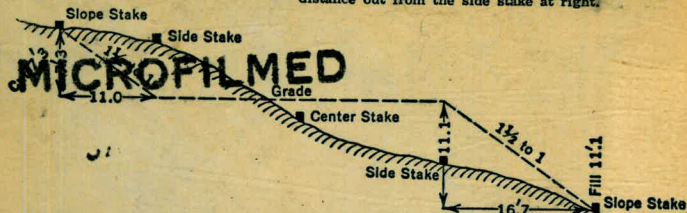


MISSION BAY

*37

**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
Roadway of any Width. Side Slopes 1 1/2 to 1.**

In the figure below: opposite 7 under "Cut or Fill" and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



Cut or Fill	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

KEUFFEL & ESSER CO., N. Y.

BOOK No. 37

RESERVED FOR TEMP BRIDGE

PROJ. # 35

11.42
3.875
15.265
0.63
19.6375
15.265
9.925960
11.015
39.59239

80 08 02
20
39 59 39

350 59 68
210 07 41

9.925960
11.015

39.59239

80
30

800
3.62
14.62
.63
12.25

3.62
63
7.25

608
58
56250
264
515
59
580

The paper in this book No. 373 A
is made of 50% high grade rag stock
with a WATER RESISTING surface sizing.

NOTES

BOOK PAGE

INDEX

LOCATION OF N. & S. ENDS TEMP. BRIDGE	F.B. #17	PAGE - 67	PAGES
PROFILE ALONG LINE OF TEMP. BRIDGE	F.B. #27	(71) - (73)	1 - 10
BENCH LEVELS FOR CONTROL - N.E.S. ENDS OF BRIDGE	F.B. #34	(66) - (68)	12
REFERENCE POINTS FOR TEMP. BRIDGE LOCATION	F.B. #34	(69)	13 - 14
PROFILE ALONG $\frac{1}{2}$ OF TEMP. BRIDGE (12-7-48)	F.B. #33	(71) - (76)	15 - 16
PROFILE $\frac{1}{2}$ VENTURA BLVD. TO INTERSECTION W/ INGRAM	F.B. #39	(43) - (44)	17 - 29

RECORD OF TEST PILES FOR PROPOSED TEMP. BRIDGE PROJ #35	7-7-48
TRIANGULATION OF CONTROL POINTS FOR EROSION SURVEY (MISSION BAY)	7-9-48
TRIANGULATION OF NORTH & SOUTH POINTS OF TEMP. BRIDGE; SUNSET T. VENTURA	12-1-48
Temp. Bridge Sections	12-6-48
Beach Erosion Sections	12-6-48
Permanent Bridge Sections MIDWAY BLVD. TO VENTURA BLVD.	12-6-48
Location of Light Poles	12-23-48
Situation Survey of W.P.T. LOMA Blvd & Sunset Cliffs Blvd	12-27-48
PROFILE ALONG $\frac{1}{2}$ OF VENTURA BLVD. NORTH OF TEMP. BRIDGE (PROPOSED)	12-13-48
TRIANGULATION OF POINT "LOMA"	12-27-48
LOCATION & PROFILE OF PROPOSED EXT. OF SUNSET CLIFFS BLVD. TO VENTURA	12-28-48
ORIGINAL X-SECTIONS OF FILL AREA PROJ #38	12-31-48
$\frac{1}{2}$ PROFILE OF PROPOSED SUNSET CLIFFS BLVD. EXT. TO VENTURA BLVD. (CONT'D)	1-4-49
LOCATION OF CURVES AT N/E/S ENDS OF TEMP. BRIDGE VENTURA PT. TO SUNSET PT.	1-14-49
PROFILE OF CURVES AT N/E/S ENDS OF TEMP. BRIDGE VENTURA PT. TO SUNSET PT.	1-19-49
X-SECTION OF VENTURA BLVD. NORTH OF TEMP. BRIDGE - STA ² - 29700 - 29100	1-20-49
SITUATION SURVEY AT INTERSECTION OF MISSION BLVD & VENTURA BLVD.	
X-SECTIONS OF VENTURA BLVD STA ² - 1700 TO 5100	
SITUATION SURVEY AT INTERSECTION OF MISSION BLVD & VENTURA BLVD.	

INDEX

PAGES

DATE

(70)	LOCATION OF PROPOSED SUNSET CLIFFS BLVD. EXTENSION - REVISED	9-15-48
72	LOCATION OF LOT LINES - OCEAN BEACH PARK ANNEX - FOR U.S. ENGRS	4-25-50
78	CHECK LEVELS FROM "COASTAL" TO BRIDGE	4-1-49

30-31	Permanent Bridge Sections MIDWAY BLVD. TO VENTURA BLVD.	12-6-48
33	Location of Light Poles	12-23-48
34-36	Situation Survey of W.P.T. LOMA Blvd & Sunset Cliffs Blvd	12-27-48
(32)	PROFILE ALONG $\frac{1}{2}$ OF VENTURA BLVD. NORTH OF TEMP. BRIDGE (PROPOSED)	12-13-48
(35)	TRIANGULATION OF POINT "LOMA"	12-27-48
(37) - (41)	LOCATION & PROFILE OF PROPOSED EXT. OF SUNSET CLIFFS BLVD. TO VENTURA	12-28-48
(42) - (44)	ORIGINAL X-SECTIONS OF FILL AREA PROJ #38	12-31-48
(45) - (46)	$\frac{1}{2}$ PROFILE OF PROPOSED SUNSET CLIFFS BLVD. EXT. TO VENTURA BLVD. (CONT'D)	1-4-49
47	LOCATION OF CURVES AT N/E/S ENDS OF TEMP. BRIDGE VENTURA PT. TO SUNSET PT.	1-14-49
48-49	PROFILE OF CURVES AT N/E/S ENDS OF TEMP. BRIDGE VENTURA PT. TO SUNSET PT.	1-19-49
50-55	X-SECTION OF VENTURA BLVD. NORTH OF TEMP. BRIDGE - STA ² - 29700 - 29100	1-20-49
56-65	SITUATION SURVEY AT INTERSECTION OF MISSION BLVD & VENTURA BLVD.	
66-67	X-SECTIONS OF VENTURA BLVD STA ² - 1700 TO 5100	
68-69	SITUATION SURVEY AT INTERSECTION OF MISSION BLVD & VENTURA BLVD.	

RECORD OF TEST PILES
FOR PROPOSED TEMPORARY
BRIDGE AT SUNSET VENTURA PTS.

7-7-48

PT

T.A. STAMPER
E.F. WATSON
C.Y. BARRAGAN
A.E. SHERRY

HAMMER: VULCAN SING. ACTION.
5,000
WT. 7,500 LBS.

STROKE-FT. 3.0' MIN. EN. FT. LB. 15,000

PILE NO. LENGTH BUTT TIP LOCATION

PILE NO.	LENGTH	BUTT	TIP	LOCATION
1	45'	14"	8"	240 S. VENTURA PT.
			TALLY	PENETRA- NO
			BLOWS	TIONS BLOWS
TIME	TIDE	SOUND		
2:29	3.2	2.3		
		8.5	61	11'-6"
		20	112	3'-0"
		23	169	2'-0"
		25	203	1'-0"
		26	241	1'-0"
		27	282	1'-0"
		28	337	1'-0"
2:38	3.1	29	394	1'-0"
		30	440	6"
		30.6"	496	6"
2:40	STOP	31		5'-0"
3:20	START 2.9	36	22	1'-0"
		37	54	1'-0"
		38	101	1'-0"
		39	133	1'-0"
		40	168	1'-0"
		41	210	1'-0"
		42	236	6"
		42.6"	263	2"
3:29	2.8	42.8"		

BLOWS PER MIN.	R=	2WH
ELEV.	PEN. IN	BEARING CAP.
PILE TIP	IN/BLOW	IN LBS.
	WT. OF HAMMER	
		REMARKS
		GROUND ELEV. + 0.9 TONS
60	5+3	
-5.2	2.26	11,719
-16.8	.71	29,703
-12.8	.42	41,667
-21.8	.35	46,154
-22.8	.32	48,387
-23.8	.29	50,847
-24.8	.27	57,692
-25.9	.21	59,824
-26.9	.13	69,767
-27.4	.11	73,170
-27.9		
-33.1	.55	35,294
-34.1	.38	44,118
-35.1	.26	53,571
-36.1	.38	44,118
-37.1	.34	46,875
-38.1	.29	50,847
-39.1	.23	56,604
-39.6	.07	81,081
-39.9		

REFUSAL
JETTED

REFUSAL

7-7-48

RECORD OF TEST PILES CONTD.

HAMMER VULCAN SING. ACTION

WT. = 7,500 LBS.

FILE No	LENGTH	BUTT	TIP	LOCATION	STROKE = 3.0'					
2	54'	13"	7"	340' S. VENTURA PT.						
TIME	TIDE	SOUND	TALLY BLOWS	PENETRA- TIONS	No. BLOWS	ELEV. PILE TIP	PEN. IN INS./BLOW	BEARING CAP IN LBS.	REMARKS	BEARING CAP IN TONS
		10							GROUND ELEV -7.3	
3:41	2.7	14'9"	29	63"	29	-12.0	2.17"	12,146		6.07
		20	94	60"	65	-17.3	0.92"	24,590		12.30
		25	146	24"	52	-22.3	0.46"	39,473		19.74
		27	185	12"	39	-24.3	0.31"	49,180		24.59
		28	208	6"	23	-25.3	0.26"	53,571		26.79
		28'6"	241	6"	33	-26.8	0.18"	62,500	REFUSAL	31.25
3:48	STOP	29		134"		-26.3			NETTED	
	START	40.2"	9	10"	9	-37.5	1.11"	21,277		10.64
		41	25	12"	16	-38.3	0.25"	28,571		14.29
		42	46	12"	21	-39.3	0.57"	34,483		17.24
		43	74	12"	28	-40.3	0.43"	41,096		20.55
		44	94	6"	20	-41.3	0.30"	50,000		25.00
		44'6"	114	6"	20	-41.8	0.30"	50,000		25.00
		45	138	6"	24	-42.3	0.25"	54,515		27.27
		45'6"	170	6"	32	-42.8	0.19"	61,224		30.61
3:55	2.7	46'	181	1"	11	-43.3	0.09"	76,933		38.46
		46'1"				-43.4			REFUSAL	

7-8-48

PX

3

PILE NO	LENGTH	BUTT	TIP	LOCATION						
3	54'	13"	7'	440' S. VENTURA PT. ON C/L						GROUND EL. - 14.2
TIME	TIDE	SOUND	TALLY BLOW	PENETRA- TIONS"	NO. BLOWS	ELEV PILE TIP	PEN IN INS./BLOW	BEARING CAP IN LBS.	REMARKS	TONS
8:25	+0.8	15'								
		17'	31	12"	31	-16.2	2.32	11,450		5.73
		23'	48	24"	17	-22.2	1.41	17,544		8.77
		25'	60	12"	12	-24.2	1.00	23,077		11.54
		26	76	12"	16	-25.2	.75	28,175		14.29
		27	93	12"	17	-26.2	.71	29,703		14.85
		28	112	12"	19	-27.2	.63	32,258		16.13
		29	134	12"	22	-28.2	.55	35,294		17.65
		30	160	12"	26	-29.2	.46	39,474		19.74
		31	186	12"	26	-30.2	.46	39,474		19.74
		32	218	12"	32	-31.2	.38	44,118		22.06
		33	253	12"	35	-32.2	.34	46,875		23.44
		34	271	6"	18	-33.2	.33	47,619		23.81
		34'6"	291	6"	20	-33.7	.30	50,000		25.0
		35	313	6"	22	-34.2	.27	52,632		26.32
		35'6"	335	6"	22	-34.7	.27	52,632		26.32
		36	356	6"	21	-35.2	.29	50,847		25.42
		36'6"	385	6"	29	-35.7	.21	58,823		29.41
8:40	1.0	37'				-36.0			JETTED	
		42'	18	12"	18	-41.0	.67	30,928		15.46
		43'	25	6"	7	-42.0	.86	25,862		12.93
		43'6"	33	6"	8	-42.6	.75	28,571		14.29
		44	48	12"	15	-43.0	.80	27,273		13.64
		45	67	12"	19	-44.0	.63	32,258		16.13
		46	78	6"	11	-45.0	.55	35,294		17.65
		46'6"	90	6"	12	-45.5	.50	37,500		18.75
		47	101	6"	11	-46.0	.55	35,294		17.65
		47'6"	109	6"	8	-46.5	.75	28,571		14.29
		48	137	11"	28	-47.0	.39	43,478		21.74
8:48	1.1	48'11"	145	1"	8	-47.9	.13	63,767		34.80
		49'				-48.0			VERY HARD TO PULL WORKED TILL 9:10	

7-8-48

PX

①

PILE NO	LENGTH	BUIT	TIP	LOCATION						
4	54'	13"	7"	540'S OF VENTURA PT.					GROUND EL. -13.1	
TIME	TIDE	SOUND	TALLY BLOWS	FENETRA TIONS	NO. BLOWS	ELEV. PILE TIP	PEN IN INS./BLOW	BEARING CAP IN LBS	REMARKS	BEARING CAP IN TONS
10:17	2.4	15.5								
		19	34	72"	34	-16.6	2.12	12,397		6.20
		25	53	24"	19	-22.6	1.26	19,231		9.62
		27	70	12"	17	-24.6	.71	29,703		14.85
		28	85	12"	16	-25.6	.75	28,571		14.29
		29	106	12"	20	-26.6	.60	33,333		16.67
		30	129	12"	23	-27.6	.52	36,585		18.29
		31	156	12"	27	-28.6	.44	40,541		20.27
		32	183	12"	27	-29.6	.44	40,541		20.27
		33	194	4"	11	-30.6	.36	45,455		22.73
10:27	2.6	33'4"				-36.0			JETTED	
	2.6	44	31	60"	31	-41.4	1.93	13,453		6.73
		49				-46.4			PILE PULLED	
11:00	3.0	29'29"	16	12"	16	-26.0	.75	28,571	START RE DRIVE	15.29
		30'25"	52	24"	36	-27.0	.67	30,928	545' S OF VENTURA PT	15.46
		32'27"	76	12"	24	-29.0	.50	37,500		18.75
		33'28"	102	12"	26	-30.0	.46	39,479		19.74
		34'29"	130	12"	28	-31.0	.43	41,096		20.55
		35'30"	164	12"	34	-32.0	.35	46,154		23.08
		36'31"	196	12"	32	-33.0	.38	44,118		22.06
		37'32"	226	12"	30	-34.0	.40	42,857		21.43
		38'33"	267	12"	41	-35.0	.29	50,817		25.12
		39'34"	312	12"	45	-36.0	.27	52,632		26.32
		40'35"	342	12"	30	-37.0	.40	42,857		21.43
		41'36"	374	12"	32	-38.0	.38	44,118		22.06
		42'37"	412	12"	38	-39.0	.32	46,875		23.44
		43'38"	435	12"	23	-40.0	.52	36,585		18.29
11:10	3.2	44' 38	464	12"	29	-40.8	.41	42,254		21.13
		45				-41.8				

7-8-48

PX

5

PILE No.	LENGTH	BUTT	TIP	LOCATION						
5	47'	14"	7"	640'S. OF VENTURA PT.					GROUND EL. - 11.7	
TIME	TIDE	SOUND	TALLY BLOWS	PENETRA TIONS	NO. BLOWS	ELEV. PILE TIP	PEN. IN INS./BLOW	BEARING CAP IN LBS	REMARKS	BEARING CAP IN TONS
		15.1								
		17'6"	11	42"	11	-14.2	3.82	7,282		3.64
		21"	28	24"	17	-17.6	1.41	17,544		8.77
		23	39	12"	11	-19.6	1.09	21,583		10.79
		24	51	12"	12	-20.6	1.00	23,077		11.54
		25	66	12"	15	-21.6	.80	27,027		13.51
11:25		26	84	12"	18	-22.6	.67	30,928		15.46
	3.4	27	105	12"	21	-23.6	.57	34,483		17.24
		28	132	12"	27	-24.6	.41	40,541		20.27
		29	161	12"	29	-25.6	.41	40,541		20.27
		30	195	12"	34	-26.6	.35	46,154		23.08
		31	224	12"	29	-27.6	.41	42,254		21.13
		32	252	12"	28	-28.6	.43	41,096		20.55
		33	286	12"	34	-29.6	.35	46,154		23.08
		34	323	12"	37	-30.6	.32	48,387		24.19
		35	363	12"	40	-31.6	.30	50,000		25.00
		36	408	12"	45	-32.6	.27	52,632		26.32
		37	464	12"	56	-33.6	.21	58,824		29.41
		38	477	3"	13	-34.6	.23	56,604		28.30
		38'3"	524	9"	47	-34.8	.19	61,224		30.61
		39'	609	12"	85	-35.6	.14	68,182		34.09
11:35	3.5	40	653	4"	44	-36.5	.09	76,923	REFUSAL	38.46
		40'4"				-36.9				

7-8-48

PT

⑥

PILE No	LENGTH	BUTT	TIP	LOCATION		GROUND E.L. -9.2				
6	47'	14"	7"	740' SOUTH OF VENTURA PT.						
TIME	TIDE	SOUND	TALLY BLOWS	PENETRA TIONS	NO. BLOWS	ELEVI. FILE TIP	PEN. IN. INS./BLOW	BEARING CAP IN LBS.	REMARKS	BEARING CAP IN TONS
2:18	3.9	13.1								
		17'5"				-13.5				
		20	17	31"	17	-16.1	1.82	14,151		7.08
		22	29	24"	12	-18.1	2.00	13,043		6.72
		24	44	24"	15	-20.1	1.60	15,789		7.89
		25	54	12"	10	-21.1	1.20	20,000		10.00
		27	79	24"	25	-23.1	.96	23,816		11.91
		28	95	12"	16	-24.1	1.75	28,571		14.29
2:30	3.8	29'6"	115	12"	20	-25.1	1.60	33,333		16.67
		30	130	6"	15	-25.7	.40	42,857		21.43
		30	143	6"	13	-26.2	.46	39,474		19.77
		31	167	12"	24	-27.2	.50	37,500		18.75
		32	199	12"	32	-28.2	.38	44,118		22.06
		33	236	12"	37	-29.2	.32	48,387		24.19
		34	278	12"	42	-30.2	.29	50,847		25.12
		35	327	12"	49	-31.2	.24	55,556		27.78
		36	377	12"	50	-32.2	.24	55,556		27.78
2:36	3.7	36'4"	396	4"	19	-32.6	.21	58,824	1 1/2" IN LAST FIVE BLOWS	29.91

FILE NO. 7
 LENGTH 47'
 BUTT 14"
 TIP 7"
 LOCATION 840' SOUTH OF VENTURA PT.

TIME	TIDE	SOUND	TALLY BLOWS	PENETRA TIONS	NO. BLOWS
2:55	3.6	15.2			
3:00	3.5	19			
		22	10	36"	10
		25	26	36"	16
		27	34	24"	8
		29	67	24"	33
		30	85	12"	18
		31	101	12"	16
		32	123	12"	22
		33	147	12"	24
		34	173	12"	26
		35	202	12"	29
		36	233	12"	31
		37	270	12"	37
3:05	3.5	38	312	12"	42
		39	349	12"	57
		40	431	12"	62
		41	506	12"	75
3:09	3.4	41' 4"	534	4"	28

PT (2)

ELEV. PILE TIP	PEN. IN INCHES/BLOW	BEARING CAP IN LBS.	GROUND E.L. -11.6	BEARING CAP IN TONS
-15.5				
-18.5	3.60	7,692		3.85
-21.5	2.25	11,765		5.88
-23.5	3.00	9,091		4.55
-25.5	.73	29,126		14.56
-26.5	.67	30,928		15.46
-27.5	.75	28,571		14.29
-28.5	.55	35,299		17.65
-29.5	.50	37,500		18.75
-30.5	.46	39,474		19.74
-31.5	.41	42,254		21.13
-32.5	.39	43,478		21.74
-33.5	.32	46,875		23.44
-34.5	.29	51,847		25.92
-35.5	.21	58,821		29.41
-36.5	.19	61,224		30.61
-37.5	.16	65,217		32.61
-37.9	.14	68,182		34.09

PILE No. LENGTH BUTT TIP LOCATION

8

75'

15"

7"

940' SOUTH OF VENTURA PT

TIME	TIDE	SOUND	TALLY BLOWS	PENETRA TIONS	NO. BLOWS
10:20	1.9	11.0			
		15			
		20	27	60"	27
		23	60	36"	33
		25	100	24"	40
		27			
		29	199	48"	99
		30	244	12"	45
10:26	2.0	32	397	24"	153
		33	519	12"	122
10:32	2.1	34	667	12"	148
		39			
10:38	2.2	40	49	12"	49
		41	100	12"	51
		42	149	12"	49
		43	218	12"	69
10:43	2.3	44	295	12"	77
10:45	2.3	45	386	12"	91

PT (8)

ELEV. PILE TIP	PEN. IN. INS/BLOW	BEARING CAP IN LBS	GROUND EL. -9.1	REMARKS	BEARING CAP IN TONS
-9.1					
-13.1					
-18.1	2.22	11,905			5.95
-21.1	1.09	21,583			10.79
-23.1	.60	33,333			16.67
-27.1	.48	38,162			19.23
-28.1	.27	52,632			26.32
-30.0	.16	65,217			32.61
-31.0	.10	75,000			37.50
-31.9	.08	78,997			39.47
-36.8				JETTED	
-37.8	.24	55,556			27.78
-38.8	.24	55,556			27.78
-39.8	.24	55,556			27.78
-40.8	.17	63,830			31.92
-41.7	.16	65,217			32.61
-42.7	.13	63,767			31.88

PILE No. LENGTH BUTT TIP LOCATION

9 55' 14" 9" 1040 SOUTH OF VENTURA PT.

TIME TIDE SOUND TALLY PENETRA NO BLOWS BLOWS

9:16 1.0 8.2 9'6"

15 21 66" 21

18 41 36" 20

20 61 24" 20

22 94 24" 33

9:22 1.0 25 174 36" 80

26 213 12" 39

27 260 12" 47

28 317 12" 57

29 389 12" 72

30 490 12" 101

9:30 1.1 31 628 12" 138

38

39 11 12" 11

40 22 12" 11

41 34 12" 12

42 47 12" 13

9:35 1.2 43 63 12" 16

44 85 12" 22

45 105 12" 20

46 116 12" 11

47 136 12" 20

48 162 12" 26

9:38 1.2 48'3" 190 3" 28

PX

9

ELEV. PEN. IN BEARING
PILE TIP INS/BLOW CAP
IN/ARS

GROUND EL. -7.2

BEARING CAP
IN
TONS

REMARKS
GROUND ELEV -7.2

-8.5

-14.0 3.14 8,721 4.36

-17.0 1.80 14,286 7.14

-19.0 1.20 20,000 10.00

-21.0 1.73 23,126 14.56

-24.0 .45 40,000 20.00

-24.9 .31 43,180 24.59

-25.9 .26 53,571 26.79

-26.9 .21 58,824 29.41

-27.9 .17 63,830 31.92

-28.9 .12 71,429 35.71

-29.9 .09 76,923 38.46

-36.8

-37.8 1.09 21,583 10.79

-38.8 1.09 21,583 10.79

-39.8 1.00 23,077 11.54

-40.8 .92 24,590 12.30

-41.8 .75 28,571 14.29

-42.8 .55 35,294 17.65

-43.8 .60 33,333 16.67

-44.8 1.09 21,583 11.63

-45.8 .60 33,333 16.67

-46.8 .44 39,474 19.74

-47.0 .43 41,096 20.55

JETTED

NOT TRUE
TEST

PILE SPLINTERED

VERY HARD TO PULL
9:40 TILL 10:05

TIP OF PILE SPLIT

PILE NO. LENGTH BUTT TIP LOCATION

10

47'

14"

7"

1140' SOUTH OF
VENTURA PT.

TIME

TIDE

SOUND

TALLY
BLOWS

FENETRA
TIONS

NO.
BLOWS

ELEV.
PILE TIP

PEN. IN
INS./BLOW

BEARING
CAP
IN LBS

BEARING CAP
IN
TONS

REMARKS
GROUND ELEV. -5.7

8:32

0.4

6.1

8

2

24"

2

-7.6

12.0

2,439

1.22

10

10

24"

8

-9.6

3.0

9,091

4.55

12

26

36"

16

-11.6

2.25

11,765

5.88

15

39

24"

13

-14.6

1.85

13,953

6.98

17

58

24"

19

-16.6

1.26

19,231

9.62

19

83

24"

25

-18.6

.96

23,810

11.91

21

117

24"

34

-20.6

.71

29,703

17.85

23

138

12"

21

-22.6

.57

34,483

17.24

24

161

12"

23

-23.6

.52

36,585

18.29

25

189

12"

28

-24.6

.43

41,096

20.55

26

219

12"

30

-25.6

.40

42,857

21.43

27

252

12"

33

-26.6

.36

45,455

22.73

28

291

12"

39

-27.6

.31

49,180

24.59

29

8:40

0.5

30

335

12"

44

-28.6

.27

52,632

26.31

31

384

12"

49

-29.5

.24

55,556

27.79

32

456

12"

72

-30.5

.17

63,830

31.92

33

526

12"

70

-31.5

.17

63,830

31.92

34

583

12"

57

-32.5

.21

58,824

29.41

35

665

12"

82

-33.5

.15

66,667

33.33

8:45

0.6

36

745

12"

80

-34.5

.15

66,667

TIP BATTERED
AFTER
PULLING
33.33

TIME TIDE

TRIANGULATION OF CONTROL

DEC. 1, 1948

(12)

POINTS FOR EROSION SURVEY

T.A. STAMPER

STA OBJECT SIX ANGLES VERNIER MEAN

C.Y. BARRAGAN

"A"
RADIUS (1) 74° 01' 30"

A.E. SHERRY

CAUSEWAY R 7 (2) 198° 02' 30" 0° 00' 00" 74° 01' 17 1/2"

WEATHER - FAIR-GOOD

BAY PT. (3) 44° 07' 45"

VISIBILITY-GOOD

CAUSEWAY (4) 25° 51' 00"

BAY PT. R 7 (2) 51° 43' 00" 0° 00' 00" 25° 51' 20"

"A"
RADIUS (6) 155° 08' 00"

BAY PT. (1) 80° 08' 00"

"A" RADIUS R 7 (2) 160° 15' 00" 0° 00' 00" 80° 07' 20"

CAUSEWAY (6) 480° 44' 00"

CAUSEWAY (1) 72° 23' 00"

"A" RADIUS R 7 (2) 149° 45' 30" 0° 00' 00" 72° 22' 40"

"M"
RADIUS (6) 434° 16' 00"

"M"
RADIUS (1) 63° 34' 00"

CAUSEWAY R 7 (2) 127° 07' 30" 0° 00' 00" 63° 33' 35"

"A"
RADIUS (6) 381° 21' 30"

"A" RADIUS (1) 44° 04' 00"

"M" RADIUS R 7 (2) 88° 08' 00" 0° 00' 00" 44° 03' 50"

CAUSEWAY (6) 264° 23' 00"

Dec. 2-48

(13)

Triangulation of Temp Bridge Points

Object Six Angles Verner Mean

C. Barragan

A. Sherry

Weather Perfect.

Visibility Good

2"x2" HUB
NORTH END
TEMP. BRIDGE

"DIEGO" ① 96° 32'

RT.) ② 193° 04' 0° 00' 00" 96° 31' 40"

"COASTER" ③ 579° 10'

2"x2" HUB
SOUTH END
TEMP. BRIDGE

"DIEGO" ① 81° 39'

RT.) ② 163° 17' 00° 00' 00" 81° 38' 20"

"COASTER" ③ 489° 50'

2x2 Hub
North End
Temp. Bridge

"Coaster" ① 57° 30' 36'

RT.) ② 115° 00' 30" 00° 00' 00" 57° 30' 25"

"Diego" ③ 345° 02' 30'

2x2 Hub

South End

"Coaster" ① 53° 51'

RT.) ② 107° 42' 00° 00' 00" 53° 50' 55"

"Diego" ③ 323° 05' 30"

Dec. 2-48

(19)

Triangulation of Temp Bridge Points

Object Six Angles Vernier Mean

"Coaster" @ 44° 31'

"Diego" Rt. @ 89° 02' 00° 00' 00' 44° 30' 40' ✓

2x2 Hub
South End
Temp Bridge @ 267° 04'

"Coaster" @ 25° 58'

"Diego" Rt. @ 51° 55' 00° 00' 00' 26° 57' 45" ✓

2x2 Hub
North End
Temp Bridge @ 155° 46' 30"

MARSTON
TOWER @ 27° 34' 00"

N/END OF
TEMP
BRIDGE Rt. @ 55° 08' 00" 00° 00' 00" 27° 34' 00" ✓

S/END OF
TEMP
BRIDGE @ 165° 34' 00"

BEACH EROSION SECTIONS

TEMPORARY BRIDGE SEC.

0+00=70' 5.2x2" HUB AT N. END BRIDGE

DIST		SOUND		DIST		SOUND	
0+00		9.34	12.6	-8.7			
(3.9)		(3.9)	13.4	-9.5			
0+21	0.0	+3.9		13.9	-10.0		
9:32	1.1	+2.8		14.5	-10.6		
	2.1	+1.8	2+00	15.0	-11.1		
50	3.2	+0.7		15.6	-11.7		
	4.5	-0.6		16.1	-12.2		
	5.0	-1.1		17.0	-13.1		
	5.0	-1.1		17.3	-13.4		
	5.0	-1.1	50	18.0	-14.1		
1+00	5.9	-2.0		17.0	-13.1		
	7.0	-3.1		15.5	-11.6		
	8.5	-4.6		15.5	-11.6		
	9.9	-6.0		15.6	-11.7		
	10.6	-6.7	3+00	16.5	-12.6		
50	11.4	-7.5		17.1	-13.2		

12-6-48

(15)

DIST		SOUND		DIST		SOUND	
3+20	17.2	-13.3		14.0	-10.1		
(3.9)	17.1	-13.2	(3.9)	13.9	-10.0		
9:36	17.2	-13.3		13.9	-10.0		
50	17.0	-13.1		13.5	-9.6		
	17.0	-13.1	50	13.3	-9.4		
	16.7	-12.8	9:38	13.7	-9.8		
	16.7	-12.8		14.2	-10.3		
	17.0	-13.1		14.2	-10.3		
4+00	17.0	-13.1		14.5	-10.6		
	17.2	-13.3	6+00	14.9	-11.0		
	17.3	-13.4		15.5	-11.6		
	16.5	-12.6					
	16.8	-12.9					
50	16.2	-12.3					
	16.7	-12.2					
9:37	17.0	-13.1					
	16.6	-12.7					
	15.5	-11.6					
5+00	14.5	-10.6					

SLOPES IN BOOK #33 PP. 74-76

TEMP BRIDGE SEC. AT S. END
OF BRIDGE SOUND NORTH.

0+00 = HUB N OF HUB AT S. END BR.

DIST	Sound	DIST	Sound
0+00		12.1	-8.1
(4.0)		(4.0) 12.0	-8.0
		12.0	-8.0
0+30	0.0 +4.0	11.3	-7.3
50	1.5 +2.5	2+00 11.1	-7.1
50	2.5 +1.5	10.9	-6.9
9:49	3.0 +1.0	11.0	-7.0
	4.1 -0.1	11.2	-7.2
	7.5 -3.5	12.1	-8.1
1+00	8.9 -4.9	50 11.9	-7.9
	10.5 -6.5	11.5	-7.5
	11.8 -7.8	9:53 11.5	-7.5
9:52	12.5 -8.5	11.9	-7.9
	12.6 -8.5	12.0	-8.0
	12.5 -8.5	3+00 13.0	-9.0
50	13.4 -8.4	12.4	-8.4

12-6-48

16

DIST	Sound	DIST	Sound
3+20	12.5 -8.5	13.8	-9.8
	12.2 -8.2	14.0	-10.0
(4.0)	12.2 -8.2	(4.0) 14.0	-10.0
50	12.2 -8.2	14.0	-10.0
	13.3 -9.3	50 15.2	-11.2
	13.9 -9.9	16.0	-12.0
	14.2 -10.2	9:56 16.5	-12.5
	14.9 -10.9	16.5	-12.5
4+00	15.5 -11.5	16.2	-12.2
	15.5 -11.5	6+00 16.2	-12.2
9:55	15.5 -11.5		
	15.3 -11.3		
	14.9 -10.9		
50	14.9 -10.9		
	14.9 -10.9		
	14.5 -10.5		
	14.1 -10.1		
	14.4 -10.4		
5+00	14.0 -10.0		

SLOPES
IN BOOK # 33
PP. 74-76

SECTION AT "J" 4

SOUND SOUTH.

PX

0+00 = 470' OUT RADIAWLY

DIST	SOUND	DIST	SOUND
0+00			6.5 -2.4
			6.7 -2.6
		(4.1)	6.9 -2.8
(4.1)			6.9 -2.8
		2+00	8.0 -3.9
50			9.7 -5.6
			11.0 -6.9
0+75	0.0 +4.1		12.0 -7.9
10:09	0.4 +3.7		12.9 -8.8
	1.2 +2.9	50	13.2 -9.1
1+00	3.0 +1.1	10:11	13.6 -9.5
	4.0 +0.1		14.5 -10.4
	4.9 -0.8		14.9 -10.8
	5.3 -1.2		16.0 -11.9
	6.0 -1.9	3+00	17.2 -13.1
50	6.4 -2.3		18.0 -13.9

12-6-78

J-4

(12)

DIST	SOUND	DIST	SOUND
3+20	17.7 -13.6	5+00	17.0 -12.9
	18.5 -14.4	(4.1)	16.8 -12.7
(4.1)	17.8 -13.7		
50	17.1 -13.0		
	16.6 -12.5		
	15.0 -10.9		
	15.0 -10.9		
	15.5 -11.4		
4+00	16.1 -12.0		
	16.9 -12.8		
	16.8 -12.7		
	16.5 -12.4		
	16.8 -12.7		
50	16.7 -12.6		
10:13	16.9 -12.8		
	16.9 -12.8		
	17.0 -12.9		
	17.0 -12.9		

12-6-98
 SEC. AT. J-3
 0+00 = 470' OUT

DIST	SOUND	DIST	SOUND	DX
0+62	0.0	+41	2+30	11.3 -7.2
70	0.8	+3.3	(4.1)	11.6 -7.5
10:18	2.0	+2.1	50	11.8 -7.7
(4.1)	3.0	+1.1	10:20	10.9 -6.8
1+00	4.2	-0.1		11.1 -7.0
	5.8	-1.7		12.0 -7.9
	7.2	-3.1		11.9 -7.8
	9.4	-5.3	3+00	11.9 -7.8
	10.4	-6.3		12.1 -8.0
50	10.2	-6.1		13.4 -9.3
	10.0	-5.9		14.1 -9.0
	10.2	-6.1		14.8 -10.7
	10.2	-6.1	50	15.1 -11.0
	10.3	-6.2		15.0 -10.9
2+00	10.2	-6.1		15.2 -11.1
	10.2	-6.1		15.2 -11.1
	10.3	-6.2		15.8 -11.7

(15)

DIST	SOUND	DIST	SOUND
4+00	15.9 -11.8		14.9 -10.8
	15.9 -11.8	6+00	14.9 -10.8
(4.1)	15.8 -11.7	(4.1)	
10:22	15.9 -11.8		
	15.9 -11.8		
50	15.8 -11.7		
	16.0 -11.9		
	15.8 -11.7		
	16.0 -11.9		
	16.1 -12.0		
5+00	16.2 -12.1		
	16.4 -12.3		
	16.2 -12.1		
	15.9 -11.8		
	15.9 -11.8		
50	15.9 -11.8		
	15.5 -11.4		
	15.7 -11.6		
	15.3 -11.2		

12-6-98
SEC. AT "J"-2

0+00 = 470' OUT

DIST	SOUND		DIST	SOUND	PX
0+70	0.0	+4.2	2+40	12.0	-7.8
	1.2	+3.0	50	11.7	-7.5
10.27	2.5	+1.7		11.4	-6.9
1+00	4.2	0.0	(4.2)	10.3	-6.1
(4.2)	6.0	-1.8		9.9	-5.7
	10.0	-5.8		9.9	-5.7
	10.5	-6.3	3+00	10.1	-5.9
	11.0	-6.8	10'30	10.0	-5.8
50	11.5	-7.3		9.9	-5.7
	12.0	-7.8		11.5	-7.3
	12.0	-7.8		10.6	-6.4
	12.0	-	50	11.0	-6.8
	12.0	-		11.5	-7.3
2+00	12.0	-		12.0	-7.8
	11.9	-7.7		12.2	-8.0
	12.0	-7.8		12.2	-8.0
	12.0	-7.8	4+00	11.9	-7.7

DIST SOUND

DIST SOUND

4+10	11.0	-6.8	6+00	13.4	-9.2
	12.5	-8.3	(4.2)		
(4.2)	12.9	-8.7			
	12.5	-8.3			
50	11.7	-7.5			
	11.9	-7.7			
	11.9	-7.7			
	11.8	-7.6			
	12.5	-8.3			
5+00	12.7	-8.5			
10'32	12.3	-8.1			
	13.4	-9.2			
	13.1	-8.9			
	13.0	-8.8			
50	13.2	-9.0			
	13.1	-8.9			
	14.0	-9.8			
	13.0	-8.8			
	13.5	-9.3			

(19)

12-6-98
SEC "A" 5

0+00 = 400' DUT

DIST	SOUND	DIST	SOUND	TX
0+70	0.0 +4.3	2+40	11.8	-7.5
	1.3 +3.0	50	11.9	-7.6
10:55	1.5 +2.8		11.9	-7.6
1+00	3.3 +1.0	(4.3)	11.9	-7.6
(4.3)	4.0 +0.3	10:58	12.0	-7.7
	5.3 -1.2			-
	6.5 -2.2	3+00	11.9	-7.6
	6.9 -2.6		11.9	-7.6
50	7.2 -2.9		11.5	-7.2
	8.9 -4.6		11.5	-7.2
	9.0 -4.7		12.0	-7.7
	9.6 -5.3	50	13.0	-8.7
	10.0 -5.7		14.5	-10.2
2+00	10.7 -6.4		14.2	-9.9
	11.0 -6.7		14.1	-9.8
	11.3 -7.0		13.8	-9.5
	11.5 -7.2	4+00	13.7	-9.4

(21)

DIST	SOUND	DIST	SOUND
4+10	13.0 -8.7	6+00	12.5 -8.2
	12.8 -8.5		12.6 -8.3
(4.3)	12.8 -8.5	(4.3)	12.7 -8.4
	12.7 -8.4		
50	12.8 -8.5		
	12.8 -8.5		
	12.9 -8.6		
	12.9 -8.6		
	13.0 -8.7		
5+00	13.0 -8.7		
	13.0 -8.7		
	13.0 -8.7		
11:00	13.1 -8.8		
	13.0 -8.7		
50	12.9 -8.6		
	12.5 -8.2		
	12.2 -7.9		
	12.2 -7.9		
	12.5 -8.2		

12-6-48

SEC. AT "A"-4

0+00 = 400' OUT

DIST	SOUND	DIST	SOUND	PX
0+65	0.0 +4.3	2+30	12.0 -7.3	
70	0.4 +3.9	11:08	11.9 -7.6	
11:07	1.3 +3.0	50	11.9 -7.6	
	2.2 +2.1	(4.3)	11.5 -7.2	
1+00	3.3 +1.0		11.4 -7.1	
(4.3)	5.0 -0.7		11.4 -7.1	
	6.8 -2.5		11.2 -6.9	
	8.1 -3.8	3+00	11.2 -6.9	
	10.0 -5.7		10.9 -6.6	
50	10.5 -6.2		11.0 -6.7	
	11.1 -6.8		10.8 -6.5	
	11.4 -7.1		10.8 -6.5	
	11.8 -7.5	50	11.0 -6.7	
	12.0 -7.7		10.7 -6.4	
2+00	12.1 -7.8		10.9 -6.6	
	11.9 -7.6		11.0 -6.7	
	11.9 -7.6		10.5 -6.2	

DIST SOUND

DIST SOUND

4+00	10.9 -6.6		12.4 -8.1
	11.2 -6.9	6+00	12.7 -8.4
(4.3)	11.5 -7.2	(4.3)	
	11.5 -7.2		
	11.5 -7.2		
50	11.8 -7.5		
	11.8 -7.5		
	11.6 -7.3		
	11.5 -7.2		
	11.4 -7.1		
5+00	11.4 -7.1		
	11.3 -7.0		
	11.3 -7.0		
	12.0 -7.7		
	12.1 -7.8		
50	12.2 -7.9		
	12.4 -8.1		
11:12	12.3 -8.0		
	12.5 -8.2		

(22)

12-6-48

SEC. AT "A"-3

0+00 = 400' OUT.

PX

(23)

DIST	SOUND		DIST	SOUND	
0+65	0.0	+4.4	2+20	13.6	-9.2
70	0.4	+4.0	11:22	13.5	-9.1
11:19	2.0	+2.4	50	13.7	-9.3
(4.4)	3.0	+1.4	(4.4)	13.4	-9.0
1+00	3.8	+0.6		13.0	-8.6
	5.0	-0.6		12.8	-8.4
	6.0	-1.6		12.0	-7.6
	7.0	-2.6	3+00	12.7	-8.3
	9.0	-4.6		13.7	-9.3
50	11.5	-7.1		14.8	-10.4
	14.1	-9.7		14.2	-9.8
	14.9	-10.5		13.0	-8.6
	14.0	-9.6	50	12.9	-8.5
	13.0	-8.6		12.9	-8.5
2+00	13.8	-9.4		12.4	-8.0
	13.4	-9.0		12.4	-8.0
	13.3	-8.9		12.6	-8.2

DIST	SOUND		DIST	SOUND	
4+00	12.6	-8.2		12.6	-8.2
	12.0	-7.6	6+00	12.0	-7.6
(4.4)	12.0	-7.6	(4.4)		
	11.9	-7.5			
	12.0	-7.6			
50	12.7	-8.3			
	12.0	-7.6			
	12.5	-8.1			
	12.6	-8.2			
11:25	12.0	-7.6			
5+00	11.0	-6.6			
	11.0	-6.6			
	11.4	-7.0			
	11.8	-7.4			
	12.0	-7.6			
50	11.9	-7.5			
	12.0	-7.6			
	13.0	-8.6			
	13.3	-8.9			

12-6-98
SEC. AT "A"-2

0+00 = 400' OUT

			PX			DIST SOUND			DIST SOUND		
						4+00	15.2	-10.4		13.2	-8.4
DIST	SOUND		DIST	SOUND			15.2	-10.4	6+00	13.0	-8.2
0+63	0.0	+4.8	2+30	12.3	-7.5	(4.8)	14.8	-10.0	(4.8)		
70	0.5	+4.3		12.7	-7.9		14.0	-9.2			
1:17	1.9	+2.9	50	12.7	-7.9		13.2	-8.4			
(7.8)	2.9	+1.9	(4.8)	12.4	-7.6	50	13.2	-8.4			
1+00	3.8	+1.0		12.5	-7.7	1:24	13.1	-8.3			
	4.4	+0.4		13.0	-8.2		13.0	-8.2			
	5.3	-0.7		13.5	-8.7		13.0	-8.2			
	6.5	-1.7	3+00	12.8	-8.0		13.2	-8.4			
	7.5	-2.7	1:21	12.2	-7.4	5+00	13.5	-8.7			
50	9.0	-4.2		11.9	-6.6		13.4	-8.6			
	10.4	-5.6		13.7	-8.9		13.3	-8.5			
	10.9	-6.1		14.2	-9.4		13.1	-8.3			
	11.1	-6.3	50	14.9	-10.1		13.0	-8.2			
	11.5	-6.7		15.0	-10.2	50	12.9	-8.1			
2+00	12.0	-7.2		14.9	-10.1		12.9	-8.1			
	12.1	-7.3		14.9	-10.1		13.0	-8.2			
	12.2	-7.4		15.1	-10.3		13.1	-8.3			

(29)

12-6-98
SEC "A" - 1 - SOUND SOUTH

0+00 = ~~470~~ OUT

DIST	SOUND	R+ST	SOUND	PX
0+75	0.0 +4.8	2+40	13.6	-8.8
80	0.5 +4.3	50	13.5	-8.7
	1.6 +3.2		13.7	-8.9
1+00	2.5 +2.3	(4.8)	13.8	-9.0
1:30	3.8 +1.0		14.0	-9.2
(4.8)	5.1 -0.3		14.0	-9.2
	7.5 -2.7	3+00	14.0	-9.2
	8.4 -3.6		13.7	-8.9
50	9.5 -4.7		13.4	-8.6
	10.2 -5.4		13.6	-8.8
	11.3 -6.5		13.7	-8.9
	13.3 -8.5	50	13.9	-9.1
	15.0 -10.2		13.9	-9.1
2+00	15.1 -10.3		14.0	-9.2
	14.6 -9.8	1:33	14.0	-9.2
	14.4 -9.6		14.1	-9.3
	14.6 -9.8	4+00	14.0	-9.2

(23)

DIST	SOUND	DIST	SOUND
4+10	13.9 -9.1	6+00	14.4 -9.6
	13.0 -8.2		14.5 -9.7
(4.8)	13.0 -8.2	(4.8)	14.1 -9.3
	13.3 -8.5		13.9 -9.1
50	13.3 -8.5		13.5 -8.7
	13.7 -8.9	50	13.5 -8.7
	13.5 -8.7		13.5 -8.7
	13.8 -9.0		13.5 -8.7
	14.0 -9.2	1:36	13.6 -8.8
5+00	14.2 -9.4		13.8 -9.0
	15.0 -10.2	7+00	14.0 -9.2
	14.9 -10.1		14.0 -9.2
	14.8 -10.0		
1:35	14.7 -9.9		
50	14.4 -9.6		
	14.0 -9.2		
	14.0 -9.2		
	13.8 -9.0		
	14.0 -9.2		

SEC. "A" SOUND SOUTH

DIST

SOUND

DIST

SOUND

0+00 = 440' OUT

PX

DIST SOUND

DIST SOUND

(4.8)

14.0 -9.2

1:48

14.5 -9.7

0+46 0.0 +4.8 2+10 13.10 -8.2

4+00 14.0 -9.2

(4.8) 14.7 -9.9

50 0.4 +4.4 14.0 -9.2

14.0 -9.2 6+00 15.0 -10.2

1.9 +2.9 (4.8) 13.0 -8.2

14.1 -9.3 15.2 -10.4

(4.8) 3.0 +1.8 12.8 -8.0

14.2 -9.4 15.0 -10.2

1A3 4.4 +0.4 50 12.8 -8.0

14.3 -9.5 14.7 -9.9

5.0 -0.2 12.8 -8.0

50 14.1 -9.3 13.8 -9.0

1+00 6.0 -1.2 13.0 -8.2

14.0 -9.2 50 13.3 -8.5

8.5 -3.7 13.2 -8.4

14.0 -9.2 13.2 -8.4

10.4 -5.6 13.5 -8.7

14.0 -9.2 13.2 -8.4

11.5 -6.7 3+00 13.8 -9.0

14.0 -9.2 13.1 -8.3

13.3 -8.5 14.5 14.0 -9.2

5+00 14.0 -9.2 13.1 -8.3

50 13.1 -8.3 14.3 -9.7

14.8 -10.0 7+00 13.2 -8.4

12.8 -8.0 14.5 -9.7

15.0 -10.2

12.8 -8.0 14.4 -9.6

15.2 -10.4

12.7 -7.9 50 14.1 -9.3

15.1 -10.3

12.5 -7.7 14.0 -9.2

50 15.0 -10.2

2+00 12.9 -8.1 13.9 -9.1

15.0 -10.2

12-6-48
SEC. "A" SOUND NORTH

DIST SOUND

DIST. SOUND

(27)

0+00 = 90' N. of PT. "V" PX 3+60 13.8 9.0 5+50 15.1 10.3

DIST SOUND DIST SOUND 2+04 13.9 9.1 14.7 9.9

0+21 0.0 +4.8 15.2 -10.4 13.9 9.1 (9.8) 14.5 9.7

30 1.0 +3.8 2+00 15.4 -10.6 (7.8) 13.9 9.1 14.4 9.6

2.0 +2.8 (4.8) 15.1 -10.3 4+00 13.9 9.1 2+06 14.7 9.9

50 3.0 +1.8 15.0 -10.2 14.0 9.2 6+00 14.5 9.7

(4.8) 4.5 +0.3 14.9 -10.1 14.0 9.2 15.0 9.2

7.2 -2.4 15.2 -10.4 13.9 9.1 15.1 9.3

2+02 10.9 -6.1 50 15.2 -10.4 14.1 9.3 14.9 10.1

12.4 -7.6 14.4 -9.6 50 14.0 9.2 14.9 10.1

1+00 12.8 -8.0 13.3 -8.5 13.9 9.1 50 14.7 9.9

13.4 -8.6 13.0 -8.2 13.5 8.7 14.0 9.2

14.2 -9.4 12.8 -8.0 13.3 8.5 14.0 9.2

14.8 -9.7 3+00 12.2 -7.4 13.2 8.4 14.0 9.2

14.2 -9.4 12.1 -7.3 5+00 13.3 8.5 14.0 9.2

50 14.6 -9.8 13.4 -8.6 13.4 9.6 7+00 14.1 9.3

15.0 -10.2 13.8 -9.0 13.9 9.1

15.1 -10.3 14.0 9.2 15.0 10.2

15.1 -10.3 50 13.9 9.1 15.3 10.5

12-6-48
SEC "V" "M" SOUND WEST

0+00 = 90' W OF PT "V"

DIST	SOUND		DIST	SOUND	P.X.
0+25	0.0	+4.7		13.8	9.1
30	1.0	+3.7	2+00	15.0	10.3
	2.8	+1.9		15.1	10.4
50	3.4	+1.3	(4.7)	15.0	10.3
2:15	4.0	+0.7		14.4	9.7
(4.9)	4.9	-0.2		13.3	8.6
	7.0	-3.3	50	12.3	7.6
	8.8	-4.1		12.3	7.6
1+00	9.4	4.7		12.3	7.6
	11.5	6.8		12.4	7.7
	12.3	7.6		12.5	7.8
	12.6	7.9	3+00	12.8	8.1
	13.3	8.6		12.9	8.2
50	13.0	8.3		12.9	8.2
	13.0	8.3	2:18	13.0	8.3
	13.0	8.3		13.8	9.1
	13.0	8.3	50	13.7	9.0
				13.3	8.6

SEC. V. M. SOUND EAST

0+00 = 100' E. OF PT "M"

(28)

P.

DIST	SOUND		DIST	SOUND
0+45	0.0	+4.7	2+10	13.0
50	0.2	+4.5	(4.7)	12.9
(4.7)	3.3	+1.4		13.0
2:28	6.0	-1.3		13.1
	7.8	-3.1	50	13.4
	9.5	-4.8		13.5
1+00	12.2	-7.5		13.4
	13.4	8.7	2:29	13.1
	13.4	8.7		12.9
	13.5	8.8	3+00	12.9
	13.5	8.8		12.9
50	13.5	8.8		12.6
	13.5	8.8		12.4
	13.2	8.5		12.5
	13.0	8.3	50	12.2
	12.9	8.2		12.1
2+00	12.8	8.1		13.1
				13.3

SEC. "A-1" SOUND NORTH
FROM STA "M"

0+00 = 100' N. of "M"

DIST	SOUND		DIST	SOUND	P.X
0+37	0.0	+4.7		15.0	10.3
40	0.2	+4.5	2+00	15.2	10.5
50	1.0	+3.7		15.7	11.0
2:37	2.0	+2.7	(4.7)	16.5	11.8
(4.7)	2.9	+1.8		16.5	11.8
	3.9	+0.8		17.0	12.3
	9.9	-5.2	50	17.0	12.3
1+00	12.8	-8.1		16.0	11.3
	13.2	8.5		15.4	10.7
	13.5	8.8		14.6	9.9
	13.8	9.1		14.2	9.5
	14.0	9.3	3+00	13.2	8.6
50	14.2	9.5		12.9	8.2
	14.9	10.2		13.0	8.3
	15.2	10.5		14.7	10.0
	14.8	10.1		14.0	9.2

12-6-48

(29)

DIST	SOUND		DIST	SOUND	
3+50	14.0	9.3		13.4	8.7
	14.0	9.3	50	13.4	8.7
	14.0	9.3		13.5	8.8
(4.7)	14.0	9.3	(4.7)	13.5	8.8
	13.9	9.2		13.5	8.8
4+00	14.8	10.1		14.0	9.3
	13.6	8.9	6+00	14.5	9.8
	13.7	9.0	2+2	14.4	9.7
2+40	13.8	9.1		14.0	9.3
	13.4	8.7		13.8	9.1
50	13.2	8.5		13.8	9.1
	13.0	8.3	50	13.9	9.2
	13.1	8.4		14.1	9.4
	13.3	8.6		14.4	9.7
	13.0	8.2		14.6	9.9
5+00	13.9	9.2		14.8	10.1
	13.9	9.2	7+00	14.7	10.0
	13.6	8.9		14.0	9.3
	13.5	8.8			

12-6-78
SEC. AT. PERMANENT

BRIDGE SITE SOUND SOUTH

0+00 = 70' S. OF 2X2 AT. MEND BI.

DIST	SOUND		DIST	SOUND	FX
0+15	0.0	+4.6	1+70	15.5	10.9
20	0.4	+4.2		16.5	11.9
	2.0	+2.6		17.0	12.4
3:00	2.8	+1.8	2+00	16.9	12.3
50	2.9	+1.7		16.5	11.9
(4.6)	4.0	+0.6	(4.6)	16.5	11.9
	5.0	-0.4	(4.5)	17.0	12.5
	6.8	-2.2		17.8	13.3
	9.3	4.7	50	17.7	13.2
1+00	11.3	6.7		17.5	13.0
	12.8	8.2		17.5	13.0
	13.0	8.4		17.8	13.3
	13.6	9.0		17.8	13.3
	15.0	10.4	3+00	18.1	13.6
50	15.3	10.7	3:15	18.1	13.6
3:13	15.0	10.4		17.9	13.4

DIST SOUND

DIST SOUND

3+30	17.9	13.4	5+20	15.6	11.1
	18.0	13.5		14.9	10.4
50	17.9	13.4	(4.5)	14.5	10.0
(4.5)	17.8	13.2	50	14.5	10.0
	17.8	13.3	3:18	15.0	10.5
	17.5	13.0		15.0	10.5
	17.0	12.5		14.2	9.7
4+00	17.0	12.5		14.8	10.3
	17.0	12.5	6+00	14.3	9.8
	16.4	11.9			
	16.0	11.5			
	16.0	11.5			
50	15.9	11.4			
	15.2	10.7			
	14.9	10.4			
	15.5	11.0			
	16.3	11.8			
5+00	16.0	11.5			
	15.9	11.4			

12-6-48
SEC. AT PERMANENT PX

(31)

DIST		SOUND		DIST		SOUND		DIST		SOUND	
BRIDGE SITE		SOUND NORTH		3+50	11.0	6.6		15.9	11.5		
0400 = 10' N. of 2x2 at S. END BR				3:32	11.6	7.2	50	16.0	11.6		
DIST		SOUND		DIST		SOUND		DIST		SOUND	
0+32	0.0	+4.4		11.0	6.6			12.8	8.4		15.5 11.1
40	0.7	+3.7	2+00	10.9	6.5	(7.9)	13.1	8.7	(7.9)	14.9	10.5
50	2.2	+2.2	3:30	10.7	6.3	4:00	14.1	9.7	3:34	15.2	10.8
	3.2	+1.2	(7.9)	10.9	6.5		4:00	14.2	9.8	15.6	11.2
3:28	5.8	-1.4		11.3	6.9		14.6	10.2	6:00	15.8	11.4
(1.7)	7.1	-2.7		11.4	7.0		14.5	10.1			
	8.8	4.4	50	11.7	7.3		14.4	10.0			
1+00	11.0	6.6		11.9	7.5	50	14.5	10.1			
	12.0	7.6		11.7	7.3		14.5	10.1			
	12.5	8.1		11.0	6.6		14.0	9.5			
	12.7	8.3		10.5	6.1		14.1	9.6			
	12.1	7.7	3+00	10.1	5.7		14.8	10.4			
50	12.0	7.6		10.2	5.8	5+00	14.7	10.3			
	11.9	7.5		10.2	5.8		14.7	10.3			
	11.5	7.1		10.6	6.2		14.8	10.4			
	11.3	6.9		10.8	6.4		15.1	10.7			
							15.9	11.5			

PROFILE ALONG E. OF VENTURA BLVD.

12-13-18

(32)

1+00 = PT. ON EAST EDGE OF MISSION BLVD. (SEE BOOK #3 PAGE 33)

NOTE - FOR STA 42+00 TO STA-66+75 SEE BOOK #39 PAGE 43.

STA	+	H.I.	-	ELEV.	Sta	+	11.39	-	Elev
B.M.	3.53	14.92		11.39	8+00		14.92	3.2	11.7
T.B.M.	4.09	12.86		8.77	9+00			3.1	11.8
					10+00			3.5	11.4
0+00			5.23	7.63	T.P.	4.62	16.01		11.39 "Coaster"
0+20			5.32	7.54	11+00			4.8	11.2
0+33			5.74	7.12	WEST/SIDE				
0+61 ⁵			5.30	7.56	GUTTER			5.3	10.7
0+61 ⁵			4.55	8.31	BOTTOM CURB				
0+65 ⁵			4.65	8.21	WEST/SIDE			5.2	10.8
0+65 ⁵					TOP CURB				
0+94			5.67	7.19	WEST/SIDE			5.1	10.9
1+00	14.92	7.70	7.2	8.77	TOP CURB			5.1	10.9
2+00		6.15	8.8		EAST/SIDE				
3+00		6.0	8.9		BOTTOM CURB				
4+00		5.4	9.5		ISLAND			5.4	10.6
5+00		5.1	9.8		EAST EDGE			5.3	10.7
6+00		4.1	10.8		EDGE OF CONC PAVED			5.2	10.8
7+00		3.6	11.3		EAST/SIDE			5.2	10.8
					GUTTER				
					DIRTY				
					CONCRETE				
					T.P.	4.90	15.71	5.20	10.81
					20+00			4.9	10.8
					21+00			4.8	10.9
					22+00			4.8	10.9
					23+00			4.4	11.3
					24+00			4.3	11.4
					B.M.			4.37	11.34

CONC MON. NW END OF TEMP. BRIDGE

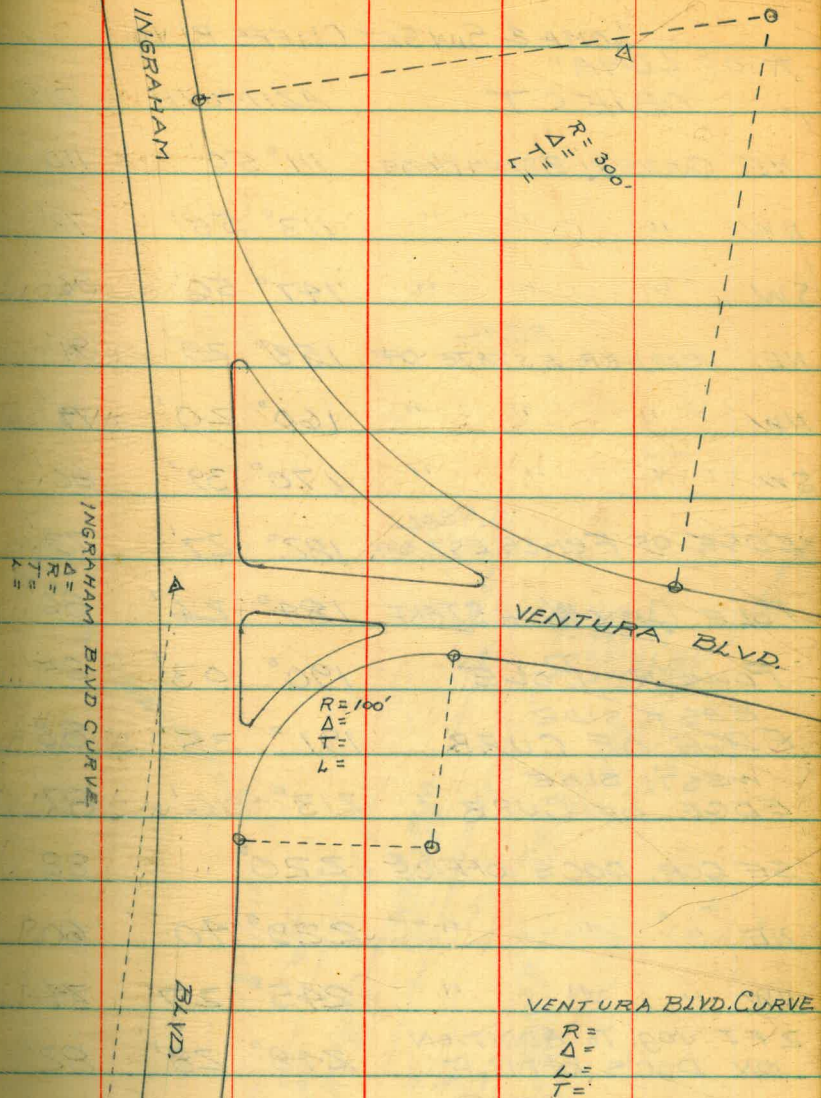
12-23-49

LOCATION OF LIGHT POLES
AT PROPOSED INTERSECTION
OF MIDWAY & VENTURA BLVD'S.

STA OBJ. AZIM DIST

TEC. VENTURA BLVD AZ TO P.I. = $254^{\circ}25'44''$

0	L.P.	$169^{\circ}35'$	207	✓	LIGHT POLE
2	TOP BNK	$171^{\circ}10'$	206	✓	TOP BNK
3		$179^{\circ}55'$	135	✓	TOP BNK
4		$186^{\circ}21'$	128	✓	"
5		$194^{\circ}31'$	135	✓	"
6		$213^{\circ}35'$	184	✓	"
7		$220^{\circ}16'$	217	✓	"
8		$198^{\circ}30'$	69	✓	LP # 4572
9		$192^{\circ}22'$	69.5	✓	S/BREAK IN CURVE
10		$311^{\circ}50'$	73	✓	N/ " " "
11		$318^{\circ}10'$	108	✓	LT. POLE
12		$334^{\circ}45'$	252'	✓	" "



SITUATION SURVEY AT W.P.T

12-27-48

52.92
35
87.92

N 79° 25' 41"E
251° 25' 11"

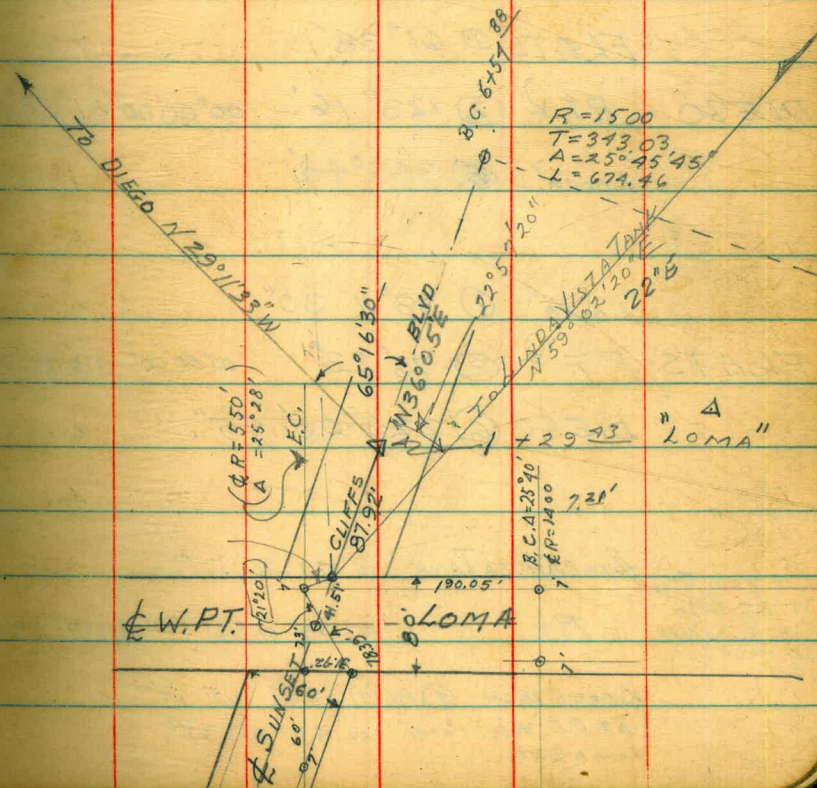
(39)

65° 16' 30"

LOMA & SUNSET CLIFFS BLVD
at "LOMA"

OBJECT	AZIMUTH	DIST.
NE. CORNER BROWN HOUSE	111° 50'	110' U
N.W. " " "	113° 55'	73' L
S.W. " " "	147° 56'	96'
NE CORNER REAL ESTATE OFF.	153° 29'	91'
NW " " "	160° 20'	74'
SW " " "	170° 39'	86'
EDGE OF FENCE REAL EST. OFF.	182° 27'	79'
POLE GUY WIRE STAKE	184° 26'	86'
POWER POLE	190° 03'	85'
EAST SIDE EDGE OF CURB	191° 35'	85'
WEST SIDE EDGE OF CURB	213° 10'	87' 10"
SE COR. DOC'S OFFICE	220°	88'
NE " " "	229° 40'	60'
NW " " "	245° 27'	74'
2 FT JOG TO ADDITION ON DOC'S OFFICE	248° 28'	82'
TREE IN REAR DOC'S OFF.	237° 38'	52'
POWER POLE	273° 30'	29'

41.51
87.92
129.43



CONT PAGE (36)

27 DEC 48

TRIANGULATION OF
POINT ("LOMA")

SIX
OBJECT ANGLES. VERNIER MEAN

DIEGO ① 80° 11'

"LOMA" RT. ✓ ② 160° 21' 45" 00° 00' 00" 80° 10' 33"

FLATS ③ 481° 03' 20"

FLATS ④ 61° 38'

DIEGO RT. ✓ ⑤ 123° 16' 00° 00' 00' 61° 38' 00"

"LOMA" ⑥ 369° 48'

"LOMA" ① 38° 11' 30"

FLATS RT. ✓ ② 76° 23' 00° 00' 00" 38° 11' 27"

DIEGO ③ 229° 08' 45"

LINDAVISTA TANK ④ 49° 30' 30"

LEAD STACK ⑦ PL
AT B.C. WEST
POINT LOMA BLVD.
(SEE PAGE 3C
BOTTOM)

RT. ② 99° 01' 00" DIST 1900'

LEAD STACK ⑦ PL ④ 198° 02' 15"
AT E.C. WEST POINT AV. 49° 30' 33"
LOMA BLVD.

80

15

200

73

33

123

33

105

246 50

52

198 / 02 15"

10

6

7.15' GUT T. ⑦ N/SIDE

DIST 133.78'

Left

XC
⑦ PL

123° 05' ①

246° 10' ②

OFF LINDAVISTA
TANK

122

30

120

15

125

33

41

OBJECT	AZIMUTH	DIST.
POWER POLE GUY	309° 17'	23'
SE COR. PIER HOUSE	347° 40'	71' -14° = 67' REDUCED
NE " " "	356° 19'	90' -11° = 87' REDUCED
FENCE S. END 6' SOUTH OF POWER POLE		65' REDUCED
FENCE N. END.	351° 57'	67' -10°
SW COR. PIER HOUSE	330° 31'	
SE COR. TIN SHED	286° 20'	68'
NE " " "	300° 40'	67'
NE CORNER HOUSE	313° 02'	84'
SE " SAME HOUSE	279° 57'	79'
NE COR REAL EST OFF	251° 33'	111'
NW " " " "	258° 29'	131'
SE " " " "		65'
SW " " " "		87'
PALM TREE	281° 30'	67'
PALM TREE	257° 43'	21'
CITY ENG. COPPER DISK & TK.	117° 10' 00"	46.08' CHANGED 80'
LEAD PLUG & TK.	270° 14' 30"	23.12' CHANGED

T. STAMPER
BARRAGAN
& HERRY

12-28-48

(37)

PROFILE ALONG LINE OF PROPOSED

ROAD FROM SUNSET CLIFFS BLVD. TO VENTURA BLVD.

STA	+	H.I.	-	ELEV.
B.M.	9.83	18.87		9.04
T.P.			5.52	13.35
	5.04	18.39		13.35
T.P.			5.55	12.84
	4.73	17.57		12.84
T.P.			4.87	12.70
T.P.			10.77	6.80
	1.78	8.58		6.80

U.S.E.D. 6" CONC. MON. JEEP

P.V.
↓
↓
2x2 CENTER OF R.R. GRADE
TOE OF RR WEST SIDE
↓

0+00 = POINT 435' N/E OF P.I. OF 1000' RADIUS CURVE

N/E	+	H.I.	-	ELEV.
N/E 374			12.7	
N/E 361			13.1	
N/E 345		8.58	3.0	5.6
N/E 342			4.3	4.3
N/E 290			5.0	3.6
N/E 245			5.7	2.9
N/E 238			4.3	4.3
N/E 232			5.0	3.6
N/E 213			6.1	2.5
N/E 207				2.5
N/E 202			C.I.	

REVISED
9-15-49

STA	+	H.I.	-	ELEV.
B.M.	4.87	17.57		12.70
N/E 387			4.8	12.8
N/E 392			7.4	10.2
N/E 392			9.5	8.1
N/E 406			11.4	6.2

2x2 CENTER OF R.R. GRADE

PROFILE CONTINUED

STA	+	H.I.	-	ELEV		STA	+	H.I.	-	ELEV	
N/E 200		8.58	4.3	4.3	PX			2.98	9.59	6.61	PX
N/E 150			4.5	4.1		0+00 = P.I. OF 1000' RADIUS CURVE					
N/E 85			4.2	4.4		W 0+52			4.6	5.0	
N/E 5.1			4.2	4.4		W 1+20			4.8	4.8	
N/E 15			3.5	5.1		W 1+30			5.4	4.2	
0+00			4.8	3.8		W 1+40			2.9	1.7	
S/W 0+07			5.5	3.1		W 1+52			2.0	0.6	
S/W 0+11			6.2	2.4		W 1+66			8.3	1.3	
S/W 0+30			4.7	3.9		W 1+96			6.1	3.5	
S/W 0+45			3.7	4.9		W 2+05			4.8	4.8	
S/W 1+03			4.3	4.3		W 2+12			2.3	7.3	
S/W 1+67			3.9	4.7		T.P.			2.39	7.20	4x4 RED HEAD BOTTOM OF BANK
S/W 2+15			4.0	4.6		B.M.	0.51	29.16		33.05	OFF SUNSET CLIFFS
S/W 2+40			4.1	4.5		0+00		33.56	0.86	32.70	TOP OF BRASS BUTTON
S/W 2+42			5.4	3.2		0+25			1.65	31.91	NEW CURB & CULV. PX
S/W 2+45			4.0	4.6		0+30			1.62	31.94	CUTTER
S/W 3+00			3.6	5.0		0+30			1.11	32.45	TOP CURB
S/W 3+63			4.0	4.6		0+41.5			0.99	32.57	2x2 HUB
S/W 4+35			3.94	4.61		0+50			1.40	32.16	
T.P.			1.97	6.61		0+75			4.0	29.6	
						0+95			4.9	28.7	

REVISED
9-15-49REVISED
9-15-49P.I. 1000'
GROUND
TOP STAKE
S/E OF P.I.
1000' RADIUS

STA	+	H.I.	-	ELEV	PK	CONTROL LEVELS FOR PROFILE OF SUNSET CLIFFS EXT.	STA	+	H.I.	-	ELEV		
1+02		29.16	9.0	29.6									
1+09		33.56	5.7	27.9			B.M.	4.26	15.48		11.22	U.S.E.D "FLATS" 11.22 4.26 15.98	
1+35			7.0	26.6			T.P.			9.09	6.39	}	
1+38			10.1	23.5				3.57	9.96		6.39		
1+47			15.6	18.0			T.P.			3.91	6.05	}	
1+52			12.0	21.6			T.P.I. 600'	4.09	10.14		6.05		W/O DIRT ROAD
T.P.			13.45	20.11			T.B.M.			3.20	6.94	2x2 20' W/O P.I. 600' R CURVE 1.3' ABOVE GROUND	
		21.81											
	1.70	17.41		20.11									
1+68			3.3	18.5			T.P.	1.55	9.58		8.03	SHORT LATH N/TOE OF RR GRADE	
1+69			4.9	16.9						3.30	6.28	LATH 950± N/E OF P.I. 5' OFFLINE	
1+76			8.9	12.9				2.81	9.09		6.28	↓	
1+82			13.1	8.7									
1+86			14.5	7.3				3.16	36.21		33.05	BRASS BUTTON NLY/CURVE SUNSET CLIFFS	
				8.55									
T.P.			13.26	4.15			T.P.	3.91	32.81	2.11	29.10		
	2.90	10.95					T.P.	-0.02	19.65	13.14	19.67		
T.B.M.		3.75	→	7.20							10.72	8.93	U.S.E.D. "JEEP" E.L. = 9.04 6x6 CONC. MON. 2x2 20' W/O P.I. 600' R CURVE 1.3' ABOVE GROUND SHORT LATH 35'S/ STA-43+00
							T.B.M.	3.10	10.04		6.94		
										2.70	7.34	P.I. B/L	

REVISED
9-15-49

4x4 REDHEAD
BOTTOM OF BANK
OFF SUNSET CLIFFS

DEFLECTIONS & STADIA DISTANCES FROM

E.C. OF 2000' R CURVE SUNSET CLIFFS EXTENSION

L = 934.61 TAN = 476.00 A = 26° 46' 29" LT.

STA	DEF	CHORD
EC. 20+88.13		
20+00	1° 16'	88.92'
19+00	2° 42"	188.92'
18+00	4° 08'	288.31'
17+00	5° 33' 53"	387.88'
16+00	6° 59' 50"	487.28'
15+00	8° 25' 45"	586.35' ✓
14+00	9° 51' 43"	685.10'
13+00	11° 17' 40"	783.40'
12+00	12° 43' 36"	881.20'
B.C.		
11+53.88	13° 23' 14"	926.12'

REVISED

20 88 49 12-30.48

11 53 88

9 39 61

TAN. = 498.47

(40)

DEFLECTIONS & CHORD DIST. FOR 600' R CURVE

STA E.C.	DEF	CHORD
52+27.26		
52+00	1° 18' 06"	27.26'
51+00	6° 04' 34"	127.02'
50+00	10° 51' 03"	225.90'
49+00	15° 37' 32"	323.22'
48+00	20° 24' 00"	418.29'
47+00	25° 10' 29"	510.46'
46+00	29° 56' 58"	599.08'
45+00	34° 43' 27"	683.55'
44+00	39° 29' 55"	763.29'
B.C.		
43+95.38	39° 43' 10"	766.83'

RT. Δ = 79° 26' 21"

T = 498.47

L = 831.88

REVISED

TAN = 177.45'

DEFLECTIONS & CHORD DIST. FOR 1000' R CURVE

STA E.C.	DEF	CHORD
5+71.12		
5+00	2° 02' 20"	71.15'
4+00	4° 54' 13"	170.96'
3+00	7° 46' 07"	270.34'
B.C.		
2+19.93	10° 03' 44"	349.44'

RT. Δ = 20° 07' 29"

T = 177.45'

L = 351.24'

PROFILE S/W ALONG 2000' R CURVE

π @ 20+80

STA	+	H.I.	-	ELEV	PX
20+88	⁹⁹	9.09	4.6	4.5	
	¹⁶				
20+72			4.7	4.4	
	²¹				
20+67			6.6	2.5	
	³⁶				
20+52			6.3	2.8	
	⁵²				
20+36			6.3	2.8	
	⁹⁶				
19+82			7.6	1.5	
	¹⁰¹				
19+87			4.9	4.2	
19+00			4.9	4.2	
18+00			4.6	4.5	
17+00			4.6	4.5	
16+00			4.2	4.9	
	¹⁶				
15+84			4.4	4.7	
15+80			6.8	2.3	
	⁵⁵⁵				
			6.9	2.2	
15+00			7.2	1.9	
14+87			7.5	4.6	
14+75			6.0	3.1	
14+00			5.2	3.9	

REVISED

STA	+	H.I.	-	ELEV	PX
13+00		9.09	4.4	4.7	PX
12+15			3.0	6.1	
12+30			1.6	7.5	
12+00			12.54	12.54	
π @ 20+80		SECTION NORTH			
	⁸⁰				
	190		4.8	4.3	
	200		4.7	4.4	
	400		4.6	4.5	
	500		4.7	4.4	
	505		4.7	4.4	
	605		4.6	4.5	
	775		4.6	4.5	
	745		5.5	4.6	
	752		6.9	2.2	
	790		4.8	4.3	
	810		6.1	3.0	
	7-11.16		7.3	1.8	
	832				
	865		8.8	0.3	
	857		7.0	2.1	
	863		9.6-1		
	865			6.0	

REVISED

STA	+	H.I.	-	ELEV
45+00		9.09		
5-9.78				
9+56			7.0	2.1
9.75			5.0	4.1
(30+80)				
10+00			2.8	6.3

PA

12-31-48 (42)
#35

ORIGINAL X-SECTIONS OF FILL AREA PROJ - 35

STA-39+00

0+00 = { N-3900.0 } SECTION DUE EAST & WEST
 { W-19,360.17 }

STA	+	H.I.	-	ELEV
T.B.M	3.10	10.04		6.94
0+00			4.8	5.2
w/			4.8	5.2
1+06				
w/			5.1	4.9
2+17				
w/			8.2	1.8
2+20			4.8	5.2
400			4.6	5.4
E/				
2+00			4.5	5.5
E/				
3+06			4.7	5.6
E/				
3+12			2.3	7.7
E/				
3+31			2.3	7.7
E/				
3+37			4.6	5.4
E/				5.3
1+39			4.7	2.3
E/				
4+85			5.0	5.0
E/				
5+00			8.1	1.9
E/				
5+08			6.7	3.3
E/				
5+14			4.7	5.3
E/				
6+05			4.8	5.2
E/			4.5	5.5
7+13			+1.1	11.1
7+30			+2.2	11.5
7+40			+1.5	

2x2 20' W/O.P.D.

STA - 40+00
 SECTION DUE EAST & WEST

0+00 = { N-4000.0
 W-14360.17 }

STA - 40+00

12-31-48
 43

STA	T	H.I.	-	ELEV	2x20' W/OFF PI. 600 R CURVE	STA	T	H.I.	-	ELEV
	3.36	10.30		6.94		1+30		10.30	7.9	2.4
E/ 6+10			1.9TH	11.3		1+31			8.8	1.5
E/ 6+00			2.3TH	11.0		1+36			8.2	2.1
E/ 5+80				5.6		1+71			5.3	5.0
E/ 5+16				5.2		1+51			5.1	5.2
E/ 4+90				5.1		1+58			7.9	2.4
E/ 4+85				4.3		1+62			5.9	4.4
E/ 4+82				2.9		1+88			5.2	5.1
E/ 4+75				2.7		1+97			5.3	5.0
E/ 4+68				5.0		2+05			7.9	2.9
E/ 4+35				5.9		2+20			5.6	4.7
E/ 3+25				5.6		3+00			5.1	5.2
E/ 3+20				7.5		3+57			5.4	4.9
E/ 2+96				7.6		3+60			6.7	3.6
E/ 2+90				5.9		3+62			5.3	5.0
E/ 1+96				5.4		4+48			5.4	4.9
E/ 1+00				5.3		5+96			5.0	5.3
0+00				5.2		7+02			5.1	5.2
0+87				5.2		8+35			4.9	5.1
1+26				5.1		9+35			5.0	5.3

(N-11000
0+00 { W-19,360/17 }) STA - 41+00
SECTION DUE EAST & WEST.

STA + H.I. ELEV

STA	H.I.	ELEV
T.B.M	3.53	10.47
W/ 2+94		5.3
W/ 7+53		5.2
W/ 6+55		5.4
W/ 6+50		6.4
W/ 6+45		5.3
W/ 4+50		5.2
W/ 3+50		5.3
W/ 1+76		5.4
W/ 1+52		5.7
W/ 1+46		7.6
W/ 1+32		5.1
W/ 0+51		5.3
W/ 0+50		8.0
W/ 0+44		8.7
W/ 0+41		8.2
W/ 0+36		5.4
W/ 0+00		5.1

2x2 20' W/O P.M.
600' P.C. CURVE
6.94

STA - 41+00 12-31-48

STA + H.I. ELEV

STA	H.I.	ELEV
E/ 1+23	10.47	5.1
E/ 2+19		5.4
E/ 2+71		5.1
E/ 2+80		3.2
E/ 3+05		3.1
E/ 3+11		4.7
E/ 4+50		5.2
E/ 4+52		2.1
E/ 4+56		7.2
E/ 4+60		5.2
E/ 4+75		4.7
E/ 4+91	1.45 TH	11.5

2.45
1.06

6.94 + 2.9 C

PROFILE OF PROPOSED SUNSET CLIFFS BLVD. EXTENSION

$\pi @ E.C. 600' R CURVE = STA - 52 + 27^{26}$ ON PROFILE

3 x 2.20' W/R, 600' R CURVE

STA	+	H.I.	-	ELEV
T.B.M	2.96	9.90		6.94
0+00			5.0	4.9
E.C				
N/W 0+96			4.7	5.2
N/W 1+95			4.7	5.2
N/W 2+91			4.7	5.2
N/W 3+82			5.0	4.9
N/W 4+38			3.8	6.1
N/W 4+52			T.H. +2.3 0.0	12.2
N/W 4+70			+3.0 +5.6	15.2

52+00		5.0	4.9
51+00		4.6	5.3
50+00		4.5	5.4
49+00		4.8	5.1
48+76		4.9	5.0
48+72		8.2	1.7
48+66		9.0	0.9
48+60		4.8	5.1

1-4-49

T. STAMPER
BARRAGAN
SHERRY

45

TO VENTURA BLVD. AS PROPOSED

STA	+	H.I.	-	ELEV
418				
48+00		9.90	4.9	5.0
47+00			4.4	5.5
599				
46+00			4.6	5.3
683				
45+00			4.6	5.3
763				
44+27			4.5	5.4
59				
44+20			9.4	0.5
7				
44+00			8.9	1.0
43+95			8.7	1.2
43+90			5.9	4.0
T.P			3.64	6.26

$\pi @ 510' S/W OF P.C. 600' R CURVE = 0+00 =$
STA - 38 + 85³⁸ ON PROFILE

T.B.M

15' N/W OF E.C. 600' R-CURVE

T.B.M	3.22	9.98		6.26
N/E 464'			4.5	5.0
N/E 342'			4.7	4.8
N/E 330'			6.8	2.7
N/E 316'			7.3	2.2
N/E 282'			5.8	3.7
N/E 276'			4.3	5.2

STA	+	H.I.	-	FLEU
N/E 175		9.5	4.6	4.9
N/E 0+73			4.6	4.9
0+00			4.7	4.8
S/W 0+96			4.6	4.9
S/W 1+75			4.2	5.3
S/W 2+11			4.9	4.6
S/W 2+18			2.1	2.4
S/W 2+30			2.4	2.1
S/W 2+36			2.2	0.3
S/W 2+45			5.0	4.5
S/W 3+41			4.8	4.7
S/W 4+45			4.9	4.6
S/W 5+46			4.5	5.0
S/W 6+43			4.4	5.1
S/W 7+42			4.1	5.4
S/W 7+35			4.1	5.4
S/W 803			2.9	6.6

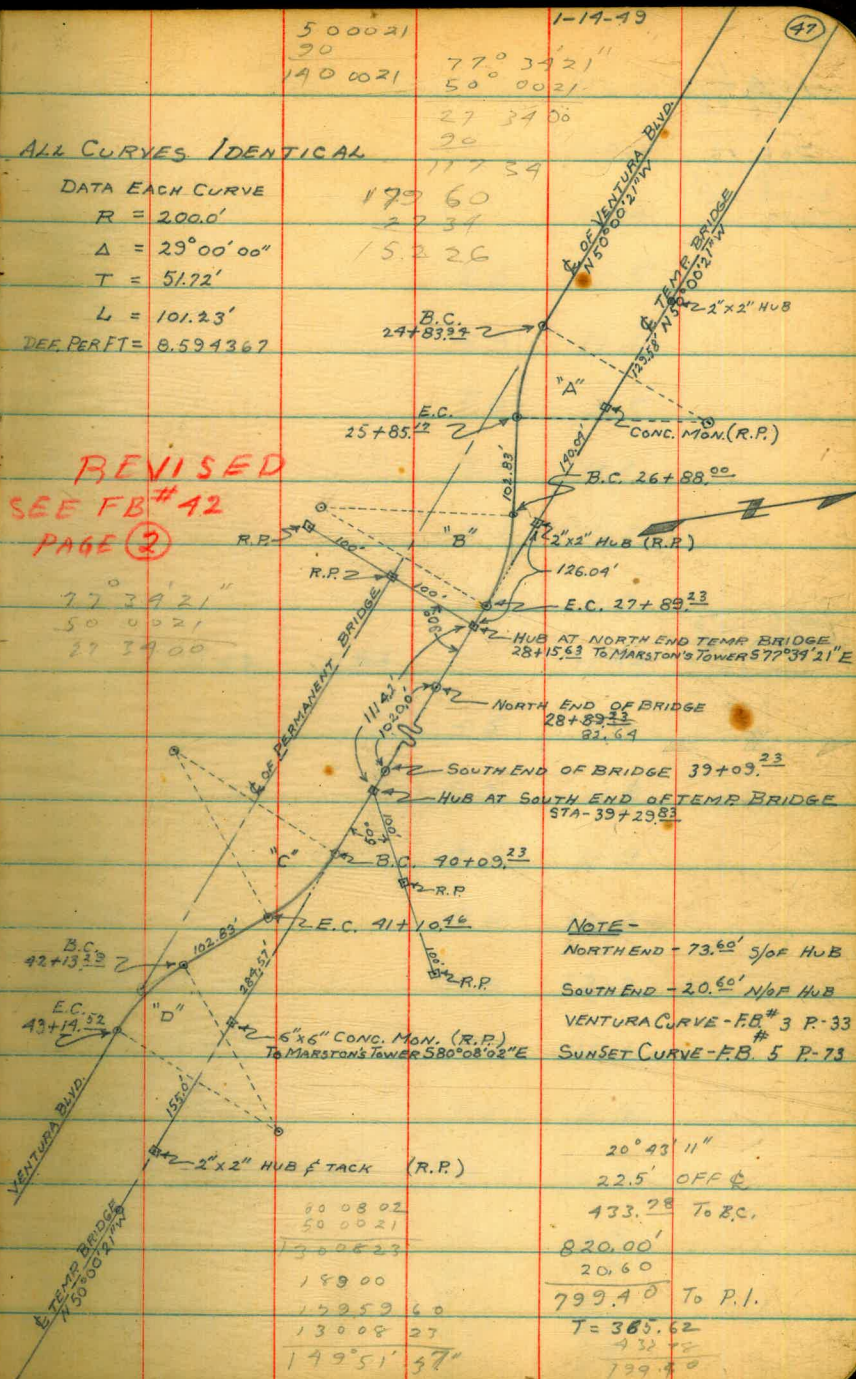
LOCATION OF CURVES AT NORTH & SOUTH END
OF TEMP BRIDGE VENTURA POINT TO SUNSET POINT

CURVE "A"			CURVE "C"		
STATION	DEF L	CHORD	STATION	DEF L	CHORD
B.C. 24+83. ⁹⁴		0	B.C. 40+09. ²³		0
25+00	2°18'00"	16.06'	40+25	2°15'32"	15.77'
25+25	5°52'53"	25.00'	40+50	5°50'29"	25.00'
25+50	9°27'45"	25.00'	40+75	9°25'15"	25.00'
25+75	13°02'36"	25.00'	41+00	13°00'06"	25+00'
EC. 25+85. ¹²	14°30'00"	10.17'	EC. 41+10. ⁴⁶	14°30'00"	10.46'

CURVE "B"			CURVE "D"		
STATION	DEF L	CHORD	STATION	DEF L	CHORD
B.C. 26+88. ⁰⁰		0	B.C. 42+13. ²⁹		0
27+00	1°43'08"	12.00'	42+25	1°40'38"	11.71'
27+25	5°18'00"	25.00'	42+50	5°15'30"	25.00'
27+50	8°52'51"	25.00'	42+75	8°50'22"	25.00'
27+75	12°27'43"	25.00'	43+00	12°25'13"	25.00'
EC. 27+89. ²³	14°30'00"	14.23'	EC. 43+19. ⁵²	14°30'00"	14.52'

ALL CURVES IDENTICAL
 DATA EACH CURVE
 R = 2000'
 Δ = 29°00'00"
 T = 51.22'
 L = 101.23'
 DEF. PER FT = 0.594367

REVISED
 SEE FB # 42
 PAGE (2)



NOTE -
 NORTH END - 73.60' S/O F HUB
 SOUTH END - 20.60' N/O F HUB
 VENTURA CURVE - FB # 3 P. 33
 SUNSET CURVE - FB 5 P. 73

20°43'11"
 22.5' OFF C
 433.28 To B.C.
 820.00'
 20.60
 799.40 To P.I.
 T = 365.62
 432.00
 799.40

500021
 20
 1400021
 77°39'21"
 50°00'21"
 27°34'00"
 20
 177.54

179.60
 27.37
 15.226

00 08 02
 50 00 21
 7900523
 149 00
 15259 60
 13008 27
 149°51'37"

PT

$165 \frac{11}{100}$
 $\frac{100}{266.10}$

PROFILE ALONG $\frac{1}{2}$ OF CURVES AT NORTH END OF TEMP. BRIDGE

STA	+	H. I.	-	ELEV	
	5.19	16.53		11.34	6"x6" N/END TEMP. BRIDGE CONC. MON/EN
24+83 ⁹⁷					
B.C.			5.0	11.5	
25+00			4.9	11.6	
25+25			5.0	11.5	
25+50			5.1	11.4	
25+75			5.1	11.4	
E.C.					
25+85 ¹²			5.2	11.3	
B.M.	5.49	16.84		11.34	6"x6" N/END TEMP. BRIDGE CONC. MON
26+00			5.5	11.3	
B.C.					
26+88 ²²			5.0	11.8	
27+00			4.9	11.9	
27+25			4.6	12.2	
27+50			4.8	12.0	
27+75			5.2	11.6	
E.C.					
27+89 ²³			5.6	11.2	
T.P.	5.17	16.36	5.65	11.19	
28+00			5.5	10.9	
28+37 ⁷⁸			6.4	10.0	
28+49 ²⁰			7.3	9.1	
28+63 ⁷⁴			8.4	8.0	
28+84 ³⁵			9.7	6.7	
28+96 ¹⁰⁷			11.7	4.7	
28+108 ¹¹⁹			13.1	3.3	

PROFILE ALONG & OF CURVES AT SOUTH END TEMP. BRIDGE

PROFILE CONT'D.

PX

STA	+	H.I.	-	ELEV
B.M.	3.68	15.52		11.84
39+00			11.4	4.11
39+16			8.9	6.6
39+26			7.8	7.7
39+26			5.0	10.5
39+29 ⁸³			4.8	10.7
39+65 ¹⁰			4.5	11.0
39+70 ¹⁹			3.7	11.8
39+79			3.5	12.0
40+00			3.4	12.1
T.P.	5.01	17.14	3.39	12.13
40+25			5.0	12.1
40+50			5.2	11.9
40+75 ⁹¹			5.2	11.9
41+00			5.5	11.6
T.P.	4.73	16.55	5.32	11.82
X B.E.C. 41+10 ¹⁴			4.9	11.7
41+50 ¹⁰			5.0	11.6
42+00			5.0	11.6
42+13 ²⁹ B.C.			4.9	11.7

6" x 6" AT S/BND
TEMP. BRIDGE
CONC. MASON

STA	+	H.I.	-	ELEV
T.P.	4.94	16.71	4.78	11.77
42+25			5.1	11.6
42+50			4.7	12.0
42+75			4.7	12.0
43+00			4.5	12.2
B.C.				
43+14 ⁵²			4.4	12.3
			4.89	11.82

6" x 6" AT S/BND
TEMP. BRIDGE
CONC. MASON

STATIONS - 24+00 To 14+00

1.60 1-20-49

(50)

X-SECTIONS OF VENTURA BLVD (PROPOSED)

STA- 24+00

STA- 23+00

STA	+	H.I.	-	ELEV	CONC IN N/END TEMP BAR
B.M.	4.79	16.13		11.31	
¢			4.60	11.53	
WEST	10		4.78	11.35	
W	17		5.15	10.98	
W	40		5.40	10.73	
W	45		5.10	11.03	
W	50		5.0	11.13	
E/AST	10		4.40	11.73	
E	21		4.51	11.62	
E	23		5.05	11.08	
E	40		5.20	10.93	
E	50		5.00	11.13	

STA	+	H.I.	-	ELEV	CONC IN N/END TEMP BAR
¢		16.13	4.72	11.41	
WEST	11		4.8	11.3	
W	14		5.2	10.9	
W	30		5.6	10.5	
W	40		5.70	10.4	
W	50		5.75	10.38	
E/AST	12		4.8	11.3	
E	20		5.2	10.9	
E	30		5.15	10.98	
E	40		5.45	10.68	
E	50		5.2	10.9	

STA-22+00

STA	+	H.I.	-	ELEV
16.13			5.3	10.8
W/EST				
10			5.5	10.6
17			5.9	10.2
30			6.1	10.0
40			5.95	10.18
50			5.9	10.2
E/AST				
10			5.65	10.98
16			5.95	10.18
25			6.1	10.0
30			6.1	10.0
40			5.95	10.18
50			5.90	10.23

STA-21+00

STA	+	H.I.	-	ELEV
16.13			5.30	10.83
W/EST				
12			5.20	10.93
14			5.6	10.5
20			5.9	10.2
30			6.0	10.1
40			6.15	9.98
50			6.05	10.08
E/AST				
9			5.45	10.68
13			5.80	10.3
20			6.05	10.1
30			6.20	9.9
40			6.15	9.9
50			6.05	10.1
T.P			5.79	10.39

WEST SIDE OF ROAD
OPPOSITE 20+00

(51)

STA-20+00

STA-19+00

STA	+	H.I.	-	ELEV
	5.27	15.41		
T.P	4.27	14.61		10.34
℄			4.8	10.8
WEST				
9			4.7	10.9
15			5.1	10.5
25			5.2	10.4
35			5.3	10.3
50			5.5	10.1
E/AST				
14			4.7	10.9
20			5.0	10.6
31			5.3	10.3
50			5.5	10.1

OPPOSITE
20+00

STA	+	H.I.	-	ELEV
		15.61		
℄		14.61	4.80	10.8
WEST				
10			4.75	10.8
15			5.1	10.5
25			5.3	10.3
35			5.5	10.1
50			5.45	10.1
E/AST				
12			4.85	10.7
25			5.0	10.6
35			5.2	10.4
50			5.3	10.3

STA-18+00

STA	+	H.I.	-	ELEV
☺		15.61		
WEST		14.61	1.85	10.76
10			4.8	10.8
16			5.1	10.5
25			5.3	10.3
40			5.4	10.2
50			5.4	10.2
EAST				
12			4.9	10.7
18			5.3	10.3
28			5.45	10.1
38			5.6	10.0
50			5.65	10.0

STA-17+00

STA	+	H.I.	-	ELEV
☺		15.61		
WEST		14.61	4.9	10.7
10			5.05	10.5
16			5.4	10.2
25			5.45	10.1
35			5.5	10.1
50			5.5	10.1
WEST				
11			4.95	10.6
18			5.3	10.3
30			5.5	10.1
40			5.45	10.1
50			5.35	10.26

STA-16+00

STA	+	H.I.	-	ELEV
		15.61		
		14.61	5.05	10.55
W/EST			5.1	10.5
W/	9			
W/	15			
W/	25		5.3	10.3
W/	25		5.6	10.0
W/	40		5.6	10.0
W/	50		5.6	10.0
E/EST				
E/	12		5.0	10.6
E/	19		5.3	10.3
E/	32		5.5	10.1
E/	40		5.45	10.1
E/	50		5.4	10.2

STA-15+00

STA	+	H.I.	-	ELEV
		15.61		
		14.61	4.80	10.8
W/EST				
W/	10		4.6	11.0
W/	13		4.8	10.8
W/	25		5.2	10.4
W/	35		5.3	10.3
W/	30		5.2	10.4
E/EST				
E/	12		4.9	10.7
E/	20		5.5	10.1
E/	30		5.5	10.1
E/	40		5.3	10.3
E/	50		5.0	10.6

13.56
3.13
10.43 = 11.39

STA - 14+00 E.C.

STA	+	H.L.	-	ELEV
		15.61		
		14.61	1.80	10.81
WEST				
	11		4.6	11.0
W	15		5.3	10.3
W	25		5.2	10.4
W	35		5.3	10.3
W	50		5.9	9.7
E	11		4.6	11.0
E	18		5.3	10.3
E	20		5.6	10.0
E	40		5.4	10.2
E	30		5.2	10.4
T.P			3.60	12.01 16+00
T.P	2.55	14.56		12.01 16+00
"COASTER" B.M.			3.15	11.41 CHECK FOOT LOW FL. CORR = 11.39

13.56
3.15
10.41

8.77
+3.37

STAMPER
BARITAGAN
WATS ON
SHEETS


56

SITUATION SURVEY AT INTERSECTION OF
MISSION BLVD AND VENTURA BLVD.

X IN CONC
BOX 2+00

3.37 12.14 8.77

π@ STA 1+00 ZERO NORTH AZIMUTHS CLOCKWISE

STA.	DIST.	AZIM.	ROD	ELEV	REMARKS
1	30'	27°50'	5.08	7.06	TOP MANHOLE & VENTURA PLACE
2	23'	357°05'	5.22	6.92	8" GATE VALVE
3	30'	345°45'	5.60	6.54	CATCH BASIN
4	74'	358°06'	4.68	7.46	SW CONC PAD SERVICE STA.
5	86'	357°45'	4.63	7.51	NW " " " " 
6	80'	17°45'	4.10	8.04	SE CORNER SERVICE STA FRONT
7	91'	15°05'	4.09	8.05	NE " " " "
8	121'	357°47'	4.65	7.49	CONC PAD WASH RACK SERV. STA.
9	120'	351°33'	5.07	7.07	E ALLEY NORTH OF SERV STA.
10	137'	351°17'	5.00	7.14	TOP CURB NORTH EDGE OF ALLEY ^{W. EDGE} SIDEWALK
11	41'	345°	5.20	6.94	TOP CURB N. SIDE VENTURA EDGE ^{MISSION} BLVD
12	42'	345°	5.37	6.77	GUTTER " " " "
13	71'	348°10'	5.20	6.94	TOP OF CURB CENTER OF SERV STA.
14	71'	347°49'	5.40	6.74	GUTTER " " " "
15	120'	350°05'	5.25	6.89	GUTTER & ALLEY

STA.	DIST.	AZIM.	ROD	ELEV
16	140'	350°25'	5.00	7.14
17	140'	350°10'	5.20	6.94
18	142'	352°20'	N7°40'W	
		H.I. 12.12		
T.B.M.			7.09	11.03
19	160'	172°15'	3.70	8.42
20	160'	172°15'	3.50	8.62
21	149'	172°35'	3.76	8.36
22	149'	172°44'	4.38	7.74
23	126'	173°42'	4.51	7.61
24	104'	174°50'	3.95	8.17
25	104'	174°53'	4.55	7.57
26	98'	174°15'	3.92	8.20
27	92'	174°12'	1.09	11.03
28	84'	175°48'	4.08	8.04
29	84'	175°58'	4.70	7.42
30	23'	184°15'	4.80	7.32
31	12'	331°05'	5.02	7.10
32	41'	165°05'	4.30	7.82

15.57
 25.30
 24.53
 22.59
 22.48
 22.41
 22.39
 22.31
 22.28
 22.27
 22.27
 22.27
 22.29
 22.32
 22.37
 22.48
 21.14

586°14'09"W
 135722
 100°08'41"
 179°59'60"
 79°51'19"

586°14'09"W
 1498°46'09"W
 165°00'18"
 179°59'60"
 14°59'42"
 100°08'41"
 115°08'23"

12°24'23"
 78°46'09"
 91°01'32"
 179°59'60"
 84°19'28"
 97°41'28"
 45°46'14"W
 26°32'18"
 82°18'12"
 179°59'60"
 97°41'28"

TOP CURB SOUTH OF DRIVEWAY
 GUTTER " " "
 GUTTER " " "
 " "
 SIGN POLE

9.50
 4.50
 5.30
 4.50
 5.12
 3.7

15.57	S 86° 14' 09" W	S 86° 14' 09" W
25.20	13 59 22	N 78° 46' 09" W
24.53	100° 08' 41"	165° 00' 18"
22.59	179 59 60	179 59 60
22.48	79° 51' 19"	14° 59' 42" DEF RT.
22.41		100° 08' 41"
22.39		115° 08' 23"
22.31		
22.28	12° 24' 23"	N 55° 46' 14" W
22.27	78° 46' 09"	26 32 18
22.27	91° 00' 32"	82° 18' 12
22.29	179 59 60	179 59 60
22.32	88° 49' 28"	97° 41' 28"
22.37		
22.48		
21.14		

.88	.65	.15
<u>9</u>	<u>4</u>	
.45	.25	

49.07
1.40
46.47

STA.	DIST.	AZIM.	ROD	ELEV
16	140'	^{H.I.=12.14} 350°25'	5.00	7.14
17	140'	350°10'	5.20	6.94
18	142'	352°20'	N7°40'W	
		^{H.I.} 12.12		
T.B.M. 19			7.09	11.03
19	160'	172°15'	3.70	8.42
20	160'	172°15'	3.50	8.62
21	149'	172°35'	3.76	8.36
22	149'	172°44'	4.38	7.74
23	126'	173°42'	4.51	7.61
24	104'	174°50'	3.95	8.17
25	104'	174°53'	4.55	7.57
26	98'	174°15'	3.92	8.20
27	92'	174°12'	1.09	11.03
28	84'	175°48'	4.08	8.04
29	84'	175°58'	4.70	7.42
30	23'	184°15'	4.80	7.32
31	12'	331°05'	5.02	7.10
32	41'	165°05'	4.30	7.82

REMARKS

TOP CURB	9.50
GUTTER	
△	
TOP OF FIRE PLUG	9.50
TOP CURB	4.50
GUTTER	5.30
TOP CURB	4.50
GUTTER	5.12
DRIVE WAY	3.7
TOP CURB	
GUTTER	
WATER METER BOX	
TOP FIRE PLUG	
TOP CURB SOUTH OF DRIVEWAY	
GUTTER " " "	
GUTTER	
"	
SIGN POLE	

LOCATION OF LIGHT POLES
ALONG CAUSEWAY & VENTURA
BLVD INTERSECTION

H.I. = 12.12

STA.	DIST.	AZIM.	ROD	ELEV.	PLACE
33	88'	168°12'	3.93	8.19	NW CORNER CONC PAD S STA.
34	102'	168°40'	3.80	8.32	SW " " " " "
35	107'	152°06'			SE CORNER SERV STA. CONC.
36	93'	149°33'	3.69	8.43	NE " " " "
37	108'	142°25'			SW CORNER SIDE CONC PAD
38	112'	136°38'			SE " " " "
39	84'	115°55'	3.52	8.60	NE " " " "
40	71'	121°04'	3.64	8.48	NW " " " "
41	142'	169°10'	3.69	8.43	DRIVEWAY S TOP CORNER
42	98'	169°34'	3.90	8.22	" N " " "
43	183'	183°05'	3.80	8.32	E GUTTER & CURB MISSION BLVD ↗
44	182'	183°15'	3.10	9.02	E TOP " " " " 2' R ↗
45	183'	184°25'	2.95	9.17	W TOP CURB MISSION BLVD ↘
46	184'	184°30'	3.65	8.47	W GUTTER " " " "
47	164'	185°33'	3.80	8.32	CENTER OF OPENING
48	145'	188°06'	3.92	8.20	W GUTTER N OF OPENING

STA.	DIST.	AZIM.	ROD	ELEV.	REMARKS
49	145'	^{H.I.=12.12} 188°05'	3.16	8.96	W TOP CURB
50	144'	186°35'	3.31	8.81	E TOP CURB
51	144'	186°26'	4.00	8.12	E GUTTER
52	96'	194°05'	4.25	7.87	E GUTTER
53	96'	194°10'	3.62	8.50	E TOP CURB
54	90'	195°14'	3.50	8.62	14" POLE
55	99'	196°05'	3.45	8.67	W TOP CURB
56	99'	196°17'	4.18	7.94	W GUTTER
57	51'	216°	4.41	7.71	E GUTTER
58	51'	216°	3.80	8.32	E TOP
59	54'	219°	3.70	8.42	W TOP
60	54'	219°25'	4.42	7.70	W GUTTER
61	38'	280°55'	4.00	8.12	16" POLE
62	37'	286°30'	4.61	7.51	E GUTTER
63	37'	286°30'	3.95	8.17	E TOP
64	41'	284°18'	3.82	8.30	W TOP
65	41'	284°18'	4.54	7.58	W GUTTER
66	60'	318°10'	4.66	7.46	E GUT
67	60'	318°10'	4.00	8.12	E TOP

2x
 Jx
 Jx
 Jx
 Cx
 Cx

STA.	DIST.	AZIM	ROD	ELEV
68	62'	^{H.I.=1212} 315°20'	3.88	8.24
69	62'	315°	4.59 3.59	7.53
70	70'	321°45'	3.91	8.21
71	126'	337°15'	4.61	7.51
72	126'	337°15'	4.00	8.12
73	127'	335°34'	3.79	8.33
74	127'	335°34'	4.58	7.54
75	126'	336°16'		
76	176'	341°40'	4.52	7.60
77	176'	341°40'	3.90	8.22
78	178'	340°25'	3.71	8.41
79	178'	340°25'	4.49	7.63
80	221'	343°39'	4.40	7.72
81	221'	343°39'	3.80	8.32
82	221'	343°11'		
83	222'	342°37'	3.61	8.51
84	222'	342°37'	4.44	7.68
85	211'	334°23'	4.43	7.69
86	222'	332°30'		

REMARKS

60

W TOP \leftarrow

W GUT \leftarrow

STREET SIGN 2' N. ~~ANOTHER~~ SIGN

~~75"~~ POLE E. GUTTER.

E TOP

W TOP

W GUT.

15" POLE \rightarrow 4' \rightarrow N \leftarrow 14" POLE

E GUT.

E TOP.

W TOP.

W GUT.

E GUT

E TOP

14" POLE

W TOP

W GUT.

TOP CURB GUT. -.4

NE COR. DRUG STORE FRONT

STA.	DIST.	AZIM.	ROD	ELEV
87	184'	H.I.=12.12 328°15'		
88	162'	325°	4.48	7.64
89	159'	326°50'	5.01	7.11
90	159'	326°50'	4.58	7.54
91	160'	328°20'	4.95	7.17
92	160'	328°20'	4.60	7.52
93	143'	324°20'	5.00	7.12
94	143'	324°20'	4.58	7.54
95	140'	324°31'	4.65	7.47
96	140'	324°31'	5.05	7.07
97	101'	303°58'	4.48	7.64
98	102'	299°54'	4.50	7.62
99	81'	299°10'	5.29	6.83
100	"	"	4.88	7.24
101	82'	296°45'	4.88	7.24
102	"	"	5.13	6.99
103	88'	294°10'	4.79	7.33
104	77'	288°45'	5.36	6.76
105	81'	282°40'	4.90	7.22

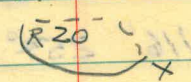
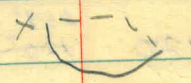
REMARKS

CENTER FRONT DRUG STORE
 SE CORNER DRUG STORE
 GUT N EDGE ALLEY
 TOP " " " "
 GUTTER
 TOP
 GUT S edge ALLEY
 TOP " " " "
 TOP
 GUT
 SE CORNER HOTEL ✓
 " " " " ✓
 GUT FRONT HOTEL
 TOP " " "
 TOP
 GUT
 GUT TOP +.2
 GUT
 6" GATE VALVE "

STA.	DIST	AZIM	ROD	ELEV
79'		^{H.I.=12.12} 279°32'	4.88	7.24
71'		279°12'	5.10	7.02
69'		251°25'	4.94	7.18
84'		238°25'	4.10	8.02
"	"	"	4.59	7.53
84'		224°30'	4.30	7.82
"	"	"	4.73	7.39
✓ 119'		207°18'	4.00	8.12
✓ "	"	"	4.50	7.62
157'		197°45'	3.55	8.57
"	"	"	4.35	7.77
196'		192°15'	3.29	8.83
"	"	"	4.00	8.12
211'		206°40'	3.55	8.57
"	"	"	4.00	8.12
160'		206°05'	3.88	8.24
"	"	"	4.40	7.72
123'		209°15'	4.05	7.97
"	"	"	4.63	7.49

62

REMARKS

⊕ VENT PL. W.
GUT ⊕ VENT
GUT W. MISSION BLVD.
TOP 
GUT
TOP 
GUT
TOP W. MISSION BLVD.
GUT
TOP N OF BREAK TO AM. CEN.
GUT " " " " " "
TOP S " " " " " "
GUT " " " " " "
TOP BC TO AM CEN 10' WALK
GUT " " " "
TOP ON CURVE 10' WALK
GUT " " "
TOP ON WALK E EDGE
GUT.

STA.	DIST.	AZIM	ROD	ELEV.
		HI=12.12		
	91'	219°40'	4.22	7.90
	"	"	4.82	7.30
	106'	249°05'	3.76	8.36
	116'	254°32'	3.72	8.40
	"	"	4.35	7.77
	120	254°50'		
		120	4.02	8.10
	140	260°30'	3.69	8.43
	135	24°08'	4.00	8.10
✓	137	262°55'	4.06	8.06
	150	266°15'	4.00	8.10
	"	"	3.40	8.72
✓	"	265°40'		
	188	266°30'	2.95	9.17
	"	"	3.59	8.53
✓	186	272°17'	2.65	9.47
	191	279°35'	3.25	8.87
	"	"	3.85	8.27
	191	284°10'	3.92	8.20
	146	283°14'	4.10	8.02
	"	"	4.41	7.71

REMARKS

6)

SIDEWALK TOP

GUT

LAMP STAND

TOP CURB

GUT

END OF CURB DETAIL

BTM

BTM

BTM

GUT

TOP

LIGHT STAND

TOP S SIDE VENT PL W

GUT

EDGE CONC & ASPH

TOP N VENT PL

GUT " "

SW COR. STORE

TOP CURB

GUT

41

STA.	DIST	AZIM	ROD	ELEV
		^{11.1-12.12}		
146'	321°20'		4.41	7.71
147'	321°55'		4.60	7.52
140'	324°33'		4.65	7.47
"	"		5.01	7.11
130'	340°40'		4.62	7.50
129'	341°40'		4.62	7.50
125'	357°45'		4.60	7.52
110'	357°43'		4.60	7.52
122'	7°		4.62	7.50
96'	188°10'		4.37	7.75
74'	20°55'		3.95	8.17
78'	26°25'		3.95	8.17
63' 68'	33°45'		4.50	7.62
84'	50°55'		4.05	8.07
96'	87°10'		3.40	8.72
96'	93°45'		3.33	8.79
106'	92°55'		3.34	8.78
106'	87°		3.37	8.75
194'	72°20'		4.10	8.02

REMARKS.

SIDEWALK, NE CORN HOTEL
TOP ALLEY LINE
TOP CURB ALLEY & BLVD.
GUT
6" GATE VALVE
" " "
NW CORN WASH RACK
SW " " " "
NE " " " " 10' WIDE
~~SE~~ GATE VALVE
SW CORN STA. BLDG.
SE " " "
SW Fence CORNER
SE " "
NW COR CONC PAD
SW " " "
SE " " "
NE " " "
SW COR BLDG.

STA	DIST.	AZIM	ROD	ELEV.
		HI=12.12	3.90	8.22
	223'	74°25'	3.80	8.32
✓	283'	77°05'	3.55	8.57
	341'	78°50'	3.45	8.67
	343'	78°55'		
	356'	94°15'	2.82	9.30
	357'	92°50'	2.70	9.42
	355'	92°25'	2.00	10.12
	355'	87°	2.40	9.72
	358'	81°	3.62	8.50
	340'	80°35'	3.60	8.52

REMARKS

BLDG FLOOR SLAB
 SE CORN BLDG.
 SW FENCE CORN. VENT PL.
 SE " " " "
 POWER POLE 10"
 CORNER TOP OF PAVEMENT
 SE SIDC BAYSIDE LANE
 SW " " "

STAMPEY
BAITRAGAN
SPERRY
WATSON

CROSS SECTIONS

VENTURA BLVD.

STA. 1+00

STA.	+	H.I.	-	ELEV.
12		12.12		
12			4.9	7.2
N. 13			4.88	7.3
N 29			5.29	6.8
N 50			5.02	7.1
S 21			4.70	7.4
S 40			4.64	7.5
S 50			4.70	7.4

STA. 2+00

§				
NORTH		12.12	3.35	8.8
N/	21		4.67	7.4
N/	36		4.77	7.3
N/	44		4.5	7.6
N/	50		4.0	8.1
SOUTH				
S/	20		3.6	8.5
	39		3.33	8.77
	50		3.15	8.97

STA- 3+00

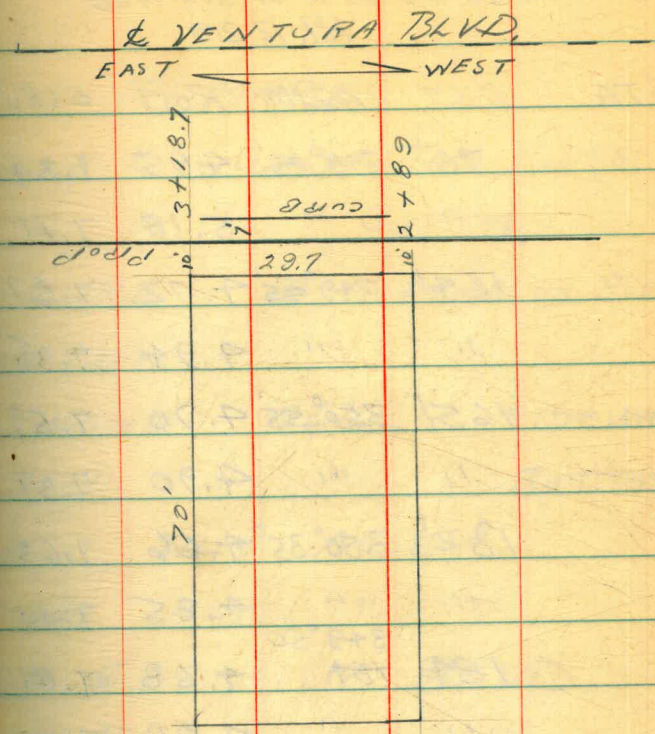
STA	+	H.I.	-	ELEV.
12		12.12	3.3	8.8
23			4.2	7.9
43			4.5	7.6
50			4.1	8.0
22			2.7	9.4
40			2.30	9.82
50			2.28	9.84

STA- 4+00

12		12.12	2.6	9.5
29			3.8	8.3
41			4.2	7.9
50			3.4	8.7
13			2.3	9.8
39			2.11	10.01
50			2.02	10.10

5+00 BC

STA	+ H.I.	-	ELEV
¢	12.12	2.5	9.6
N/ORTH 25		2.7	9.9
N/ 44		3.0	9.1
N/ 50		3.3	8.8
S/OUTH 20		2.1	10.0
S/ 37		2.0	10.1
S/ 50		1.9	10.2



SITUATION SURVEY

68

NOTE: ? +1.26 11.03
 X @ A STA 142' N 70° 40' W OF STA 1+00
 H.I. 12.29

TOP FIRE PLUG

STA	DIST	AZIM.	ROD	ELEV	REMARKS
	76'	348° 45'	4.95	7.34	SLY LINE SIDEWALK TOP CURB
"	"	"	5.18	7.11	" " " GUTTER
164'	349° 45'	4.72	7.57	TOP CURB	E MISSION BLVD
"	"	4.94	7.35	GUTTER	
165'	350° 55'	4.70	7.57	SLY LINE	ALLEY SIDEWALK
"	"	4.90	7.39	"	" " BOTTOM
182'	350° 35'	4.66	7.63	TOP	NLY ALLEY
"	"	4.85	7.44	BOTTOM	NLY "
184	181 349° 50'	4.68	7.61	TOP	E MISSION BLVD,
"	"	4.90	7.39	GUT E	" "
189'	341° 20'	4.35	7.94	E GUT	E ISLAND
"	"	3.72	8.57	E TOP	" "
190'	340° 10'	3.54	8.75	W TOP	" "
"	"	4.21	8.08	W GUT	" "
173	339° 55'	3.65	8.64	PWR. POLE	16"
175	342° 50'	4.49	7.80	WATCH GATE	VALVE

STA.	DIST	AZIM	ROD	ELEV.
172'		41°-12.29 343°33'	4.50	7.79
123		336°15'	4 8.45	7.84
"	"	"	3.89	8.40
125		334°30'	3.68	8.61
"	"	"	4.42	7.87
91'		329°15'		
117'		318°	4.90	7.39
"	"	"	4.50	7.79
182'		330°35'	4.75	7.59
"	"	"	4.38	7.91
185'		330°05'	4.73	7.56
"	"	"	4.20	8.09
200'		331°35'	4.62	7.67
"	"	"	4.22	8.07
202'		332°45'	4.68	7.61
"	"	"	4.25	8.04
194'		331°55'	4.89	7.40

REMARKS

GATE VALUE

E ~~GUT~~ ~~R~~ ISLAND
E TOP " "
W TOP " "
W GUT " "

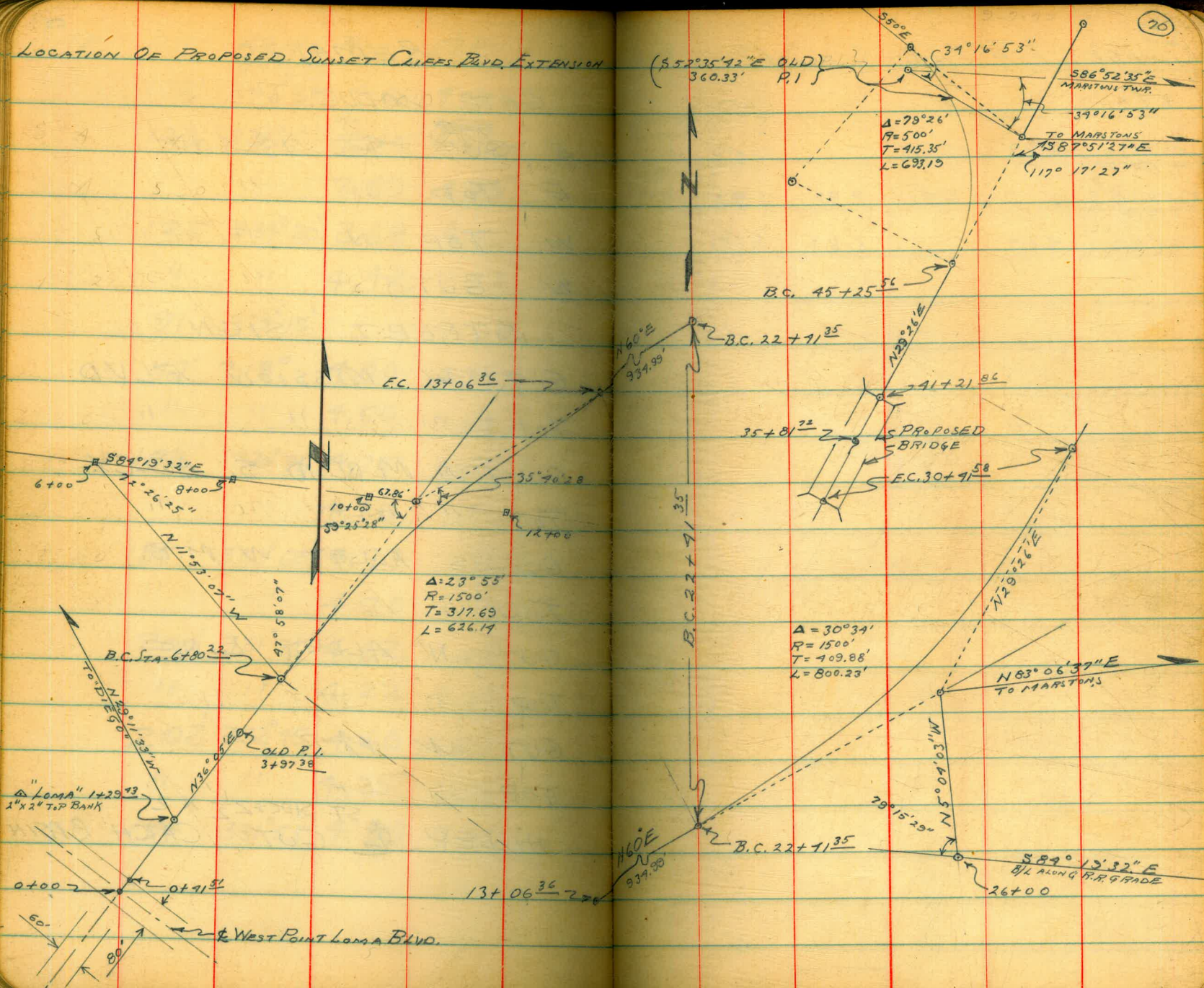
STREET SIGN

GUT W MISSION BLVD
TOP " " "
GUT W M BLVD S. ALLEY
TOP " " " "
GUT S ALLEY W M.B.
TOP " "
GUT N ALLEY LINE
TOP " " "
GUT W M.B.
TOP " " "
ALLEY Φ GUT. CATCH BASIN
ST. SIDE $\rightarrow 2\frac{1}{2}' \times 2'$

LOCATION OF PROPOSED SUNSET CLIFFS BLVD. EXTENSION

(S. 52° 35' 42" E OLD)
360.33' P.I.

70



Δ = 23° 55'
R = 1500'
T = 317.69
L = 626.17

Δ = 30° 34'
R = 1500'
T = 409.88'
L = 800.23'

Δ = 79° 26'
R = 500'
T = 415.35'
L = 693.15

S 86° 52' 35" E
MARPSTONS TWP.

TO MARPSTONS
S 87° 51' 27" E

119° 17' 27"

N 83° 06' 37" E
TO MARPSTONS

S 89° 13' 32" E
BL ALONG R.R. GRADE

B.C. 22+71³⁵

B.C. 45+25⁵¹

B.C. 22+71³⁵

B.C. 41+21⁸⁶

B.C. 30+71⁵⁸

B.C. 35+81⁷²

B.C. 22+71³⁵

13+06³⁶

26+00

N 60° E
939.99

N 60° E
939.99

S 50° E

31° 16' 53"

S 84° 19' 32" E
72° 26' 25"

62.86'
53° 25' 28"

35° 40' 28"

8+00

B.C. STA. 6+80²²

OLD P.I.
3+97³⁸

"Loma" 1+29⁴³
1" x 24" TOP BANK

0+00

0+41³¹

West Point Loma Blvd.

B.C. 22+71³⁵

N 129° 26' 22" E

79° 15' 29"

N 50° 04' 03" W



GRADES FOR FILL - SUNSET CLIFFS BAND -

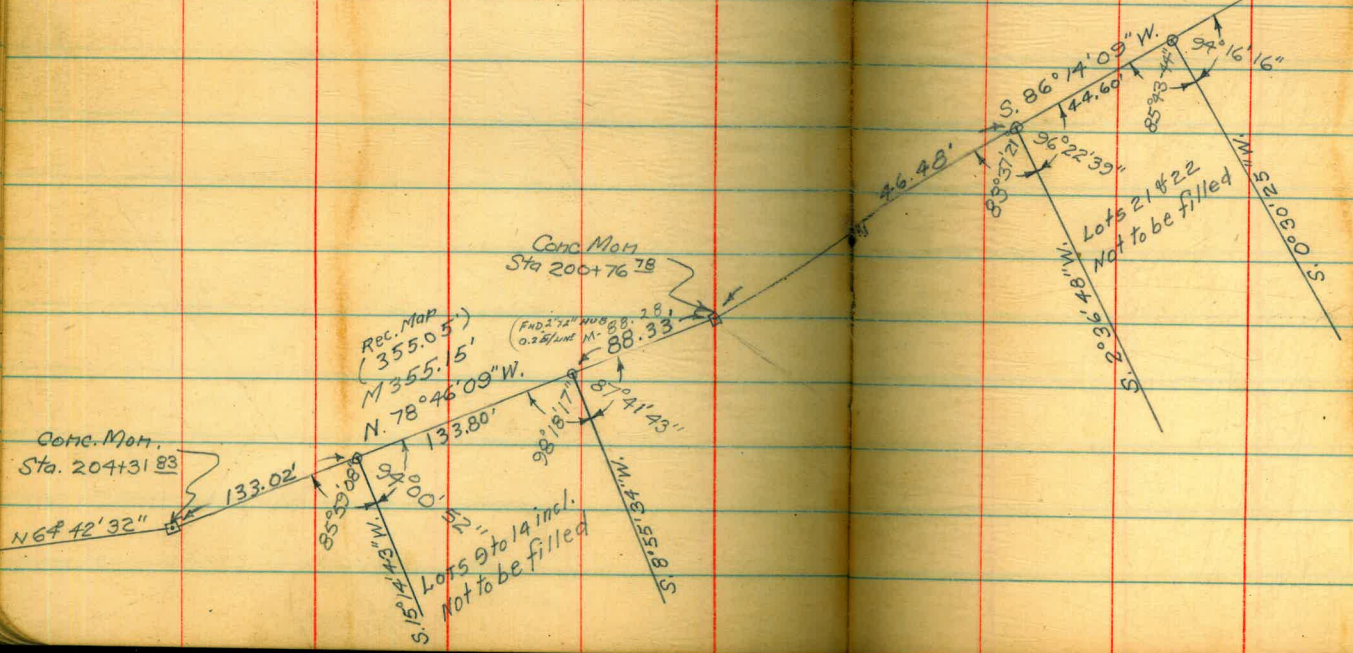
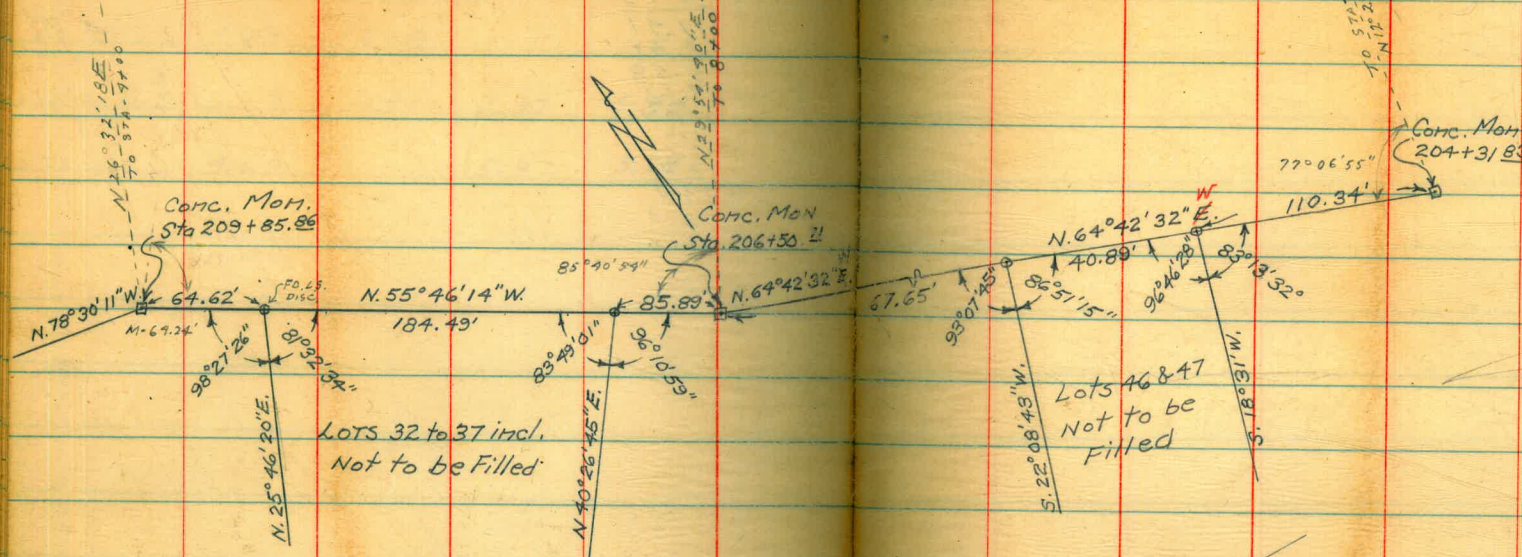
STA	+	H.L.	-	ELEV	WIDTH W/CLIFF MIDWAY
B.M.	1.29	13.19		11.40	
T.P.					11.40 1.29 13.19
2"x2" H.C. #3	6.19	11.41	7.97	5.92	
T.P.					
2"x2" H.C.	7.63		5.83	5.58	

8.19
 7.97
 5.22
 6.19
 11.71
 5.83
 5.58
 7.63
 10.21
 1.29
 12.0
 2.0
 14.0
 2.0
 16.0

25 APRIL 1950

72

LOCATION OF LOT LINES
OCEAN BEACH PARK ANNEX
FOR U.S. ENGRS. FILLING



5.10

34
87
97

27
17
76

T.B.M	6.285	17.70 ^S	11.42	2x2 E/OF 1x4" R/P ON TEMP. BRIDGE CONC MON
T.B.M		6.60	11.10 ^S	S/E COR.
	3.95	15.05 ^S	11.10 ^S	
T.P.		4.70	10.35 ^S	
	4.85	15.20 ^S	10.35 ^S	
T.P.		4.36	10.84 ^S	
	2.54	13.38 ^S	10.84	
T.P.		2.92	10.46 ^S	
	4.72	15.18 ^S	10.46 ^S	
		3.87	11.31 ^S	
	4.95	16.79	11.84	6x6" CONC MON S/OF TEMP. BRIDGE
B.M.		5.41	11.18	2x2" HUB, 22' EAST OF S BY TARGET FOR PILE & 2x2"
		5.94	10.85	
		6.51	10.28	2x2" WEST OF &
		5.26	11.53	2x2" 100' EAST OF MON

4-1-19

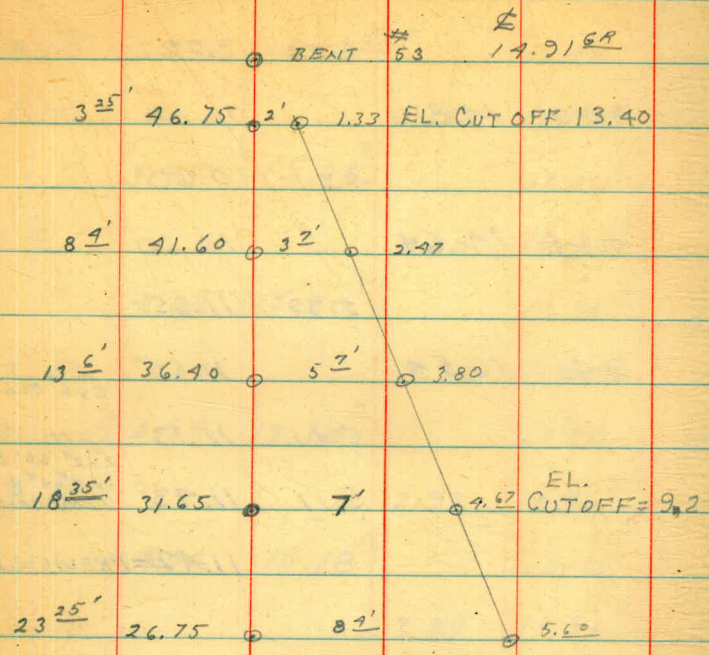
(78)

CHECK LEVELS FROM "COASTER" TO BRIDGE B.M.
U.S.C.F.G.S.
"A"

B.M	3.05	14.44	11.39	"A" COASTER
T.P		9.42	10.02	
	9.79	14.81	10.02	
T.P.		4.21	10.60	
	9.04	14.64	10.60	
T.P.		2.99	11.65	
	7.89	16.54	11.65	6x6" CONC MON
T.B.M		5.41	11.13	CONC MON 2x2" 60' EAST OF 4x4" E OF TEMP BRIDGE
		5.11	11.93	
			11.42	= PREVIOUS Pt.
			11.20	
			11.54	
			93	
			12	

.667

.06'



HUB

P.I. 2000' $\left\{ \begin{array}{l} L.V. T.M.K. \{ N 53^{\circ} 31' 42'' E \text{ To } L.V. T.M.K. \\ N 29^{\circ} 26' E \\ 30^{\circ} 05' 12'' \\ \text{M.F.S.T. T.W.R. } \{ 70^{\circ} 28' 41'' \end{array} \right.$

P.I. 800' To LV T.M.K. $S 64^{\circ} 05' 51'' W$ 895960
 To Tower $S 86^{\circ} 52' 35'' E$

26.75'
 31.65'
 36.90'
 41.60'
 46.75'

805516
 2926
 1103116

To 805516 TWR
 2926
 1493116
 1795960
 1193116
 702841

17

(37+00 To MAIN STONS
 END DIRT ROAD)

40 09 23
 39 29.83

0 79 40
 2060
 10000

352° 20'
 180°
 172° 20'

d by the
 =319.4ft.
 s 5° 10' =
 t.
 us slope
 With the
 e follow-
 59=.0041.
 ope dist-
 se=14 ft.,
 2.28 ft.
 N U. S. A.

580 00 02 E
 90
 70
 210 00 97.5
 179 37 60.6
 72-22-40
 63-33-33
 135-56-15
 44-03-45
 359 59 60
 210 08 03 155 348
 149 51 39
 28-57 45
 155-43-30
 25-58 179 57 19
 348 270
 179 59 60
 30 07 41
 149 52 79

MASTERS TWR. TO SOUTHWEST BRIDGE
 * @ NORTH END OF BRIDGE

① 27° 34'

② 55° 08' 00"

③ 165° 39' 00" = 27° 39' 00"

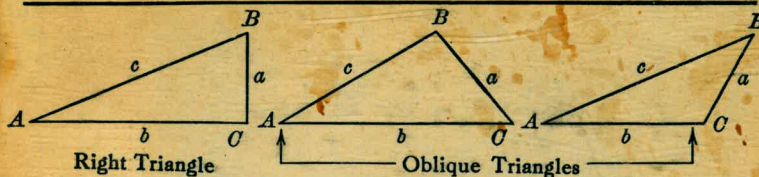
5
 668

179 59 60
 30 07 41
 149 52 79

22° 57'
 45° 55'
 137° 44'
 22° 57'

N58°32.50'E

TRIGONOMETRIC FORMULÆ



Solution of Right Triangles

For Angle A. $\sin = \frac{a}{c}$, $\cos = \frac{b}{c}$, $\tan = \frac{a}{b}$, $\cot = \frac{b}{a}$, $\sec = \frac{c}{a}$, $\text{cosec} = \frac{c}{b}$

Given	Required	Formula
a, b	A, B, c	$\tan A = \frac{a}{b} = \cot B$, $c = \sqrt{a^2 + b^2} = a \sqrt{1 + \frac{b^2}{a^2}}$
a, c	A, B, b	$\sin A = \frac{a}{c} = \cos B$, $b = \sqrt{(c+a)(c-a)} = c \sqrt{1 - \frac{a^2}{c^2}}$
A, a	B, b, c	$B = 90^\circ - A$, $b = a \cot A$, $c = \frac{a}{\sin A}$
A, b	B, a, c	$B = 90^\circ - A$, $a = b \tan A$, $c = \frac{b}{\cos A}$
A, c	B, a, b	$B = 90^\circ - A$, $a = c \sin A$, $b = c \cos A$

Solution of Oblique Triangles

Given	Required	Formula
A, B, a	b, c, C	$b = \frac{a \sin B}{\sin A}$, $C = 180^\circ - (A + B)$, $c = \frac{a \sin C}{\sin A}$
A, a, b	B, c, C	$\sin B = \frac{b \sin A}{a}$, $C = 180^\circ - (A + B)$, $c = \frac{a \sin C}{\sin A}$
a, b, C	A, B, c	$A + B = 180^\circ - C$, $\tan \frac{1}{2}(A - B) = \frac{(a - b) \tan \frac{1}{2}(A + B)}{a + b}$ $c = \frac{a \sin C}{\sin A}$
a, b, c	A, B, C	$s = \frac{a + b + c}{2}$, $\sin \frac{1}{2}A = \sqrt{\frac{(s - b)(s - c)}{bc}}$ $\sin \frac{1}{2}B = \sqrt{\frac{(s - a)(s - c)}{ac}}$, $C = 180^\circ - (A + B)$
a, b, c	Area	$s = \frac{a + b + c}{2}$, $\text{area} = \sqrt{s(s - a)(s - b)(s - c)}$
A, b, c	Area	$\text{area} = \frac{bc \sin A}{2}$
A, B, C, a	Area	$\text{area} = \frac{a^2 \sin B \sin C}{2 \sin A}$

REDUCTION TO HORIZONTAL



Horizontal distance = Slope distance multiplied by the cosine of the vertical angle. Thus: slope distance = 319.4 ft. Vert. angle = 5° 10'. From Table, Page IX. $\cos 5^\circ 10' = .9959$. Horizontal distance = $319.4 \times .9959 = 318.09$ ft. Horizontal distance also = Slope distance minus slope distance times (1 - cosine of vertical angle). With the same figures as in the preceding example, the following result is obtained. $\text{Cosine } 5^\circ 10' = .9959$. $1 - .9959 = .0041$. $319.4 \times .0041 = 1.31$. $319.4 - 1.31 = 318.09$ ft.

When the rise is known, the horizontal distance is approximately: -the slope distance less the square of the rise divided by twice the slope distance. Thus: rise = 14 ft., slope distance = 302.6 ft. Horizontal distance = $302.6 - \frac{14 \times 14}{2 \times 302.6} = 302.6 - 0.32 = 302.28$ ft.