7
on Bulkhead				
at Q3	171°52'	11'	2.7	12.0
on End of				
Bulkhead Q4	249°20'	90'	2.9	11.8
Q4 on Ground.	" "	90'	19.2	-4.5
M.L. Water	243°46'	66'	14.7	0.0
Contour Point	271°46'	74'	13.0	1.7
" "	295°27'	52'	10.5	4.2
" "	329°08'	41'	6.6	8.1

H.I. = 14.73

Station	Azimuth	Horiz. Dist.	Rod	Elev.
5th. Car House				
at H	9°17'	53'	3.6	11.1
Stucco House				
Car. B	17°22'	24'	6.1	8.6
" C	89°21'	13'	6.4	8.3
" D	91°15'	29'	6.4	8.3
Contour Pt.	307°06'	114'	3.6	11.1
" "	305°53'	111'	7.2	7.5
" "	297°05'	93'	10.3	4.4
" "	290°14'	232'	3.6	11.1
" "	289°22'	239'	7.1	7.6
" "	281°49'	219'	6.8	7.9
M.L. Water	270°15'	216'	14.4	0.3
Contour Pt.	287°21'	268'	3.8	10.9
" "	286°23'	266'	7.9	6.8
" "	282°31'	260'	10.2	4.5
M.L. Water	274°59'	253'	14.7	0.0
at B5	284°32'	291.30'	6.80	7.93
NEW Car. Public	READINGS From B5 H.I. = 12.95			
Rest Room.	276°37'	67'	7.5	5.45 on Ground.
NE. Car Public	276°37'	67'	1.9	11.05 Floor Elev.
Rest Room	276°33'	83'	7.0	5.95 on Ground.
NEW Car. Bit				
House	265°57'	152'	2.0	10.95 on Floor.
NEW Car. Bit				
House	265°57'	152'	5.5	7.45 on Ground.
NE. Car. "	267°38'	170'	5.0	7.95 " "
M.L. Water	252°38'	168'	13.0	0.0

16

Station	Azimuth	Horiz. Dist.	Rod	Elev.
	Location	MEAN High Tide		
	READINGS	From 12	12.5 = H.I.	
M.H. Tide	63° 50'	200	7.6	4.9
" "	149° 56'	26'	7.6	4.9
" "	226° 49'	266'	7.6	4.9
" "	242° 08'	350'	7.6	4.9
" "	250° 41'	420'	7.6	4.9
	READINGS	From B5 Cont.	9.79 = 8.2 12.61 = 7	
M.H. Tide	106° 10'	202'	7.7	4.9
" "	25° 03'	148'	7.7	4.9
" "	169° 29'	36'	7.7	4.9
" "	272° 20'	28'	7.7	4.9
" "	268° 48'	106'	7.7	4.9
Contour Pt.	275° 54'	108'	4.6	8.0
" "	280° 20'	110'	4.3	8.3
" "	284° 23'	115'	1.8	10.8
M.H. Tide	259° 14'	170'	7.7	4.9
" "	258° 44'	244'	7.7	4.9
Contour Pt.	261° 29'	242'	4.9	7.7
Bc 12	267° 01'	216.95'	4.85	7.76
	READINGS	From Bc	5.25 = 12.81	
Contour Pt.	52° 12'	58'	5.7	7.1
" "	48° 52'	62'	2.9	9.9
S.E. Cor. of Boat House	42° 25'	72'	2.7	10.1
Contour Pt.	1° 35'	34'	1.4	11.4

HI=12.81

Station	Azimuth	Horiz. Dist.	Rod	Elev.
Contour Pt.	1° 35'	34'	4.3	8.3
S.E. Cor. Mission Bridge	295° 05'	34'	1.0	11.8
On Ground	293° 34'	32'	4.7	8.1
Along West edge	269° 50'	38'	5.8	7.0
12 87	267° 01'	81.94'	5.45	7.36
	READINGS	From 12 87	H.I. = 12.12	4.76
M.H. Tide	166° 02'	33'	7.2	4.9
Contour Pt.	163° 22'	19'	4.6	7.5
" "	4° 12'	8'	4.5	7.6
S.E. Cor. Bridge	1° 2.1	11'	0.1	12.0
Contour Pt.	317° 02'	36'	1.3	10.8
" "	311° 06'	86'	4.8	7.3
" "	269° 42'	64'	5.8	6.3
M.H. Tide	260° 08'	66'	7.2	4.9
" "	281° 17'	134'	7.2	4.9
Contour Pt.	283° 53'	196'	5.6	6.5
" "	285° 43'	198'	2.7	9.4
" "	285° 36'	280'	3.2	8.9
" "	284° 09'	280'	4.6	7.5
" "	280° 14'	280'	4.4	7.7
M.H. Tide	276° 04'	278'	7.2	4.9
" "	281° 40'	434'	7.2	4.9
Contour Pt.	282° 53'	420'	4.6	7.5
" "	285° 41'	426'	4.2	7.9
" "	286° 40'	436'	2.8	9.3

17

Floor

Along east edge Mission Bridge

East edge " "

" " " " Floor Elev.

12.12

18

Station	Azimuth	Horiz. Dist.	Red.	Elev.
Contour Pt.	272°58'	586'	1.5	10.6
" "	272°33'	586'	3.2	8.9
" "	270°15'	560'	4.1	8.0
Mt. Tide	269°02'	540'	7.2	4.9
" "	261°16'	660'	7.2	4.9
Contour Pt.	263°00'	660'	4.5	7.6
" "	269°08'	666'	4.0	8.1
" "	269°46'	664'	1.5	10.6

T.P.	6.19	16.56	1.75	10.37
T.P.	3.55	15.21	4.90	11.66
chk. B.M. N.E. Voltaire - W. Pt. Lemo		4.64		10.57
				10.62 - B.M.
				0.05 = Error.

Note. For Topography on North side of channel
See Page 19

Walker
 Miss Bliss
 L. Drebert
 8-20-30

TOPOGRAPHY
 Mission Bay D.M.
 North side of channel
 Azimuths Reckoned from South

NE. B.P.
 Mission Blvd.
 San Diego Pt.

8.15 16.06
 4.72 11.34 \square 1

INDEXED
 WK
 MAY 13 1949

Station	Azimuth	Horiz. Dist.	Red	Elev.
READINGS FROM \square 1				
M.H. Tide	177° 30'	514'	11.0	5.0
Contour Pt.	175° 57'	506	8.4	7.6
" "	175° 01'	510'	5.4	10.6
" "	169° 48'	510'	5.8	10.2
" "	163° 28'	410'	7.3	9.7
" "	167° 16'	382'	7.9	8.1
M.H. Tide	169° 51'	370'	11.0	5.0
" "	161° 18'	266'	11.0	5.0
Contour Pt.	155° 13'	274'	9.2	6.8
" "	152° 50'	280'	6.8	9.2
East cb ^{line} on 16.				
Mission Blvd. North end	148° 16'	290'	7.9	8.1
Bulkhead D	155° 06'	300'	7.9	8.1
M.H. Tide on Bulkhead D	159° 10'	254'	11.0	5.0
" "	159° 10'	254'	8.0	8.0
Contour Pt. East cb.	157° 07'	226'	6.9	9.1
Mission Blvd. on cb.	154° 08'	222'	7.4	8.6
P.C. of Curves	158° 25'	180	7.2	8.8
Contour Pt.	161° 12'	182	7.1	8.9
M.H. Tide at End Bulkhead D	163° 36'	186'	11.0	5.0
" "	237° 00'	88'	7.3	8.7

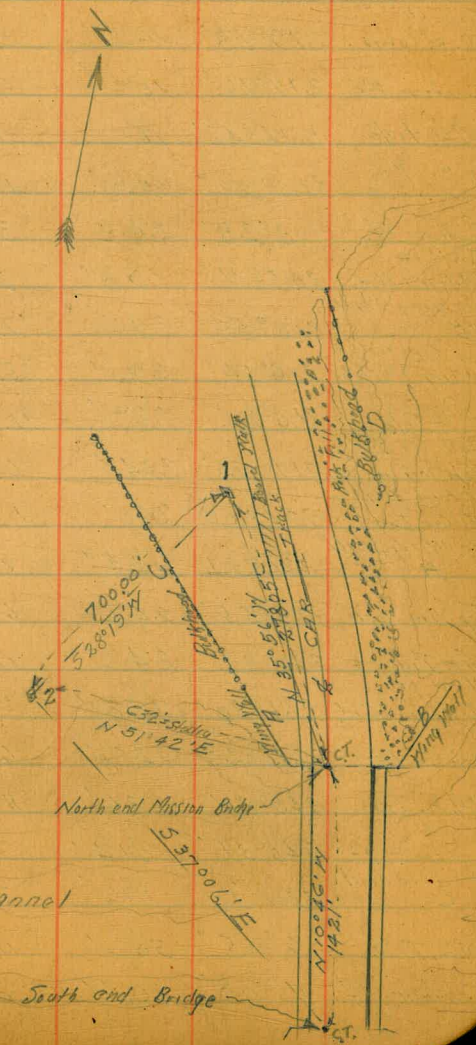
-1.10
 9.014
 7.91 - 8M. USC 49.5. Datum

11.34 - Elev. Elev. \square 1
 4.68 - 1
 15.98 = H.T.

on top = ground

North of Bridge

PACIFIC OCEAN



Station	Azimuth	Horiz. Dist.	Red.	Elev.
Send Bulkhead D	237°00'	88'	14.7	1.3
M.H. Tide	236°28'	80'	11.0	5.0
Contour Pt. East. cb.	236°28'	68'	6.1	9.9
Mission Blvd. East cb.	236°28'	62'	6.1	9.9
E.C. of Curve	279°58'	102'	5.7	10.3
Contour Pt.	277°16'	106'	6.0	10.0
M.H. Tide	271°42'	110'	11.0	5.0
" "	300°50'	208'	11.0	5.0
Contour Pt. East cb.	303°28'	202'	3.8	12.2
Mission Blvd. on Wing Wall	305°11'	198'	2.6	12.4
B	310°54'	290'	7.9	8.1
on Ground at Wing Wall B	310°54'	290'	15.9	0.1
M.H. Tide	312°20'	287'	11.0	5.0
N.E. Co. Bridge				
Top Wing Wall N End Side	317°28'	294'	0.6	15.4
S. Cor. Tract.	324°00'	280'	1.7	14.3
Top Wing Wall A	326°51'	274'	0.6	15.4
Top Wing Wall	329°55'	242'	6.9	9.1
M.H. Tide West cb.	330°02'	242'	11.0	5.0
Mission Blvd.	321°30'	230'	2.2	13.8
Contour Pt.	324°28'	242'	6.4	9.6
M.H. Tide	340°31'	236'	11.0	5.0
Contour Pt. on Bulkhead C	340°31'	214'	7.7	8.3
"	340°31'	176'	7.0	9.0
M.H. Tide	6°45'	302'	11.0	5.0
Contour Pt.	10°28'	304'	8.6	7.4

Station	Azimuth	Horiz. Dist.	Red.	Elev.
Contour Pt. North end of old Bulkhead C	21°18'	276'	8.1	7.9
Contour Pt.	106°51'	350'	6.9	9.1
" "	73°50'	340'	7.0	9.0
" "	43°52'	346'	7.6	8.4
" "	14°33'	474'	8.8	7.2
" "	8°35'	470'	9.4	6.6
M.H. Tide	4°56'	470'	11.0	5.0
" "	4°19'	550'	11.0	5.0
Contour Pt.	5°33'	560'	8.4	7.6
" "	10°17'	560'	8.7	7.3
" "	8°21'	630'	8.7	7.3
" "	5°08'	640'	8.5	7.5
M.H. Tide	2°40'	640'	11.0	5.0
□ 2	28°19'	700.00'		840'

1598
806
772-TP
5234
1335-T
495-
840-02

READINGS FROM □ 2 H.I. = 13.35

M.H. Tide	294°47'	270'	8.4	4.95
Contour Pt.	294°47'	250'	6.6	6.75
" "	294°47'	214'	5.6	7.75
" "	314°53'	155'	5.0	8.35
" "	181°33'	73'	5.3	8.05
" "	189°02'	277'	4.0	9.35
" "	145°40'	387'	3.5	9.85
" "	127°50'	424'	3.3	10.05
" "	122°03'	670'	3.3	10.06

Station	Azimuth	Horiz. Dist.	Red.	Elev.
Contour Pt.	112°03'	560'	5.4	7.95
" "	112°22'	235'	5.3	8.05
" "	323°10'	173'	5.4	7.95
M.H. Tide	326°05'	184'	8.4	4.95
" "	24°00'	137'	8.4	4.95
Contour Pt.	24°00'	110'	5.1	8.25
" "	65°45'	130'	4.4	8.95
M.H. Tide	59°35'	157'	8.4	4.95
" "	90°39'	296'	8.4	4.95
" "	94°03'	284'	8.4	4.95
Contour Pt.	102°12'	268'	4.4	8.95
" "	73°08'	390'	6.0	7.35
M.H. Tide	55°37'	216'	8.4	4.95
" "	55°00'	427'	8.4	4.95
" "	64°46'	570'	8.4	4.95
Contour Pt.	87°40'	530'	5.0	8.35

See sketch P-19 For ties into Bridge

T.P. 6.43 14.35 5.43 7.92

Cht. on S.M. San Diego Pl. Mission Blvd.

6.47

7.88

7.91 - 2M. use - G.P.
Datum
0.03 error.

Reed Ave. Cross Section
 Bayard to Mission Blvd

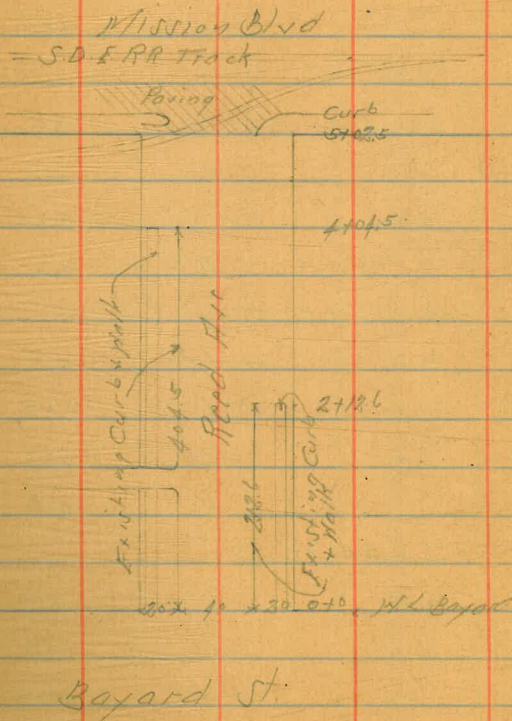
80' Wide
 30' Curb

Indexed
 C.S.K.

Suppl. 22
 8/15

INDEXED

BM	6.46	4.75	4.02	-1.73	N.E.P. Pacific Ave Mission Blvd
TP	4.58	5.29	4.02	0.71	
W.L. Bayard					
H		0.5		4.8	
N.Cb Top		0.29		5.00	
S.Cb		0.85		4.44	
S		1.0		4.3	
50' W of W.L. Bayard					
S		1.8		3.5	
S.Cb Top		1.78		3.51	
N.Cb		1.28		4.01	
H		1.6		3.7	
100' W					
H		2.2		3.1	
N.Cb Top		2.32		2.97	
S		2.73		2.56	
S		2.7		2.6	
132' W - 1/2 W of 100'					
S on Conc Pav		2.42		1.87	
S.Cb Ground		2.0		1.3	
N.Cb Top		3.01		2.25	
H		2.9		2.4	
150' W					
H		2.3		1.0	
N.Cb Top		2.41		1.88	



529

S cb Top	3.62	1.67
S	3.6	1.7
	175 M	
S	4.0	1.3
S cb Top	4.09	1.20
N cb Ground 100 M	4.1	0.9
N	3.8	1.5
	200 M	
N	4.3	1.0
N cb Top	4.21	1.03
S cb "	4.55	0.24
S	4.4	0.9
	212.6 M - N End of Ex. Imp. Ch. N. on N	
S	4.4	0.9
S cb Top	4.65	0.64
N cb "	4.31	1.03
N	4.5	0.8
	250 M	
N	5.3	0.0
N cb	5.5	-0.2
S cb Top	5.00	1.029
S	4.9	1.040
	300 M	
S	5.2	1.0.1
S cb Top	5.30	-0.01
N cb	5.7	-0.4

529

23

N	5.7	-0.4
	350 M	
N	6.1	-0.9
N cb	6.0	-0.7
S cb Top	5.12	-0.33
S	5.4	-0.1
	400 M	
S	5.7	-0.4
S cb Top	5.91	-0.62
N cb	6.0	-0.7
N	5.5	-0.2
	404.5 M - N End. Ch. Walk on N	
N	5.6	-0.3
N cb	5.9	-0.6
S cb Top End	5.92	-0.63
S	5.9	-0.6
	425 M	
S	5.6	-0.3
S cb	6.2	-0.9
N cb	5.6	-0.3
N	5.4	-0.1
	450 M	
N	5.1	1.0.2
N cb	5.4	-0.1
S cb	5.7	-0.4
S	5.5	-0.2

589

175W

S	53	10.0
Scb	52	10.1
Hcb	50	10.3
H	48	10.5

190W

H	41	11.2
Hcb	42	11.1
Scb	45	10.8
S	44	10.9

5025W - EL Mission Blvd

S	47	10.6
Scb on Pavlog	431	10.88
Hcb Top	390	11.39
H	38	11.5

ECB of Mission Blvd

H Top Cb	390	11.4
Hcb on Pavlog	459	10.70
S " " "	477	10.52
S Top Cb	435	10.94

24

Walker
Hazard
Hudson
Baggs
11-29-44

Levels
P-28

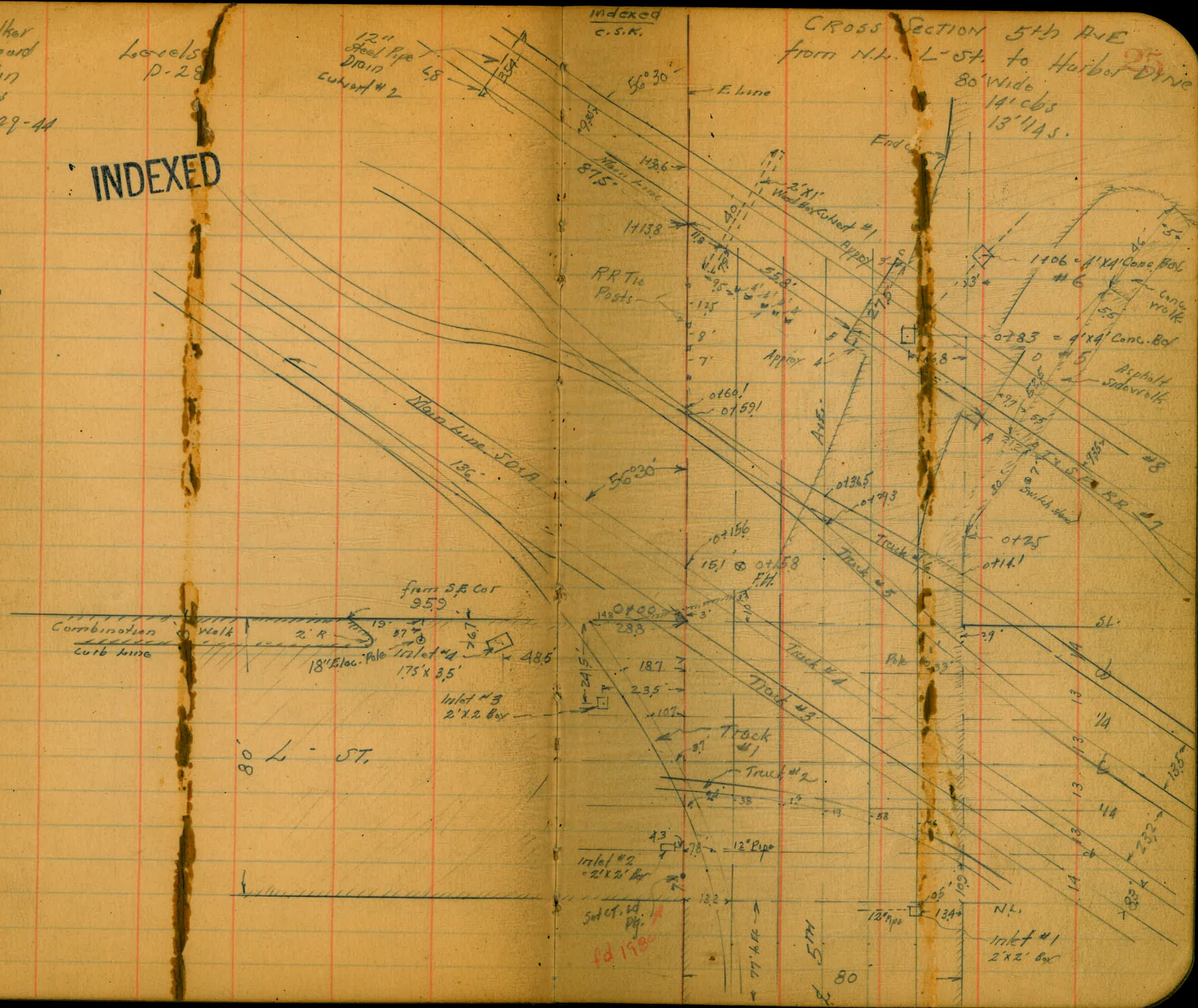
12" Steel Pipe
D1017
Culvert # 2

Indexed
C.S.K.

CROSS SECTION 5th AVE
from N.H. L- St. to Harbor Drive
80' Wide
14' cbs
13' 1/4 S.

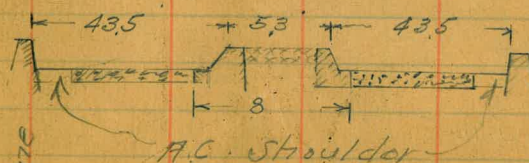
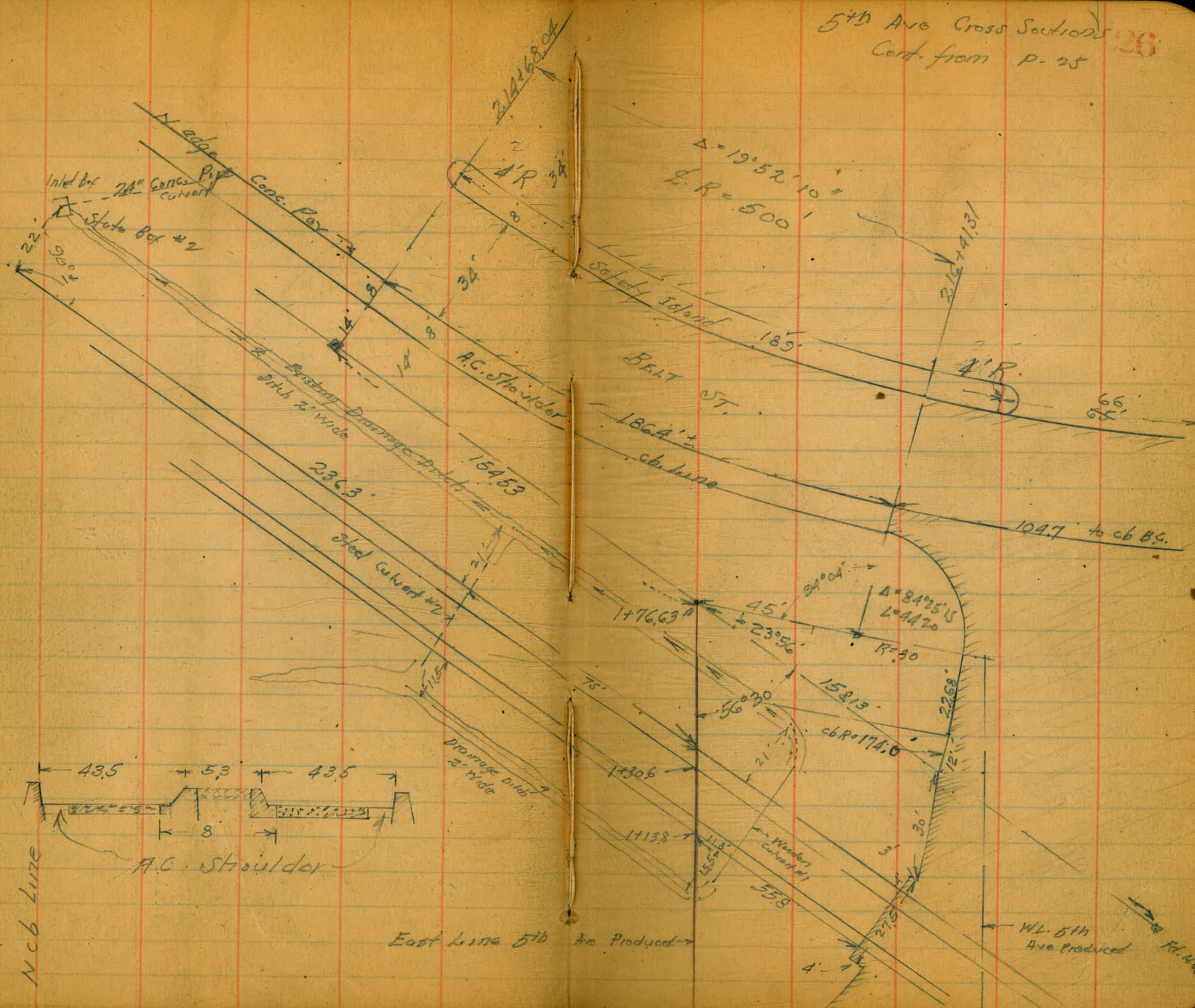
INDEXED

1" = 40'



13 1980

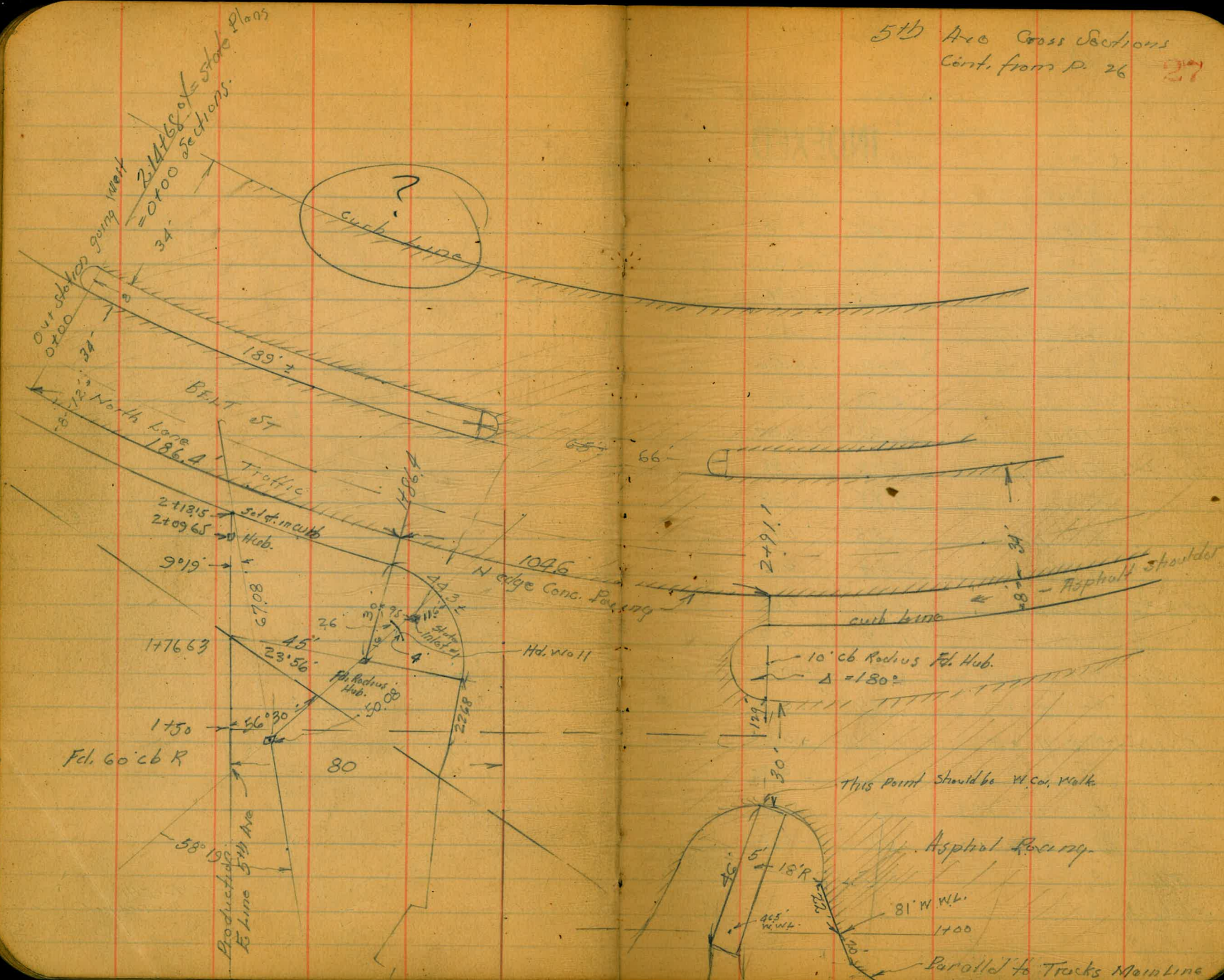
5th
80



East Lane 5th Ave Produced

WL 5th Ave Produced

→ R. Way



LEVELS on Intersection
5th Ave + L St.

And on 5th Ave from S.L. 5th to
Harbor Drive

INDEXED

	2.61	7.61	5.00	S.W. B.P. 5th + K
T.P. Inlet #1 on Grating	4.41	6.47	5.55	2.06
" Flow inlet #1			4.85	1.62
Inlet #2 on Grating			7.85	-1.38
" Flow			5.07	1.40
Inlet #3 Grating			7.07	-0.60
" " Flow			4.58	1.89
Inlet #4 Grating			8.54	-2.07
" " Flow			5.12	1.35
Box #5 Rim MH			7.75	-1.28
" " on Flow			4.48	1.99
Inlet #6 on Grating			11.34	-4.87
" " Flow			4.61	1.86
Culvert #1 N end			11.28	-4.81
" " S "			6.97	-0.50
Culvert #2 N. end			7.37	-0.90
" " S "			6.51	-0.09
N ditch 50' E culvert #2			7.42	-0.95
" " bot. culverts			5.9	0.6
T.P.			6.7	-0.2
State Box #1 Leap Intake			7.60	4.87
" " " Flow			6.05	0.42
" " on Slab Conc.			8.11	-1.69
			5.51	0.96

Sketch P. 25, 26, 27,

See Also
Pg. 50

28

	6.47		
South ditch bot culverts	6.80	-0.33	
" " opp culvert #2	7.2	-0.7	S. ditch
58' E culvert #2	7.5	-1.0	S ditch
150' " " 2	7.4	-0.9	" "
T.P.	0.74	5.61	1.60
State Box #2 Flow	9.29	-3.68	
" " Grating	5.97	-0.36	
T.P.	0.89	5.76	0.74
			4.87
			North Line L-St
E on Post	3.59	2.17	
+8.5 on Rail Track #1	3.78	1.98	
113.7 " W " 1	3.60	2.16	
cb	3.54	2.22	
"	3.50	2.26	
L	3.47	2.29	
W 1/4	3.72	2.09	
cb	4.02	1.79	
W	3.72	2.09	
109 S on X Rail #2	3.88	1.88	
			N cb
W	3.85	1.91	
+9' " Rail Track #2	3.81	1.95	
cb	3.75	2.01	
"	3.71	2.02	
L	3.72	2.09	

576 ✓

54th Ave X Section

E 1/4	3.66	2.10
"cb.	3.58	2.18
+6.5 W Rail #1	3.61	2.15
E " #1	3.75	2.01
E	3.88	1.88
+4.3 on Grating #2	4.34	1.82
N 1/4		
-3 E Rail #1	3.72	2.07
E	3.70	2.06
+2.5 W " #1	3.68	2.08
cb.	3.70	2.06
1/4	3.75	2.01
+4.5 N Rail #2	3.76	2.00
E	3.71	2.05
+10.8 S " "	3.69	2.07
W 1/4	3.70	2.06
W cb.	3.75	2.01
+5.6 W Rail #3	3.81	1.95
W.L. on S " "	3.80	1.96
E L-St		
W	3.79	1.97
+5 N Rail #4	3.71	2.05
W cb.	3.67	2.09
+6.3 S Rail #3	3.78	1.98
1/4	3.78	1.98

576 ✓

29

+2 N Rail #3	3.77	1.99
E	3.71	2.05
E 1/4	3.70	2.06
"cb.	3.70	2.06
E	3.69	2.07
S 1/4		
-2.7 on W Rail #1	3.74	2.02
E	3.68	2.08
cb.	3.78	1.98
1/4	3.76	2.00
+4.8 N.R #3	3.73	2.03
E	3.75	2.01
1/4	3.74	2.02
+3.2 N.R #4	3.79	1.97
+11.4 S " "	3.77	1.99
W cb.	3.77	1.99
W	3.68	2.08
S cb.		
W	3.76	2.00
cb.	3.70	2.06
3.3' South 1' W - 6.18" Pole Arc Lamp ^{And} Fire Alarm		
1/4	3.80	1.96
E	3.67	2.09
1/4	3.65	2.11
cb.	3.68	2.08
E	3.77	1.99

576 ✓

5th

0+00 = Sk. L-st

-35.5 = E Rail #1	397	1.79
-28.8 = W " "	378	1.98
-9' N " #3	361	2.15
E = S " #3	365	2.11
Ecb. NR #4	363	2.13
+9 S " "	362	2.19
1/4	362	2.19
E	379	1.97
W 1/4	382	1.99
cb.	397	1.79
+2.2 NR #5	409	1.67
+10.2 S " "	408	1.68
W.L.	415	1.61
0+14.2 WL on SR #6	409	1.67
0+25		
W.L. on A.C. Walk	412	1.69
cb. = W edge Strip Pav.	428	1.56
+5.5 S Rail #6	409	1.67
1/4	412	1.69
L	405	1.71
+3.4 = NR #5	410	1.66
E 1/4 = E edge Strip	406	1.70
cb.	41	1.8
E	43	1.5
0+20.5 5' W of E.L. = Switch Stand.		

576 ✓

0+50

30

E	45	1.3
+4.5 NR #5	414	1.67
cb.	46	1.7
+3' = SR #6	416	1.60
1/4	43	1.5
L	39	1.9
+1' = E edge Strip Pav.	399	1.77
1/4 on Pav.	398	1.78
cb. " "	398	1.78
+7.3 W edge " "	394	1.82
W	393	1.83
+1.3 = S.S.A.C. Walk	380	1.96
0+61.2 = N Rail #7	372	2.02 on W.L.
on Paving at A = NW	376	2.00
" " " B = NE	379	1.97
" " " C = SE	371	2.05
" " " D = SW	382	1.92
0+75		
-29.7 = S.S.A.C. Walk	378	1.98
-4.8 = W edge Strip Pav. Produced	375	2.01
Wc.	372	2.02
cb. = S Rail #7	371	2.05
W 1/4	368	2.09
+3.2 = E edge Strip Pav.	374	2.02
L	39	1.9

576 ✓

576

E 1/4	47	1.1
cb	46	1.2
E	51	0.7
1+00		
E	39	1.9
+6 in ditch	63	-0.5
+9	43	1.5
cb	43	1.5
1/4	42	1.6
L	4.2	1.6
W 1/4	4.3	1.5
+5 on E edge Por	3.85	1.91
	3.84	1.92
+7 " E edge Strip Por produced		
cb	3.91	1.85
W	3.94	1.82
+18 - W edge Strip Por	3.88	1.88
+46.5 - L 5' conc walk	3.63	2.13
1+25		
-41 - W edge Strip Por	3.40	2.36
W	3.44	2.32
+9.7 - E " " "	3.68	2.08
cb	3.5	2.3
2.3' South - 20" Elec. Pole		
1/4	37	2.1
L	43	1.5
1/4	43	1.5

576 ✓

31

E cb.	43	1.5
E	4.1	1.8
+15	4.1	1.8
1730.6 " N Rail # B	3.83	1.93 on E.L.
5 " "	3.88	1.88 " "
1+50		
E	4.2	1.6
cb	3.7	2.1
1/4	4.5	1.3
L	5.2	0.6
1/4	5.2	0.6
+10	5.2	0.6
cb	3.7	2.1
+3	2.6	3.2
+5.5 on cb	2.34	3.92
" " Gut at cb	3.08	2.68
WL on Por	2.92	2.82
+20' " "	2.89	2.87
+40 " "	2.81	2.95
+60 " "	2.78	2.98
+74.5 " "	2.93	2.83
129 South on Gut at cb	2.73	3.03
" " " cb " "	1.85	3.91
1+75		
-66.3 on cb. Return	2.02	3.74
" " Gut at cb	2.68	3.08

Gutter
on Por. mg.
Top cb

576 ✓

54b

-60	on Porring,	262	3.19	
-40	" "	251	3.25	
-20	" "	255	3.21	
W	" "	269	3.07	
+61	at cb Knot on East.	267	3.09	porring
"	on cb.	202	3.79	
TP	4.82	8.67	1.91	3.85
+12		5.1	3.6	
cb.		6.4	2.3	
+3		7.8	0.9	
N ^{1/4}		8.0	0.7	
E		8.4	0.3	
E ^{1/4}		8.5	0.2	
cb.		8.4	0.3	
E		8.3	0.9	
+15		8.3	0.9	
	10.5' N of cb on Radial			
	= 2+02 Section Parallel to cb Harbor			
E-15		85	0.2	
E		85	"	
+15		85	"	
+30		85	"	
+45		88	0.9	
+58		84	0.3	
+62		7.1	1.6	
+67		4.9	3.8	

867 ✓

32

			Section	
2+09	= N edge berm		Parallel to cb.	
-20		4.8	3.9	
E		5.1	3.6	
+15		4.9	3.8	
+30		4.9	3.8	
+45		4.8	3.9	
+60		4.7	4.0	
	Belt St on			
	Sections on Harbor Drive Radial			
	2.14+68.0% = 0700 out stations going west			
cb.		4.62	4.05	
cut.		5.29	3.38	
18	on Porring	5.30	3.37	
+70	" "	5.47	3.20	
	0725			
-20		5.51	3.16	
-8		5.41	3.26	
N East.		5.27	3.90	
" cb.		4.18	4.09	
	0750			
cb.		4.63	4.09	
cut.		5.74	3.93	
18' por.		5.41	3.26	
+70 "		5.51	3.16	
	0775			
-20		5.55	3.12	
-8		5.43	3.29	

867 ✓

Bell St.

N Gwt.		5.23	3.49
N cb.		4.65	4.02
	1700		
N cb.		4.74	3.93
" Gwt.		5.37	3.30
+8	012 Por.	5.52	3.15
+20	" "	5.62	3.05
	1725		
-20		5.64	3.03
-8		5.55	3.12
N Gwt.		5.44	3.23
N cb.		4.81	3.86
	1750		
N cb.		4.81	3.86
" Gwt.		5.45	3.22
+8		5.55	3.12
20		5.63	3.02
	1775		
-20'		5.61	3.06
-8'		5.53	3.12
Gwt.		5.42	3.18
cb.		4.85	3.82
	1786.4		
cb.		4.72	3.88
Gwt.		5.46	3.21
+8		5.51	3.16
+20		5.62	3.05

867 ✓

33

		2+00		
-20			5.62	3.05
-8			5.51	3.16
Gwt.			5.49	3.18
		2+25		
N Gwt.			5.48	3.19
+8			5.54	3.13
+20			5.65	3.02
		2+50		
N Gwt.			5.49	3.18
+8			5.58	3.09
+20			5.72	2.95
		2+91.1		
N cb.			4.78	3.89
" Gwt.			5.50	3.17
+8			5.57	3.10
+20			5.68	2.99
		NE Rot. 4 Parts Length 443		
Part 1	encl.		4.78	3.89
"	" Gwt.		5.40	3.27
Part 2	cb.		4.96	3.77
"	" Gwt.		5.51	3.16
" 3	cb.		4.92	3.75
"	Gwt.		5.58	3.09
Part 4 = EC.	cb.		4.98	3.69
"	Gwt.		5.74	2.93

867

34.68' Man End cb	5.52	3.15
" " " Aut	6.26	2.91

5' N of EC. 30' cb R 6' E = Pole Anchor

TP	5.69	9.51	4.85	3.82
chk. Starting BM		4.52	4.99	✓
			<u>5.00</u>	
			0.01	

5th Station

0+41 2' West of WL = 8" X 8" RR Sign Post

Construction Grades
NE Return Harbor Drive
And 5th Ave.

34

298	6.87	3.89	B.M. = Elev cb 2491.4.22
-----	------	------	-----------------------------

Harbor Drive

cb line

Elev cb = 389

cb = 380

388

385

380

378

373

362

351

340

328

cb = 317

(stakes set
10 Equal Parts)

cb. R = 60
L = 86.54
L = 91.00
T = 56.84

cb R

5th Ave

Walker
Hazard
Hordin
7-13-45

CROSS SECTIONS - 4TH AVE.
from K-st. to Railroad Pt. of Way.

INDEXED

5.69 7.08

Section E K-st.

W.L. on Paving.	5.95	1.13
cb. " "	6.03	1.05
1/4 " "	5.93	1.15
L " "	5.93	1.15
1/4 " "	6.20	0.88
+4.2 = W Rail Track	6.30	0.78
+8.9 = E " "	6.24	0.89
cb. on Paving.	6.18	0.90
E	6.05	1.03
B-26.9 = N Rail		
E on Rail	6.11	0.97
cb. " "	6.37	0.71
+4.1 = Int. North & South Rail	6.45	0.63
+8.8 " " " "	6.47	0.61
1/4 on Rail	6.37	0.71
L " "	6.18	0.90
1/4 " "	6.16	0.92
cb. " "	6.15	0.93
W " "	6.10	0.98
21.7		
W on Rail	6.09	0.99
cb. " "	6.15	0.93

14' Cbs.
13' 1/4".
BM. SYK. 82.
K + 4th Ave.

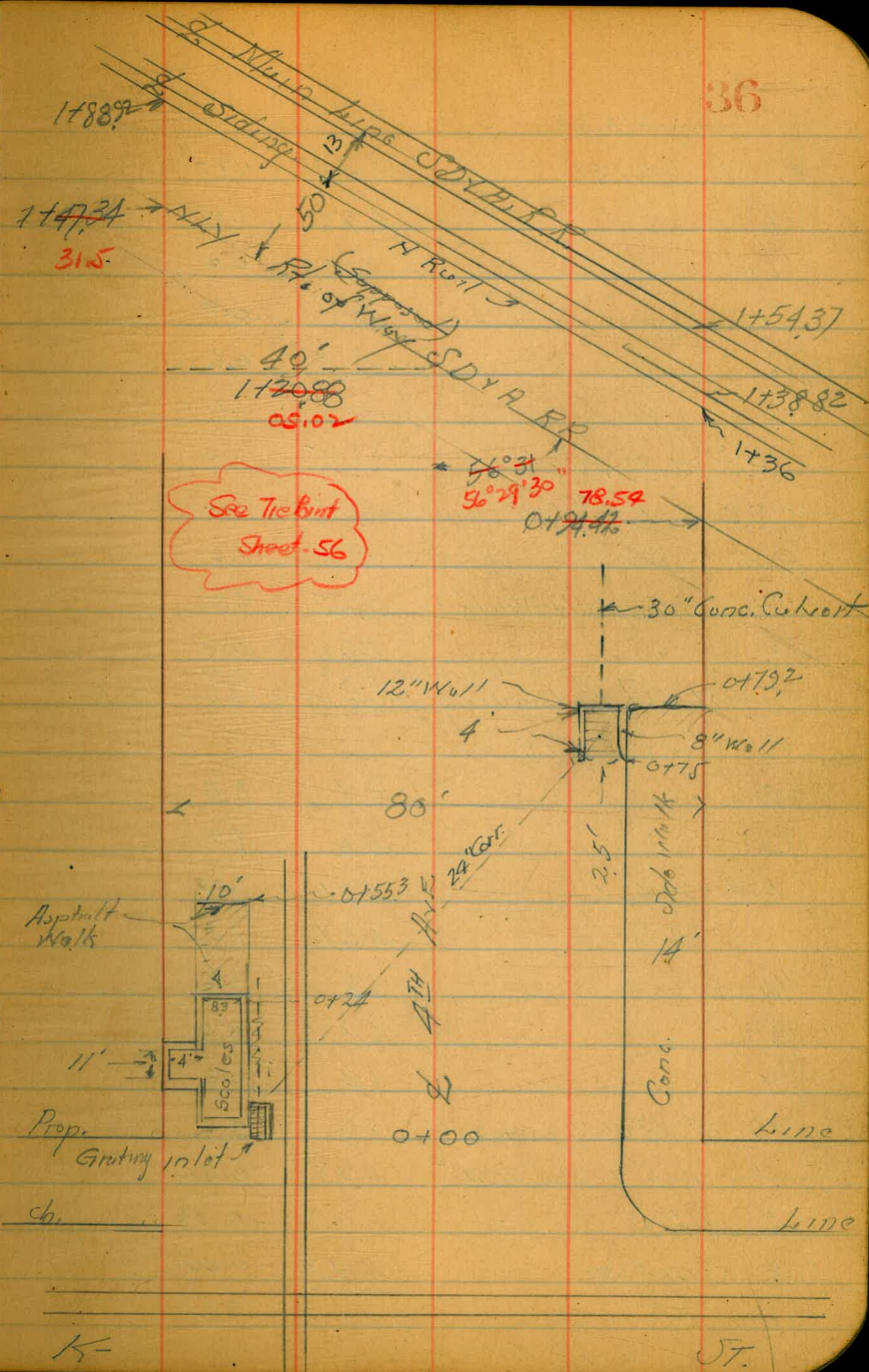
708

Indexed
C.S.K.

35

1/4 on Rail	6.16	0.92
L " "	6.17	0.91
1/4 " "	6.32	0.76
+4.2 " " int N+S Rail	6.40	0.68
+8.9 " " " " "	6.48	0.60
cb. on " "	6.39	0.69
E " "	6.12	0.96
S cb. K		
E on cb.	5.63	1.25
E-Grat. Paving	6.33	0.75
cb. " "	6.67	0.91
+4.2 on Rail	6.44	0.69
+8.9 on Paving.	6.43	0.65
1/4 " "	6.26	0.82
L " "	6.09	0.89
1/4 " "	6.12	0.96
cb. " "	6.22	0.86
+3 " "	6.12	0.96
+8 " " = cb.	5.65	1.23
W.L. on cb = Paving	5.64	1.22
5' North Toe "	6.02	1.06
W on Walk	5.39	1.69
cb.	5.68	1.40
Grat. Pav	6.44	0.69
1/4 " "	6.25	0.83

±		6.14	0.99
1/4		6.22	0.86
+4.2	on W. Rail	6.31	0.77
+8.9	" " " "	6.29	0.79
	on Flow Line	= 3.22	-2.19
+10	on Grating Inlet	6.85	0.23
45'	South on Hd Wall	6.17	0.91
"	" Flow	2.42	-2.39
E. cut.	on Grating Inlet	6.85	0.23
E. Top cb.		5.67	1.91
F. Paving.		5.54	1.59
T.P.	5.56	6.25	5.69
	0+24 "End Conc. scale wall on E.		
	on scale wall - cb	5.56	1.39
	Dirt Floor scale	9.0	-2.05
	0+25		
F.			
+3.2	on Asphalt Walk	5.27	1.68
b	" " "	5.53	1.92
Gut.		6.0	0.95
+4.1	on Rail	6.11	0.89
+8.8	" " "	6.10	0.85
1/4		6.1	0.8
±		6.1	0.9
1/4		6.2	0.8
cb Gut.		6.4	0.6
cb.		5.61	1.39
W		5.45	1.50



0+50

W. on Walk	5.48	1.97	
cb.	5.76	1.19	
Gut	6.5	0.9	
1/4	6.6	0.9	
E	6.3	0.6	
1/4	6.0	1.0	
+4.2 on W. Rail	5.85	1.10	
+8.9 " E "	5.91	1.09	
Gut	5.7	1.2	
cb. on Asphalt Walk	5.65	1.30	
E	5.40	1.55	
0+62.7 = ^{on Conc. Floor 3.64} Leading Door Way	0.0	3.31	E. Code,

0+75

E	4.1	2.8	
cb.	5.6	1.9	
+21 = E. Rail	5.71	1.29	
W "	5.61	1.39	
1/4	5.8	1.2	
E	6.1	0.8	
1/4	6.4	0.6	
+9 at Hd Wall on Ground	6.8	0.2	
" on " " on Wall	6.43	0.52	
E inlet on Conc. Gut.	7.33	-0.38	
E " Grating	6.43	0.52	
on Floor 30"	10.16	-3.21	

Cont. P. 38

695 ✓

W Gult. on Hd Wall	6.46	0.99
" cb. on cb.	5.86	1.09
W on Walks	5.67	1.28

0+79.2 = End Conc. Walks & cb on West

W. on Conc. Walk	5.68	1.27
cb. on cb	5.87	1.08
Gult. - Grating	6.48	0.97

0+93 = 18" Elec. Pole 15' W W. cb

0+94.42 50' at Rt to Main Line SD & A. RR

W	6.1	0.8
cb.	6.1	0.8
+4	6.6	0.9
1/4	6.0	1.0
1/2	6.1	0.8
3/4	5.7	1.2
+11.5 W Rail	5.46	1.99
E cb	5.6	1.9
E "	5.59	1.36
E	4.8	2.2
T.P. 4.76 6.20	5.42	1.53
1+47.34		
E - 7 = E Rail	4.92	1.37
E - 0.8 = W "	4.92	1.37
E	4.6	1.7
cb.	4.6	"
1/4	4.6	"

629 ✓

38

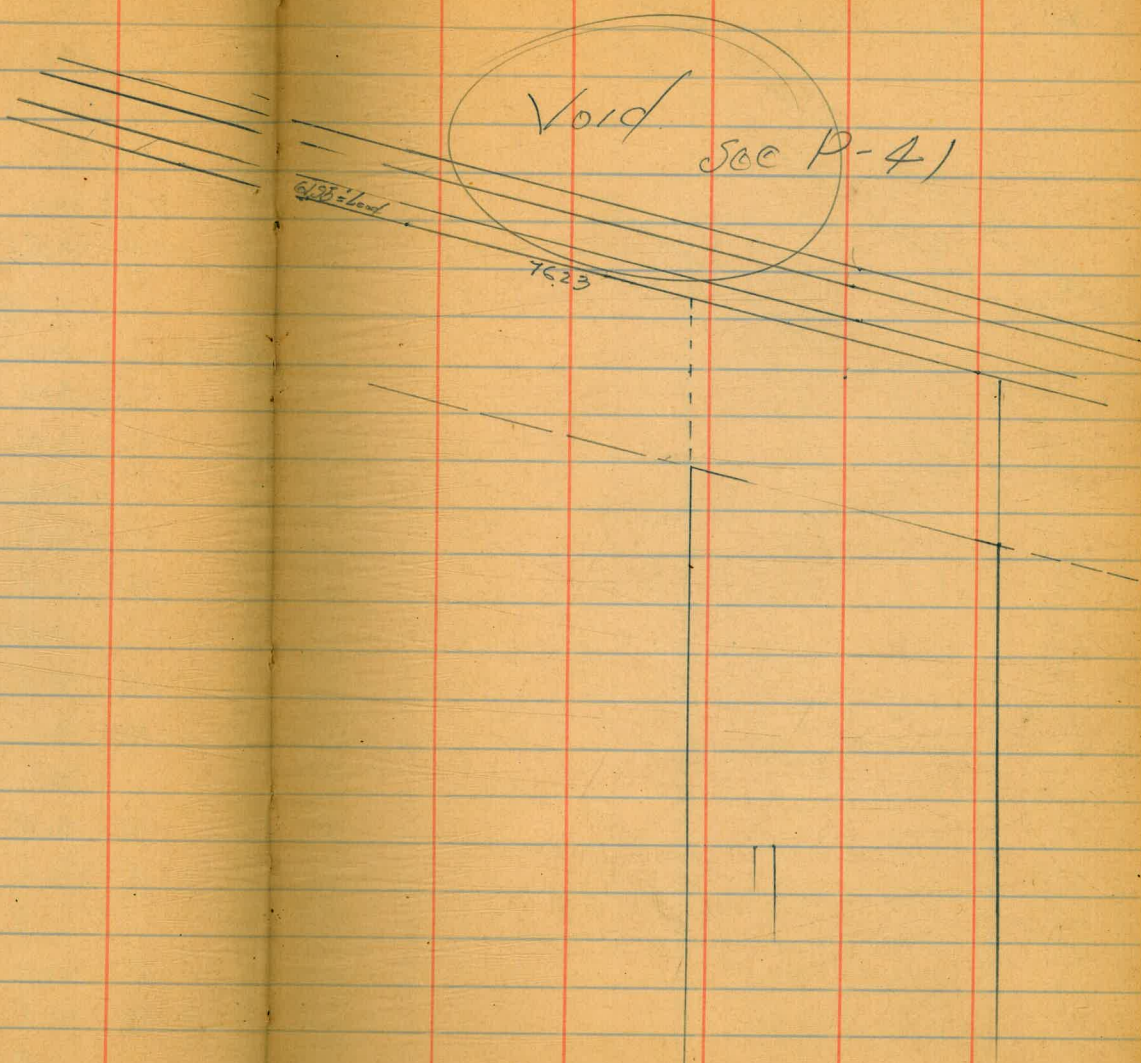
1/2 - supposed Rt. of v. lay line	4.9	1.9
1/4	5.0	1.3
cb.	4.9	1.9
W	4.9	1.9
23' N	5.8	0.5
31' N	4.5	1.8
T.P. 5.57 7.10	4.76	1.53 as spike

Levels on Spur Sketch P-41

51 K-st = 0+00 Stations on E Rail

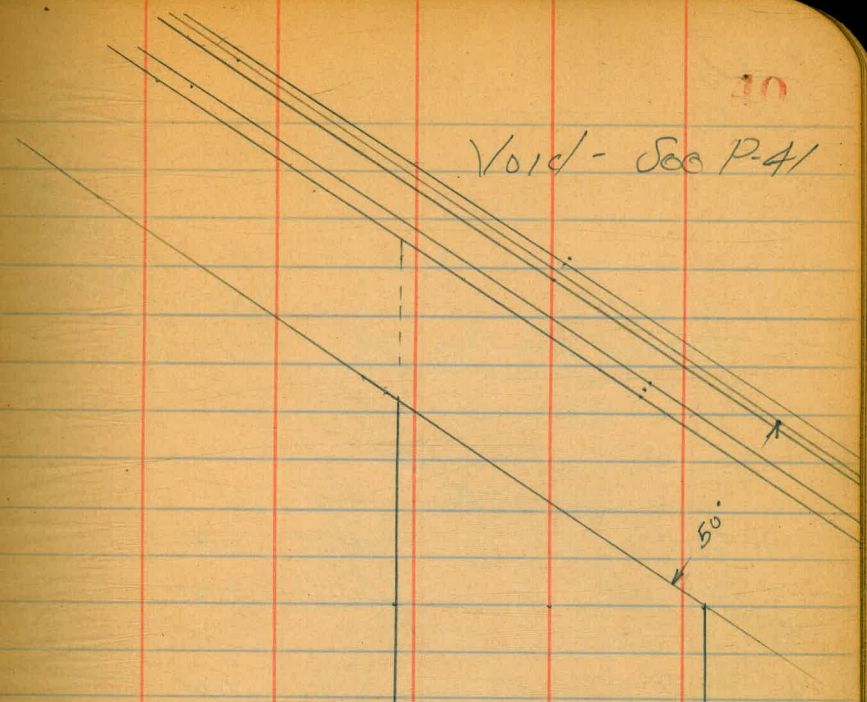
E Rail	6.30	0.80
W "	6.32	0.78
0+46 = BC		
W Rail	6.05	1.05
E "	6.11	0.99
1+00		
E "	5.77	1.33
W "	5.66	1.50
1+70		
W Rail	5.48	1.62
E Rail	5.66	1.99
2+00		
E	5.40	1.70
W	5.24	1.80
2+50		
W	5.32	1.78
E	5.32	"

Cont P-41



10

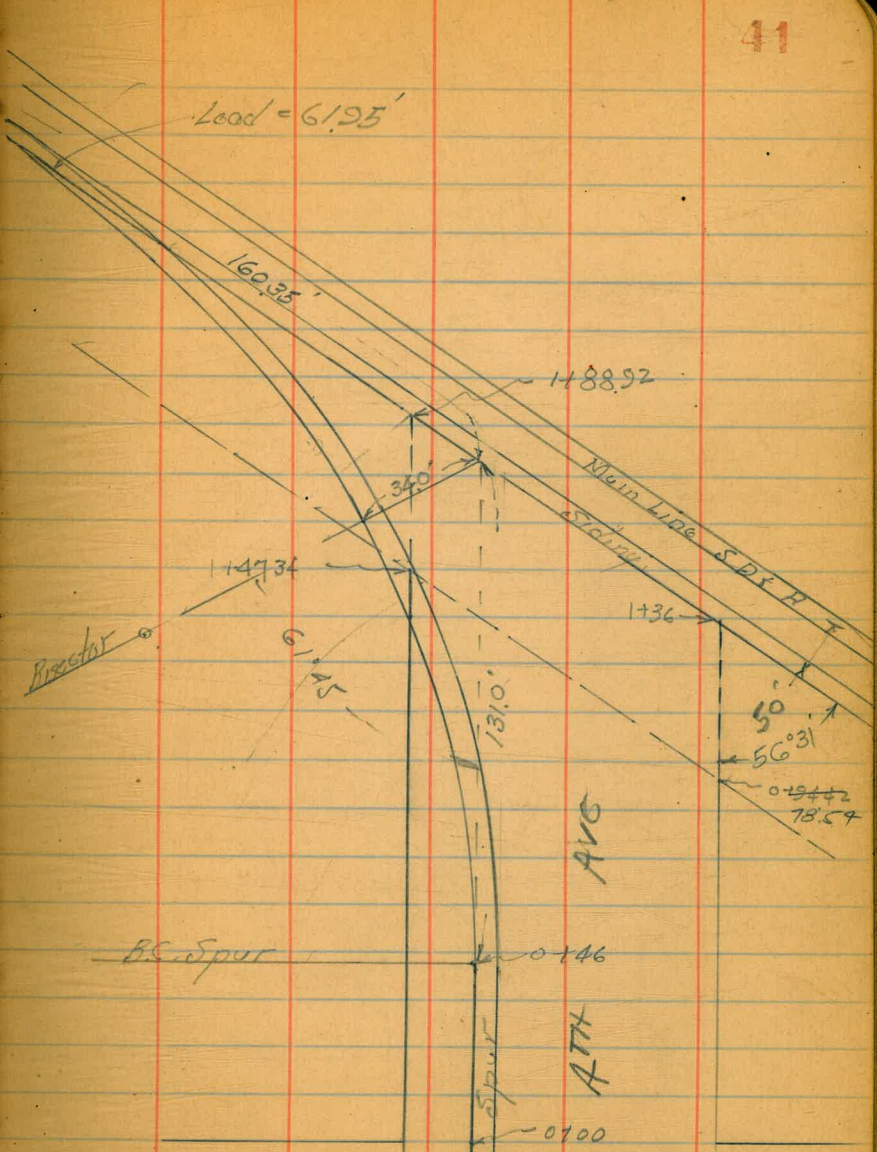
Void - See P. 41



Continued from Page 38

	7.10 ✓		
W Rail	5.26	1.89	
E "	5.27	1.83	
Siding			
1788.92 = Fl. line 4th Ave	5.11	1.99	
1736 = W " 4th "	5.27	1.83	
chk starting BM.	5.71	1.39 ✓	

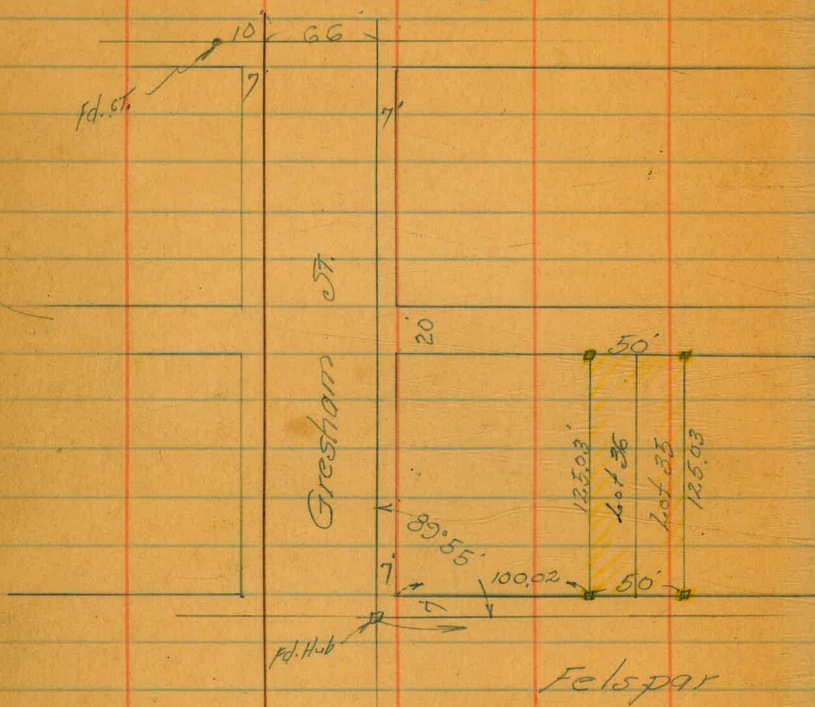
Switch Point
3+14.10



Walker
 Hazard
 Hordin
 7-17-45

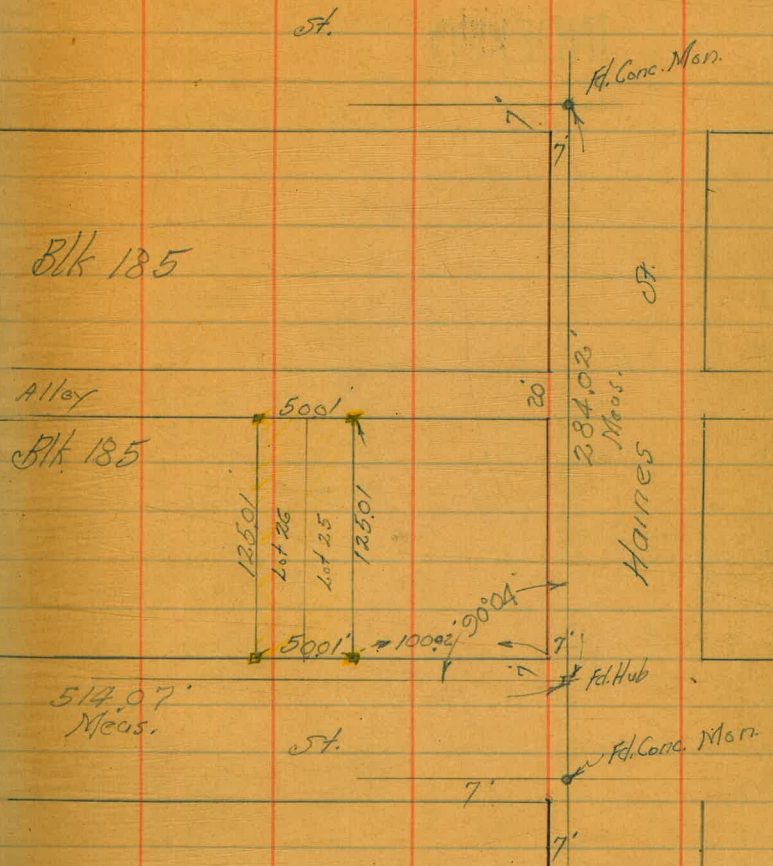
Survey lots 25 And 26. 35 And 36
 Block 185 Pacific Beach
 (City owned lots)
 = 2" x 2" Redwood Hub + Dark set

INDEXED Emerald



Indexed
 C.S.K.

43



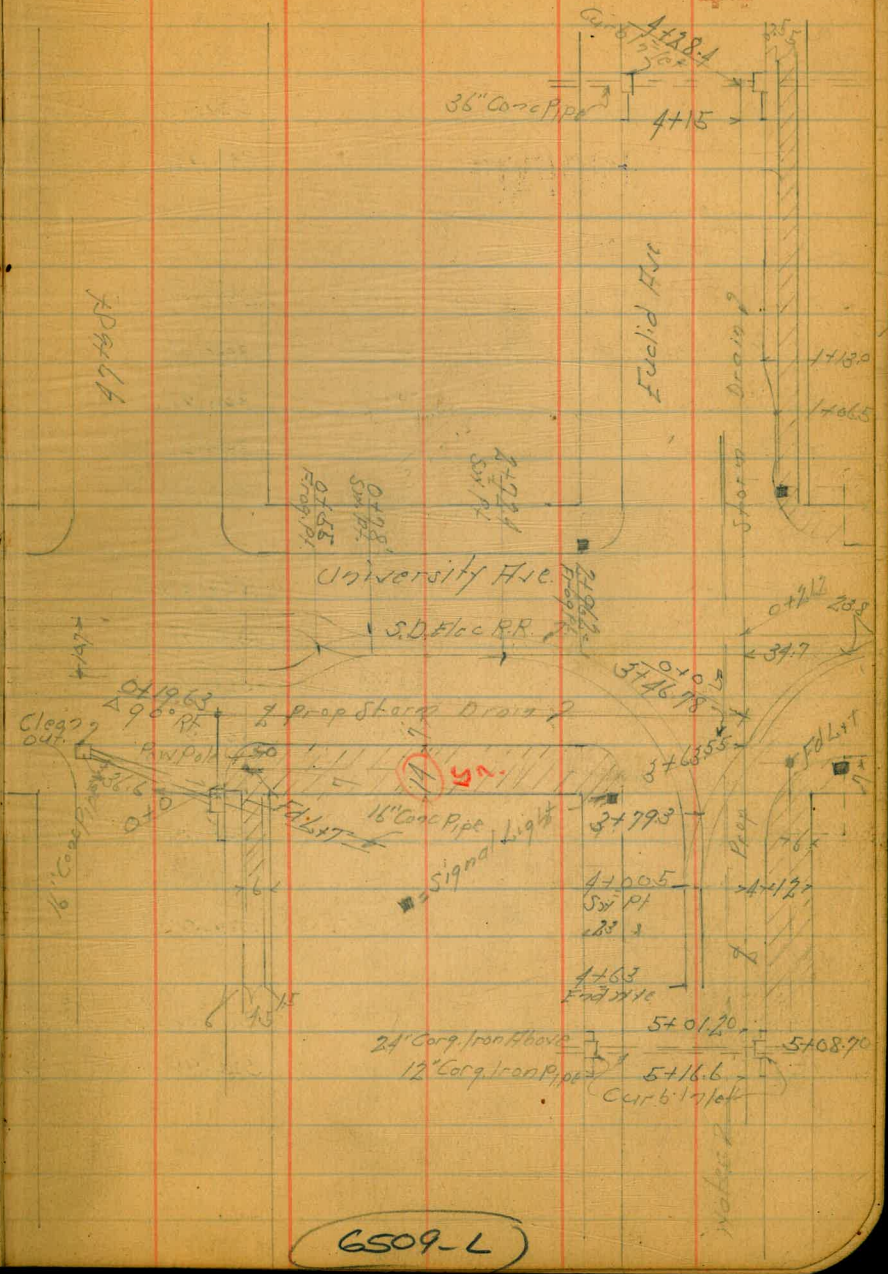
Proposed Storm Drain University Ave
 47th St to Euclid Ave. Also Euclid Ave
 North + South of University

BM	4.43	345.98	341.53	N 1/4 3P University 47th St
Clear out		5.77	340.21	07 Grate
"		11.00	339.98	Flex hose
0+0		6.17	339.81	07 Grate
"		13.36	332.62	Flex hose
+09		6.00	339.98	
+19.63 - A 90° Pt		5.12	340.86	
+50		5.18	340.80	
1+0		5.20	340.78	
TP	4.41	345.22	340.79	
+50		4.64	340.59	
2+0		4.81	340.42	
+50		4.95	340.28	
3+0		5.12	340.11	
+14.30 - W Rail		4.88	340.35	
+20.70 - E Rail		4.89	340.34	
+46.78 - A		4.48	340.75	
BM	4.19	344.89	340.70	N 1/4 3P University Euclid
+55.5 - W Rail		4.39	340.50	
+63.55 - S		4.49	340.40	
4+0		5.09	339.80	
+50		6.15	338.72	
+85		7.59	337.30	
5+0		7.77	337.12	
+08.70 - Curb let		7.91	336.98	07 Grate

INDEXED

Oct 11-45
 5:30 PM
 8/1/50
 8499

Indexed
 c.s.k.



6509-L

		344.89		
540	8.70 $\frac{1}{2}$ Box	16.22	328.67	Flax Lin
	Curb 1/2 ct 0.7 West Cb Euclid	7.86	337.03	07 Grad
	" " " " " "	14.76	330.13	Flax Lin
0+0 top of rt 6 = 344.7850				
	+16.45 = S Rail Main Line	3.82	391.07	
	+21.20 = " " " "	3.84	391.05	
	+50	4.48	390.91	
	+59	4.67	390.22	
	+40	5.07	339.82	
7P	3.28	343.56	4.61	340.28
	+50	4.34	339.22	
2+0		4.79	338.77	
	+50	5.26	338.30	
3+0		5.80	337.76	
	+50	6.25	337.31	
4+0		6.66	336.90	
	+284 = Cb 1/2 ct	6.80	336.76	07 Grad
	" = $\frac{1}{2}$ Box	19.05	329.51	Flax Lin
	Curb 1/2 ct 0.7 West Cb Euclid	6.84	337.08	07 Grad
	" " " " " "	17.09	326.99	Flax Lin

INDEXED

BM	4.02	345.57	341.55	N.W.B.P. Univ + Euclid
H.H. Cor Univ + 47th				
H L Univ	4.02		341.55	
H L 47th	3.99		341.58	
H.F. Cor Univ + 47				
H L Univ	4.50		341.07	
E L 47th	4.54		341.03	
S.E. Cor				
E L 47th	5.13		340.99	
S L Univ	5.10		340.47	
S.W. Cor				
S L Univ	4.64		340.93	
H L 47	4.69		340.88	

Oct 29-46
S. Sporn
8/11/46
Osborne

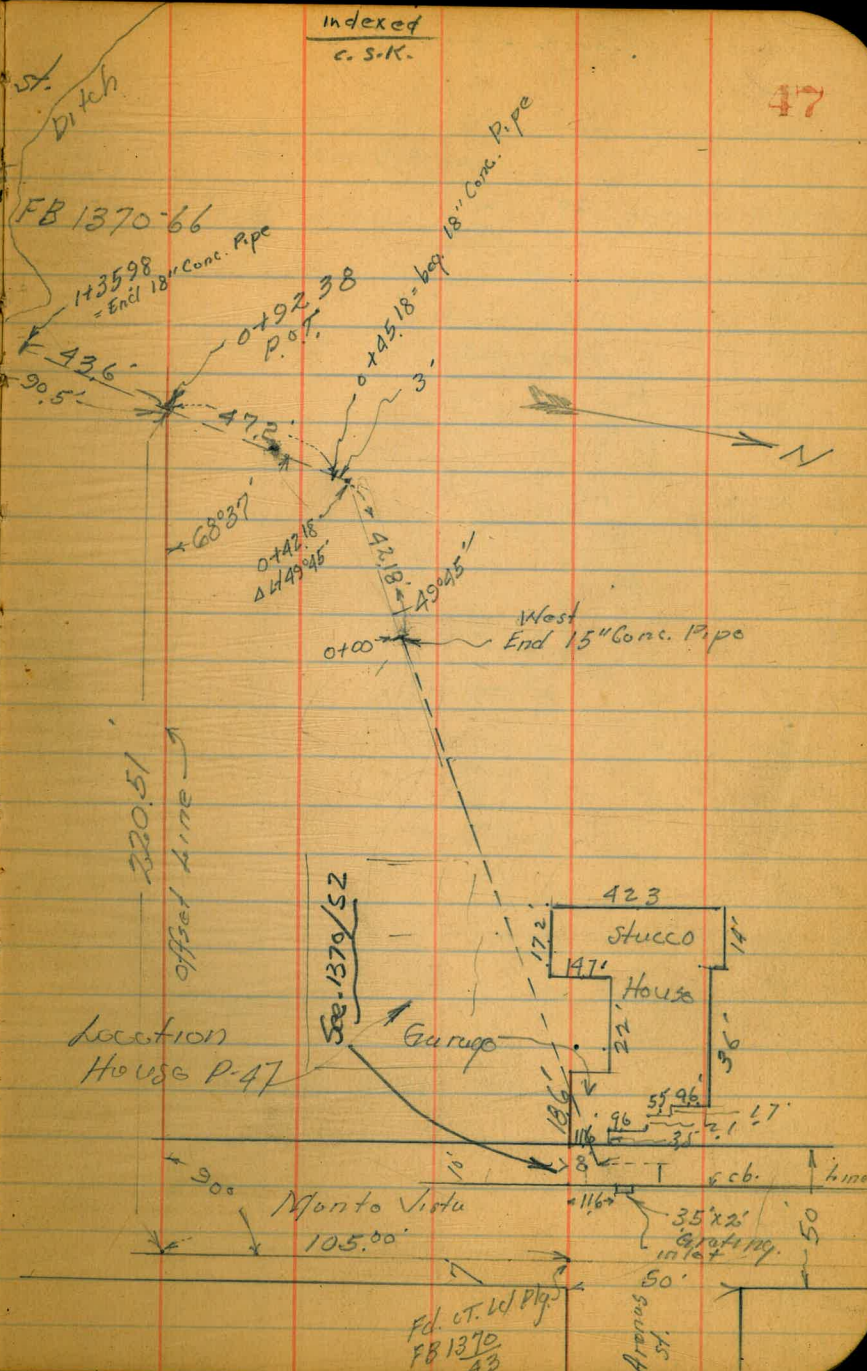
46

BM	4.45	345.13	340.68	1931-697 N.W.B.P. Univ + Euclid
H.H. Cor Univ + Euclid				
H L Univ	4.49		340.64	
H L Euclid	4.63		340.50	
H.F. Cor Univ + Euclid				
H L Univ	4.26		340.87	
E L Euclid	4.10		341.03	
S.E. Cor Univ + Euclid				
E L Euclid	5.77		341.36	
S L Univ	4.10		341.03	
S.W. Cor Univ + Euclid				
S L Univ	5.01		340.12	
H L Euclid	5.05		340.08	
Check Tel. Conduit NW Univ + Euclid				
Walker 1-10-46	4.54	345.24	340.70	B.M.N.W.B.P. Euclid Univ P-44
Top Conc. Tel. Duct	8.26		336.98	
Bottom " Slab	10.64		334.60	

Walker Location And Elevations
 Hurdin Existing Culverts. WLY End ARENAS St.
 Hurley 1-11-46 South California Map #891

INDEXED

3.81	54.43	50.56	BM SE 7' high Monte Vista x 200 60' 10"	✓
SE Top Hyd. Monte Vista Arenas	6.41	48.02	FB 1370-66	✓
" cb. SL. Arenas - Monte Vista	8.72	45.71	1+35.98 - End 18" Conc. Pipe	✓
on cb. 2 Grating.	2.74	44.69	0+92.38 P.O.T.	
" Grating 3.5 x 2.5'	10.52	43.91	0+45.18 - beg 18" Conc. Pipe	
" Floor Inlet Box	12.72	41.71	3'-	
T.P. 113	46.94	8.62	45.81	✓
T.P. 6.45	40.87	12.52	34.42	✓
0+00 on Flood Line 15" Conc. Pipe	8.46	32.91		
0+42.18 x Lt. 49'45' on stake	9.41	31.96		
+45.18 - beg 18" Conc. Pipe 1' from E end	2.58	31.29		
on SE Wing Wall	4.94	35.93		
" NW "	4.53	36.32		
0+46 on Hd. Wall	5.16	35.71		
0+92.38 - P.O.T. Stake on offset line	6.45	39.92		
1+30	6.9	39.0		
1+35.98 - End 18" Conc. Culvert by Gate	11.38	29.99		
Set Temp. BM on Iron Pier	2.00	38.87		✓
1+37 on Ground	12.4	28.5		
1+50 " "	14.1	26.8		
+56. " 2 Ditch	18.7	22.2		



Indexed
c.s.-K.

Cont. from P. 47

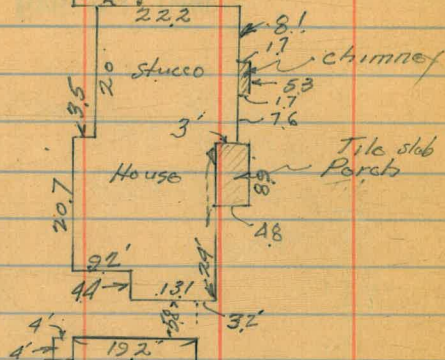
48

This patio must be drained

Elev. Floor = 3241 → End 15" culvert
Elev. 364 → This pipe on curve

Brick patio → Brick steps

Elev. 369



Scale 1" = 30'

cb. line

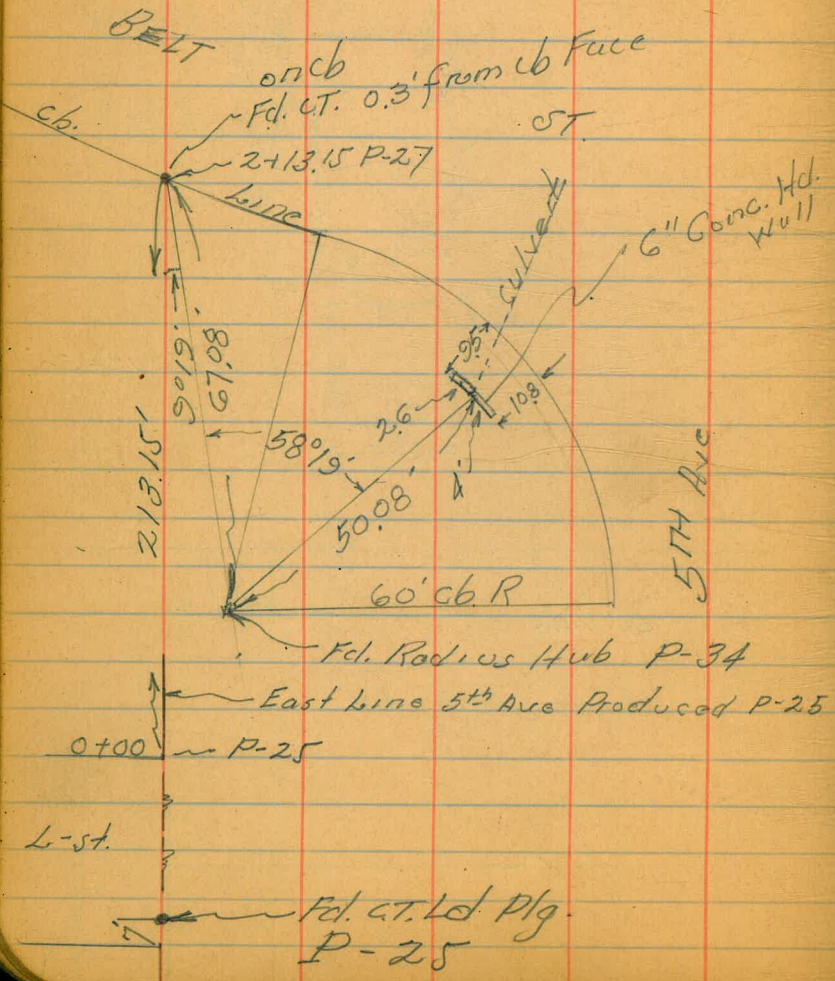
Monte Vista Ave

10'

ARENAS ST

Walker Location Fasting Conc. Hd. Well
N.E. Cor 5th & Belt St.

INDEXED
INDEXED
WK
MAY 13 1949



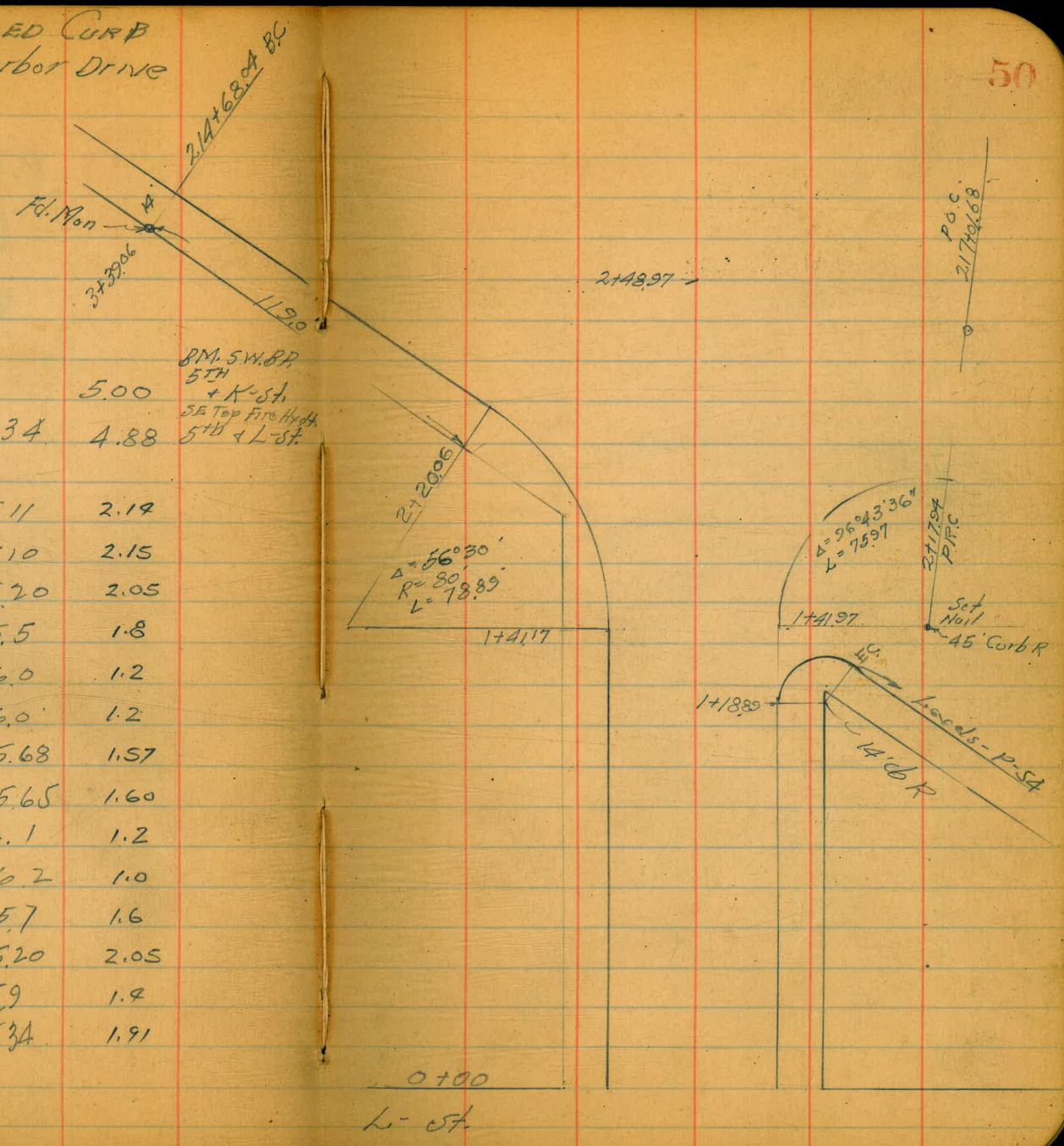
Walker
Hendricks
Hunley.
4-11-46

LEVELS - PROPOSED CURB
5TH AVE. And Harbor Drive

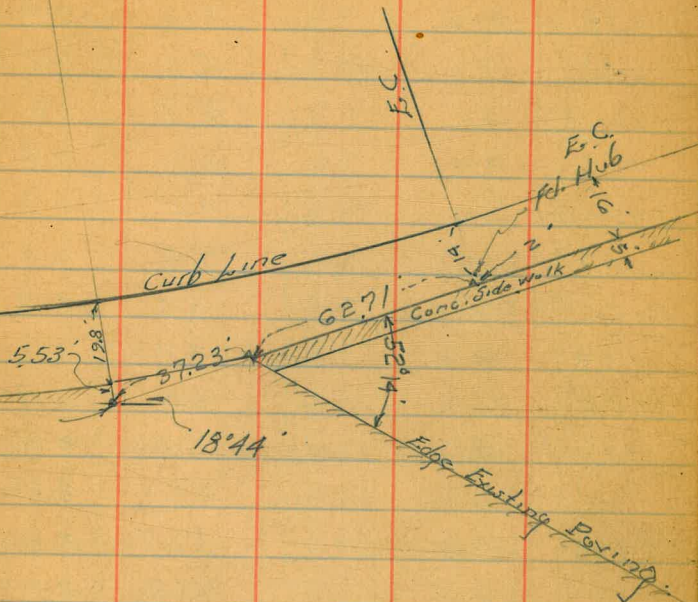
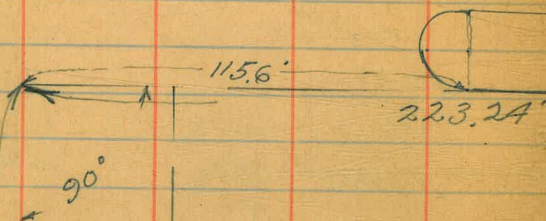
INDEXED
WK
MAY 13 1949

3.22	8.22	5.00
2.37	7.25	3.34
5L 2-st = 0+00	East curb 5th	5.11
0+00.3 = N Rail		5.10
0+08.5 Edge Pav.		5.20
+10		5.5
+29		6.0
+42.6 Ground		6.0
+42.65 N Rail		5.68
+51.25 5 "		5.65
" Ground		6.1
0+93		6.2
1+04.3		5.7
+04.65 N Rail		5.20
1+21.7		5.9
+21.75 N Rail		5.34

BM. S.W. BR
5TH
+ K-St.
SE Top Fire Hydr.
5TH + L-St.



16844'
&
5TH AVE.



37.23
62.71

99.94

19.88
5.53

14.35

CF

725

East curb Cont. from P-50

1+41.17	6.0	1.2
+52	5.5	1.8
754 in Ditch	7.6	-0.3
756	5.7	1.6
1+60.89	5.7	1.6
+66	6.9	0.9
1+80.61	7.1	0.2
2+00.33	7.3	0.0
2+20.06 = cb. EC	6.9	0.9
+64	3.3	4.0
3+00	3.4	3.8
+39.06 = state B.C. on cb.	3.20	4.05
" on Cut	3.90	3.35
3+65 on cb.	3.25	4.00
" " Cut	3.98	3.27
4+00 on cb.	3.43	3.82
" " Cut	4.17	3.08
4+36 " cb.	3.58	3.67
" " Cut	4.28	2.97
S.L. L-st. Laurel's L 5+5		
=0+00 on Paving	5.19	2.06
0+22.9 N. Rail	5.51	1.79
0+36.23 S. Rail	5.65	1.60
+45 on edge Paving	5.46	1.79

725

52

0+50	5.3	2.0
0+87	5.8	1.9
+87.20 = N. Rail	5.24	2.01
1+04	5.8	1.9
1+04.10 N "	5.28	1.97
+18.89	6.0	1.2
+50.16	6.8	0.9
+63.44	6.5	0.8
+85	7.5	-0.25
+92	3.4	3.8
+99.3 on cb. Ret.	3.39	3.86
" " Cut	4.08	3.17
2+46 Cut. at Safety Island	4.40	2.85
+47 on cb.	3.92	3.33
+48.97 = S. Island	3.96	3.29
West curb 5+5		
S.L. L-st =0+00	5.44	1.81
0+01.6 N. Rail	5.58	1.67
0+21.85 = S. Rail	5.58	1.67
0+50 on Paving	5.36	1.89
+70 N. Rail	5.22	2.03
+99 S. Rail	5.23	2.02
1+00 on Pav.	5.40	1.85
+13 = Edge Paving	5.52	1.73
+18.89	5.27	1.98

Cont. P-53

2 14' Curb Ret. on Pav.	4.88	2.37
E.S. " " " " "	4.75	2.50
1+41.97-BC-45' R	3.8	3.4
160.96 on Paving.	4.51	2.79
+79.95 " "	4.20	3.05
+99.94	4.09	3.16
2+17.94 = E.C. 45' R	4.10	3.15
Levels West from 2 1+62.44		
2.56 = 0+00	6.5	0.8
0+15	6.5	0.8
+22	3.8	3.4
+28.5 on cb Ret.	3.76	3.49
" " Guts	4.47	2.78
0+40 on Pav	4.32	2.93
+70 " "	4.15	3.10
1+00 " "	4.12	3.13
+15.6 " "	4.20	3.05
" " cb = End cb.	3.33	3.92
1+50 on Pav	4.46	2.79
+75 " "	4.63	2.62
2+00 " "	4.84	2.41
+25	5.09	2.16
+50	5.29	1.96
+66.4' on Side Walk - Paving	5.29	1.96
" 50' West on "	5.33	1.92

2+80 on Conc. Walk.	4.97	2.28
3+00 " " "	4.60	2.65
+23.18 opp E.C. on Walk	4.57	2.68
Levels N of Long Harbor West from 2+17.94		
2+17.94 = 0+00	4.10	3.15
0+40.3 = P.R.C. ^{on cb.} 10' cb R	3.35	3.90
" on Guts.	4.08	3.17
+75 on cb	3.32	3.93
" " Guts	4.03	3.22
1+00 cb	3.39	3.86
" Guts	4.07	3.18
1+50 on cb.	3.48	3.77
" " Guts.	4.12	3.13
2+00 on cb.	3.58	3.67
" " Guts	4.25	3.00
+50 cb	3.85	3.40
" Guts.	4.50	2.76
3+00 on cb.	4.28	2.97
" " Guts.	4.88	2.37

Levels West. from E.S. 14'66 R.

EC.			
-0+00	4.75	2.50	
+30 = Edge Pav.	5.20	2.05	
+46 = E edge Conc. Walks	5.09	2.16	
+51 W " " "	5.09	2.16	
+70 Ground	5.3	2.0	
+90 NE Cor Pav	4.96	2.29	
1+00 on Pav. Nedge	4.89	2.36	
+50 " " " "	4.99	2.26	
2+00 " " " "	5.01	2.29	
+50 " " " "	5.12	2.13	
3+00 " " " "	5.19	2.06	

Pouring Levels each side of Safety Lane 13' from curb

State stations from 214+68.04

214+68.04			
Rt. on Conc. Pav	4.27	2.98	
Lt. " " "	4.31	2.99	
215+00			
Rt.	4.29	2.96	
Lt.	4.31	2.99	
215+50			
Rt.	4.34	2.91	
Lt.	4.36	2.89	
216+00			
Rt.	4.39	2.86	
Lt.	4.41	2.89	

216+50

Rt.	4.43	2.82	
Lt.	4.43	2.82	
217+00			
Rt.	4.44	2.81	
Lt.	4.48	2.77	
217+50			
Rt.	4.43	2.82	
Lt.	4.49	2.76	
218+00			
Rt.	4.48	2.77	
Lt.	4.52	2.73	

218+50

Rt.	4.51	2.79	
Lt.	4.58	2.67	
219+24 = 118+50			
Rt.	4.48	2.77	
Lt.	4.60	2.65	
219+24 4' Rt			
Rt.	4.60	2.65	
Lt.	4.60	2.65	

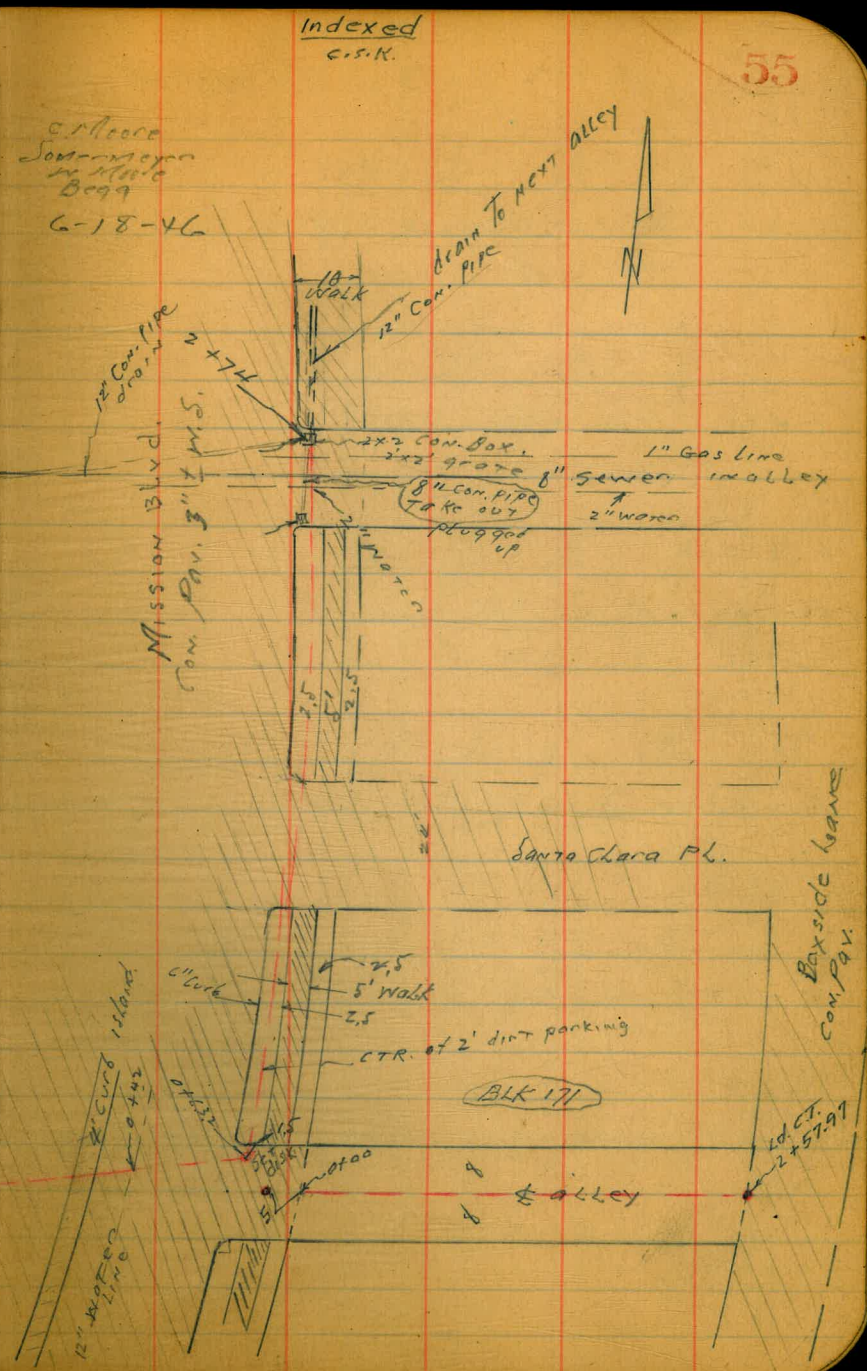
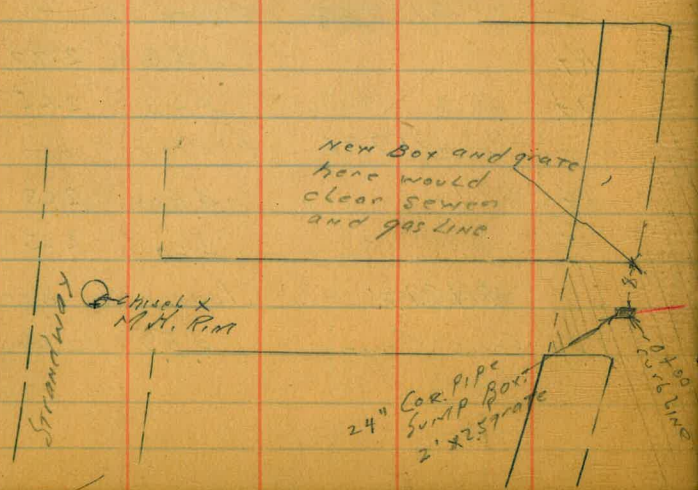
~~118+50~~ = Cleanout Box

Top Conc. Cover 4.59 2.66

Notes Reduced. 4-12-96

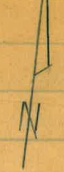
x sec of Alley 16' wide
 BLK 171 Mission Beach

INDEXED



at Moore
 Somewhere
 in Mission
 Beach
 6-18-46

drain to next alley
 12" Con. Pipe



Mission Blvd.
 Con. Pav. 3" I.M.S.

Santa Clara Pl.

Box side lane
 con. Pav.

New Box and grate
 here would
 clear sewer
 and gas line.

24" Con. Pipe
 Sump Box
 2' x 2.5' grate

BLK 171

10' CT.
 2-57-97

X sec alley Blk 171 M.B.

GT = N

⊖

RT = S 56

0 + 01 W.L. San Apcon + 4 Car garage

$\frac{6.2}{8} - \frac{0.6}{8}$	$\frac{6.4}{8} - \frac{0.8}{8}$	$\frac{6.0}{8.1} - \frac{0.41}{8.1}$	$\frac{5.71}{12.5} - \frac{0.11}{12.5}$
		Can. Apcon	90%

0 + 00 = E. Mission Blvd.

$\frac{5.83}{8.2} - \frac{0.23}{8.2}$	$\frac{6.43}{8.2} - \frac{0.83}{8.2}$	$\frac{6.43}{8.2} - \frac{0.83}{8.2}$	$\frac{6.47}{7.9} - \frac{0.87}{7.9}$	$\frac{5.83}{7.9} - \frac{0.23}{7.9}$
cb.	Par.	Par.	Par.	cb.

0 - 10 E. cb. Miss. Blvd.

$\frac{5.93}{9} - \frac{0.33}{9}$	$\frac{6.7}{8.7} - \frac{0.65}{8.7}$	$\frac{5.94}{8.7} - \frac{0.34}{8.7}$	$\frac{5.95}{40} - \frac{0.35}{40}$	$\frac{6.01}{80} - \frac{0.41}{80}$
cb. Ret.		cb. Ret.	cb.	cb.

0 - 10 E. gutter Mission Blvd.
edge stone Surfacing

$\frac{6.28}{8} - \frac{0.68}{8}$	$\frac{6.35}{8} - \frac{0.65}{8}$	$\frac{6.3}{8} - \frac{0.71}{8}$	$\frac{6.30}{40} - \frac{0.70}{40}$	$\frac{6.22}{80} - \frac{0.62}{80}$
-----------------------------------	-----------------------------------	----------------------------------	-------------------------------------	-------------------------------------

0 - 20 on Par.

$\frac{5.93}{80} - \frac{0.33}{80}$	$\frac{5.98}{40} - \frac{0.38}{40}$	$\frac{5.97}{8} - \frac{0.37}{8}$	$\frac{5.97}{8} - \frac{0.37}{8}$	$\frac{5.97}{40} - \frac{0.37}{40}$	$\frac{5.95}{80} - \frac{0.35}{80}$
-------------------------------------	-------------------------------------	-----------------------------------	-----------------------------------	-------------------------------------	-------------------------------------

Fd. NEBP. 5.93 5.60 9.90 - 0.33 $\frac{-0.23}{0.10}$

Mission Blvd. and Santa Clara Pl.

Sw. BP. 2.38 9.57 7.19
Seawall
of Santa
Clara Pl.

0 + 41.5 E. edge 4 car gar. Con Apron

0 + 37.7 E 2.5 Con. Walk

0 + 30.5 E. edge 3 car gar. Con FL

0 + 21 E 4 car gar.

0 + 20 For ydge.

0 + 04 W. edge 3 car gar. Con FL.

5.60

G

R

R

32

$$\begin{array}{r} 5.99 \\ 8.1 \\ \hline 29.04 \\ -0.39 \\ \hline \end{array}$$
$$\begin{array}{r} 5.75 \\ 13.2 \\ \hline 90.13 \\ -0.13 \\ \hline \end{array}$$

$$\begin{array}{r} 5.72 \\ 9.9 \\ \hline \end{array}$$
$$\begin{array}{r} 5.72 \\ 9.8 \\ \hline \end{array}$$

$$\begin{array}{r} 5.99 \\ 8.1 \\ \hline 29.04 \\ -0.39 \\ \hline \end{array}$$
$$\begin{array}{r} 5.75 \\ 13.2 \\ \hline 90.13 \\ -0.08 \\ \hline \end{array}$$

$$\begin{array}{r} 5.72 \\ 9.9 \\ \hline \end{array}$$
$$\begin{array}{r} 5.99 \\ 8.1 \\ \hline \end{array}$$
$$\begin{array}{r} 5.75 \\ 8 \\ \hline \end{array}$$

$$\begin{array}{r} 5.72 \\ 9 \\ \hline \end{array}$$

5.60

0 + 52.7

0 + 51.8 end 2' con walk

0 + 50 For ydge.

0 + 47.9 end 2' con. walk & W. end con. apron 2' car gas
and
con. FC.

0 + 42.5 W end 2' E + W con. walk

0 + 41.5 W. end of E + W con. walk
1.9 wide

5.60

5.10 PP
74

5.80 -0.26
10.5
con. walk

5.10 -0.00
8

5.9 -0.30

5.10 -0.10
8

5.55 +0.05
10.7
900
FC.

5.79 -0.19
7.9
walk
Apron

5.92 -0.32
9.9

5.92 -0.32
7.9

5.85 -0.25
10.6

5.60

0 + 75 for ydpe.

0 + 73 E. end do. gar. + apron

0 + 66 E 3' Con walk

0 + 63.5 E end do. gar. + Apron

0 + 55 W. edge Con. apron + do. gar. Con. FL.

0 + 53.5 E 3' Con walk

5.60

LT

R

R

59

$$\begin{array}{r} 5.8 - 0.20 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 5.9 - 0.30 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 6.1 - 0.50 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 6.17 - 0.57 \\ \hline 8.5 \\ \text{apron} \end{array}$$

$$\begin{array}{r} 5.9x - 0.34 \\ \hline 14.4 \\ \text{gar.} \end{array}$$

$$\begin{array}{r} 5.90 - 0.20 \\ \hline 7.7 \\ \text{Walk} \end{array}$$

$$\begin{array}{r} 5.60 - 0.22 \\ \hline 10.9 \\ \text{gar.} \end{array}$$

$$\begin{array}{r} 5.80 - 0.26 \\ \hline 7.7 \\ \text{apron} \end{array}$$

$$\begin{array}{r} 6.20 - 0.60 \\ \hline 8.4 \\ \text{apron} \end{array}$$

$$\begin{array}{r} 5.97 - 0.37 \\ \hline 14.4 \\ \text{gar.} \end{array}$$

$$\begin{array}{r} 6.20 - 0.60 \\ \hline 8.4 \\ \text{Con} \\ \text{Walk} \end{array}$$

5.60

1 + 00 for ydgc.

0 + 95.1 W. end Con. apron + 2 Cas gas.

T.P. 4.62 4.18 6.02 - 0.44

0 + 92 E. end Con. apron + Sim. gas.

0 + 79.8 W. end Con. apron + Sim. gas.

0 + 77.4

5.60

67

6

P7.

60

$$\frac{4.7 - 0.52}{8}$$

$$\frac{4.5 - 0.52}{8}$$

$$\frac{4.8 - 0.62}{8}$$

$$\frac{4.51 - 0.43}{10.4 \text{ gas}}$$

$$\frac{4.88 - 0.70}{8 \text{ apron}}$$

$$\frac{6.05 - 0.45}{11.8 \text{ gas}}$$

$$\frac{6.2 - 0.61}{8.1 \text{ apron}}$$

4.18

$$\frac{6.06 - 0.46}{11.8 \text{ gas}}$$

$$\frac{6.19 - 0.59}{7.85 \text{ apron}}$$

$$\frac{6.11 - 0.56}{8.5 \text{ con. walk}}$$

5.60

1735 for ydgc

1729 E 11' Can. Apron & Sing. gas. Con.

1714 E end da. gas. & apron

1713.4 E Sing. gas. & apron 9' wide

1707

1701 E Sing. gas. Bd. floor

4.18

67

7

B.

61

$$\begin{array}{r} 4.8 \\ -0.62 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.97 \\ -0.72 \\ \hline 4.25 \end{array}$$

$$\begin{array}{r} 4.9 \\ -0.72 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.75 \\ -0.57 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.97 \\ -0.79 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.66 \\ -0.48 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.93 \\ -0.75 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.77 \\ -0.59 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.65 \\ -0.47 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.9 \\ -0.72 \\ \hline 4.18 \end{array}$$

$$\begin{array}{r} 4.8 \\ -0.62 \\ \hline 4.18 \end{array}$$

4.18

1 + 83.2 £ 11' ^{Level} ^{Corr. apron} + Sin. gar. ^{Corr.}

1 + 75 for ydgc

1 + 65.5 E. end walk + PATIO

1 + 48 E. end ^{Corr.} apron, & Beg. of Cor. slab walk + PATIO

1 + 42.5 £ Sin. gar. ^{Corr.} (L)

1 + 37 W. end Cor. apron + Sin. gar.

4.18

$$\begin{array}{r} 5.7 \\ 8 \end{array} \begin{array}{l} - \\ 1.02 \end{array}$$

$$\begin{array}{r} 5.1 \\ 5 \end{array} \begin{array}{l} - \\ 0.92 \end{array}$$

$$\begin{array}{r} 5.0 \\ 8 \end{array} \begin{array}{l} - \\ 0.82 \end{array}$$

$\begin{array}{r} 5.0 \\ 9.1 \\ \text{apron} \end{array} \begin{array}{l} - \\ 0.86 \end{array}$	$\begin{array}{r} 4.93 \\ 13.7 \\ \text{gar.} \end{array} \begin{array}{l} - \\ 0.75 \end{array}$
--	---

$$\begin{array}{r} 5.02 \\ 9.2 \end{array} \begin{array}{l} - \\ 0.84 \end{array}$$

$$\begin{array}{r} 4.9 \\ 9 \\ \text{apron} \end{array} \begin{array}{l} - \\ 0.74 \end{array}$$

$\begin{array}{r} 4.90 \\ 8.9 \\ \text{apron} \end{array} \begin{array}{l} - \\ 0.72 \end{array}$	$\begin{array}{r} 4.79 \\ 13 \\ \text{gar.} \end{array} \begin{array}{l} - \\ 0.61 \end{array}$
---	---

$$\begin{array}{r} 4.90 \\ 8.9 \\ \text{apron} \end{array} \begin{array}{l} - \\ 0.72 \end{array}$$

4.18

2+25 for ydgc

2+223

2+15 @ 8.5 Con. ^{Level} apron + Sin. 900. Con.

2+02 @ 8.5 Con. ^{Level} apron + Sin. 900. Con.

T.P. 4.85 4.02 5.01 - 0.83

2+00 for ydgc

1+92

4.18

L.T.

€

P.T.

$\frac{5.0}{8} - 0.98$

$\frac{5.1}{8} - 1.08$

$\frac{5.0}{8} - 0.98$

$\frac{12" \text{ Guy Pole}}{9.1}$

$\frac{5.01}{7.9} - 0.99$

$\frac{5.10}{7.6} - 1.08$

$\frac{5.03}{8.8} - 1.01$

$\frac{4.91}{9.0} - 0.89$

$\frac{5.31}{8} - 1.12$

$\frac{4.02}{5.2} - 1.02$

$\frac{5.0}{8} - 0.82$

$\frac{€ 10" P.P.}{8.2}$

4.18

Check to orig. B.M. 3.36 7.19 7.19

T.P. ^{B.M.} B.P. 10.87 10.55 5.01 - 0.32 - 0.33
0.01

T.P. 5.44 4.69 4.77 - 0.75

to Bayside Lane on Pay.

2 + 57.97 ✓ w.h. Bayside Lane on Con. Pay.

2 + 50 for ydgs

4.07

2

Scowell & Santa Clara PL.

N.E. Q.R. Mission BLVD. and Santa Clara PL.

$$\begin{array}{r} 4.93 - 0.91 \\ 18 \end{array}$$

$$\begin{array}{r} 4.96 - 0.94 \\ 8 \end{array}$$

$$\begin{array}{r} 4.97 - 0.95 \\ 8 \end{array}$$

$$\begin{array}{r} 4.98 - 0.96 \\ 8 \end{array}$$

$$\begin{array}{r} 4.99 - 0.97 \\ 18 \end{array}$$

$$\begin{array}{r} 4.73 - 0.71 \\ 8 \end{array}$$

$$\begin{array}{r} 4.89 - 0.87 \\ 8 \end{array}$$

$$\begin{array}{r} 4.78 - 0.76 \\ 8 \end{array}$$

$$\begin{array}{r} 4.9 - 0.88 \\ 8 \end{array}$$

$$\begin{array}{r} 4.9 - 0.88 \\ 8 \end{array}$$

$$\begin{array}{r} 4.9 - 0.88 \\ 8 \end{array}$$

4.07

± Levels for Proposed drain
on E. side Mission Blvd.

Sketch p. 55 This drain
should be put in
by City St. Dept.

0 + 32.7 Top Island curb

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WK
MAY 13 1949

0 + 28.7 Top Island Curb

0 + 28.0 gr.

0 + 15 Pav.

0 + 00 Existing Sump Box & grate
West Curb Line Mission Blvd.

M.E.B.P. 5.04 4.71

- 0.33 Mission
Blvd. and
Sanza Clara
Place

Lt.

±

ft

65

4.15 +0.56

3.94 +0.77

4.62 +0.09

4.81 -0.10

9.8 -5.09

BOTTOM
SUMP

5.26 -0.55
TOP
GRATE

4.71

0 + 64.9 top curb

0 + 64.7 9T

0 + 63.7 Δ
15

0 + 53 Pav

0 + 42 Pav. over 12" water line

0 + 32.8 9T

4.71

Lr

R

P+

66

5.03 $\frac{-0.32}{\rule{0.5cm}{0.4pt}}$

5.45 $\frac{-0.74}{\rule{0.5cm}{0.4pt}}$

5.44 $\frac{-0.73}{\rule{0.5cm}{0.4pt}}$

5.10 $\frac{-0.39}{\rule{0.5cm}{0.4pt}}$

4.97 $\frac{-0.26}{\rule{0.5cm}{0.4pt}}$

4.80 $\frac{-0.15}{\rule{0.5cm}{0.4pt}}$

4.71

1+80 gt.

1+68 approx. E Santa Clara PL,

1+55.8 gt. Pav

1+55.4 Top c6 Ret.

1+25

1+00

4.71

Lr.

R

67

5.31 $\frac{-0.60}{}$

5.27 $\frac{-0.56}{}$
Pav.

5.30 $\frac{-0.59}{}$

5.08 $\frac{-0.37}{}$
c6.
Ret.

5.38 $\frac{-0.67}{}$
1.5
gt.

5.0 $\frac{-0.29}{}$
1.5
c6

5.0 $\frac{-0.29}{}$

5.38 $\frac{-0.67}{}$
1.5
gt.

5.02 $\frac{-0.31}{}$
1.5
c6

5.1 $\frac{-0.39}{}$

4.71

Lt

£

2 + 65 Pay over 2" waste line

5.47 -0.76

2 + 60.8 Top grate. Take this out
Box 4 8" pipe
Plugged up.

5.53 -0.82

2 + 59.8 Top cb. Ret.

5.0x -0.33

2 + 25

5.40 -0.69 4.99 -0.28 5.0 -0.29
1.5 1.5 5.0
97 66

2 + 00

5.35 -0.64 5.01 -0.30 5.1 -1.39
1.5 1.5 5.1
97 66

1 + 80.4 Top cb. Ret.

5.08 -0.37

4.71

4.71

2+74 F.L. of 12" Con. pipe drain outlet to No. 24

8.15 ~~-3.44~~

2+74 Top grate or cleanout Junk Box

5.47 ~~-0.76~~

2+73.1 Top 1" gas line

6.45 ~~-1.74~~

2+73.1 Pav. over 1" gas line

5.47 ~~-0.76~~

2+67.6 Top 8" Sewer line

6.62 ~~-1.91~~

2+67.6 Pav. over sewer

5.45 ~~-0.74~~

2+65 Top 2" water line

7.2 ~~-2.59~~

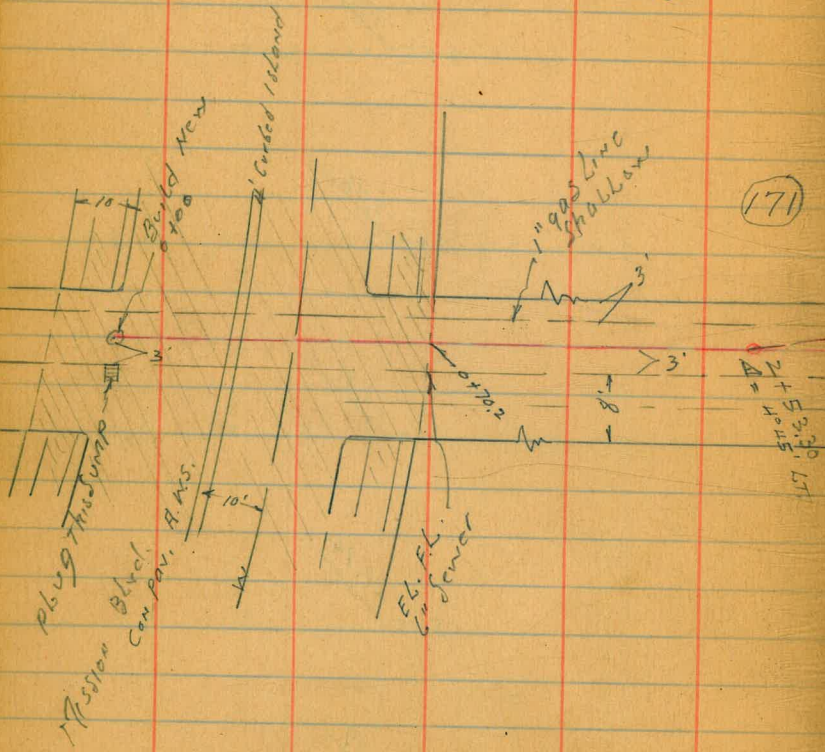
4.71

4.71

Levels for proposed drain
 in alley, BLK 171 Mission Beach
 " 170 " "

C. Moore
 San Francisco
 W. Moore
 Bc 99
 6-25-46.

INDEXED
 WK
 MAY 13 1949

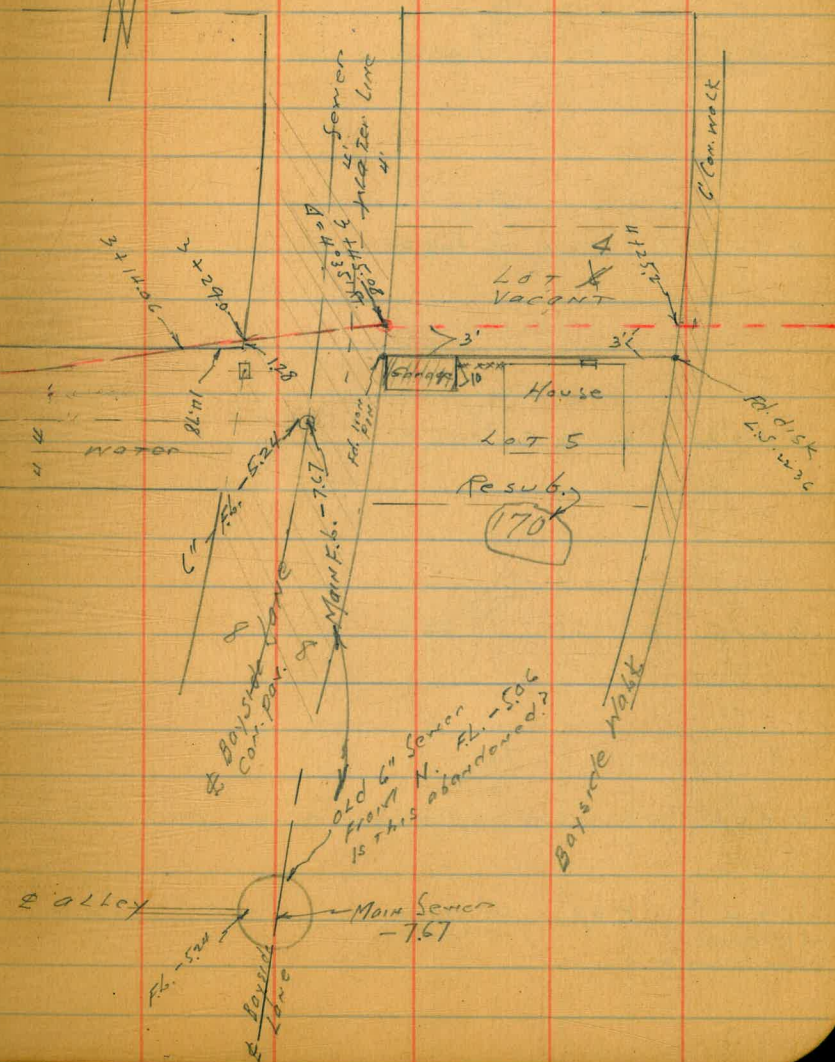


(171)

125.20
 345.04
 80.12
 (90.57)

70

Santo Clara Pl.



LT

R

R

0 + 32.1 gut Pav

4.87 ^{-0.13}

0 + 32.0 Top Island cb

4.18 ^{0.56}

0 + 28.1 Top Island cb

3.97 ^{0.77}

0 + 28.0 gut Pav.

4.62 ^{0.12}

0 + 15

4.85 ^{-0.11}

0 + 00 Wly Curb Mission Blvd. Pav.

5.16 ^{-0.42}

NEBP 5.07 4.74 -0.33
Miss. Blvd.
Santa Clara Pl.

4.74

1+50

1+00

0+70.2 Fly Mission Blvd edge Cas. Pav.

0+60.2 Fly curb Mission Blvd

0+50

0+41.2 Pav over water main

$\frac{4.74}{2}$

L7

R

R+

72

5.0 $\frac{-0.3}{}$

5.0 $\frac{-0.3}{}$

6.81 $\frac{-2.07}{}$
1" Gasline 2

5.55 $\frac{-0.81}{}$

6.84 $\frac{-2.10}{}$
3" Tap 6" Sewer Pipe

5.39 $\frac{-0.65}{}$

5.0 $\frac{-0.36}{}$

4.97 $\frac{-0.23}{}$

$\frac{4.74}{2}$

3+362 E Bayside Lane pay

4.97 -0.88

3+29 edge. Con. Pav. w. L. Bayside Lane

4.79 -0.70

7.7 -3.61
4 TOP gas Line

3+14.05

5.7 -1.0

3+00

5.2 -1.11

T.P. 5.20 4.09 5.85 -1.11

4.09

2+53.30 @ 4°45' LT.

5.8 -1.16

2+00

5.5 -0.8

4.74

4.74

Lt

¢

Rt.

74

4 + 12.5

4 + 05.5

3 + 74.5

3 + 65.5

3 + 45.5

3 + 45.08 Δ 4°35' Rt. edge Pav.

4.09

$\frac{5.0}{3} \begin{matrix} -0.9 \\ \text{Beg. Picket} \\ \text{Fence} \end{matrix}$

$\frac{5.1}{5.1} \begin{matrix} \text{N.E. Con.} \\ \text{House} \end{matrix}$

$\frac{5.1}{3} \begin{matrix} -1.0 \\ \end{matrix}$

$\frac{3.5}{3.5} \begin{matrix} 4.3 \text{ wide Brick} \\ \text{Chimney} \\ \text{to N. side} \end{matrix}$

$\frac{5.3}{3} \begin{matrix} -1.2 \\ \end{matrix}$

$\frac{4.8}{4.8} \begin{matrix} \text{End Fence} \\ \text{NW Cor.} \\ \text{House} \end{matrix}$

$\frac{5.1}{3.3} \begin{matrix} -1.0 \\ \end{matrix}$

$\frac{3.3}{3.3} \begin{matrix} \text{NE Con. gar. + Beg.} \\ \text{Bd. Fence} \end{matrix}$

$\frac{3}{3} \text{ NW Cor garage}$

$\frac{4.75}{4.75} \begin{matrix} -0.66 \\ \end{matrix}$

4.09

Par. & Alley and
WL Bayside Lane

4.95 - 0.86 - 0.87
P. 64

5+15

4+85

4+50

4+31.4 Sand

4+31.2 edge Con. walk

Bayside walk

4+25.2 edge Con. walk

4.09

E

R 75

11.6 - 1.5

9.0 - 5.5

7.5 - 3.4

6.2 - 2.1

4.5x - 0.45

4.50 - 0.41

end picket
3 Fence

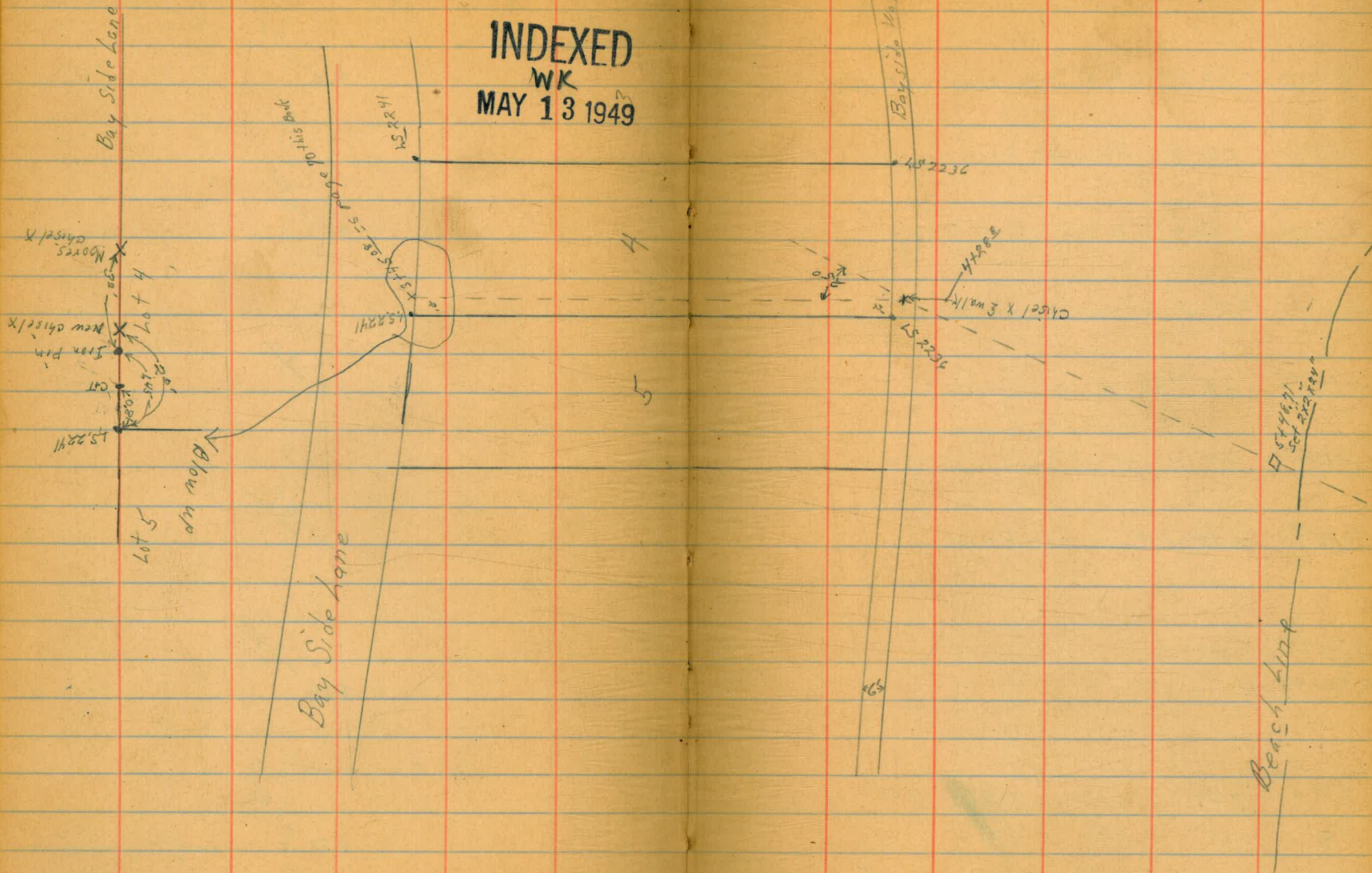
4.09

Extension Proposed Storm Drain
to New Beach line

D. Smith
W. Moore
J. Clark

WO# 31330 76
May 12, 1949

INDEXED
WK
MAY 13 1949



Extension Storm Drain
to new Beach Line

- 4704 23 RT NW cor. brick chimney
- 3783 22 RT NW cor. wood House
- 37805 085 Lt SW cor. stucco House
- 37692 085 Lt SE cor. stucco garage
- 37655 2 RT NE cor. wood garage
- 37493 085 Lt SW cor. stucco garage
- 3745⁰⁸ 2 RT N.W. cor. wood garage

3745⁰⁸ 2' off now
A Page 74, 36ff

T.P.	322	518	221	186
T.P.	441	401	820	-034
BM	067	786		719

R.P. Sea Wall
Santa Clara

5
57
59

1010

57
595
085
Plot

57
55
581

553
2' Floor

550
2' Floor

518

cont.

5100

4773

4769

4750

Note: Beach levels taken from 3⁰⁰ to 4¹⁴ PM.

4732 Easterly Bayside walk

4729^E L. & Bayside walk

4725^E Westerly Bayside walk

4716^S 090 Lt. SE cor stucco House

4713^S 3⁴ Rt NE cor wood House

4708^S 2³ Rt NE cor brick chimney

Lt North

⊕

Rt South 78

5

52

5 1.4 1.2

52 55 50
25 6

1.2

50
25

1.1

1.2

1.2

51

50

54

25

25

1.47

565

walk

1.45

563

walk

1.44

1.43

1.47

562

561

565

25

walk

25

1.1

53

518

Lt = North £

Rt = South 79

			509	-102	disk & Santa Clara
T.P.	221	407	332	186	W. Bay side

5490

5448 20 set 2"x2"x24" pine

5400

-6.9	-6.7	-6.4
120	119	118
25		25
water edge		

-3.6	-3.11	-2.7
88	839	79
25	Hub	25

-1.0	-1.9	-1.7
63	64	52
25		25

518

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder
stake for any width roadway, slope 1 1/2 to 1.
If ground is nearly level, the cut or fill at side
stake is located by the double entry marked in
left column and top row. The number in both

IMPROVED TABLES

AND

INFORMATION

211 3/15
17663
3652

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ 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 No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

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

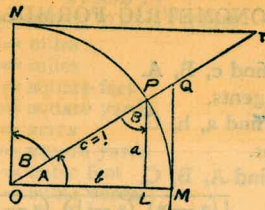


TABLE II

TRIGONOMETRIC FORMULÆ.

$$\angle A = \angle MOP \quad \angle B = \angle PON = \angle OPL$$

$$R = OB = c = 1$$

$$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$$

$$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$$

$$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$$

$$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$$

$$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$$

$$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$$

$$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B \#$$

$$\text{covers } A = \frac{OP - LP}{OP} = OP - LP = \text{vers } B$$

$$\text{exsec } A = PQ = \text{coexsec } B$$

$$\text{coexsec } A = PT = \text{exsec } B$$

$$\sin \frac{1}{2} A = \sqrt{\frac{1 - \cos A}{2}} \quad \cos \frac{1}{2} A = \sqrt{\frac{1 + \cos A}{2}}$$

$$\sin 2A = 2 \sin A \cos A \quad \cos 2A = \cos^2 A - \sin^2 A$$

$$\text{Law of Sines} \quad \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$$

$$\text{Law of Cosines} \quad c^2 = a^2 + b^2 - 2ab \cos C$$

$$\text{Law of Tangents} \quad \frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)}$$

60.7
5.3
66.0

on A	Red	Side	Time
	6.0	117	12.50

86° 54'

999 ✓
 - 37 23

 62.71

1 + 05 W
 2 + 07.1 S
 1 + 73 C



753
 498

 1251
 491

 776

655
 117

 08

67.08

9.5
 2.4

 7.1