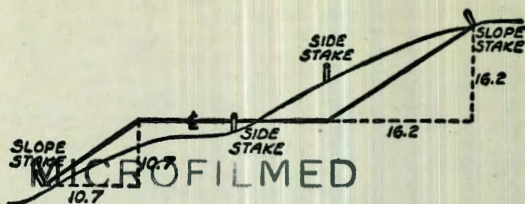


2115

BAND ONE



DEC 31 1964

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.

739
572
166

INDEXED

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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	.035	.039	.043	.047	.051	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.103	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.877	.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	.985	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

Mission Bay park Sewer Prelim 2-67

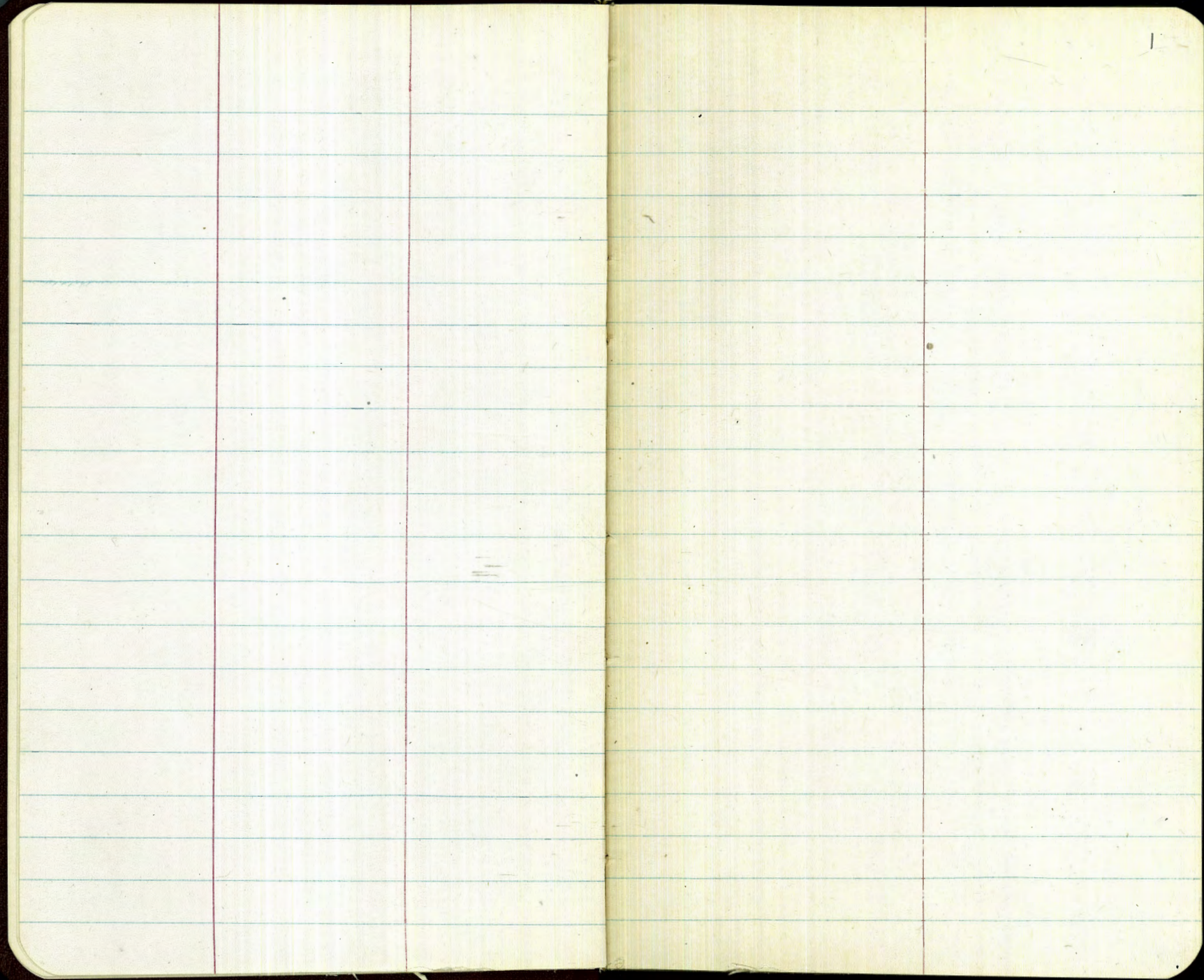
Sketches Pages 1-13

7 27

50

54-56

63



Mission Bay Sewers

□ = set 1/2" disk

References # 2083
starting bench 58

"D. shoot" - # D-1612

#9

38 + 49.22 = P.O.T.

549.41
N 59° 06' 38" W

37 + 48.36 = P.O.T.

□

36 + 45.41 Q-227

Δ 5°-14'-46" Lt. = ⊕

Existing line

1612 - P.

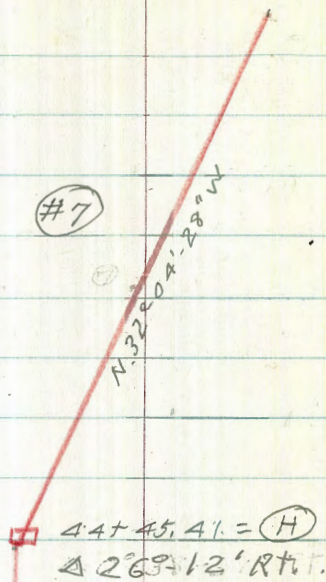
G.B. 227

N 53° 51' 52" W

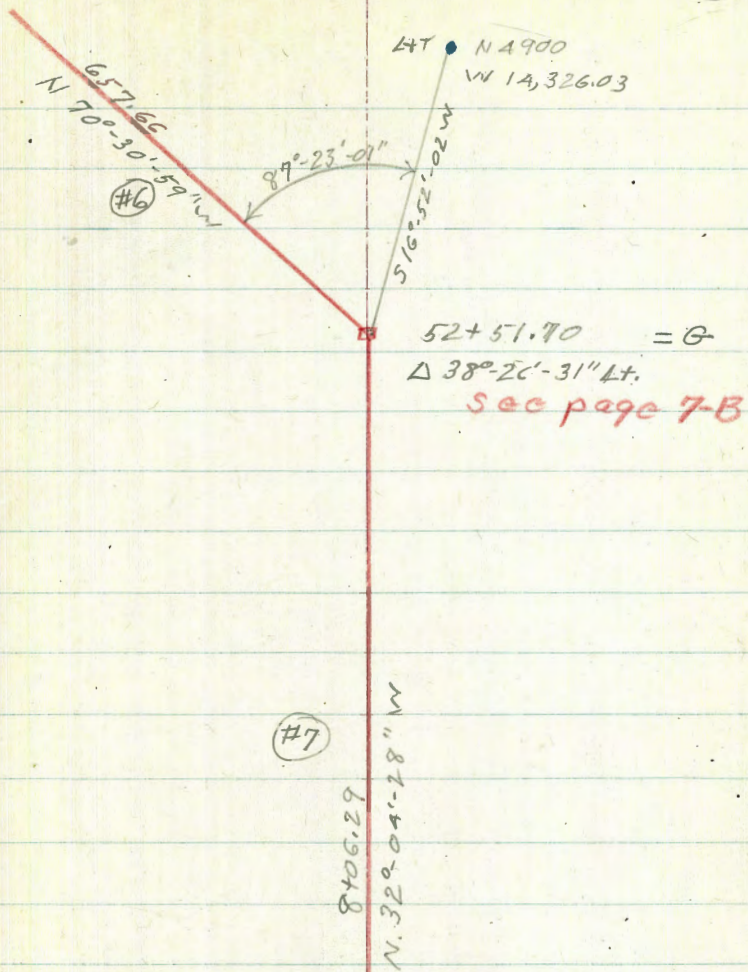
Levels - P.1A

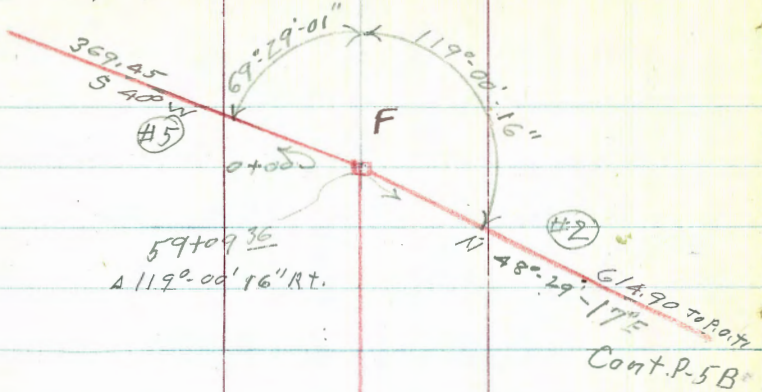
INDEXED

NOV 27 1950



(I)





59+09.36
A 119° 00' 16" RT.

614.90 to Point #2
N 48° 29' 17" E
Cont. P-5B

Levels - P. 40

#6

657.66
N 70° 30' 59" W

(Sand #2)

N 57° 26' 00"
W 16069.24

500.00

#A

~~786.49~~
N 2 W

EL. = 6149 (Sand #1)
(C.P. #0)
34' 4" 30"
N 46° 04' 87"
W 15434.24

240° 34' 30"
203.91

E 90° RT
3+69.45

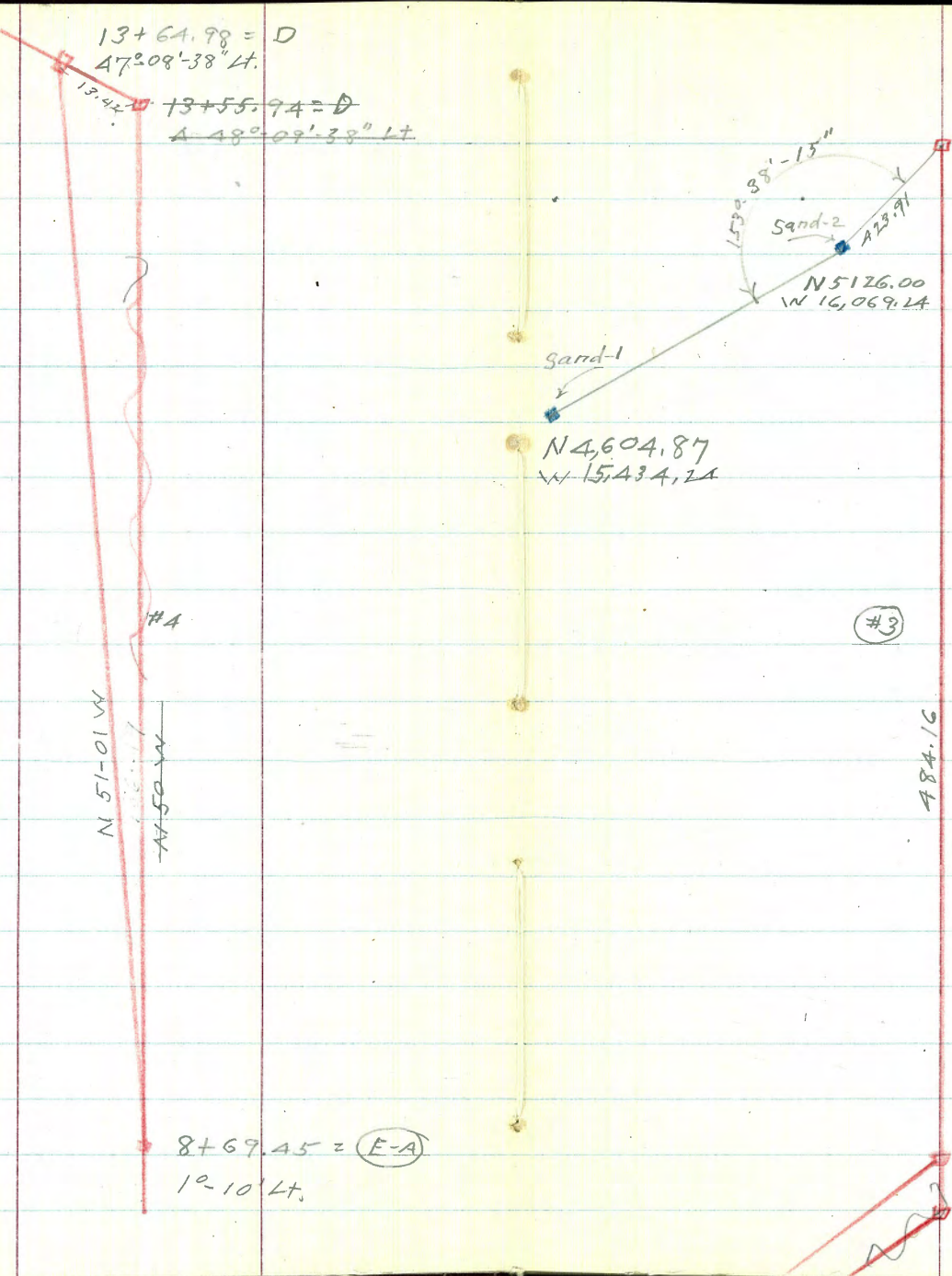
369.45
S 40° W
#J

A-B

5

$13+64.98 = D$
 $A 47^{\circ}08'38'' Lt.$
 $13+55.94 = D$
 $A 48^{\circ}09'38'' Lt.$

$18+35.72$
 $C = 18+40.10 = \text{End of line}$
 original location

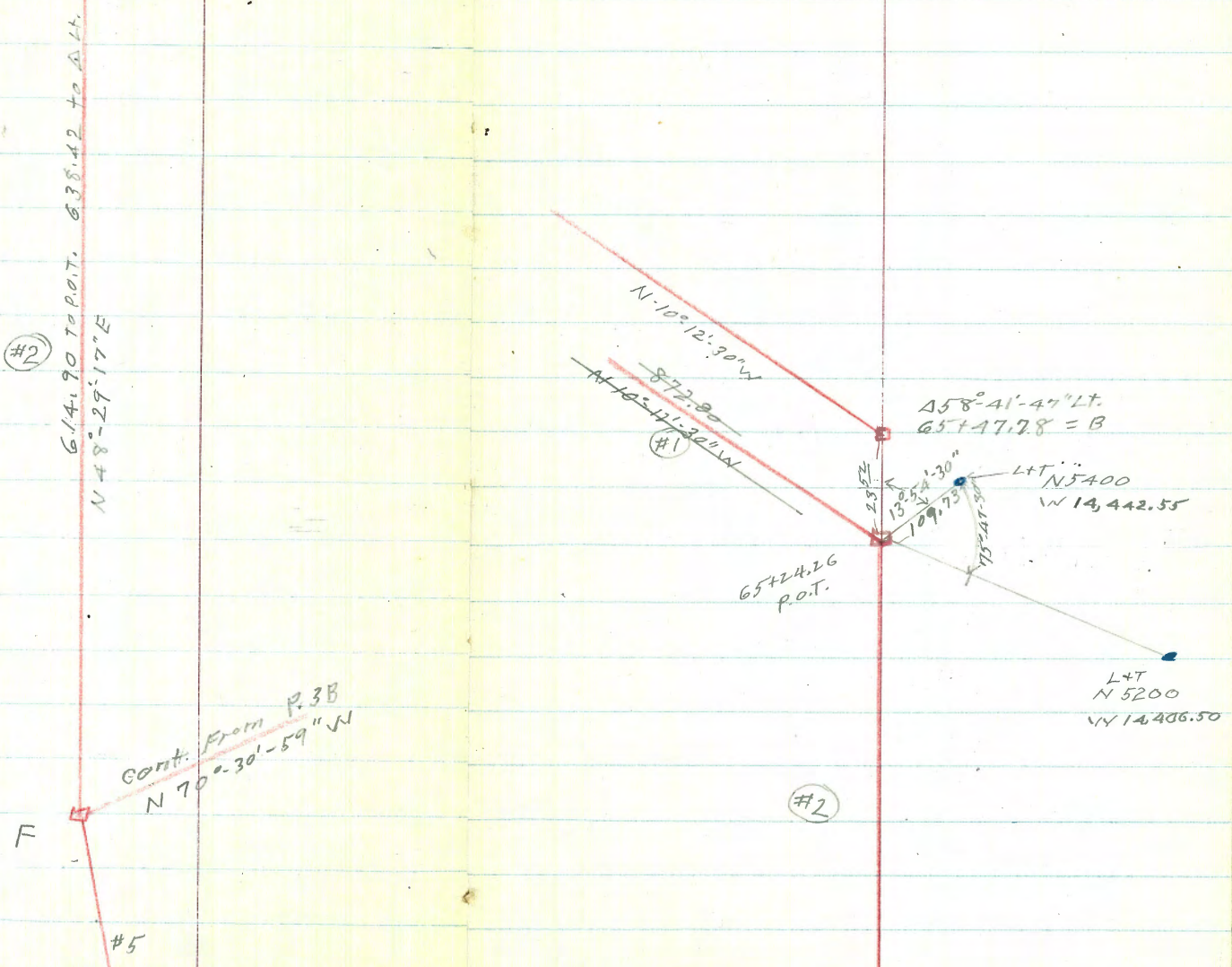


$N 51-01 W$
 13.44
 $N 51-26.00$
 $W 16,069.24$

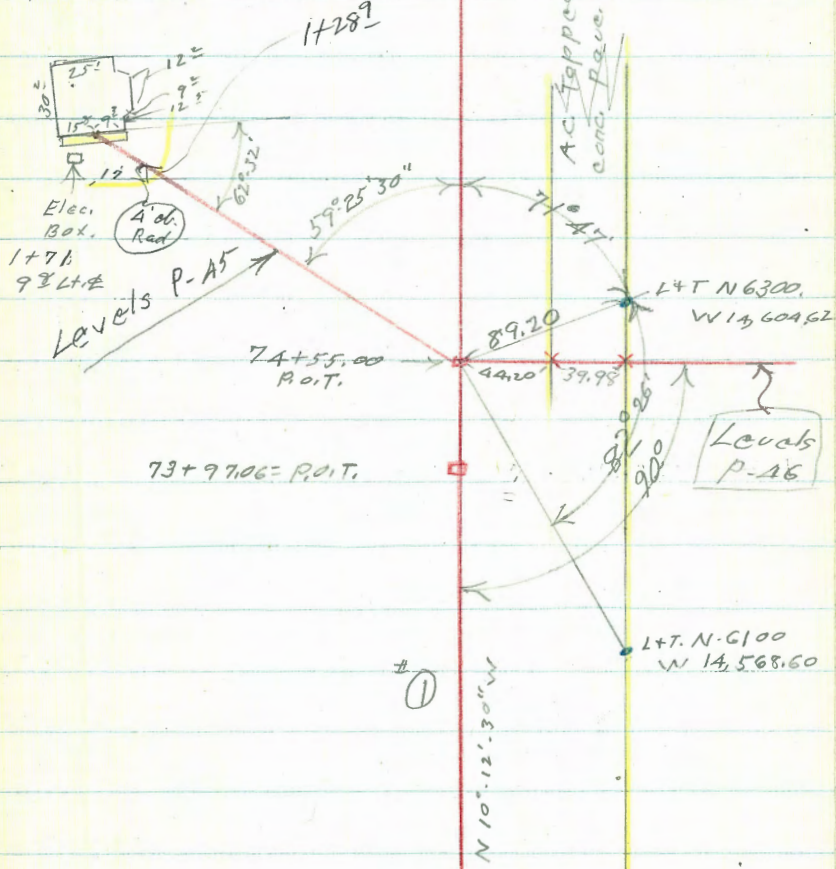
484.16
 $S 81-58-22 W$

$8+69.45 = (E-A)$
 $10-10' Lt.$

$13+64.98 = D$
 $A 47^{\circ}08'38'' Lt.$
 $D = 13+55.94$



Nail Edgewalk: 1+69.68
Ct. in window sill: 1+74.08



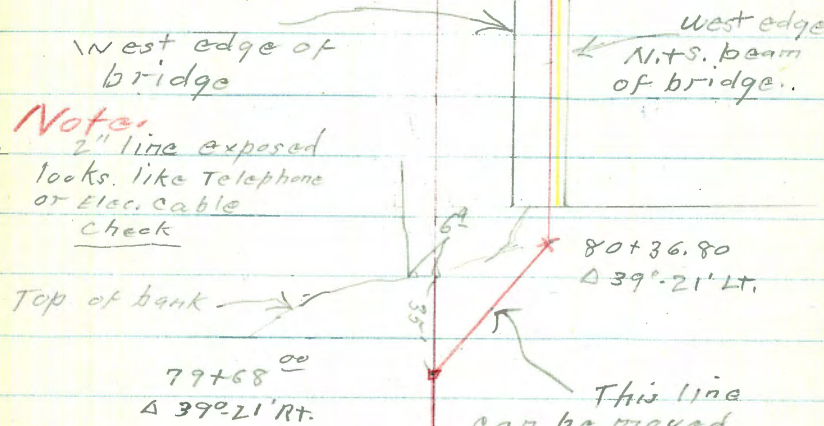
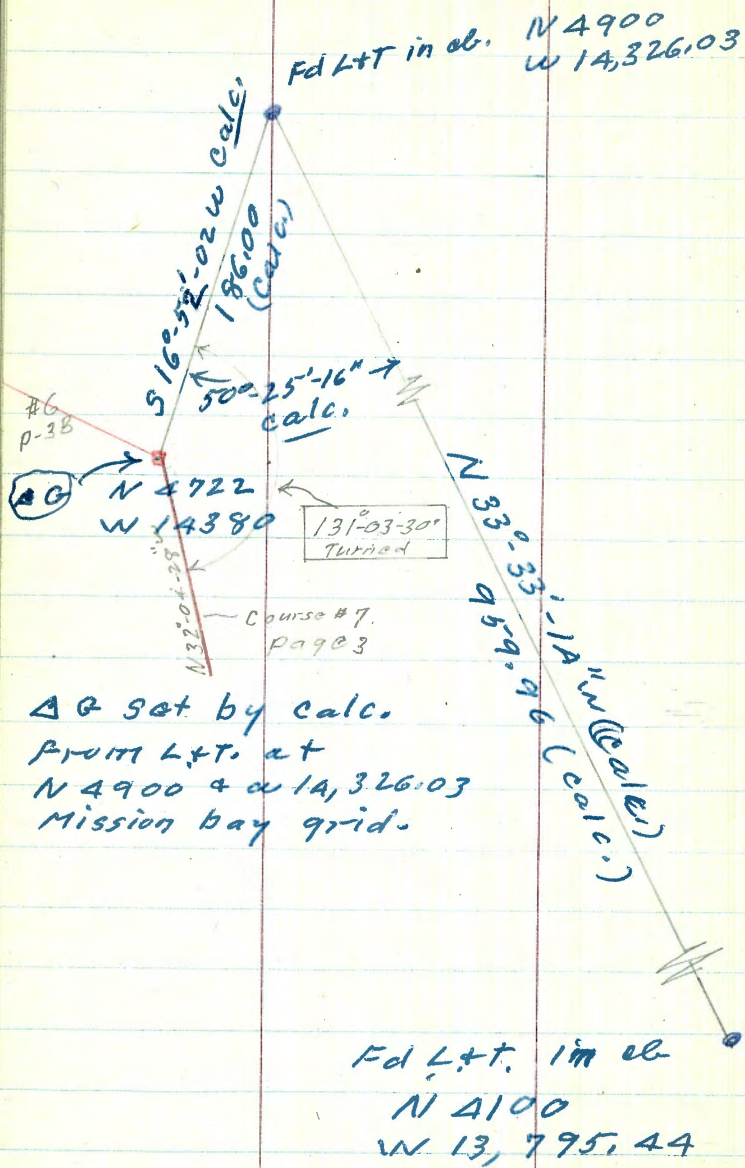
#1

N 10° 12' 30" W

#1

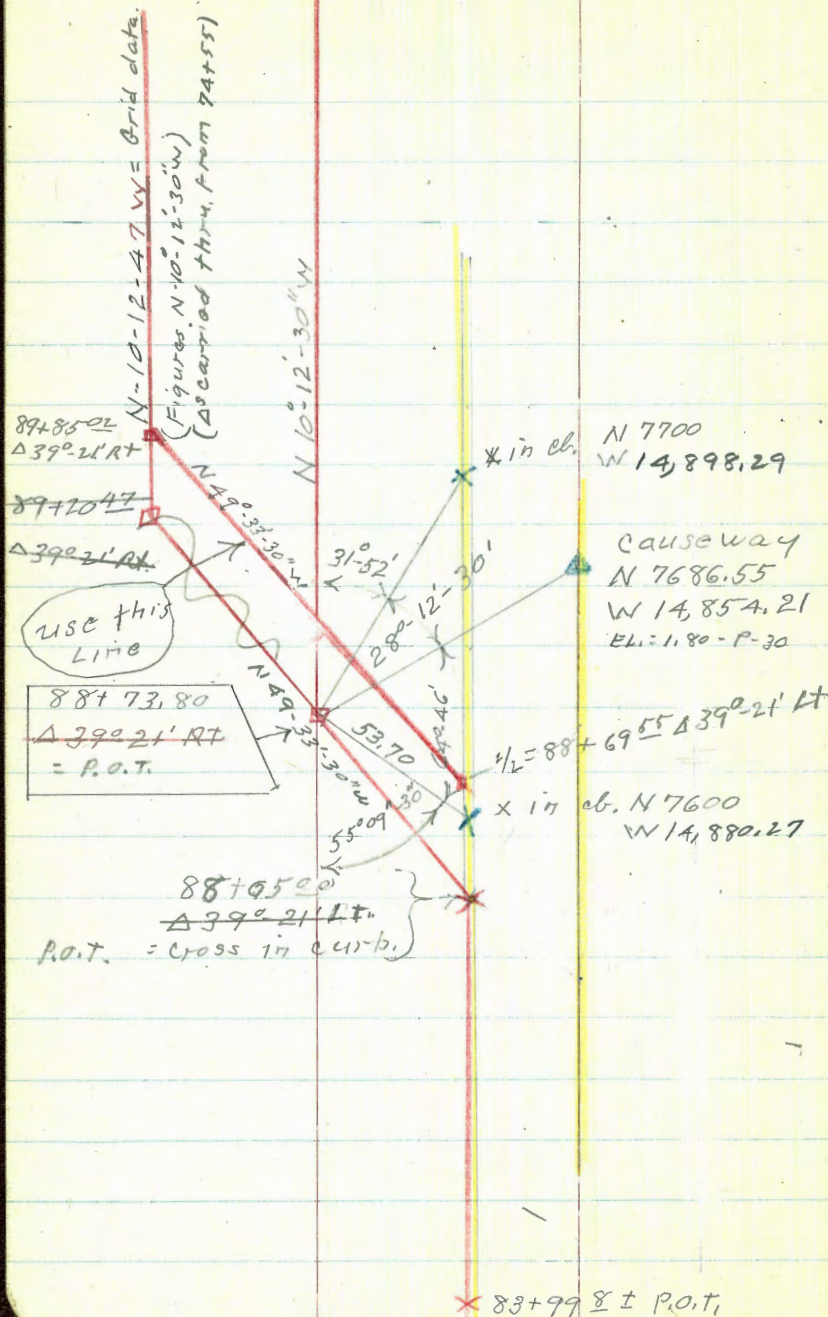
N 10° 12' 30" W

Tie To ΔG - Page 3



Note:
2" line exposed looks like Telephone or Elec. cable
Check

79+00
Cont. from P7.



Pipe = 89+98
 Conduit 89+01

LINE To Model
 Yacht Basin
 (P.10) ← 0+00

Cont. P 10
 92+70.55
 92+60 P.O.T.

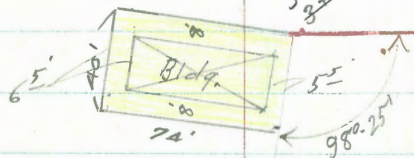
87
Δ3

87
Δ3

Levels - P. 49

301.3
295
331.8

9+31.8 N.E. 1/4 Cor. Conc. slab.
~~226.3~~



Model yacht club. 24' x 62' Bldg. on
40' x 74' Conc. slab.

N 10° 12' 47" W

90°

0+00

92+70 SE
92+60 P.O.T.

see p. 50

S 76° 37' 38" W

100+81.55

93° 09' 45"

93° 09' 45"

S 76° 37' 38" W

Tierra del Fuego line

100+46.55

N 87° 05' 97"

W 15,144.58

N 10° 12' 47" W

22° 52' 16"

137.37

S 12° 39' 29" W

x in cl.

N 8900

W 15,114.48

x in cl.

N 8600

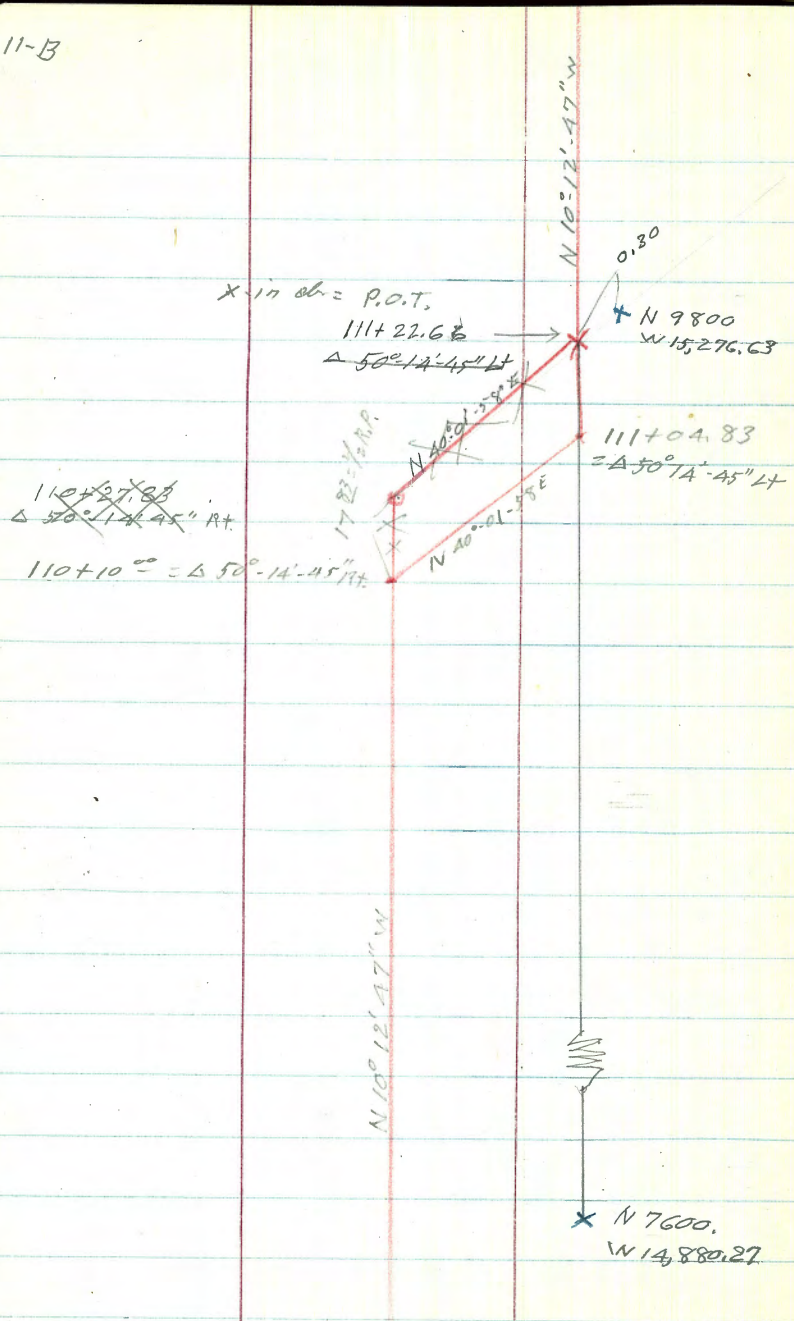
W 15,060.43

NOTE

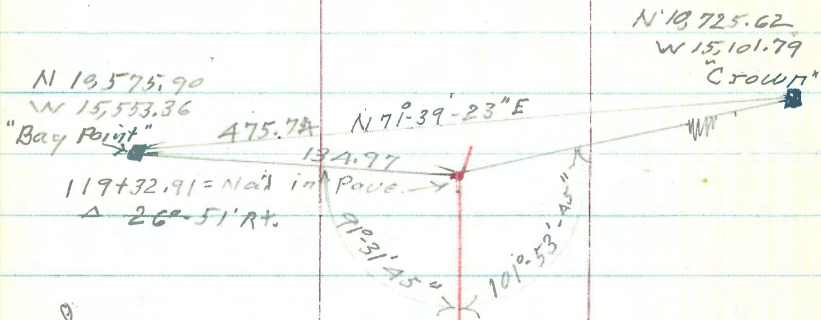
This line moved 35' Nly, at request of Mr. T. Allen

Note Δ sta. 100+46.55
Set from cross on curb N. 8900
W 15,114.48
as shown above

N 10° 12' 47" W

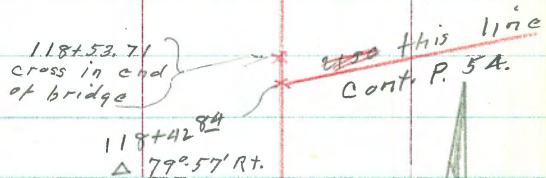


5/8" lead covered cable rises vertically from ground. cable runs up Nly. face of south abutment to 0.5' above bottom of N.T.S. Girders. Then Nly along west face of Wly. N.T.S. bridge girder to Sly. face of 2nd Bent. Then down 0.9' and crosses Ely. unaded bridge along south face of bent. 0.4' below bottom of N.T.S. Girders. Portion along west face of girder is in Conduit.



Use This for tie in only.
see how line - Page 63

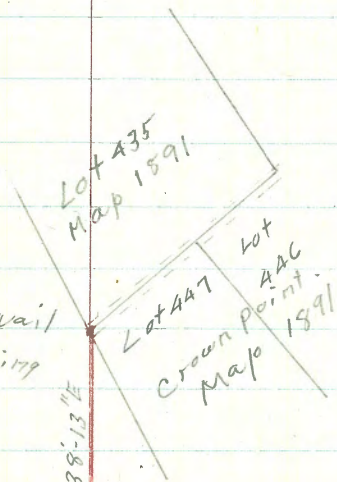
5/8" Lead covered cable crosses under bridge from east to west. Cable is fastened to sly. face of North abutment 0.5' below bottom of N.S. bridge girders. Runs wly to outside of stairs then N.W. 14 to bank. Not in conduit.



N. 100°-12'-47" W.

120+33.44 = Nail
= E. wly end existing
10' Easement.

119+32.91
Δ 26°-51' Rt.



13-B

Levels - Misson Bay Sewer

1A

sketch p2 - p13

11/4/50

40+00 = start sand fill

-3.3

8.7

M

39+00

-3.4

8.8

M

-3.4

8.8

M

+1.9

3.5

30

+1.66

3.84

46

west edge pipe

38+49.22 = 1/2 P.O.T. 8.91

-3.8

9.2

M

-3.6

9.0

M

0.2

5.2

16

1.19

4.25

33

38+00 33' Rt = west edge existing pave.

37+49.36 = 1/2 P.O.T.

-3.7

8.6

M

-3.2

8.6

M

+1.1

4.5

8

37+00

-2.8

8.2

M

+1.1

4.3

10

36+70

36+60

-2.8

8.2

M

0.8

4.6

5

0.8

4.6

5

36+45.5^F M = Marsh (level of ground)

0.6

8.2

13

M.

4.8

6

0.8

4.6

5

0.8

4.6

5

36+45.4^H end existing 8" C.I. pipe (D-1612) sec

-1.68

7.12

Top of pipe

5.44

3.69

5.44

1.76

bridge station 56+64 F.B. 2083 - P50

Nail, S.W. Cor. water Dept. valve box 35' Rt.

44+00

$$\begin{array}{r} 2.2 \\ 5.1 \end{array}$$

43+90 = Nly. edge dirt road.

$$\begin{array}{r} 2.0 \\ 5.3 \end{array}$$

43+65 = Sly edge dirt road

$$\begin{array}{r} 2.1 \\ 5.2 \end{array}$$

43+63

$$\begin{array}{r} 0.9 \\ 6.4 \end{array}$$

43+00

$$\begin{array}{r} 2.38 \\ 4.9 \end{array}$$

42+00

$$\begin{array}{r} 1.78 \\ 5.5 \end{array}$$
41+94⁸² = $\frac{1}{2}$ Δ 0°-50'-10" Rt.
$$\begin{array}{r} 2.06 \\ 5.22 \\ \hline 4.46 \end{array}$$

41+31 Rt. W. edge Exist Pavc (B.C. Rt. Pavc.)

$$\begin{array}{r} -0.52 + 0.38 \quad 2.28 \quad 2.03 \\ 7.8 \quad \underline{6.9} \quad \underline{5.0} \quad \underline{5.25} \\ \quad \quad 49 \quad 55 \quad 70 \\ \text{B.C. Rt. Wly} \\ \text{Edge Exist} \\ \text{Pavc.} \end{array}$$
T.P. 8.09 7.28 6.25 -0.81
$$\underline{7.28}$$

41+00

$$\begin{array}{r} 1.5 \\ 6.9 \end{array}$$

$$\underline{5.44}$$

47+90

-6.5
12.0 ±
in water

47+40

-5.6
11.1
M.
-3.1
8.6
M.
-0.3
5.8
-1.9
7.4
5.55+3.6
9.1
20
Fly edge
Marsh
+0.5
5.1
2.8
top of
barn
Midway

47+07 = start marsh

47+00 = ~~st~~

46+90 = end sand fill

T.P. 4.94 5.55 6.67 0.61

46+00

0.6
6.7

45+00

1.3
6.144+45^M = 1/2 = L. 26°-12' RT (Page 2)2.25
5.037.28

52+00

29 I RA = ctr. catch basin - flat grate
51+05 - 45' At. = outlet 18" drain

T.P. 6.92 7.34 5.13 @ A2

51+00 31 1/2 RA = Wly. edge Midway Pave.

50+00

49+32

49+00 31 5/8 RA = Wly edge Midway Pave.

48+40

48+30

5.55

-2.7 +1.0 +1.0
10.0 6.3 6.3
6
M

-2.8 -2.76 +0.41 -2.8
10.1 10.10 6.93 10.1 t
4.5 2.92 2.92
I.E. Grate Box. I.E.
Aprov.
Full of muds
7.34

-4.0 -3.5 -2.7 +0.2 +0.60
9.6 9.1 8.3 5.4 4.95
7.0 3 5 3 1/2
E.Pave

-4.1 -3.6 -2.6 +0.6 +0.7
9.7 9.1 8.1 5.0 4.9
7.0 3 5 2.0
M.

-4.8 -2.9 +0.4 +0.4
10.3 8.4 5.2 5.2
7.0 6 2.0
M.

-3.9
9.1 8.4 4.8 4.64
M. 2 9 3 1/2
edge pave.

-7.0
12.5

-4.5 -3.4 +0.9 +0.9
10.0 8.9 4.7 4.7
7.0 16 30

58+00 75' Lt. = \pm 25' wide dirt road
31' Rt. = sly. edge Paue

4.5
3.7 3.8
4.7 5.5 5.41
75
 \pm road 31' E.P.

57+00 40' Lt. = \pm 25' wide dirt road
31' Rt. = sly. edge Paue

4.6
4.5 3.43
4.6 4.7 5.78
40
 \pm road 31' E.P.

T.P. 3.75 9.21 1.88 5.46

56+00 4' Lt. = \pm 20' wide dirt road.
30' Rt. = sly. edge Ventura Paue.

2.6 8.0 3.4
4.7 2.3 3.90
4
 \pm Road 30' E.P.
start of road. +4.5 72.87

55+00 35' Rt. = swly edge Ventura Paue

+4.5
2.8 4.47
35' E.P.

54+00 39' Rt. = edge Ventura Paue.

+3.2 11.39 +2.26
4.1 4.0 5.08
25 39' E.P.

53+00 23' Rt. = E.P.

10.1 5.3 5.2 5.63
20 6 23
M. E.P.

52+52 8' Rt. = wly edge Ventura Paue

-3.6 +0.8 +1.3 +1.39
9.9 6.5 6.0 5.95
17 11 8' E.P.
M.

52+51.70 = 1.38°-26'-31" Lt
wly. Edge Midway Paue = 75' Rt. at 90° to back ^{fact}

-2.6 +1.2 +1.17 +1.36
9.9 6.1 6.17 5.98
18 10 Hub 7' E
M.

7.34

61+00

4.5
4.6

60+35

4.2
4.960+20⁴ = Nly. edge Ventura Pave.3.0³
5.18

59+82 = E Ventura Pave.

4.55
4.5659+44¹ = Sly edge Ventura Pave.4.05
5.051/2 59+09²⁵

T.P. 4.68 9.11 4.78 4.43

1
9.11

Also = otee line to south (page 6)

59+09³⁶ = 6 119°-00'16" Rt.4.03
4.78
Hub

59+00 31° Rt = Sly. edge Pave

4.6 4.10
4.7 5.11
31°
E.P.

9.21

Set B.M. # 1

5.31 2.24

Chislet #

N.W. Cor. City Elec. Vault. 25⁶ RT of 65+43

sprinkler system water line

74 RT. at 90° to Fwd. Tang. =

65+47 ⁷⁸ = \sphericalangle 58°-41'-44" Lt.

44 RT. at 90° to Fwd. Tang. = wly Cl. Ingraham

2.23

5.32

2.04

5.51

44
Top cl.

Conc. Electric Cable Vault.

65+43 - 25⁶ RT. = N.W. Cor. 5' (E+W) x 6' (N+S.)

2.24

5.31

25⁶
top of box.

65+00

2.25

5.3

5 64+00

3.05

4.5

7.55

1/2 T.P. 3.31 7.55 4.87 4.24

7

63+00

3.6

5.6

62+00

4.4

5.7

9.11

71+00

2.6
5.3

70+00

2.7
5.269+10-11' Lt. = $\frac{1}{4}$ post. Painted white (check this)T.P. 4.74 7.88 4.41 3.147.8844² Rt. = Face Wly. Cl. Ingraham69+00 13² Rt. = Water line (Irrigation line)2.7 7.67
4.9 5.88
44²
Top. Cl.

68+00

2.5
5.1

67+00

2.25
5.3

66+00

2.55
5.07.55

T.P. 5.30 7.57 5.61 2.27

Duna Landing.

73+36' = start pavement of drive into

23' Rt = $\frac{1}{2}$ Elec. Conduit ditch

18' Rt = $\frac{1}{2}$ Water line ditch

cl. Ret.

73+36 = Face curb. $\frac{1}{2}$ Rt. = E.C. 40' Rad.
also = End shrubs

73+06 = start shrubs

73+00 17² Rt = water line (Irrigation)

40' Rad. Cl. Ret.

72+96 44² Rt. = B.C. Lt. Ingraham cl.

44² Rt. = Face. Wly. Cl. Ingraham

72+00 17² Rt. = water line

Set. B.M. #2

5.07 2.81

Chisel \square S.W. Cor. Elec. M.H. 20² Rt. of 71+18

CONC. Elec. Vault.

71+18 20² Rt. = S.W. Cor. 5' (E+W.) x 6' (N+S)

7.57

2.83

2.40

2.10

1.99

5.45
21
0.

5.48
16²
0

5.78
0

5.89
4²
0.

2.53

2.90

2.57

2.50

5.35
21
end exist
0.

1.98
16²
0

5.31
0.

5.38
7²
E.C.

2.5

5.4

2.01

5.87

44
N.B.C.

2.9

1.87

5.0

6.01
cl. 20'

7.88

Set. B.M. #3
21 RT of sta. 74+78

5.30 2.27

Chiseled \square - s.w. cor. Elec. Cable Vault.

7

(Sketch P 7)

74+55⁰⁰ = P.O.T. Also = start to Dana Landing.

2.16

4.81
1/2

17⁶ RT = water line

74+30 - 44 RT = Approx. E.C. 45' to cl. Rad.

2.10

5.42
44
cl. E.C.

74+07⁷⁸ = $\frac{1}{2}$ P.O.T. ~~also = approx to Dana~~

~~Landing Bldg.~~

2.86

4.71

73+87 = start shrubs

2.8

4.8

(Check cl. Rad. Approx. 45')

73+86¹ = Face Nly. curb (drive into
= S

Dana Landing)

2.14

5.13
4
pave

2.05

5.52
pave

2.53

5.04
curb

2.00

5.57
4
pave

73+60⁸ 2⁸ RT = Nly. End Traffic island curb.

2.47

5.10
10
pave

2.21

5.30
Nail

2.25

5.32
28
pave

2.10

4.87
28
cl

7.57

76+35 8' RT. = Ely edge Pave

$$\begin{array}{r} 2.52 \\ 5.05 \\ \hline 10 \\ \text{Pave} \end{array}$$

$$\begin{array}{r} 2.31 \\ 5.20 \\ \hline \text{Pave} \end{array}$$

$$\begin{array}{r} 2.30 \\ 5.27 \\ \hline 8 \\ \text{E.P.} \end{array}$$
18^E RT. = water line76+00 3⁴ RT. = Ely. edge Pave.
$$\begin{array}{r} 2.54 \\ 5.03 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 2.41 \\ 5.16 \\ \hline \text{Pave} \end{array}$$

$$\begin{array}{r} 2.37 \\ 5.20 \\ \hline 34 \\ \text{E.P.} \end{array}$$

$$\begin{array}{r} 2.19 \\ 5.38 \\ \hline 24 \\ \text{ob.} \end{array}$$

75+80 = End shrubs + start. Pave.

$$\begin{array}{r} 2.55 \\ 5.02 \\ \hline 10 \\ \text{on pave} \end{array}$$

$$\begin{array}{r} 2.95 \\ 5.12 \\ \hline \text{Pave} \end{array}$$
75+25 9^E Lt. = Ely edge Pave.
$$\begin{array}{r} 2.61 \\ 4.95 \\ \hline 95 \\ \text{pave} \end{array}$$
75+00 15² Lt. = Ely. edge pave.
$$\begin{array}{r} 2.69 \\ 4.88 \\ \hline 157 \\ \text{pave} \end{array}$$

$$\begin{array}{r} 2.55 \\ 4.8 \end{array}$$
23² Lt. = Ely. edge Pave.

74+81 = Cross Elec. Conduit

$$\begin{array}{r} 2.69 \\ 4.88 \\ \hline 237 \\ \text{Pave.} \end{array}$$
74+78 21^E RT. = S.W. cor. 5' (E+W) X 6' (N+S)
Conc. Electric Vault.

7.57

See sketch P-9 for Cable

w/ly. of Ingraham

44³ Rt. at 90° to back Tang. Face

79+68⁰⁰ = L 39° 21' Rt.

2.18	2.75
4.95	4.98
4.16	4.13
	0.6

79+00

2.83
4.9

78+77 = Cross water line

78+00

2.83
4.9

T.P. 4.36 7.73 4.20 3.37

7.73

18⁸ Rt. = water line

77+40 22' Lt. = Ely. edge Pavc.

2.90	2.5
5.17	5.1
22	
E.P.	

76+76 = End Pavc. + start shrubs

2.27	2.31
5.30	5.26
10	
Pavc	

76+70 - 6' Rt. = Ely. edge Pavc.

2.36	2.32	2.30
5.21	5.25	5.27
10		6'

7.57

see page 27 for sketch

80406 = Wly. Face 18" wing wall

3.9	- 2.1	2.8	3.0	+1.68	3.53
<u>11.6</u>	<u>2.8</u>	<u>4.7</u>	<u>4.7</u>	<u>6.05</u>	<u>4.2</u>
25	15	2	Grd.	Top of wall	10
			±	±	

80400 5⁸ ft. = start 18" wide wing wall

2.8	1.69
<u>4.9</u>	<u>6.04</u>
5.8	5.8
Grd.	Top of wall

set. B.M. #A

5.11 . 2.62

chisel of B. N.W. Cor. Elec. Vault. 5³ ft. of 79+95

79+95 5¹ ft. = N.Wly. Cor. 5'(E+W) x 6'(N+S)
Elec. Cable Vault.

2.62
<u>5.11</u>
5.2
Top Vault.

79+93

2.5
5.2

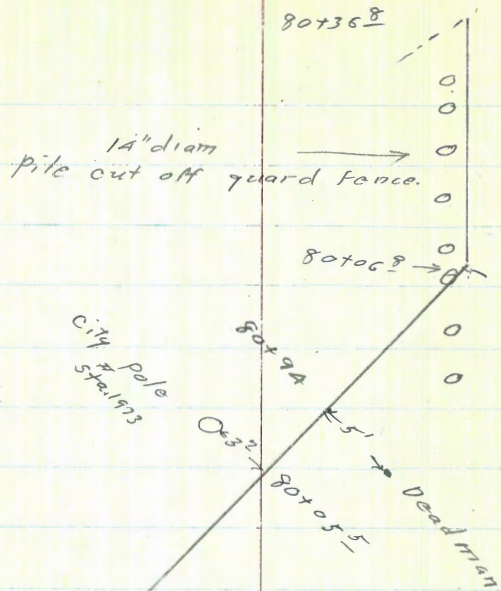
79+85 Bottom of N.Wly - S. Fly. Wash

-1.4
9.1

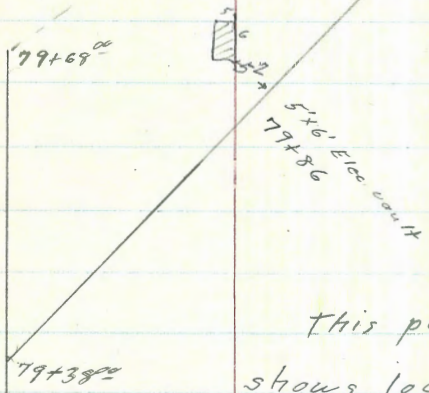
79+77

1
2
5.0

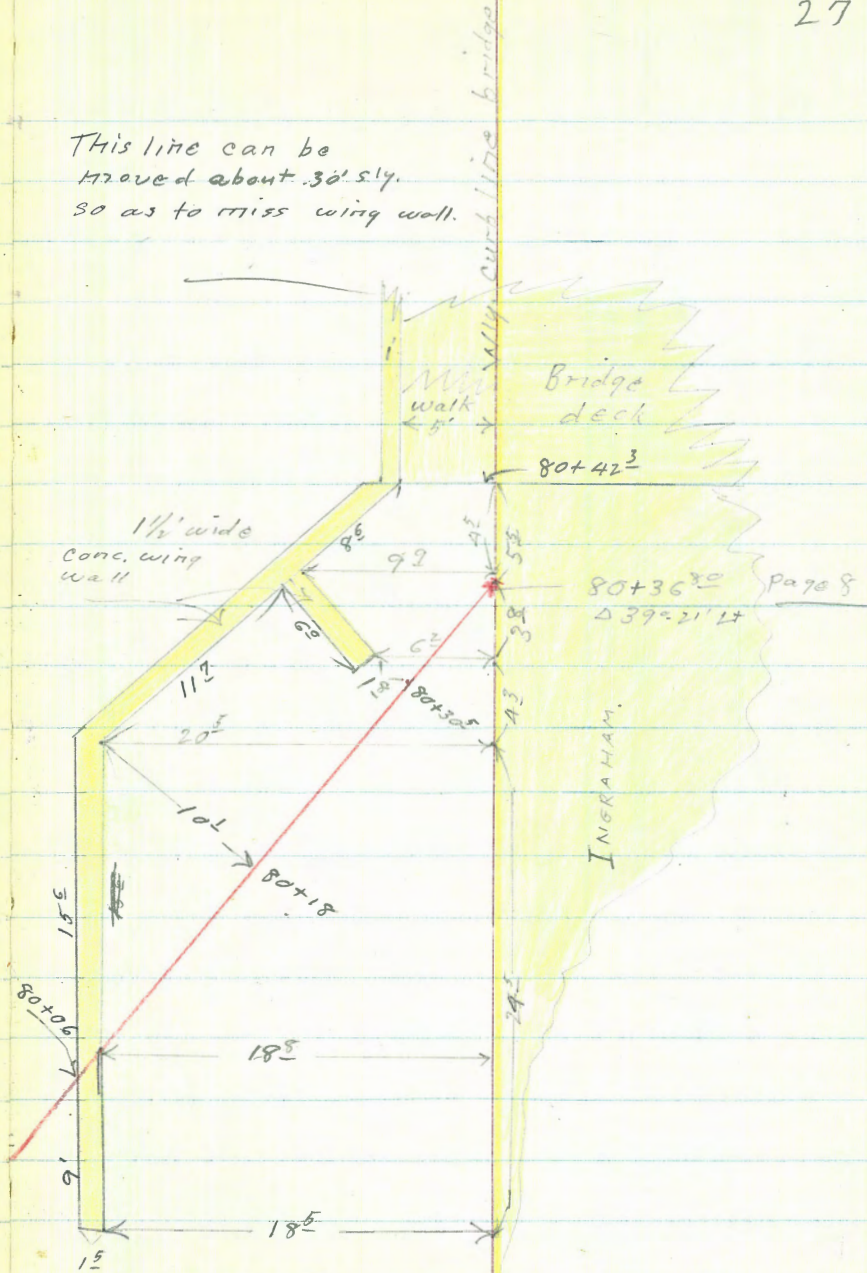
7.23



This line can be moved about 30' sly. so as to miss wing wall.



This page not to scale. shows location of Imp. on line 30' sly from original line.



T.P. 10.47 28.66 0.37 18.19

82+00

81+00

T.P. 13.20 18.56 2.37 5.36

0.7 Rt. = face of west curb.
80+42³ = start bridge walk (P. 27)

curb. line
line it is 0.3 west of true
This piece of curb out of
(P. 8)
80+36⁸⁰ = Δ 39°-21' Lt. = X-on curb

(see P. 27)
80+30⁵ = 18' Lt. = S. Ely. end cross wall

80+18 - 10' Lt. = Δ in wall

±

14.97 14.97 14.28
3.59 3.59 4.25
0.8 0.7
0.6 0.6

8.98 6.97 8.33
9.58 9.59 10.23
0.6 0.6
0.3 0.3

18.56

5.63 5.53 5.53 4.77
2.10 2.20 2.20 2.96
4.2 0.7 0.7
west edge walk 0.6 0.6

4.84 4.9 4.90
2.89 2.8 3.33
0.7 curb 0.4 0.4
0.6 0.6

5.77 5.9 5.1 4.8
1.96 2.30 2.6 2.9
7.8 1.8 1.8
top main top of end
wing wall wall

2.3 1.78 3.5 3.7
10.0 5.95 4.2 4.0
1.2 10.2 5
end top of wall
+ end.

7.73

28

85+14⁴

22.24	22.24	21.63
6.42	6.42	7.03
	07	07
	06	0

84+79⁴

23.71	23.69	23.06
4.95	4.97	5.60
	07	07
	06	0

84+44⁴

24.46	24.43	23.82
4.20	4.23	4.84
	07	07
	06	0

Set B.M #5
83+99⁸⁷ - Cross P.O.T. 4.22 24.44

83+92

24.38	24.37	23.75
4.28	4.29	4.91
	07	07
	06	0

83+57²¹

23.69	23.68	23.05
4.97	4.98	5.61
	07	07
	06	0

83+22

22.35	22.33	21.70
6.31	6.33	6.9.6
	07	07
	06	0

~~83+71.9 3' Lt. - Ely edge Pole 148 35 43~~

83+00

20.97	20.87	20.27
7.69	7.69	8.39
	07	07
	06	0

28.66

87+95¹ start cb. on Ingraham

4.97	4.99	4.76
2.98	<u>2.96</u>	<u>3.19</u>
	06	06
	06	G
<u>7.95</u>		

Set
BM#6 6.15 7.95 5.93 1.80North of Dana Landing
Approx. 110' North Nly. end of causeway, bridge
U.S.C.+G. Mon "Causeway"

T.P. 2.13 7.73 11.84 5.60

87+95 End of bridge

16.59	16.56	16.01
12.07	<u>12.10</u>	<u>12.65</u>
	07	07
	06	G

~~87+81⁵ Not needed~~

11.27	11.36	11.98
	06	07
	06	G

87+00

22.34	22.33	21.76
6.32	<u>6.33</u>	<u>6.96</u>
	07	07
	06	G

T.P. 1.56 17.44 12.78 15.8817.44

86+00

16.97	16.98	16.34
11.69	<u>11.68</u>	<u>12.32</u>
	07	07
	06	G

28.66

89+20

89+15 = Cross water line (Check Mission Bay plans)

89+00⁸ = cross casement. (Elec. cable) 2' wide, 9" thick CONC.

88+98 { = 11' Lt. = curb inlet catch basin
= cross 1' diam. steel culvert

88+75 = start shrubs + small trees.

88+69⁵⁵ < 39° 21' Lt. (Page 9)

88+45 - 4⁷ Lt. = deadman

Elec. vault.

88+42⁷ 16⁹ Lt. = N.E. Cor. 5' (E+W) X 6' (N.S)

88+38⁶ 4⁷ Lt. deadman

88+24 4¹ Lt. = Fly face pole * City pole. No number

88+03² 4⁷ Lt. = Ely. Cor. cross wing wall

±

2.75

5.2

1.5

0.84

6.5

7.11

±

Top

Conc.

±

1.65

0.03

-1.01

6.3

7.92

8.96

±

Top pipe

invert

±

2.20

2.18

1.54

5.75

5.77

6.41

±

0.8

0.8

0.8

0.8

3.27

4.68

1.65

Top of box.

5.58

2.37

4.2

Top of

wall

7.95

T.P. 4.66 7.96 4.65 3.30

92+70⁵⁵ = P.O.T. = 0+00 to west
(P. 9+10)

92+50 - 50⁵ Rt. = Conc. Elec. Vault.
N.W. Cor. 5' (E+W) X 6' (N+S)

92+00

91+00 wly. oil = wly. edge oiled road
Ely. oil = Ely. edge oiled road
40' Rt. = water line
74' Rt. = face of cb

90+13 = start oil road (S. Ely. edge)
= end shrubs

90+00 15' Lt. = S. Ely. edge oiled road

89+85⁰² Δ 39° 21' Rt. (Page 9)

3.3
9.30
4.7 4.65 3.1
wly. oil H+16 4.9
3 23
Ely oil

3.2
4.8

3.4 3.4 3.3 1.98
4.6 4.6 4.7 5.97
3 24 74 74
wly oil Ely oil 06 G

3A
4.6

3.4 3.3
4.6 4.7
15
oil

3.40
4.55
H+16

7.95

97+00

2.8
5.296+50 leave oil
oiled road turns left
$$\begin{array}{r} 3.5 \\ \underline{4.5} \\ 50 \\ \text{on oiled} \\ \text{road to west} \end{array}$$
3.2
4.8
Nly edge
oil

96+12

$$\begin{array}{r} 4.9 \\ \underline{\quad} \\ \text{Wly. oil} \\ 4 \end{array}$$
3.1
1.9
$$\begin{array}{r} 5.1 \\ \underline{23} \\ \text{Ely oil} \end{array}$$

96+00

$$\begin{array}{r} 3.1 \\ \underline{4.9} \\ 2 \\ \text{Wly. oil} \end{array}$$
3.1
4.9
$$\begin{array}{r} 2.9 \\ \underline{5.1} \\ 22 \\ \text{Ely. oil} \end{array}$$

95+00

3.1
1.9

94+00

4.9
3.1
4.9

93+00

$$\begin{array}{r} 3.2 \\ \underline{4.8} \\ 4 \\ \text{Wly. oil} \end{array}$$
3.2
4.8
$$\begin{array}{r} 2.9 \\ \underline{5.1} \\ 23 \\ \text{Ely. oil} \end{array}$$
7.96

North
 also: Ely. edge oil road to
 20' Rt. = Nly. edge oiled intersection
 101+00 = End oiled intersection

3.9
 $\frac{4.6}{20}$

4
 3.2
 4.8

2.9
 $\frac{5.1}{15}$
 Nly. edge oil
 + Ely edge dirt
 Road.

(P-11)
 100+81 $\frac{55}{20}$ = $\frac{1}{2}$ P.O.T. also = 0+00 to west

3.9
 4.80

100+46 $\frac{85}{20}$ = $\frac{1}{2}$ P.O.T. (P-11)

100+00

3.0
 5.0

99+41 = start oiled intersection

3.0
 5.0

99+00 73^E Rt. = end cb. on wly. side Ingraham
 43' Rt. = water line

3.8
 $\frac{4.2}{58}$
 Wly. oil

3.5
 $\frac{4.5}{19}$
 Ely. oil

3.2
 4.8
 7.98

2.18
 $\frac{5.80}{73^E}$
 etc

T.P. 3.55 7.98 3.53 4.43
 Telephone Cable Marker #3
 98+87 - 19^E Rt. = 4" x 4" - Conc. Mon.

98+00

3.0
 5.0

97+02 { 74' Rt. = Face Wly. of Ingraham
 Conc. Elec. Vault.
 51^E Rt. = S. Wly. Cor. 5' (E+W) x 6' (N+S)
 43^E Rt. = water line

2.94
 $\frac{5.02}{51^E}$
 Conc. Box
 2.31
 $\frac{5.65}{74}$
 etc

7.96

105+00

T.P. 4.98 8.48 4.48 3.50

3.18

4.8

8.48

104+00

73' Rt. = cl.
43' Rt. = water line

3.5

2.36

4.5

5.62

73'

cl.

+12 - 21' Rt. = deadman

103+00

3.4

4.6

6' (N+S) Conc. Elec. Vault.

102+89 5' Rt. = S. Wly. edge 5' (E+W) X

2.64

5.34

5'

top of box.

102+00 5A Rt. = ^{Ely} wly. edge oil

3.6

3.4

4.4

4.6

5.4
Ely. oil

101+50 { 47' Rt. = water line
73' Rt. = start cl. wly side ^{Imp. station}
marker - #2

101+02 - 29' Rt. = 4" x 4" - Conc. Telephone

Note { surfaced with good fill dirt.
Entire Area from here on is

7.98

110+35 = start shrubs

110+10 = Δ $50^{\circ}14'45''$ RT.73^E Rt = wly. cb. Ingraham

110+00 43' Rt = water line

#

3.5

4.8

3.5

4.8

8.27

3.05

5.22

73^E
cc

Set. B.M. #9

4.57 3.70

= Co-ord. Point - $\left\{ \begin{array}{l} 9800 N \\ 15,276.63 W \end{array} \right\}$ - Cross in cb.

T.P. A122

8.27 4.43 4.05

3.6

4.4

109+00

3.1

4.9

108+00

73^E Rt = wly. cb. Ingraham

107+00 43' Rt = water line

3.3

4.7

2.20

5.98

73^E
cc

106+00

3.08

4.9

8.48

T.P. 12.31 16.01 4.57 3.70 = B.M.# 7-P3c

111+27 A^E Lt. = N.E. Cor. wing wall

$A.26$
 $\frac{3.68}{4.01}$
 A^E
 Top of
 wall.

$\frac{4.39}{on d.}$

111+22 6^E = X-in db. = P.O.T.

$\frac{4.59}{x in db.}$

wly db. Ingraham

0^E Rt. at 90° to Fwd. Tang. = Pace

111+04 8^3 = A $50^\circ-1A'-45''$ Lt.

$\frac{3.46}{4.81}$ $\frac{3.49}{4.78}$ $\frac{3.09}{5.18}$
 $\frac{0.05}{0.6}$ $\frac{0.05}{0.6}$

111+04^L = back of wly db. Ingraham

$\frac{3.46}{4.81}$
 Cl + Brd

cable maker. Marked #1 + 43'6"

110+98 - 6^3 Rt. = 4" x 4" Conc. Telephone

wing wall. Check plans.

110+88 = 5' Lt. = approx end of bridge

$\frac{3.7}{4.6}$
 5
 Brd

110+79 = Cross 1' diam steel culvert
 curb inlet catch basin

$\frac{3.4}{4.9}$ $\frac{-0.01}{8.28}$ $\frac{-1.05}{9.32}$
 Ground top pipe invert

110+76 = 17³ Rt. = N.W. Cor. Conc. slab, over

8.27

115+56²

4

29.03

5.08

115+21⁵

27.50

6.61

T.P. 6.58 34.11 0.19 27.5334.11

114+87

13.89

2.12

114+00

8.56

7.45

T.P. 12.77 27.72 1.06 14.95

27.72

113+00

14.24

1.77

112+00

8.24

7.77

0.5 west of ab. face.

Tods on top of wly. ab. bridge

111+35² = start bridge

4.37

11.64

16.01

Cont. page 64
 Cont. Page 57

Levels Cont. on P 64

T.P. = Temp. B.M.

5.66 28.45

↓
 118+53.71 = X. Nly. end bridge

△ Now at 118+42.84 - See page 57. for levels.

See Note P-12-B for Cable location

118+00

28.95
 5.66

117+00

28.56
 5.55

116+44[±]

29.29
 4.82

115+92

28.73
 4.38

29.76
 4.35

34.11

Branch line - Ventura ^{11/10/50}

40

Sketch P 3B to P. 5

3+69⁴⁵ Δ 90° RT. (Page A)

4.7

6.1

7

4.9

3+00

5.9

1

4

5.2

2+00

5.6

5.7

1+48 sly edge road

5.1

5.4

1+00 = Nly edge E+W dirt road

5.4

0+00 = 59+09.36 - Page 3-B

1

6.40

10.83

— 4.43

^{59+09.36}

P. 19

10.83

9+00

4.8'

4.7

T.P. 4.30 9.53 5.60 5.23

9.53

8+69.45 = 1/2 Δ 1'-10" Lt.

5.1

5.23

5.3

5.7

5.60

5.5

16

14.6

24

Sly edge
dirt roadNly edge
dirt road

8+00 = Sly edge dirt road

5.2

5.6

7+00

5.0

5.8

6+00

5.5

5.3

Set B.M. on Man - on pipe 4.35 6.48
Sand - 1 - (see Page 4)

5+00

5.3

5.5

4+00

8.8

2.0

10.83

Ventura

13+10 = ϕ 6" transite water line

13+00

12+60 = start dirt road

12+23 40' Rt. = ctr. 40" diam Palm.

12+00

11+00

10+00

9+50 = Nly. edge dirt road

4

42

1.25

8.28

Top of pipe

4.9

5.1

4.5

5.0

3.7

5.8

3.5

6.0

3.6

5.9

4.9

5.1

9.53

16+00

Set. B.M. on Sand-2
(Page 5)

6.12

$$\begin{array}{r} 2.9 \\ \underline{6.6} \\ 3.4 \\ \text{sly edge} \\ \text{dirt road} \end{array}$$

$$\begin{array}{r} 3.1 \\ \underline{6.4} \end{array}$$

$$\begin{array}{r} 3.2 \\ \underline{6.3} \\ 1.6 \\ \text{Nly edge} \\ \text{dirt road} \end{array}$$

15+00

$$\begin{array}{r} 3.9 \\ \underline{5.6} \\ 4.0 \\ \text{sly edge} \\ \text{dirt road.} \end{array}$$

$$\begin{array}{r} 3.63 \\ \underline{5.9} \end{array}$$

$$\begin{array}{r} 3.6 \\ \underline{5.9} \\ 5 \\ \text{Nly edge} \\ \text{dirt road} \end{array}$$

14+55 Nly edge dirt road

$$\begin{array}{r} 3.03 \\ \underline{5.6} \\ \text{Nly edge} \\ \text{road} \end{array}$$

14+00

$$\begin{array}{r} 3.03 \\ \underline{5.6} \end{array}$$
13+64.98 = Δ 47° 08' 36" Lt Page 5
$$\begin{array}{r} 4.38 \\ \underline{5.15} \\ \text{Hub} \end{array}$$

13+42 12' Rt. = Ctr. 40" diam palm.

4.4

13+35 end dirt road

$$\begin{array}{r} 5.1 \\ \underline{9.53} \end{array}$$

18+35 ⁷² = End of line

3.1
6.4
22
sly edge
dirt road

3.1
6.4

3.0
6.5
26
Nly edge
dirt road

18+00

2.9
6.6
24
sly edge
dirt road

2.7
6.8

2.9
6.6
24
Nly edge
dirt road

25' Lt. = Δ Rt. in pipe line.
17+53 = Cross 6" Transite water line

+0.0
9.5
Aprox. El. Top of pipe
Pipe Not laid.

17+00 25' Lt. = 6" Transite water line

+2.5
7.0
2.9
sly. edge
dirt road

-0.32
9.85
25
top of
Pipe

+2.8
6.7

9.53

+2.9
6.6
2.0
Nly edge
dirt road

Dana Landing line 11/14/50
Sketch - P7

4

45

1+28² Top curb.

3.32
5.06
06

1+28² cross bumper curb for parking lot.

2.85
5.53
G

1+00

3.13
5.25

0+51^E = Cross Elec. conduit

2.94
5.44

0+35^E = start paved area
(Driveway + Parking)

2.11
5.61

0+00 = 74+55^E P-7.

2.16
5.62

BM#3

P.23 6.11 8.38 2.27

8.38

see p 7.

also Sly. Face Bldg.

1+74⁰⁸ = Nly. edge 4' wide conc. walk1+71-9⁸ Lt. = Elec. Terminal box 1' x 1.5'1+69⁶⁸ = sly. edge 4' wide conc. walk1+29⁵¹ 15' Rt. = Nly. B.C. 4' Rad. Ch. Ret. or black pave.1+29⁵ = back of curb

4

2.14

5.64

Floor level of Bldg.
walk level

2.1

5.7

98

Top of box

2.71

5.67

2.89

5.49

3.33

5.05

15

Top of dc

3.34

5.04

8.38

Dana Landing - East.

Sketch - P. 7

£

47

0+83.98	Ely cl. line Ingraham	2.11	5.72
0+83.97	Ely gutter	1.46	6.37
0+64	£ Ingraham	1.83	6.00
0+44 ²¹	wly. gutter Ingraham	1.53	6.30
0+44 ²⁰	Face wly cl. Ingraham	2.18	5.65
0+2A	cross Elec. Conduit		
0+17	cross water line		
= 0+00		2.76	
7A+55 ⁰⁰ - P. 7	start shrubs	5.07	
5.07	7.83	2.76 2.76	7A+55 ⁰⁰ P. 13
			<u>7.83</u>

1+25 In marsh

~~±~~
-3.9
11.7

1+10 Toe of Hill. In marsh

-3.8
11.6

0+92

2.7
5.1

Yacht Basin Line

Sketch - P. 10

3+31⁸ N. Ely. cor. conc. slab (see P-10)

3+12 9' Lt. = 10" diam Palm

2+98 8' Lt. = 10" diam palm

2+91 13 Lt. = 10' diam Palm

also = start lawn + shrubs

2+43 = wly. edge N. + S. oil road

1+94 = Ely. edge N. + S. oiled road

7+70

(see Mission Bay plans.)

1+59 check for water line

0+99 = Cross water line.

0+70

0+04 = wly edge oiled road

0+00 (see page 10)

92+05⁵ 5.65 8.95 — 3.30

P. 32

4

49

4.5

4.50

conc. + Ond.

4.2

4.8

4.4

4.6

4.4

4.6

4.4

4.6

3.3

5.7

3.30

5.65

4.48

8.95

Tierra del Fuego line

11-10-50

0+00 = 100+81.65 Page 11

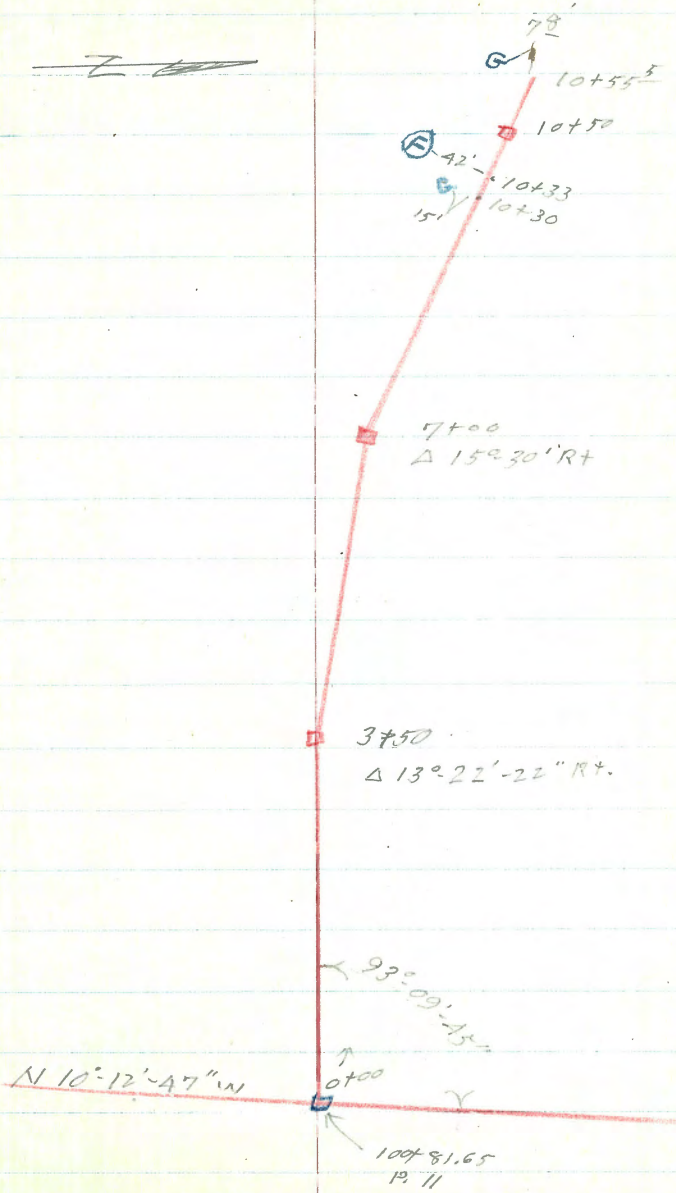
93°-09'-45" Lt. off Nly. Tang. of Main line.

□ = Fd 1/2 + disk.

▣ = set 1/2 + disk.

G = water gate cap

⊕ = Fire Hydr.



Tierra del Fuego - Levels

sketch p-50

3+77 24 Lt. = Ctr. 36" diam. Palm.

8' Lt. = ± 15' wide oiled road

3+50 = Δ 13° 22' - 22" Rt.

3+10 27 Lt. = Ctr. 30" diam. Palm

3+00

+30 33' Lt. = Ctr. 36" diam. Palm.

2+00

1+72 37 Lt. = ^{ctr} 36" diam. Palm

26' Lt. = ± 15' wide oiled road

1+29 End oiled area

1+00

= 0+00
100+81.55 p 34

7.54

10.92

-

3.18

51

5.7

5.67

5.0

5.05

8

± Road

5.7

5.9

5.0

4.8

14

±

15' Road

5.8

6.0

4.9

4.7

20

± 15' Road

4.8

4.9

5.0

5.9

5.8

5.7

26

± Road

29

N. End oiled area

4.5

6.2

3.18

7.54

10.72

100+81⁵⁵ page 34

7+00 = Δ 15' 30' RT.

4.0
5.3
27
Sly. edge
oil

4.1
5.20

3.9
5.1
2
Nly. edge
pave oil

6+25 = Nly edge oil road

4.3
5.0

6+00

4.5
4.8
38
Sly. edge
oil

5.3
4.5
4
Nly. edge
oil

4.4

5+00

4.0
4.2
Sly. edge
oil

4.0
8
Nly. edge
oil

5.6
3.8

4+60 } 27' Lt. = ± 35' oiled Road to west
East
17' Lt. = ± 15' wide oil road from
4+46 28' Lt. = Ctr. 40" diam. palm.

5.7
3.6
27

5.6
3.7
17

T.P. 3.63 9.26 5.09 5.63

9.26

4+00

5.7
5.0
12
± 15' Road

5.8
4.9

10.72

10+55² - 7⁸ Lt. = water gate.

10+50 = 1/2 end of line

10+33 42' Lt. = Fire Hydr

10+30 = 15' Lt. = Water gate

10+00

3.93
5.33

3.9
3.4
5.7
sly edge
oil

3.8
5.5

3.8
5.5
1
Nly edge
oil

9+70

3.5
5.8
Nly edge
oil

9+00

3.6
5.7
1
Nly edge
oil

3.7
5.6

8+00

3.9
5.4
1
Nly. Edge
oil

3.9
5.4

7+85 = leave. Pass oiled road.

4.3
5.0
3.5
sly edge
oil

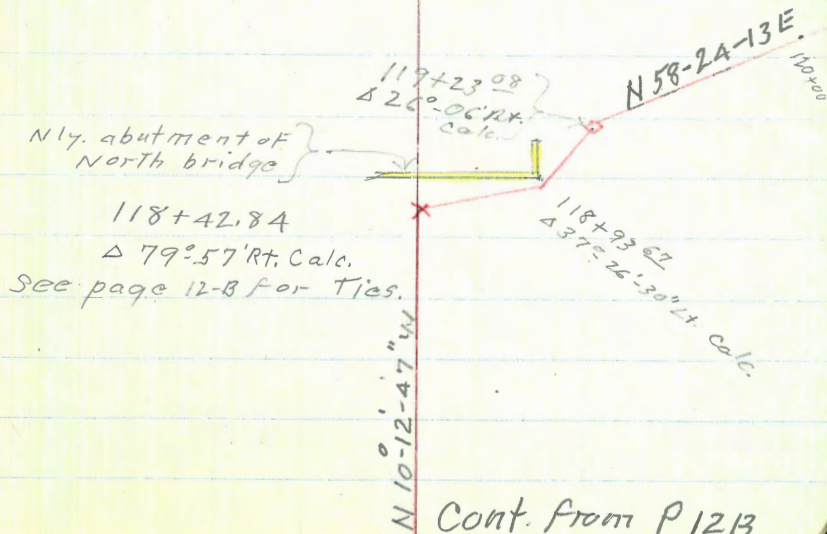
3.8
5.5
1
Nly. edge
oil
9.26

Main line Mission Bay Park sewer

See bridge plans.

Grade can be broken at either 1st or 2nd bent from north end of bridge so as to bring pipe below N+S girders, thus permitting crossing under bridge. Pipe will pass under east stairway.

Δ at sta. 118+93.67 is 0.5' south of intersection of east face of N+S. bridge wall and south face of E+W. bridge bulkhead.



Cont. from P 12B

Do not use this line
see new line - P. 63

129+50

12A+70.48
Δ 18° 07' Lt.

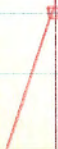
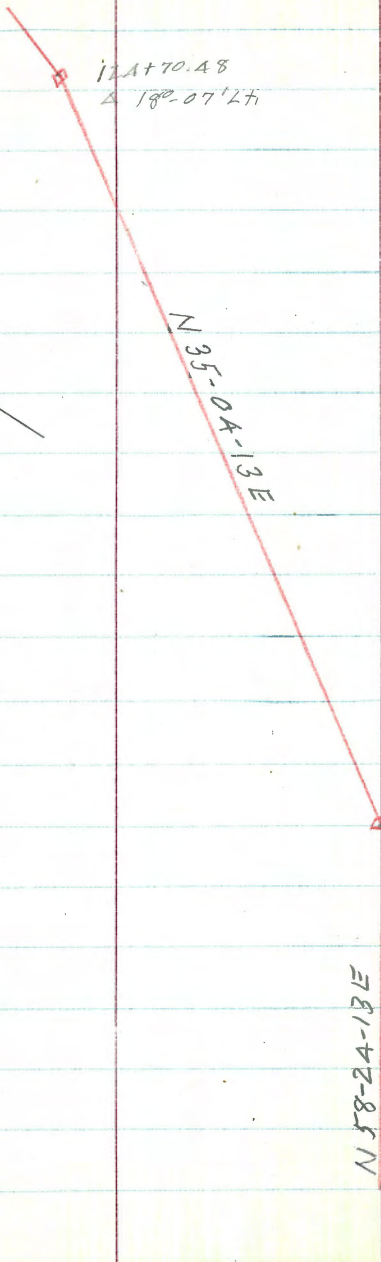
N 35-04-13 E

121+43.00
Δ 23° 20' - 30" Lt.

N 58-24-13 E

N 16-57-13 E

12A+70.48
Δ 18° 07' Lt.



Existing M.H.
132+04.39

turned to split of curbs
N 80-05-47 W
Map
N 80-09 W

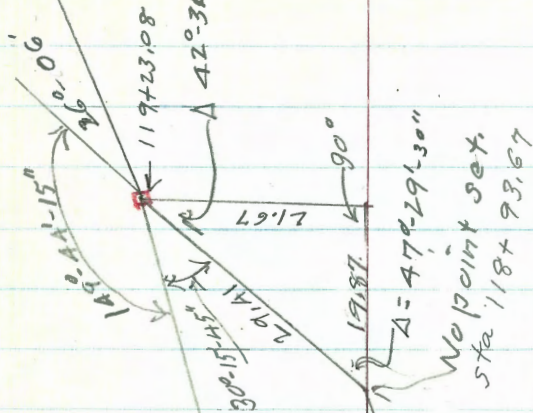
130+57.80
A 97°-03' 44"



Distances in red = obtained
A° in Red = turned
Black = calculated.
5 place tables

This line is 0.50 south
south of north
5 place tables

Calculations for line 56
Sta 118+42.84 to Sta. 119+23.08
(P.54)



10°-03'

50.05

17°-13'-15"

50.83

79°-57'

8.87

118+42.84 chained
P.12-B

Levels Cont from page 39

4

57

Use page 64

This line too low

T.B. = Top of bank
119+25 1A' Lt. = Face cb.

28.09
5.54
14
cb

28.0
5.6
95
T.B.

119+23⁰⁸ Δ 26°-06' RT.

28.41
5.22
Hub

119+17 A² RT. = Face pole # C 3321

119+09 = Top of bank

28.1
5.5

118+93.67 = Δ 37°-26'-30" LT.

16.9
16.7
Ground

Bottom of N. & S. girders

29.3
9.3

118+42⁸⁹ = X in cb. = Δ 79°-57' RT.

28.41
5.22

5.18 33.63 - 28.45

Temp. B.M. P. 39 = cross - in end of bridge

33.63

122+00

20.13
3.58
35
cc

20.6
3.7

20.6
3.7
12
T.B.

121+50

29.92
3.39
93
cc

30.0
3.3

30.2
3.1
9
T.B.

T.B. 3.13 33.31 3.45 30.18

33.31

121+43⁰⁰ Δ 23°-20'-30" Lt.

29.98
3.70
103
cc

30.18
3.45
Hurb

30.3
3.3
7
T.B.

121+00 T

29.7
3.90
4.6
cc

29.6
4.0

30.0
3.6
8
T.B.

120+60 Point nearest to curb

29.35
4.28
2.6
cc

29.3
4.3

29.2
4.4
12
T.B.

120+00

4.91
4.1
cc

28.9
4.7

28.0
5.6
26
T.B.

33.63

2.89 27.16 — 24.27
 Check N.W.B.P. 3.11 24.27
 Eden + Crown Point Dr. (24.13)

T.P. 2.37 27.38 8.30 25.01

124+70⁴⁸ Δ 18°-07' Lt.

24.94	25.01	24.9
8.37	8.30	8.4
<u>3</u>	Hub	<u>15</u>
on split of A		T.B.

124+30 3' Lt. = B.C. Lt. Pavement.

25.94	25.91	25.1
7.87	7.9	8.2
<u>3</u>		<u>19</u>
E.P.		T.B.

124+00

25.89	25.8	26.0
7.42	7.5	7.3
<u>3</u>		<u>14</u>
E.P.		T.B.

123+00 E.P. = edge of pavement

27.6	27.5	28.0
5.70	5.8	5.3
<u>3</u>		<u>13</u>
E.P.		T.B.

122+17² 3° { also = E.C. Pavement
 Rt. = end of curb
 Rt. = Edge Pav.

29.62	29.4	29.4
4.34	3.9	3.9
<u>3</u>		<u>12</u>
Pavo		T.B.

33.31

T.P. 5.52 22.68 10.00 17.16

C
L

129+51 3' Lt. = Pavement B.C. Lt.

17.14
10.02
3
E.P.(B.C.)

17.5
9.7

18.1
9.1
22
T.B.

129+00

17.98
9.18
3L
E.P.

18.2
9.0

19.0
8.2
23
T.B.

128+00

19.7
7.50
3L
E.P.

19.9
7.3

21.2
6.0
13
T.B.

127+00

21.4
5.79
3L
E.P.

21.6
5.6

22.8
4.4
17
T.B.

126+00

23.07
9.09
3
E.P.

23.0
4.2

23.3
3.9
17
T.B.

125+12 3' Lt. = E.C. Pave.

24.46
2.70
3
E.P.

24.6
2.6

24.2
3.0
11
T.B.

27.16

131+54^c

17.38
5.30
10

17.50
5.18

17.30
5.38
10

131+21^c $\left. \begin{matrix} 15' AT \\ 15' AT \end{matrix} \right\} = \text{ob. Rct. E.C. - La Cima}$

15.78
6.90
10

15.92
6.76

15.82
6.86
10

130+97⁸ End A.C. Pav. + Start Conc. Pav.

15.53
7.15
10

15.45
7.23

15.30
7.38
10

130+71² start A.C. Pav.

15.80
6.88
10

15.75
6.93

15.66
7.02
10

130+59⁸⁰ on split of La Cima Curbs.
= A 97°-03' Lt. =

16.96
5.72
Hub.

16.7
6.10
T.B. 90° to back
farr.

130+00

16.3
6.36
5.3
E.R

17.0
5.7

17.6
5.1
11
T.B

22.68

±

between Crown Pt. Dr. + Jewell
132+04³⁹ = Ctr. Exist. M.H. La Cima

15.29
7.39
I.E.

132+03[±] Ely Pitt Exist. M.H.

19.74
2.94
10

19.85
2.83

19.54
3.14
10

131+83^A

18.78
3.90
10

18.86
3.82

18.64
4.04
10

1
22.68

Main line. Revised.

Cont. from page 12-B
4/16/50

● = nail in Pava.

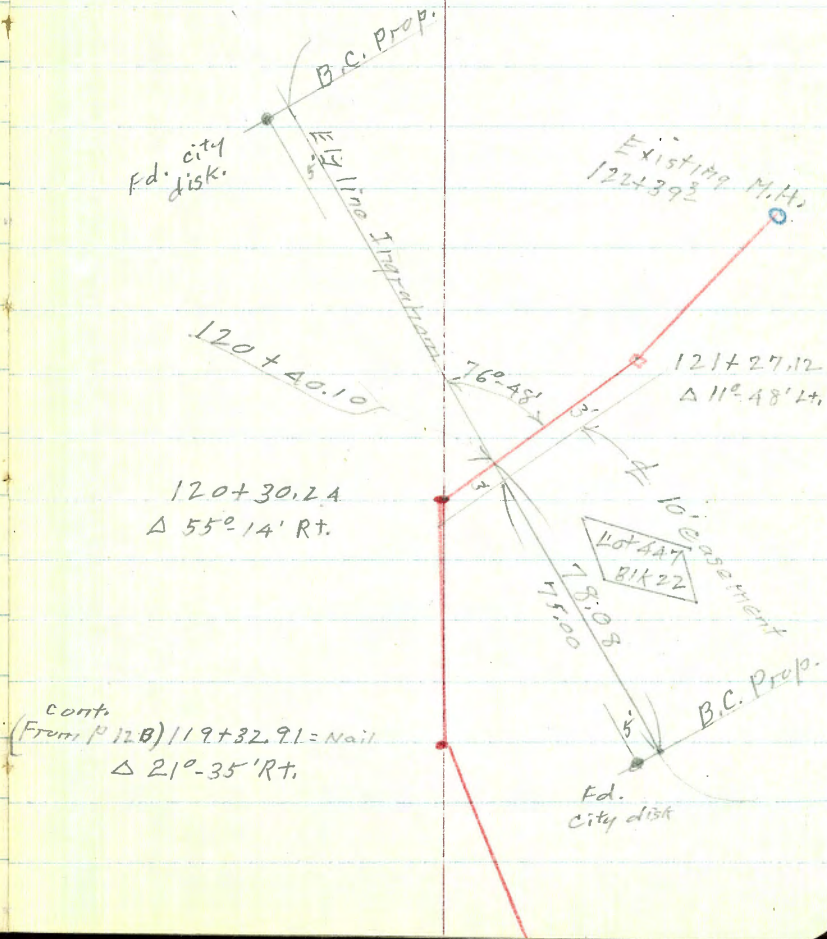
■ = 1/4" disk

○ = Existing M.H.

Sta. 120+40.10 = Intersect Ely. line Ingraham

Existing sewer should start at
120+90. Please check crown
point sewer plans

Levels- P-64



cont.
(From P 12-B) 119+32.91 = Nail
 $\Delta 21^\circ 35' \text{ Rt.}$

Levels Continued from P. 39.

119+25 - 4²Lt. = water gate valve. 11/14/52
start. A.C. Pavc.

119+22⁵ = End conc. Pavc.

27.89

27.91

27.94

5.51
5

5.49

5.46
5

119+13 = Cross gas line.

27.79

5.61

119+10⁵ = 9² Lt. = Ctr. Cable trench,
Rt. = Ctr. 2'x2' Gas. Co. M.H.

118+94 - 5⁵Lt. = Ctr. Cable trench

118+80 7⁴Lt. = Ctr. Cable trench

28.08

27.97

27.60

27.75

5.32
4²
00

5.93
4²
00

5.80

5.65
5

118+75

28.15

27.56

27.62

27.80

5.25
2⁴
00

5.84
2⁴
00

5.78

5.60
5

118+65² = cross c.b. Rt. = start ~~A.C.~~ Conc. Pavc.

28.22

27.63

5.18
00

5.77
00

±

118+59² = Approx c.b. B.C. 0.5 Rt.

28.20

28.20

27.69

5.20

5.20

5.71

05

80
B.C.

05

00

Temp B.M.

P. 39

4.95 33.40

- 28.45

33.40

Main line

±

65

120+22 7² Rt. = Ely ob. Ingraham
A' Lt. = water gate valve

28.10	27.98	28.01	28.58
<u>5.30</u>	5.42	5.33	4.82
4		7 ²	7 ²
		G	OG

120+02^S = Cross water line trench

28.16
<u>5.24</u>

119+88^S 7⁵ Rt. = Water line trench
= Approx ϕ Ingraham.

28.15	28.13	28.05
<u>5.25</u>	5.27	5.35
5		7 ⁵

119+53 5³ Lt. = E.C. cb. Ret.

4.99	5.52	27.88	27.94
<u>5.5</u>	5.5	5.52	5.46
cb	G		5
E.C.			

119+45 3' Lt. = Face cb. Ret

28.46	27.89	27.86
<u>4.94</u>	5.51	5.54
3	3	
cb	G	

119+32 ⁹¹ { 4⁸ Lt. (90° to Fwd tang) = Face cb. Ret.
6⁶ Lt. (90° to back tang) = Face cb. Ret.
4⁵ Lt. (90° to back tang) = \pm Cable Trench
= Δ 21°-35' Rt.

28.36	27.75	27.77	27.82
<u>5.04</u>	5.65	5.63	5.58
5.5	5.5		5
cb	G		on split of Δ
on split of Δ		<u>33.40</u>	

1' wide 8" deep footing

2 ERT. = end of wall.

121+28¹ = West face 4' high Conc. block wall.

30.4

4.6
5

121+27¹² = Δ 11° 48' RT.

30.35

4.63
5

T.P. on A. 4.63 34.98 3.05 30.35

34.98

121+10 1st RT. = Near Face of Pole J.P.C. 3317

121+00.

Please check plans

120+90 Exist sewer should start about here.

30.1

3.3
5

30.1

3.3

30.1

3.3

5

121+88 - 6³ RT. = dead man

120+40¹⁰ = Ely. line Ingraham

3³ RT. = Near face Pole # P.A. 3325 walk

120+39¹ = Ely edge walk (Rod on Ely edge)

28.82

4.58
5

28.78

4.62

28.75

4.65
5

120+33³ = Cross Ely. cb. Rod along cb. line

28.71

4.69
5
66

28.14

5.26
5
6

28.10

5.30
5
6

28.67

4.73
5
6

28.10

5.30
5
6

28.69

4.76
5
6

120+30²⁴ = Δ 55° 14' RT.

28.11

5.29

33.40

check 118+53.71

6.52 28.46 (28.45)

122+33² = Ctr. Exist M.H. = end of liria

122+16 - 1² Rt. = end board fence

122+08 - 4' Lt. = S.E. Cor. stucco bar

122+00

5' Lt. = S.W. Cor. stucco bar. North front

2' Rt. = line of board fence

1² Rt. = S.E. Cor. lath house

121+90 = } Leave lath house

121+78 = 2' Rt. = S.W. Cor. lath house
enter lath house

2⁴ Rt. = start board fence.
wall.

121+57 2' Rt. = end of conc. block

121+30 2' Rt. = Face Fly. + Wly. 4' high
conc. block wall

Reduced by
Andrew P. Lamore 30.73

67

4.25 11.50
Rim I.E.

23.18

30.6
4.4
4
Encl.

30.6

4.4

30.6

4.4

30.6

4.4

30.5

4.5

30.5

4.5

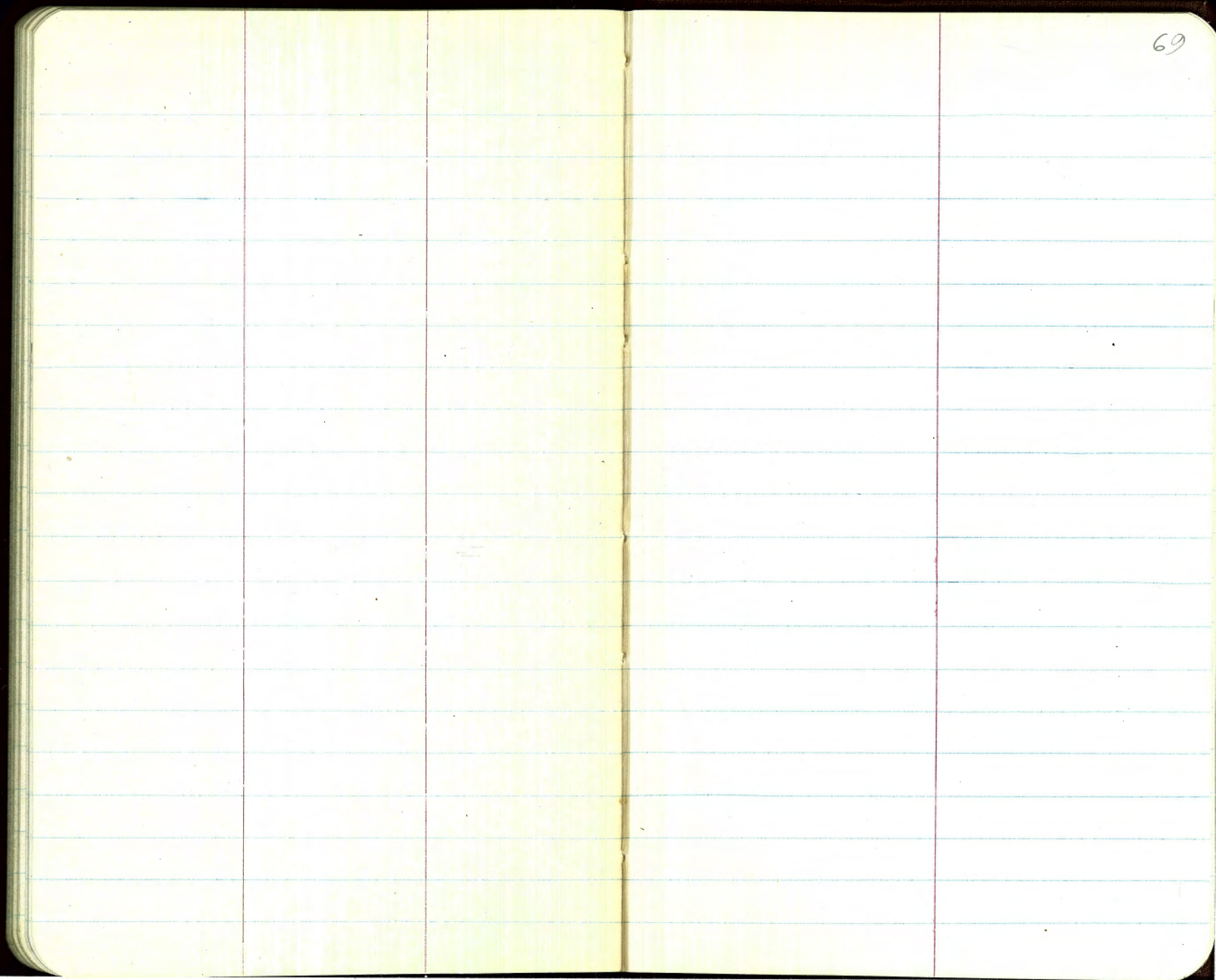
2
Encl.

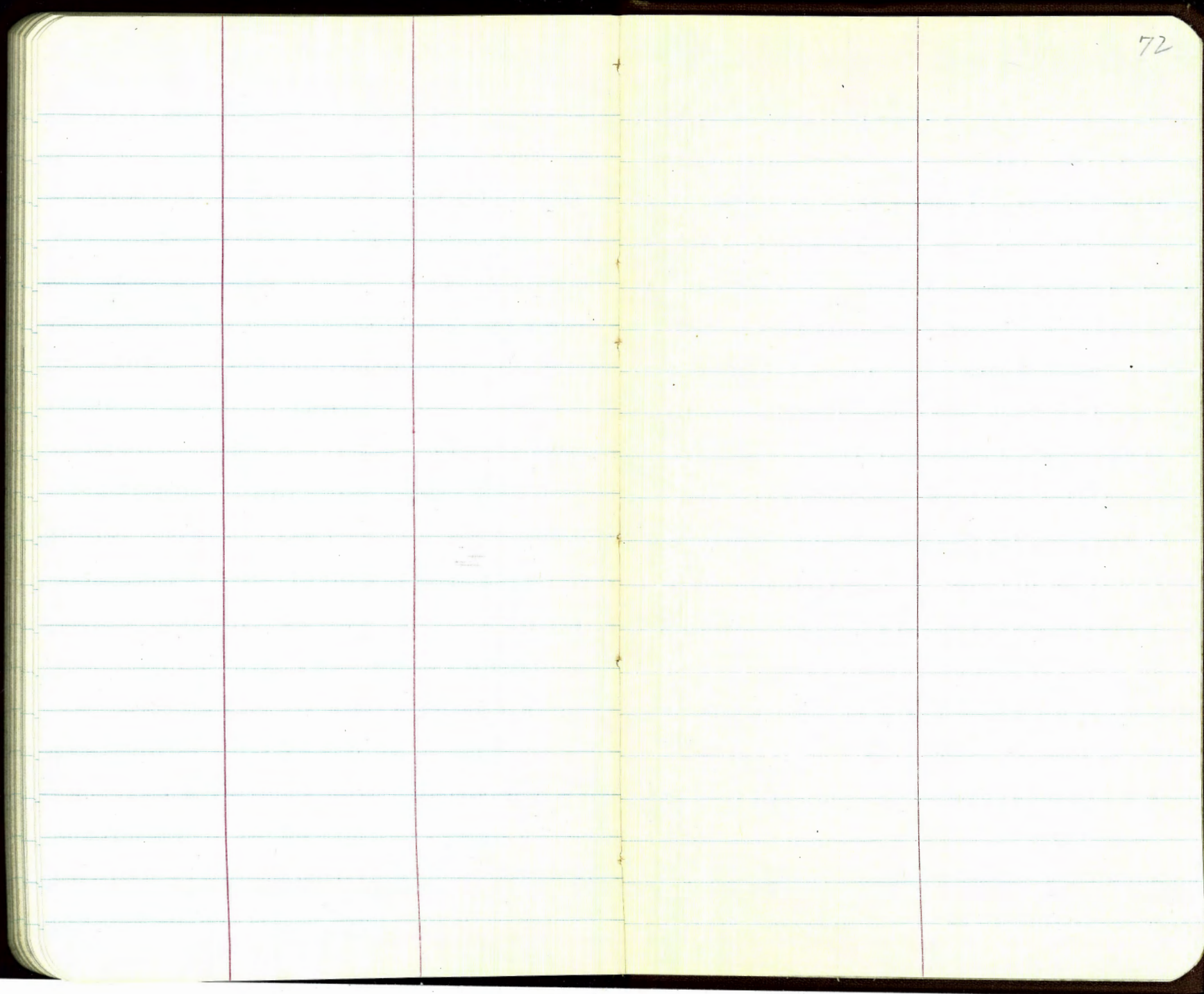
29.4

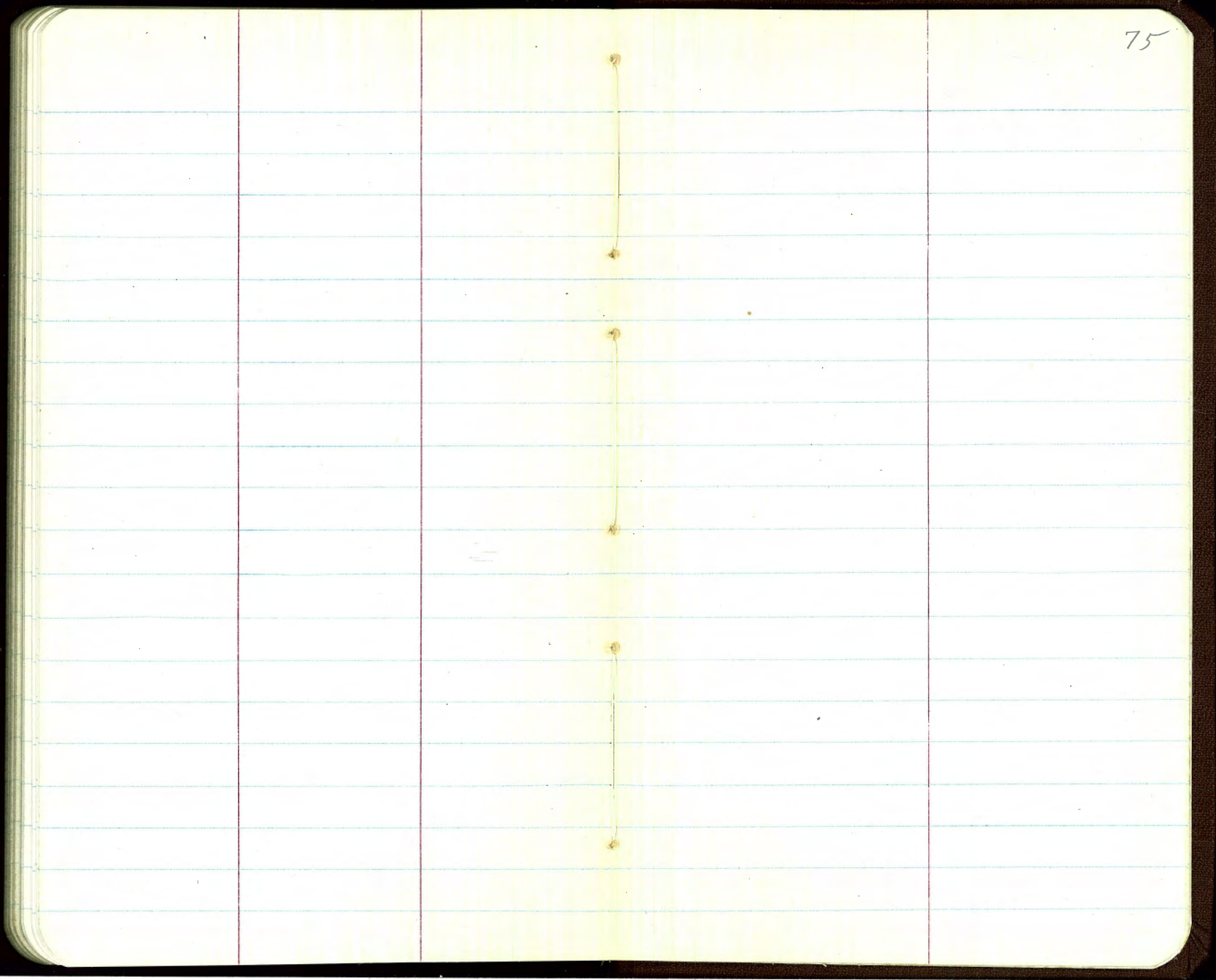
5.3

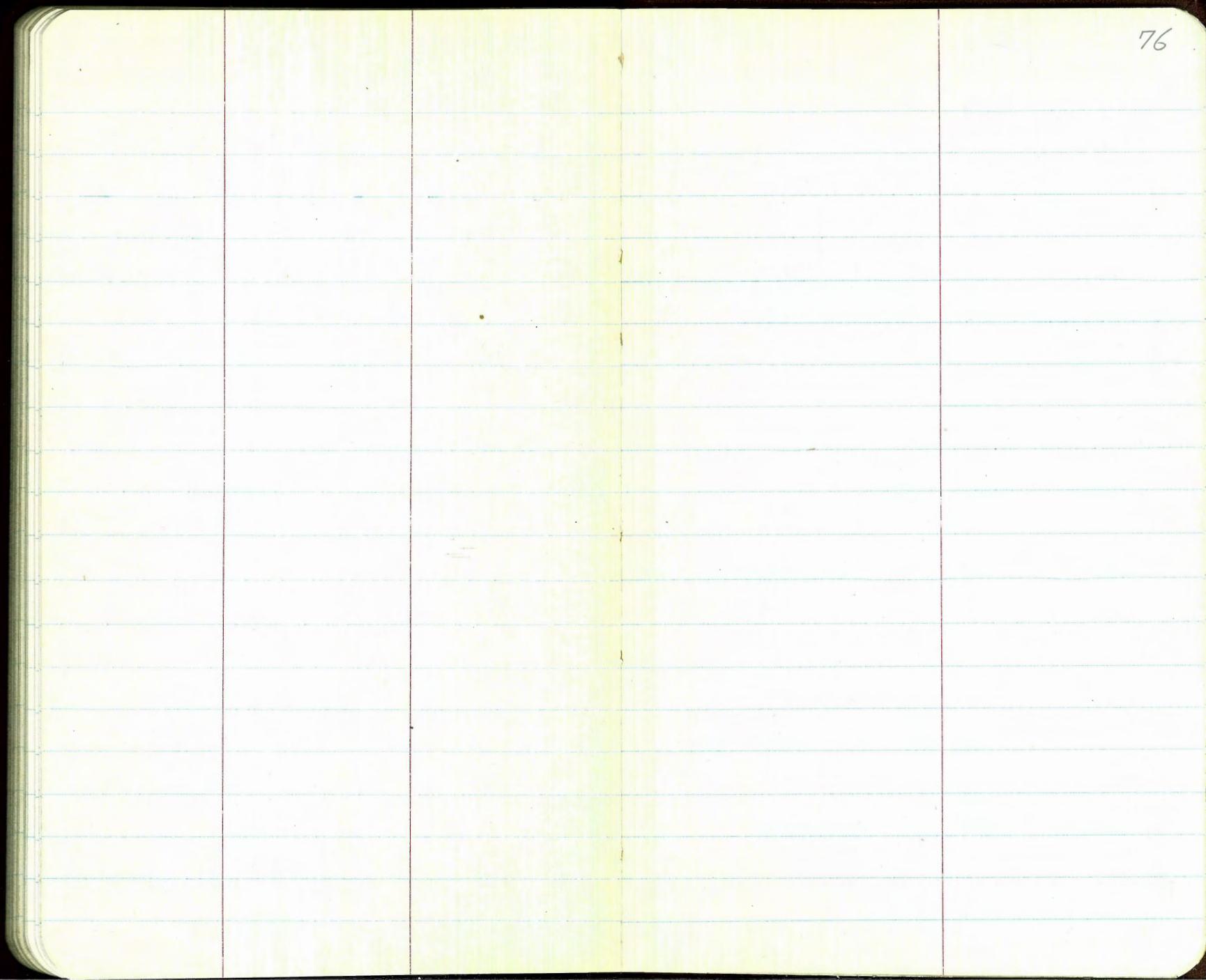
2
Footings

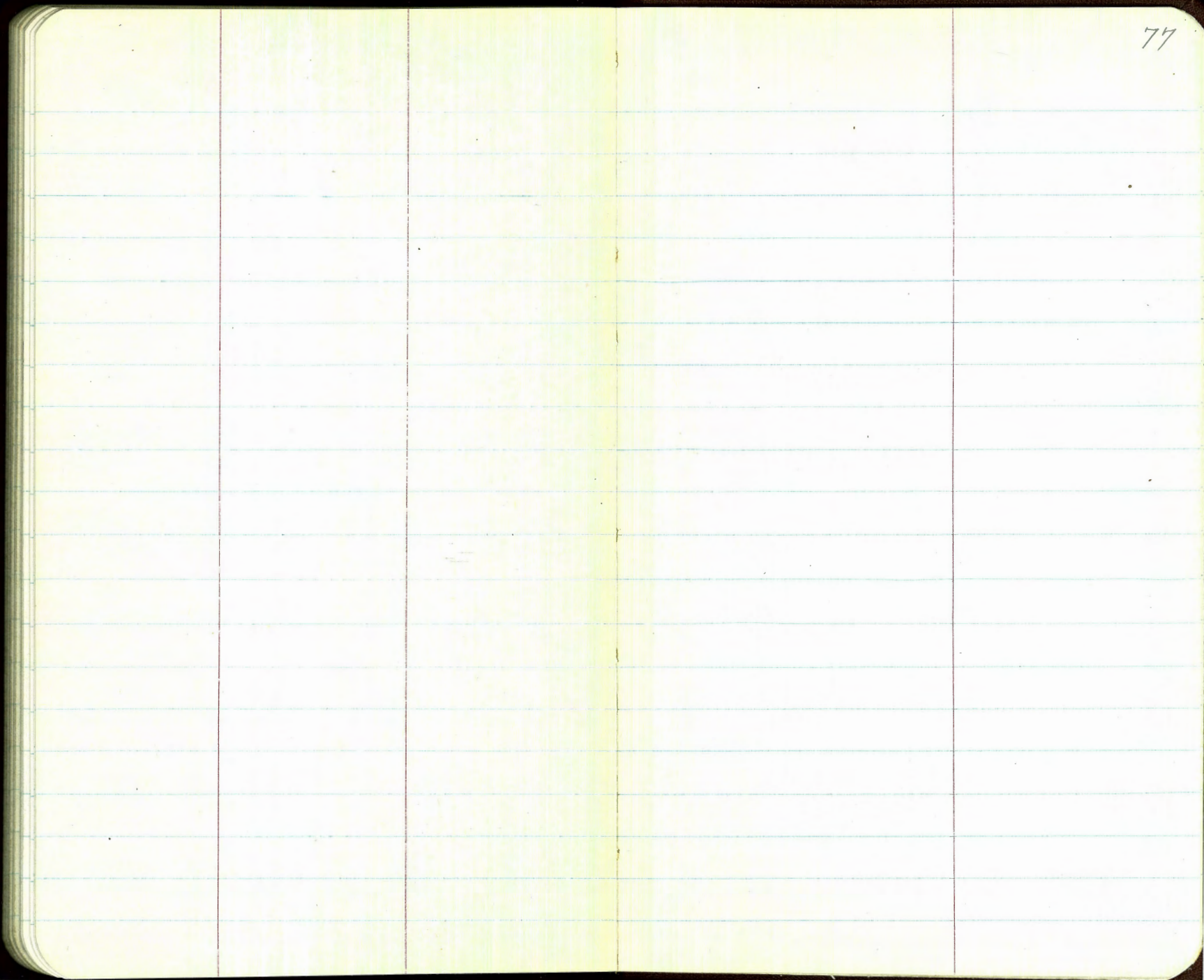
34.98











C+G

From	Bearing	To	
Watson To Marston	S 61° 27' - 14" E	Marston's	Bay Point N 10,575.90 W 15,553.36
Watson	S 74° 37' - 10" E	Bay Point	Crown N 19,725.62 W 15,101.79
Bay Point	S 61° 10' - 45" E	Marston's	Watson N 10,660.82 W 15,862.05
" "	N 71° 39' - 23 E	475.74' Crown	
Crown			

Also - P. 79

check
69+10

80

sand-1 N 4,604.87 W 15,434.24

W
107 sand-2 N 5,126.00 W 16,069.24

W
Ba L+T. ob. 85200 W 14,406.50 { N. 10-12-42" W

" " N 5400 W 14,442.53 { 100' = 101' 61"

1 N 6100 W 14,568.60

C) N 6300 W 14,604.62

Bay Point N 10,575.30 W 15,553.96

Bearing on Marston tower S 61-10-45 E
Length = 15,256.12'

N 7600 W 14,880.27

N 7700 W 14,898.29

N 8000 W 14,952.34

N 8100 W 14,970.35

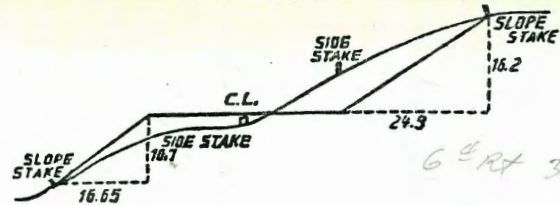
N 8600 W 15,060.43

N 8900 W 15,114.48

N 9000 W 15,132.50

N. 9700 W. 15,258.61

N. 9800 W 15,276.63



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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