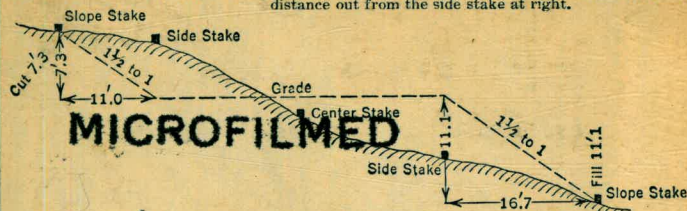


MISSION BAY

40

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
 Roadway of any Width. Side Slopes 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 # 40

B 1459

RESERVED FOR BRIDGE

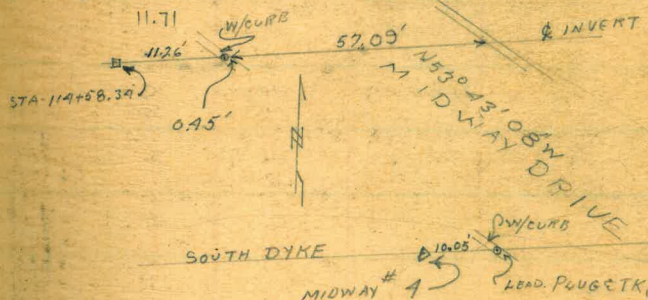
ACROSS FLOOD CONTROL CHANNEL

PROJECT # 33

5.3 4' 9" 00
 5 1' 43" 08"

252

E-1/2 27.99 W-1/2 29.66
 INSIDE CURB 27.88 29.21 INSIDE CURB
 2157.09
 11.26 TO PUGGETT 28.57



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

INDEX

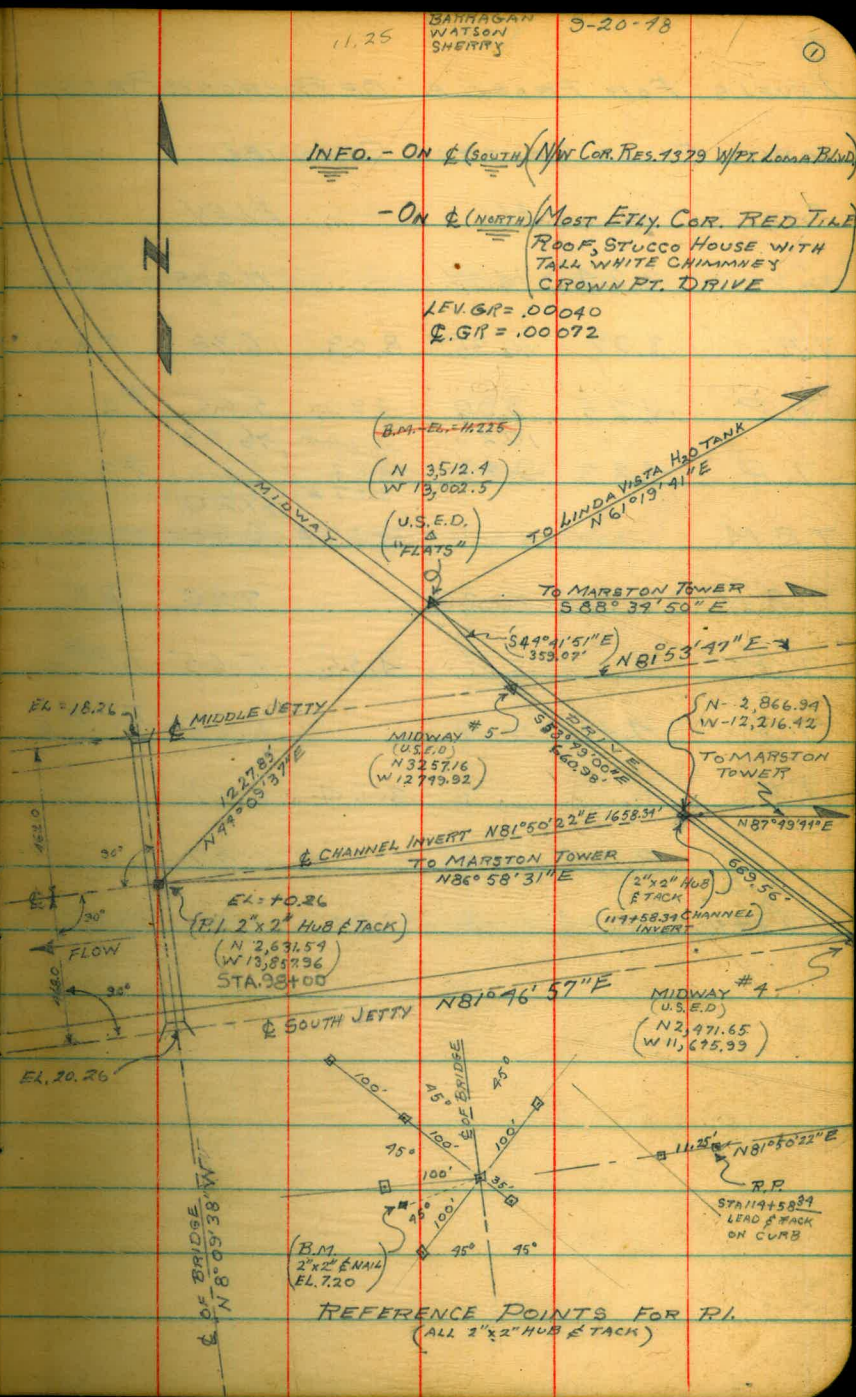
BOOK # 40

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LOCATION OF PROPOSED BRIDGE ACROSS FLOOD CONTROL

CHANNEL - PROJ. # 33

STATION	OBJECT	ANGLE	DIST
U.S.E.D. "FLATS"	MARSTON TOWER	① 47° 15' 30"	
(N-3,512.4 W-13,002.5)	P.I. & OF BRIDGE ↓ CHANNEL INVERT &	DEF. LEFT	② 94° 31' 00"
			1227.89
		AV. 47° 15' 30"	
U.S.E.D. "FLATS"	INT. LEFT	① 52° 19' 15"	
P.I. & OF BRIDGE ↓ CHANNEL INVERT &	To & OF BRIDGE	INT. LEFT	② 109° 38' 30"
		AV. 52° 19' 15"	
U.S.E.D. "FLATS"	MARSTON TOWER	① 132° 44' 27"	
(N-2,631.54 W-13,857.97)	P.I. & OF BRIDGE ↓ CHANNEL INVERT &	INT. RIGHT	② 265° 28' 54"
			1222.89
		AV. 132° 44' 27"	
MARSTON TOWER	INT. LEFT	① 35° 08' 09"	
P.I. & OF BRIDGE ↓ CHANNEL INVERT &	To & OF BRIDGE	INT. LEFT	② 190° 16' 18"
			1658.34
		AV. 35° 08' 09"	
U.S.E.D. "FLATS"	INT. RIGHT	① 37° 40' 45"	1658.34
P.I. & OF BRIDGE ↓ CHANNEL INVERT &	To & OF BRIDGE	INT. RIGHT	②
		AV. N 2,866.94 W 12,216.92	



4.17

9-21-48

(2)

LEVELS FOR PROFILE OF PROPOSED BRIDGE
ACROSS FLOOD CONTROL CHANNEL

PX

STA	+	H.I.	-	ELEV	
	3.24	14.97		11.225	U.S.E.D. Δ "FLATS" 6"x6" CONC. MON. (TOP OF BRASS CAP)
T.P.	3.97	10.35	8.09	6.38	#1
T.P.	4.25	9.90	4.70	5.65	#2
		10.26	4.70	76.03	
T.P.	4.23	9.43	4.23		#3
			3.87	7.20	
T.B.M.			3.07	6.36	2"x2" HUB } (2' E OF POST ON OLD FENCE LINE 80" APPROX. 75' S/W OF CENTER OF BRIDGE)
T.B.M.	3.00	10.20		7.20	"DO" DO
T.P.			4.55	5.65	T.P.#2
T.P.	4.46	10.11		5.65	T.P.#2
T.P.			3.64	6.97	
	8.28	14.75		6.97	
U.S.E.D. Δ FLATS			3.54	11.21	Δ "FLATS" 6"x6" CONC. MON. TOP BRASS CAP. EL. = 11.225

PROFILE ALONG ϕ OF PROPOSED BRIDGE ACROSS FLOOD CONTROL CHANNEL - PROJ #33

(P.I. OF BRIDGE ϕ & CHANNEL INVERT)

0+00 = P.I. OF BRIDGE ϕ AND CHANNEL INVERT ϕ

0+00 = STA-98+00 CHANNEL INVERT: SECT. AT 90° TO INVERT

STA + H.I. - ELEV.

PA

STA	+	H.I.	-	ELEV	STA	+	H.I.	-	ELEV
					S 1+70		9.43	6.9	+3.4
S-0+13		10.26 9.43	4.7	5.6	S 1+77		10.26	6.0	+4.3
S-0+30			4.8	5.5	S 1+81			4.6	+5.7
S-0+50			4.7	5.6	S 1+91			5.0	+5.3
S-0+65			5.3	^{H₂O} 5.0 4.1	S 2+00			6.7	+3.6
S-0+75			5.8	4.5 5.5	S 2+10			5.8	+4.5
0+00 = PT 65' SOUTH ON ϕ OF BRIDGE					S 2+21			4.7	+5.6
DIST	SOUND		DIST	SOUND	S 2+54			4.6	+5.7
0+20	2.6	+2.4	= STA-	S-0+85	S 2+90			4.4	+5.9
(5.0) 30	3.1	+1.9			S 3+23			4.3	+6.0
40	3.2	+1.8			S 3+83			4.5	+5.8
+50	3.3	+1.7			T.P			4.20	6.06
60	3.1	+1.9			S 3+80	4.85	9. 10.91		
(5.0) 70	3.0	+2.0			S 3+90			6.0	+4.9
80	2.9	+2.1			S 4+00			6.6	+4.3
90	3.0	+2.0			S 4+02			6.9	+4.0
(5.0) 1+00	2.8	+2.2	= STA, S 1+65		S 4+33			7.3	+3.6
					S 4+53				
					S 4+62				
					S 83			7.5	+3.1

PROFILE CONTINUED

(P.I. OF $\frac{1}{2}$ OF BRIDGE & CHANNEL INVERT) 9-21-98
 0+00 = STA. 28+00 CHANNEL INVERT

②

PT

PT

STA.	+	H.I.	-	ELEV
S-4+85				
405		10.91	7.6	+3.3
S-5+20			8.9	+2.0
140			9.9	+1.0
S-5+50			7.6	+3.3
170			4.7	+6.2
S-5+72			4.4	+6.5
192			4.9	+6.0
S-5+76				
196				
S-6+08				
228				
S-7+03				
323				

STA	+	H.I.	-	ELEV
T.B.M	3.05	10.25		7.20
		9.41		6.36
0+00		10.25	4.9	+5.3
		10.3		
N-0+25			5.0	+5.3
N 0+50			5.0	+5.3
N 0+90			5.1	+5.2
N 1+32			5.1	+5.2
N 1+65			4.9	+5.4
N 1+86			4.8	+5.5
N 2+24			5.2	+5.1
N 2+41			4.8	+5.5
N 2+50			5.0	+5.3
N 2+66			5.5	+4.8
N 2+72			6.2	+4.1
N 2+78			7.7	+2.6
N 2+84			6.6	+3.7
N 2+89			5.2	+5.1
N 2+96			4.6	+5.7
N 3+32			5.0	+5.3
N 3+77			5.0	+5.3

9-21-18

⑤

BRIDGE PROFILE CONTINUED

PT

Sta	+	HI	-	Elev
N. 4+15		9.41	1.7	+5.6
N. 4+66		10.25	4.7	+5.6
N. 5+10			4.6	+5.7
N. 5+62			4.9	+5.4

STA.	DEF. \angle	CHORD	STA.	DEF. \angle	CHORD
B.C.					
3+76.06	0				
4+00	0°45'43"				
4+25	1°33'28"				
4+50	2°21'13"				
4+75	3°08'58"				
5+00	3°56'43"				
5+25	4°49'28"				
5+50	5°32'13"				
5+75	6°19'58"				
6+00	7°07'43"				

VOID

VOID

P.I. CURVE "B"

B.C. CURVE "B"
STA-12+00.57

TO RADIUS CURVE "B"
1200'

E.C. CURVE "A"
STA-10+41.93

P.I. CURVE "A"

B.C. CURVE "A"
STA-3+76.06

WEST POINT LOMA BLVD.
S81°56'54"W

(SLY. LINE W.P.T. LOMA
& FAMOSA BLVD.)
STA-2+76.06

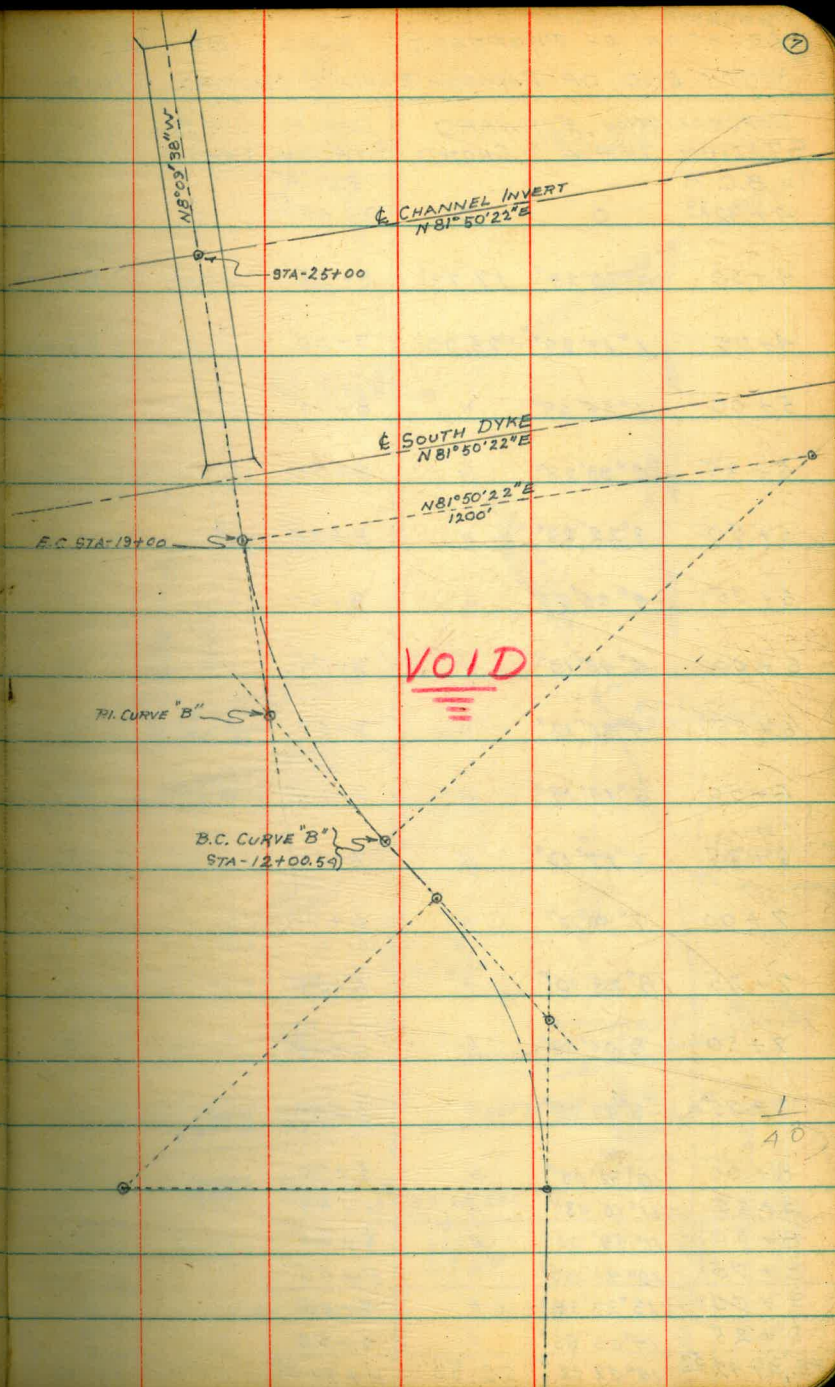
$\Delta = 12°23'27"$
 $R = 900.00'$
 $T = 349.00'$
 $L = 665.87'$

DEF. PER FT. = 1.90985933

E. FAMOSA BLVD. N0°50'E

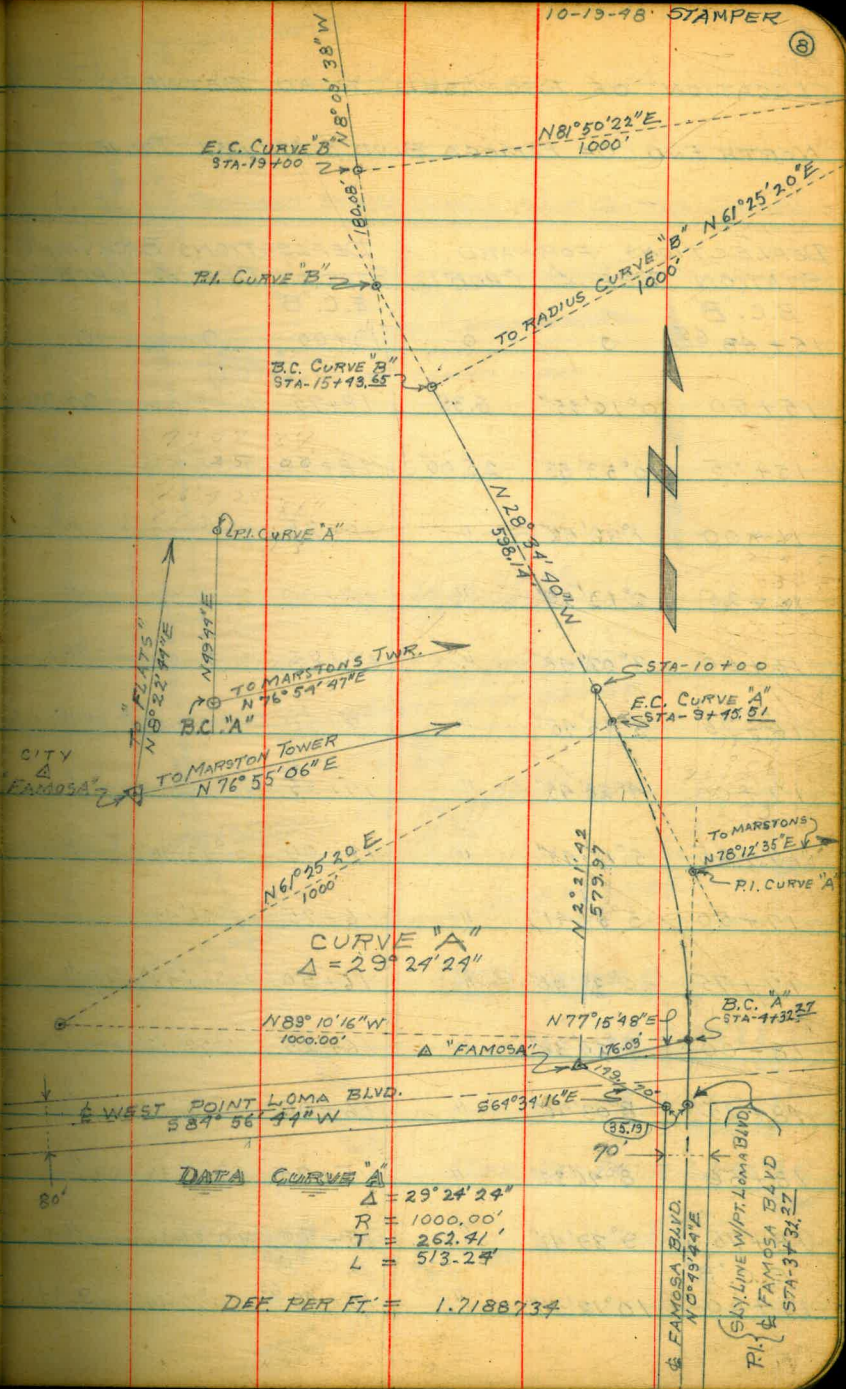
279.16
N81°52'22"E

1/30



LOCATION OF PROPOSED ROAD BETWEEN NORTH END OF FAMOSA BLVD. & MIDWAY DRIVE

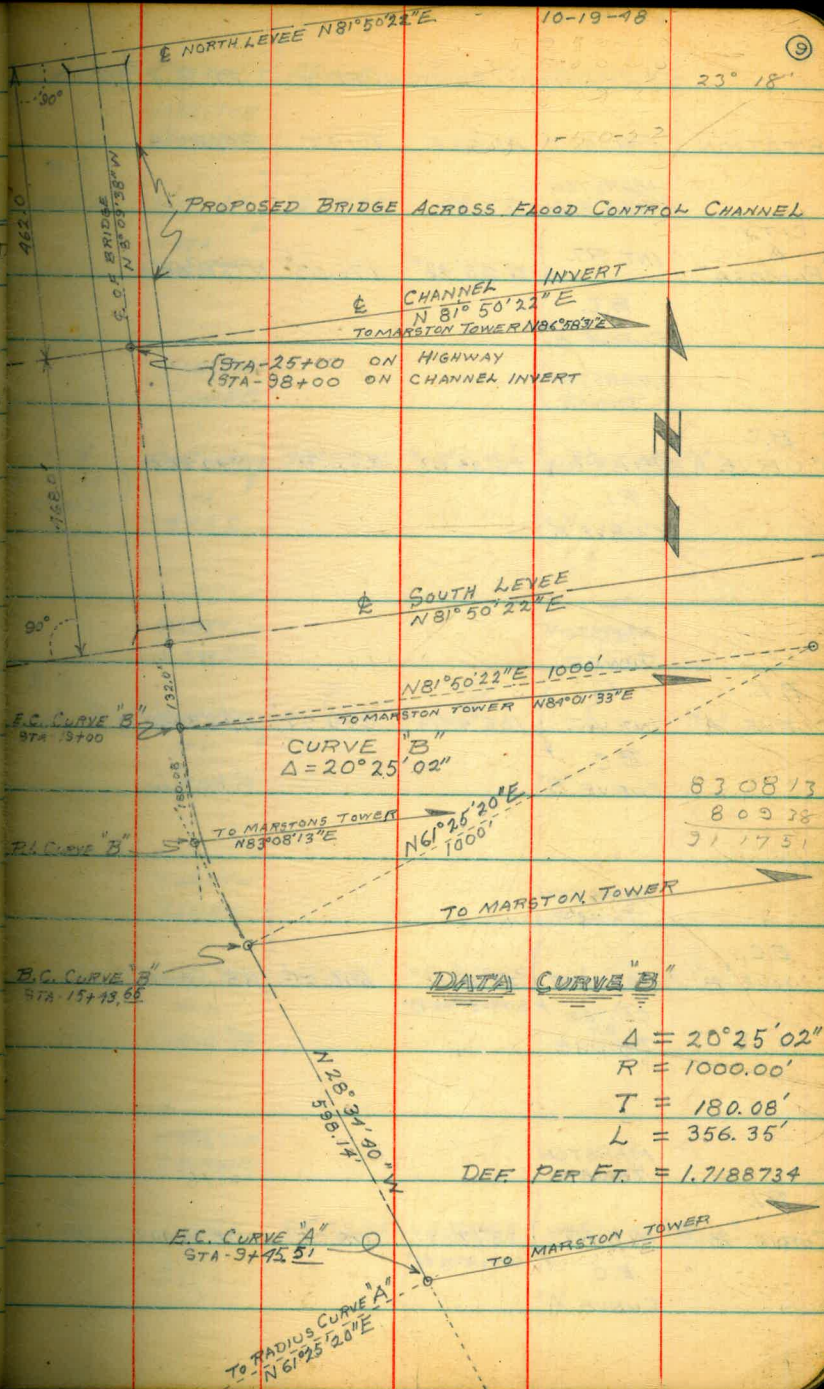
DEFLECTIONS FORWARD			DEFLECTIONS BACKWARD		
STATION	DEF \angle	CHORD	STATION	DEF \angle	CHORD
B.C. "A"			E.C. "A"		
4+32.27	0	0	9+45.51	0	0
4+50	0°30'29"	17.73'	9+25		20.51'
4+75	1°13'27"	25.00'	9+00		25.00'
5+00	1°56'25"	"	8+75		"
5+25	2°39'23"	"	8+50		"
5+50	3°22'22"	"	8+25		"
5+75	4°05'20"	"	8+00		"
6+00	4°48'13"	"	7+75		"
6+25	5°31'17"	"	7+50		"
6+50	6°14'15"	"	7+25		"
6+75	6°57'13"	"	7+00		"
7+00	7°40'12"	"	6+75		"
7+25	8°23'10"	"	6+50		"
7+50	9°06'08"	"	6+25		"
7+75	9°49'06"	"	6+00		"
8+00	10°32'05"	"	5+75		"
8+25	11°15'03"	"	5+50		"
8+50	11°58'01"	"	5+25		"
8+75	12°41'00"	"	5+00		"
9+00	13°23'58"	"	4+75		"
9+25	14°06'56"	"	4+50		"
E.C. 9+45.51	14°42'12"	20.51'	4+32.27		17.73'



DATA CURVE "A"
 $\Delta = 29^\circ 24' 24''$
 $R = 1000.00'$
 $T = 262.41'$
 $L = 573.24'$
 DEF. PER FT. = 1.7188734

LOCATION OF PROPOSED ROAD BETWEEN
NORTH END OF FAMOSA BLVD. & MIDWAY DRIVE

DEFLECTIONS FORWARD			DEFLECTIONS BACKWARD		
STATION	DEF	CHORD	STATION	DEF	CHORD
B.C. "B"			E.C. "B"		
15+43.65	0	0	19+00	0	0
15+50	0°10'55"	6.35	18+75	0°22'56"	25.00
15+75	0°53'53"	25.00	18+50	"	"
16+00	1°36'52"	"	18+25	"	"
16+25	2°19'50"	"	18+00	"	"
16+50	3°02'48"	"	17+75	"	"
16+75	3°45'46"	"	17+50	"	"
17+00	4°28'45"	"	17+25	"	"
17+25	5°11'43"	"	17+00	"	"
17+50	5°54'41"	"	16+75	"	"
17+75	6°37'40"	"	16+50	"	"
18+00	7°20'38"	"	16+25	"	"
18+25	8°03'36"	"	16+00	"	"
18+50	8°46'34"	"	15+75	"	"
18+75	9°29'33"	"	15+50	"	"
E.C. "B"	10°12'31"	"	B.C. "B"	15+43.65	9.34



(LOCATION CONTINUED)					PP 8 & 9	STATION	OBJECT	ANGLE	DIST	BEARING
	MARSTON TOWER					MARSTON TOWER				
CITY "FAMOSA"	MARSTON TOWER				B.C. CURVE "A"	INT. LT.		76°18'30"	42.72'	N0°23'43"W
	INT. RT.	0°20'42"	176.03'	N77°15'48"E	STA 4+95					
	B.C. CURVE "A"					MARSTON TOWER				
	(MARSTON TOWER)					MARSTON TOWER				
B.C. (CURVE "A")	INT. LT.	76°05'03"	262.41'	N0°49'41"E	STA 4+75	INT. LT.		79°27'35"	25.0'	N2°20'08"W
	(P.I. CURVE "A")				ET W VER 77°31'10"	STA 5+20				
	MARSTON TOWER					MARSTON TOWER				
P.I. CURVE "A"	INT. LT.	106°47'15"	860.55'	N28°34'40"W	B.C. CURVE "B"	INT. RT.		?	?	?
	B.C. CURVE "B"					P.I. CURVE "A"				
	MARSTON TOWER					MARSTON TOWER				
E.C. CURVE "B"	INT. LT.	92°11'11"	600.00'	N8°09'38"W	CENTER OF BRIDGE	INT. RT.		89°52'51"	780.08	N8°09'38"W
	CENTER OF BRIDGE	SUPP=87°48'40"				P.I. CURVE "B"				
	MARSTON TOWER					MARSTON TOWER				
P.I. CURVE "B"	INT. RT.	68°17'07"	778.22'	N28°34'40"W	A FAMOSA	INT. LT.		79°33'24"	579.97	N2°21'42"E
	E.C CURVE "A"	SUPP=111°42'53"				STA- 10+00				

78 12 35

26 34 40

106 47 15

106 47

PROFILE OF PROPOSED
ROAD & LOCATION PROJ. No. 33
LOCATED AT FAMOSA & + OF
W. PT. LOMA BLVD. THENCE NLY,
TO MIDWAY DRIVE.

10-22-48

(11)

PX

STA	+	H. I.	-	ELEV.	
B.M.				13.51	STRINGER TRIPLE NAIL IN N.W. COR. W. END R.R. BRIDGE
	0.34	13.85			ON ^{N.} SIDE W. PT. LOMA BLVD AT FAMOSA BLVD
3+71.5			3.2	10.6	& W. PT. LOMA BLVD
3+96.			4.3	9.5	N. EDGE W. PT. LOMA "
4+00			3.2	10.6	TOP RD. BERM
4+11			3.4	10.4	N. TOP SHOULDER
4+21			8.4	5.4	TOE "
4+31			9.0	4.8	
4+56			5.5	8.3	
4+64			1.9	11.9	S. EDGE DIKE TOP SHOULDER
4+77			1.8	12.0	N. " " " "
4+87			4.1	9.7	
5+00			8.1	5.7	TOE LEVEE
6+00			7.8	6.0	
7+00			7.6	6.2	

STA	H.I	ELEV
	10-22:48 1385	
8+00	7.7	6.1
8+50	8.7	5.1
8+85	8.3	5.5
8+90	10.5	3.3
9+05	10.4	3.4
9+25	11.9	1.9
EC. 9+47.59	11.9	1.9
9+68	11.0	2.8
9+73	7.3	6.5
10+00	6.6	7.2
11+00	5.3	8.5
12+00	5.7	8.1
12+60	6.4	7.4
12+65	7.3	6.5
12+68	9.2	4.6
13+00	9.0	4.8
13+60	8.3	5.5
13+70	7.3	6.5
14+00	7.4	6.4

TOP BANK

TOE

SLOUGH

TOE

TOP BANK

LOW MARSH

1100
1320
968
127

(12)

PX

10-22-48

(13)

STA + H.I. - ELEV

PT

13.85

STA	H.I.	ELEV
15+00	8.4	5.4
B.C. 15+40.66	8.1	5.7
16+00	8.0	5.8
17+00	7.9	5.9
18+00	7.8	6.0
EC. 19+00	7.5	6.3

10-22-48
TOPOGRAPHIC LOCATION
OF SLOUGH

STA	DIST	AZIM
1	420	42° 15'
2	338	47° 30'
3	260	53° 05'
4	192	63° 35'
5	133	79° 50'
6	100	116° 45'
7	129	154° 50'
8	208	165° 45'
9	330	170° 00'
10	334	170° 00'
11	413	169° 00'
12	493	168° 55'
13	561	169° 55'
14	602	170° 05'
15	642	171° 15'
16	657	168° 15'

10-22-48

STA	DIST	AZIM
17	666 666	165° 40'
18	666	164° 50'
19	652	161° 30'
20	604	163° 20'
21	510	160° 55'
22	400	161° 20'
23	291	159° 05'
24	190	147° 00'
25	135	114° 20'
26	197	80° 30'
27	280	62° 55'
28	383	53° 54° 25'
29	482	46° 40'
30	465	53° 55'
31	485	66° 30'
32	560	66° 30'
33	562	55° 45'
34	570	45° 30'
35	615	36° 45'
36	845	22° 45'

(74)
PX

SOUTH
BEND

15740.66
TO BC.

10-22-48
TOPOGRAPHIC LOC. CONT'D

STA	DIST	AZIM	
37	905	18° 00'	
38	926	11° 50'	LEAS
39	980	14° 30'	
40	1020	16° 35'	
41	1030	13° 50'	IN BENT X-SLOUCH
42	945	8° 40'	
43	915	359° 20'	
		0° 10'	
44	845	351° 00'	
45	834	343° 40'	
46	867	340° 45'	
47	970	339° 30'	
48	1030	338° 45'	
49	1125	336° 15'	
50	1043	333° 50'	X
51	995	335° 05'	
52	840	333° 00'	
53	780	338° 00'	
54	750	348° 00'	
55	755 ⁵⁵	353° 00'	

10-22-48

(15)

STA	DIST	AZIM
56	815	357° 30'
57	850	5° 05'
58	810	12° 50'
59	715	18° 45'
60	625	26° 50'
61	533	33° 10'
62	453	40° 00'

AZ = 351° 50' 22" TO STA 40+00

200	38° 55'
235	37° 37'
37	130° 53'
135'	190° 50'

10-22-98
ROAD PROFILE PROJ #33 CONTD

10-22-98

30+00
6+90
36+90

5.79 (16)
4.52
10.31

PX

STATION + H.I. - ELEV

T.B.M 3.30 10.50 7.20

2'x2' BY POST ALONG FENCE LINE APPROX. 80' S/W C. OF BRIDGE

T.P 4.71 5.79

500' N

4.52 $\frac{10.31}{9.23}$

36+90

31+00
(5.90)

5.1 5.2

31+90
(5.00)

4.9 5.4

32+45
(4.45)

4.7 5.6

32+70
(4.20)

5.1 5.2

33+30
(3.60)

5.1 5.2

33+90
(3.00)

5.2 5.1

34+85
(2.05)

5.0 5.3

35+45
(1.45)

5.5 4.8

35+96
(.94)

5.0 5.3

35+98
(.92)

7.7 2.6

36+02
(.88)

8.3 2.0

36+05
(.85)

7.6 2.7

36+08
(.82)

5.2 5.1

36+42
(.48)

5.1 5.2

TRIANGULATION OF & OF
INVERT FLOOD CONTROL

10-25-48

(18)

STA 98+00

T. STAMPER
C. BARRAGAN
A. SHERRY

STA	OBJ.	ANGLE	MEAN	VERNER
-----	------	-------	------	--------

VISIBILITY - FAIR

COOL & SLIGHT FOG

U.S.E.D.

& CHAN. INV. 98+00	MIDWAY #4	1.	73° 31' 00"	
	R 7	2.	147° 02' 00"	73° 30' 55" 0° 00' 00"
	CITY MON. FAMOSA	6.	44° 05' 30"	

CITY MON.

	FAMOSA	1.	50° 27' 00"	
U.S.E.D. MIDWAY #4	R 7	2.	100° 54' 10"	50° 27' 05" 0° 00' 00"
	& CHAN. INV. 98+00	6.	302° 42' 30"	

& CHAN. INV.

	98+00	1.	56° 02' 00"	
CITY MON. FAMOSA	R 7	2.	112° 04' 00"	56° 02' 06" 0° 00' 00"
	U.S.E.D. MIDWAY #4	6.	336° 12' 40"	

TOPO FEATURES OF AREA AROUND ABANDONED R.R. TRESTLE AT N/END OF FAMOSA BLVD

"FAMOSA" TO MARSTONS TOWER = 0°00'00"

STATION	+	H.I.	-	ELEV	ANGLE	REMARKS
	2.94	15.95		13.51		CLUSTER OF NAILS AT N/W END OF OLD R.R. TRESTLE (+13.512 (U.S.I.E.D))
140'			14.50	1.95	1°13'	FLOWLINE INVERT W/CULVERT
146'			14.98	1.97	0°39'	FLOWLINE INVERT E/CULVERT
212'		+4.45	8.98	3.02	33°23'	W/CUL / SOUTH SIDE W/PT LOMA BLVD
216'		+4.45	9.09	2.91	32°21'	E/CUL / " " " "
71'			4.91	11.54	36°35'	ELEV. MANHOLE AT NORTH END OF TRESTLE
77'			9.9	6.5	3°53'	CONDUIT LINE OVER COVERED SEWER CAT. CABLE (U.S.A.)
95			10.7	5.7	31°13'	T.P. TRUNK SEWERLINE W/END
166'			10.7	5.7	13°09'	" " " " E/END
287'			5.6	10.8	4°05'	TOP M.H. AT E/END OF TRESTLE
212'			9.9	6.5	2°10'	BOTTOM OF GUY WIRE OF GUY POLE
211'			5.7	10.7	3°23'	GUY POLE NLY SIDE W/PT LOMA BLVD
195'					10°17'	POWER POLE " " " "
8.5'					108°23'	" " " " " "

FAMOSA - 149

PX

TOPOGRAPHIC LOCATION OF SLOUGH CONTD.

K AT STA-19+00 : AZIM = 351° 50' 22" To STA-25+00

STA	DIST	AZIM	STA	DIST	AZIM
			V 18	418'	339° 27'
✓ ①	18'	351° 50'	V 19	395'	331° 49'
✓ 2	82'	321° 45'	L 20	425'	325° 53'
✓ 3	240'	329 49'	✓ 21	483'	310° 36'
✓ 4	322'	321° 57'	✓ 22	594'	298° 49'
✓ 5	395'	308° 02'			
✓ 6	495'	294° 27'			
✓ 7	585'	285° 43'			
L 8	815'	10° 30'			
L 9	703'	5° 15'			
L 10	492'	355° 27'			
✓ 11	505'	0° 14'			
L 12	410'	350° 14'			
✓ 13	341'	335° 51'			
✓ 14	213'	351° 50'			
✓ 15	97'	34° 50'			
✓ 16	190'	61° 04'			
✓ 17	480'	348° 10'			

A

N

(17-22)

(18-23)

(19-24)

SITUATION SURVEY OF MIDWAY DRIVE

STA	STATION	AZIM
10+00	B.S. MID. #4	306° 11'
TIE		95° 28' 30"
	✓ 9+08	292° 13'
	✓ 9+22	342° 05'
	9+51	310° 45'
	✓ 9+62	358° 22'
	✓ 9+75	18° 31'
	✓ 9+81	257° 40'
	✓ 9+96	33° 05'
	8/0	34° 50'
	✓ 10+11	189° 30'
	✓ 10+22	NASHVILLE ST.
	✓ 10+31	64° 55'
	✓ 10+37	83° 10'
	✓ 10+61	83° 10'
	✓ 10+63	81° 20'
	✓ 10+56	88° 55'
	✓ 10+62	
	✓ 10+70	
	✓ 10+70	92° 35'

 DWG# 2.4.186
 SOUTH OF FLOOD CHANNEL

1-31-48

(21)

REMARKS
53.25' TO COPPER DISK & NASHVILLE ST.
N/E EC OF DRIVE THDR.
P/P E/SIDE H.W
BUS STOP SIGN W/S
LMP POST E/S
N/W CUR STAND HT. DE.
N/SIDE THDR. ENTR.
S/W CUR HT. DE STAND
S/E " " " "
S/SIDE ENTR. THDR.
N/EDGE SIDEWALK 90° E/¢ (4' WIDE)
CURB/RET EC NASHVILLE ST. ↗
L7. POLE 2' E/¢
S/COR. ATN INSIDE NASHVILLE ↗
FIRE HYDR.
GATE VALVE
P. POLE 5' E/¢
S/EDGE SIDEWALK NASHVILLE 90° &
B/C CURB

1-31-49

(22)

STATION		AZIM	REMARKS
T-10+00	B.S. MIDWAY #4	306° 11'00"	
10+79		94° 20'	P.P.
↳ 10+90		65° 38'	N/W COR. HOUSE
✓ 11+10		70° 50'	S/W COR "
✓		62° 50'	N/E COR "
↳ 11+12		102° 40'	LT. POLE
↳ 11+22		76° 50'	N/W COR BHPD
↳ 11+31		78° 50'	S/W COR "
↳		75° 35'	N/E " "
✓ 11+29		82° 05'	N/W " BILL. BD.
↳ 11+46		98° 35'	S/E " "
↳		79° 31'	N/W COR HUT ↗
↳		81° 53'	S/W " " ↘
↳ 11+98		82° 32'	N/W COR BED BATH HSE
↳ 11+91		109 11°	BAIT & TYLE HSE COR
11+97			LT. POLE 1.5' E ♀
T-12+00			
↳ 11+64		22° 01'	N/W COR HSE
✓ 11+84		29° 50'	S/W " "
↳		10° 55'	N/W COR HUT ↗
↳		14° 35"	S/W " " ↘

1-31-49

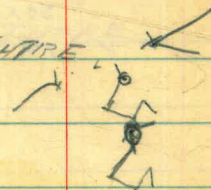
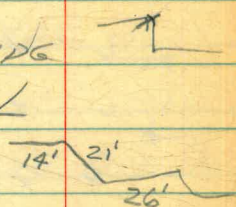
(23)

	STATION	AZIM	REMARK
A ✓ 12+00	12+21	51° 20	S/W COR BAIT HSE
✓	12+11	41° 43	N/E " LEAN TO BAIT HSE
✓	12+32	56° 32	N/W SUB. CFE
✓	12+32	52° 57	N/E " "
✓	12+46	79° 25	P.P
✓	12+62	87° 58'	LMP POST
✓	12+68	74° 33'	S/W COR SUB. CFE
✓	12+68	67° 01'	P.P
✓	13+09	83° 05'	N/W END FENCE
✓	13+11	66° 22'	N/E " "
✓	13+14	92° 35	N/W COR CHENILLE PDS.
✓	13+14	83° 18'	N/E " " "
✓	13+37	~~~~~	LMP POST 1.5 E/R
✓	13+4.5	98° 23	S/W COR CH. PDS
✓	13+46	~~~~~	P.P 5' E/R
✓	13+43		S/END THORE DRIVE ^{IN} 22' W/R ^{of} c/f
✓	13+ 52 46		" " " " 31' " " c/f

1-34-49

(24)

	STATION	AZIM	REMARKS
X ✓	14+00	306° 11' 00"	
✓	13+70	25° 25'	N/W COR GRN. SHED
✓	13+85	30° 28'	S/W " " "
✓	13+82	247° 18'	N/E COR THOR. SCR. BLDG.
✓	+89	30° 0'	S/END FENCE
✓	+92	33° 40'	S/E COR "
✓	+92	225° 25'	COR N/END THOR. SCR. BLDG
✓	14+04	210° 25'	N/COR SCR. THOR.
✓	14+11	189° 50'	COR. FENCE
✓	¹⁴ / ₁₅	52° 37'	P.P.
✓	14+19		✓ WTR. MTR. BOX 3' E/W
✓	14+72	79° 53'	N/W COR LMBR BLDG (ASTOR)
	14+78.18	121° 16'	LEAD F. TO W/CURB
✓		79° 42'	N/E COR LMBR BLDG (ASTOR)
✓	14+75	93° 04'	✓ WTR METER
✓	14+31	197° 25'	S/W COR. AT BRND. SCREEN THOR.
✓	+19	209° 50'	COR SCREEN & BLDG
✓	+22	202° 40'	" BLDG S/W
✓	+30	201° 25'	NOR FENCE TO BLDG
✓	44	195° 00'	S/E COR " " "



1-31-49

(23)

✓	19+42	195° 55'
✓	19+79	~~~~~
✓	19+83	~~~~~
✓	19+87	~~~~~
✓	19+89	95° 34'
✓	+93	86° 55'
✓	+89	140° 02'
✓	+97	~~~~~
✓	15+16	103° 15'
✓	15+13	~~~~~
✓	15+13	~~~~~
✓	15+24	~~~~~
✓	+44	~~~~~
✓	+77	ANGLE
	SEXT. @	120° 35'
✓	15+13	ANGLE FORWARD PT.
		120° 35' 566-460

INTER SECTION FENCE & BLDG.

ST. SIGN 3.5' E/L

P.P. 5' E/L

L.M.P. P.T. 1.5' E/L

GUY POLE # A

S/W COR "ASTOR" L.M.P. BLDG

INSIDE COR FENCE THREE

OUTSIDE " " " 8' W/L

P.P. (TEL)

N/END WING WALL 12' W/L

BOX IN FENCE 6' W/L

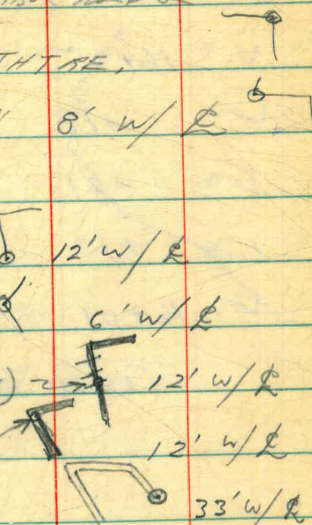
N/SIDE OPENING CULVERT (BOX) 12' W/L

ALSO FENCE (GUARD)

S/ " " 5' WING WALL 12' W/L

WING WALL & FILL

LINE // TO W/PT. LOMA SIDE THREE



CURB

K STA. 16+50

DIST	AZIM.	ROD	ELEV		DIST.	AZIM.	ROD	ELEV	M.H COVER
	(11.29) H.I. 20.30	+ 8.53	11.77	BM TOP HD WALL	20'	213° 10'	5.43		
✓ 173'	308° 27'	- 7.25		T 8' C U R B }	10'	298°	5.00		CURB
✓ 155'	308° 27'	7.05			6'	335° 25'	5.10		"
✓ 147'	307° 45'	6.93			20'	122° 55'	4.88		" B.C.
✓ 120'	305° 40'	6.75			30'	134° 00'	4.70		"
✓ 103'	301° 54'	6.67			47'	149° 23'	4.63		"
✓ 86'	297° 45'	6.51			46'	150° 30'			LIGHT STAND
✓ 68'	292° 40'	6.29			40'	171° 30'	4.70		CURB E.C.
✓ 52'	287° 45'	6.05			37'	170° 20'			" P.P.
✓ 40'	274° 05'	5.74			42'	192° 36'	4.59		" CURB E.C.
✓ 40'	251° 09'	5.49			42'	176° 40'	4.55		3' R
✓ 52'	238°	5.13		50'	25° 42'	5.80		10" P.P.	
✓ 68'	236° 30'	4.80		51'	29° 50'	6.15		WATER METER	
✓ 92'	242° 25'	4.59		120'	74° 25'			SIGN	
✓ 108'	246° 20'	4.69		126'	72° 55'			SIGN	
✓ 183'	250° 15'	5.18		160'	82°	5.60		14" P.P.	
✓ 40'	200° 25'	4.55		128'	113° 45'	4.56	15.74	W.P.L + Mid. W.	
✓ 22'	201° 15'	4.69		80'	98° 25'	5.05	15.25	Mid	
				55'	335° 35'	6.25	14.05	Mid	

CON'T. 1-31-99

(27)

DIST.

AZIM.

ROD

ELEV

H.I. = 20.30

M.H

COVER

20'

213° 10'

5.43

10'

298°

5.00

CURB

6'

335° 25'

5.10

"

20'

122° 55'

4.88

" B.C.

30'

134° 00'

4.70

"

47'

149° 23'

4.63

"

46'

150° 30'

LIGHT
STAND

40'

171° 30'

4.70

CURB
E.C.

37'

170° 20'

" P.P.

42'

192° 36'

4.59

" CURB
E.C.

42'

176° 40'

4.55

3' R

50'

25° 42'

5.80

10"
P.P.

51'

29° 50'

6.15

WATER
METER

120'

74° 25'

SIGN

126'

72° 55'

SIGN

160'

82°

5.60

14"
P.P.

128'

113° 45'

4.56

W.P.L
+ Mid. W.

80'

98° 25'

5.05

Mid

55'

335° 35'

6.25

Mid

END OF
CURB16"
P.P.14
P.P.

CURB

"

1-31-49

DIST.	AZIM.	ROD	Elev	
180'	314° 50'	7.60	12.70	℄ MIDW.
261'	312° 10'	7.95	12.05	"
✓ 186'	321° 05'	7.30		N END CURB
✓ 92'	337° 15'	6.48		CURB
✓ 49'	27° 10'	5.90		S END CURB
64'	✓ 68° 45'	5.88		E EDGE M.d.W.
105'	84° 40'	5.41		"
165'	87° 45'	5.30		"
74'	143° 50'	4.50	15.80	℄ W.P.L.
84'	211° 40'	4.75	15.55	"
154'	236° 45'	4.75	15.55	"
199'	242° 45'	4.70	15.60	"
171'	249° 15'	5.35		N. EDGE W.P.L.
130'	246° 45'	5.27		"

FLOW OF SLOUGH FROM TOP HD. WALL -6.30 5.47

	STATION	AZIMUTH
	T 9+00	
	TIE	337° 43'
✓	8+83	~~~~~
✓	8+83	~~~~~
✓	8+86	~~~~~
✓	8+80	~~~~~
✓	8+85	27° 02'
✓	+73	16° 40'
✓	+51	10° 30'
✓	+38	344° 42'
✓	+39	~~~~~
✓	+37	~~~~~
✓	26	268° 27'
✓	26	277° 45'
✓	16	280° 15' ?
✓	16	289° 05'
✓	24	~~~~~
✓	12	354° 02'
✓	08	334° 18'
✓	7+99	343° 00'

2-1-49
REMARKS

(29)

52.08' TO LEAD E TO & OLLIE ST.

16' W OF & B/C THIRE AT OLLIE ST.

80' N/END FENCE OR S/END THIRE WALL

2' E/E LIGHT POLE

5'0" E/E PWR. POLE (8")

S/W END ADU. SIGN

CENTER " " AT BRK

N/W END " "

P/P

✓ 39' 4" W/T. WATER MTR

4' E/T. ST. SIGN POST

S/W COR. GARAGE ATTACHED TO HOUSE

S/E " " " "

INSIDE COR GAR & HSE

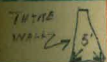
5' E/E S/E COR HSE

✓ 5' E/E WTR MTR.

S/E COR SIGN (ADU.)

LIGHT POLE

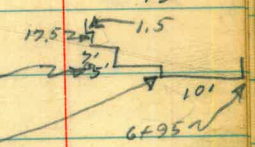
N/W COR SIGN



2-1-49

(30)

	STATION	AZIM	REMARKS
π-9+00			
L	7+96	299° 32'	S/E COR. JOG IN HSE
V	+85	295° 38'	N/E COR HSE
V	+72	337° 25'	E/SIDE MDWY S/W COR HSE FENCE 4' EITHER SIDE
V	+72	347° 18'	S/E " " " " " "
V	+42	332° 20'	N/W COR " " " "
V	+38	322° 28'	P/P
V	37		E/Q 2' LET. POLE
V		348° 55'	S/E END FENCE ALONG HSE
π 7+00	+42	58° 30'	N/E COR HOUSE FRONT OF LOT
V	+40	55° 55'	N/W COR HOUSE IN BACK 78'5"
V	+40	53° 10'	N/E " " " "
V	+40	50° 45'	N/W " " FAR REAR
V	+40	49° 05'	N/E " " " "
V	+14	5' EAST	✓ WATER METER
V	+26.5	169° 02'	JOG IN HSE WALLS PRODUCED
V	+28		TO EXTRAN S/EDGE HSE
V	+05		20.5' W &
V	+97	33° 40'	CHAIN LINK FENCE BOATWORKS S/W COR
V	+90		5' E/Q P.P



2-1-49

(31)

REMARKS

STA	AZIM
7+00	
6+85	251° 12
+85	233° 50'
+87	—————
+87	251° 12
+61	358° 05'
+57	280° 05'
+57	67° 25'
+57	18° 55'
+47	288° 70
+57	251° 12
+35	—————
+35	—————
+17	349° 25
—————	—————
15	295° 10

L 6+85

L +85

L +87

L +87

L +61

L +57

L +57

L +57

+47

L +57

L +35

L +35

L +17

L ———

L 15

AZIM

251° 12

233° 50'

251° 12

358° 05'

280° 05'

67° 25'

18° 55'

288° 70

251° 12

—————

349° 25

295° 10

S/E COR HSE HOOVER'S MKT

S/W " " " "

✓ WTR MTR 5' E/CL

✓ WTR MTR 5' E/CL

LGT. POLE " "

HOOVER'S MKT. N/E COR

S/W COR BT. WKS.

S/E " " "

S/E " NINA'S CAFE

S/E COR HOOVER'S MKT. ✓

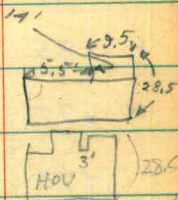
5' E/CL WTR MTR. (5 MTRS) ✓

P.P. E/

N/W COR BT. WKS

✓ WTR MTR.

N/E COR NINA'S CAFE



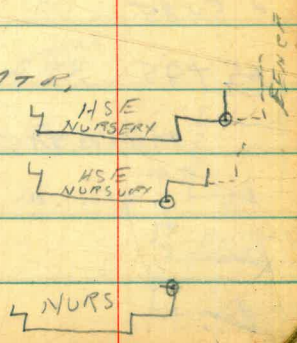
6' W of P.P.

2-1-49

53²

(32)

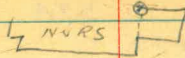
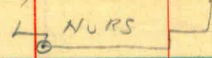
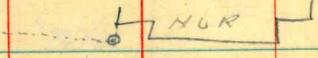
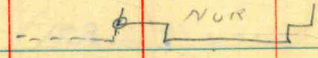
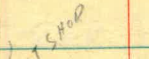




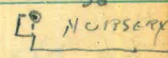
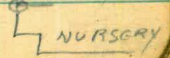
STA	AZIM	
X-5+00		
✓	92° 26'	N/W COR. BT. WMS
✓	76° 25'	N/E COR. " "
✓ 6+14	91° 12'	S/W COR. HOUSE (PORCH)
✓ 5+87	—	L.T. POLE 2' E/R
✓ +85	82° 39'	N/W COR. HSE
✓ +77	95° 08'	S/W COR. FENCE
✓ +70	—	P.P. 5' E/R
✓ +59	144° 13'	S/E COR. SIGN (ADU.)
✓ +60	92 57	S/W COR. PLUMBING & REAL ESTATE OFF.
✓ +36 +40	167° 42	N/W COR. ADU. SIGN, FENCE N
✓ +37 ⁵	61° 20	N/W COR. PLB. & R.E. EST. &
✓ +39 24	71° 28	P.P. E/MDWY
✓ +40 63	63° 20 20	N/W COR. HOUSE PLB. & R.E. EST.
✓ +12	50° 00	L.T. POLE
✓ A+93	23° 55'	✓ 5' E/R WTR. MTR.
✓ 76	23° 55	EXT/
✓ 66	X18° 27	
✓ 50	25° 02	P.P. 5' E/R
✓	25° 02'	



STA	AZIM
N-5+00 ✓	20° 40
✓ 4+36	—
✓ +35	05° 12
✓ +29	02° 45'
✓ +29	04° 10'
✓ +14	333° 20'
✓ 3+87	349° 25
✓ +93	295° 23
✓ +93	283° 03
✓ +66	344° 40
✓ +62	325° 55'
✓ +5.4 65	342° 42'
✓ +34	339° 10
N3+00 ✓ 5+85	160° 42
✓ 5+85	98° 22
✓ 5+85	93° 05
STADIA DIST = 188'	50° 55'
✓ " " 188'	50 55
✓	83 50
✓	82° 25'
✓	82° 25

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(33)

NURS 
 LT. POLE 2' - E/R
 N/W COR 
 COR FENCE 
 COR HSE 
 P.P. 
 S/W COR PET SHOP 
 E/END ADV SEN
 W/ " " "
 N/W COR PET SHOP
 LT. POLE
 S/W COR FENCE CO
 N/W " " "
 S/W " HSE BEHIND HSEN/PT WKS
 N/W " " " "
 N/E COR 1' E/OE L'PT. 
 S/W " SHED BEHIND PT. SHOP 
 N/E " " " " " 
 NURSERY 
 NURSERY 

	STA	AZIM
∇ 3+00		
L	STADIA - 153'	42° 35'
L	" 255'	47° 45'
L	" 163'	19° 00'
L	" 117'	12° 25'
L	" 89	5° 20'
L		51° 00'
L		53° 40'
L	" 105'	66° 45'
L	" 97'	56° 40'
L	3+66	61° 00'
L	2+86	
L	+39	285° 13'
L	+39	269° 08'
L	+22	
	STADIA - 109'	320° 53'
✓	2+11	335° 00'
L	1+36	
L	1+28	
L	0+63	
L	0+00	

2-1-49

GAS PUMP
 GATE CHAIN LINK FENCE
 FENCE COR. " "
 " " 1 1/2 W " "
 " " (RAIL) WOODEN
 N/E COR FENCE CO (BLDG)
 S/W COR " " 4 FENCE
 N/W " " " 4 FENCE
 N/E COR. PET SHOP
 LT. POLE 2' E/E
 N/E END ADJ. SIGN
 S/W " " " "
 WTR MTR (3) 4' E/E
 LEAD & TR. ^{5%} ~~MDWY~~ ~~CONCRETE~~
 LT. POLE
 LT. POLE 2' E/E
 SPEED SIGN. 4' " "
 LT. POLE E/MDWY
 INSIDE CURB AT BOTTOM 7.5' E/E



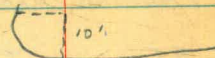
STATION

AZIM

CAM

2-1-99

(35)

CURBS
AT NEWARK

π-2+00

27° 15' 00"

27.78 TO LEAD FROM TR & MDWY, ^{PI CAMPAUS} Newark

2+49

} OPEN

BANK IN CURB E/SIDE

2+80

} CLOSED

" " " E/SIDE

3+13.5

} OPEN

" " " E/SIDE

3+58

} CLOSED

" " " "

4+59

} OPEN

" " " "

5+09

DIST TO CURB

7.4' INSIDE AT BOTTOM W/SIDE

7+00

" "

7.36 " " " "

9+00

" "

7.7 " " " "

11+00

" "

7.3 " " " "

13+00

" "

7.25 " " " "

15+93

" "

7.0' W/CR

π
4+00

B.S. TO MIDWAY # 7 306° 11'

LOCATION OF MODER HOUSE

3+02

347° 20'

S/W COR.

2+89.8

340° 45'

JOG IN HSE.

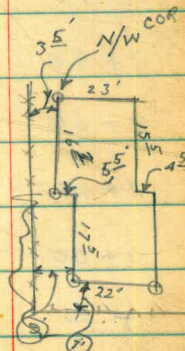
2+69

337° 15'

N/W COR.

353° 45'

S/E COR.



2-1-49

(36)

PROFILE ALONG & MIDWAY DRIVE

STA	+	H.T.	-	ELEV	
0+00	"MIDWAY #4	U.S.P. Δ			
B.M.	5.46	17.23		11.77	IN WING WALL CULVERT UNDER MIDWAY.
14+00			4.77	12.46	TRIPLE CULV. HD. WALL W. SIDE MIDWAY APPROX
13+00			5.30	11.93	
12+00			5.90	11.33	
11+00			6.45	10.78	
10+00			6.72	10.51	
9+00			6.82	10.41	
T.P.			6.26	10.97	HOB 9+00 TOP
	4.75	15.72	4.95		
7+00					
8+00			5.32	10.40	
6+00			5.22	10.50	
5+00			5.25	10.47	
4+00			5.38	10.34	
3+00			5.60	10.12	
2+00			6.00	9.72	
1+00			5.90	9.82	
0+00			5.68	10.04	
T.P.	5.93	16.76	4.89	10.83	
B.M.			5.00	11.76	

PROPERTY SURVEY ALONG
MIDWAY DRIVE & P.L. CORNERS

STA	OBJ.	ANGLE	VERNIER	MEAN
	N. COR			
	P.L. 244	1. 60° 48' 15"		
MID #4	RT. ↓	2. 121° 37' 00"	0° 00' 00"	60° 48' 30"
15+00		6. 364° 51' 00"		
	MIDWAY NO #4	1. 90° 08' 00"		
5+35.76	RT. ↓ N. COR, P.L. 244.	2. 180° 16' 30" 360 6. 180° 50' 45" 540°		90° 08' 27"
	MIDWAY #4 RT. ↓	1. 91' 53"		
5+35.76	LEAD E TX E. MIDWAY DRIVE W/ COR PL. 244	2. 183° 45' 00"		91° 52' 30" 27.32

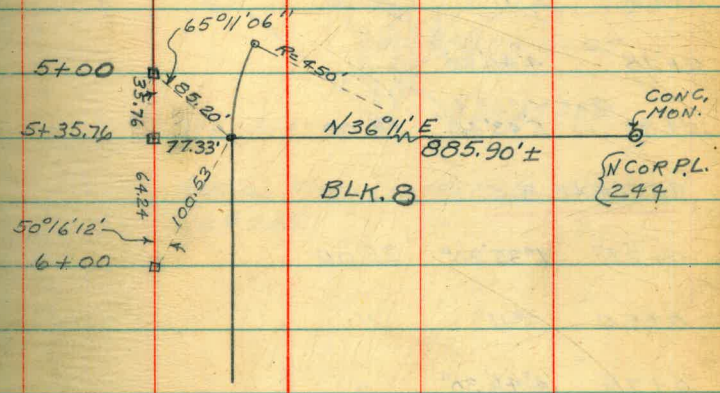
2-8-99

(37)

3/4" I.P. MIDWAY #4 = STA 0+00
SITUATION SURVEY

15.80	70 05 30	179° 58' 30"	180° 10' 30"
36.0			
54.0			
130			
95			
125			
27			
50			
25			
75			
59			

NOTE: SEE PG. 38



60-98-15

X-SECTIONS OF MIDWAY DRIVE - OLLIE ST.

STA-8+00

To E of South Levee; - 0+00 = "Midway" #4

STA	+	H.I.	-	ELEV		H.I.	-	ELEV
		16.10		11.0				
				10.85				
T.B.M	5.13	16.10		10.97	9+00			10.85
				10.34	10.97			10.25
				9.85	10.97			10.90
				9.60	10.97			10.10
				9.5	10.97			10.71
				9.9	10.97			10.1
				10.35	10.97			9.2
				10.35	10.97			8.9
				10.05	10.97			8.8
				10.70	10.97			
				9.4	10.97			
				9.6	10.97			
				9.5	10.97			
				9.5	10.97			

2-14-49

STA- 7+50

STA	+	H.I.	-	ELEV
R		16.10	5.1	11.0
W/EST	25'		5.6	10.5
W	46 ⁵ 50'		5.4	10.7
W	50'		6.6	9.5
W	75'		6.8	9.3
E/AST WEST	100'		7.0	9.1
E/AST	7'		5.29	10.81
E	7.2'		5.8	10.3
E	27'		5.69	10.71
E	47'		6.00	10.10
E	47'		5.30	10.80
E	77'		5.17	10.93
T.P.			5.30	10.80

BUILDING

2-14-49

40

7+00

STA	+	H.I.	-	ELEV
T.P.	5.40	16.20		10.80
R			5.2	11.0
WEST	21'		5.15	11.05
E/AST	4'		5.2	11.0
E	7'		5.9	10.3
E	27'		5.82	10.38
E	47'		6.09	10.11
E	47'		5.45	10.75
E	25'		5.6	10.6
E	90'		5.9	10.3
E	98'		7.3	8.9
E	125'		6.7	9.5
E	150'		6.9	9.3
			5.40	10.80

TOP DRIVEWAY
RAMP

GUTTER

STA	+	H.I.	-	ELEV
T.P	4.88	15.68 ²		10.80
¢			5.2	10.5
W/EST				
25'			4.9	10.8
W/				
50'			5.4	10.3
W/				
75'			6.2	9.5
W/				
100'			6.6	9.1
E/EST				
7'			5.45	10.23
E/				
27'			5.25	10.43
E/				
47'			5.51	10.17
E/				
47'			4.90	10.78
E/				
77 ¹ / ₂ '			4.82	10.86
T.P				

STA - 6+00 2-19-49 (41)

STA	+	H.I.	-	ELEV
T.P	5.05	15.85 ²		10.80
¢			5.47	10.38
W/EST				
25'			5.47	10.38
W/				
50'			5.8	10.1
W/				
75'			6.3	9.6
W/				
85'			6.5	9.1
E/				
5'			5.3	10.6
E/				
7 ¹ / ₂ '			5.55	10.30
E/				
27'			5.39	10.46
E/				
47'			5.61	10.24
E/				
47'			5.02	10.83
E/				
79'			4.9	11.0

GUTTER

GUTTER

14.85
7.1
8.7

5750

5700

7-15-19

42

STA	+	H.I.	-	ELEV
Q		<u>9</u>		
WEST		15.85	4.5	11.4
W	5'		4.5	11.4
W	12'		7.2	8.7
W	25'		7.4	8.5
W	50'		6.9	9.0
W	75'		7.2	8.7
E/AST	100'		7.1	8.8
E	7'		4.93	10.92
E	7'		5.55	10.30
E	27		5.39	10.46
E	47		5.70	10.15
E	47		5.0	10.9
E	78 ⁵		5.3	10.6
T.P.			4.96	10.89

HOUSE

STA	+	H.I.	-	ELEV
T.P.		<u>1</u>		
Q		5.49	16.38	10.89
WEST				
W	3'		5.2	11.2
W	11'		5.1	11.3
W	25'		7.1	9.3
W	25'		7.7	8.7
W	40'		7.7	8.7
W	50'		8.5	7.9
W	75'		8.1	8.3
W	100'		7.7	8.7
EAST	7'		5.51	10.87
E	5'		6.10	10.28
E	27'		5.91	10.47
E	47'		6.11	10.27
E	75'		6.5	9.9
E	100'		6.9	10.0
E	125'		6.5	9.9
E	150'		6.9	9.5

10.89
5.49
16.38

2-15-19

(43)

4+50

STA- 4+00

STA	+	H.I.	-	ELEV
±		16.38	5.4	
WEST		16.38	5.5	11.0
	5'		5.8	
W			6.1	10.6
	8'		7.0	9.9
W			7.3	9.1
	25'		7.4	9.0
W			8.0	8.9
	75'		7.6	8.8
E/AST			5.65	10.93
E	7'		6.22	10.16
E	7'		5.90	10.98
E	27'		6.27	10.11
E	47'		5.25	11.13
E	47'		6.3	10.1
E	75'		6.4	10.0
E	100'		6.1	10.0
E	102'			

STA	+	H.I.	-	ELEV
±		16.38	5.4	11.0
WEST			5.4	11.0
	3'		7.7	8.7
W			7.9	8.5
	25'		7.7	8.7
W			8.1	8.3
	75'		8.9	7.5
E/AST			5.70	10.68
E	7'		6.30	10.08
E	7'		6.02	10.36
E	27'		5.32	10.06
E	47'		5.72	10.66
E	47'		6.3	10.1
E	75'		6.5	9.9
E	100'		6.6	9.8
E	102'		5.87	10.51
	T.P.			

STA-3+50

STA	T	H.I.	-	ELEV
T.P	5.29	15.80		10.51
±			5.05	10.75
W/EST				
11'			6.0	9.8
W/				
25'			6.2	9.6
W/				
50'			7.9	7.9
W/				
75'			7.8	8.0
W/				
100'			8.4	7.7
E/AST				
7'			5.27	10.53
E/				
7'			5.88	9.92
E/				
27'			5.55	10.25
E/				
47'			5.84	9.96
E/				
75'			5.8	10.0
E/				
87'			6.0	9.8

2-15-49

(44)

STA-3+00

STA	T	H.I.	-	ELEV
±		15.80	5.1	10.7
W/EST				
3'			5.2	10.6
W/				
9'			6.8	9.0
W/				
25'			6.5	9.2
W/				
50'			6.7	9.1
W/				
75'			7.7	8.1
W/				
100'			8.7	7.1
E/AST				
7'			5.40	10.70
E/				
7'			5.97	9.83
E/				
27'			5.68	10.12
E/				
47'			6.02	9.78
E/				
47'			5.42	10.38
E/				
75'			6.3	9.5
E/				
T.B.M			5.33	10.97
T.P	1.90	16.25	4.45	11.35
			5.30	10.95

± (JOINT)
 IN LINE WITH
 WATER METERS
 @ 100 YDS

11.35
 9.90
 1.25
 TOP NUB STA-
 3+00

STA - 2+50

STA	+	H.I.	-	ELEV
T.B.M	5.30	15.77 ⁸		10.47
℄			5.2	10.6
WEST				
1'			5.3	10.5
W			6.3	9.5
8'			6.7	9.1
W			7.3	8.5
25'			8.0	7.8
W			8.3	7.5
50'			5.33	10.44
25			5.90	9.87
W			5.70	10.0.7
75'			5.95	9.8.2
W			5.31	10.4.6
100'			6.9	8.9
E/AST			7.5	8.3
7'			7.5	8.3
E			7.3	8.5
7'				
E				
27'				
E				
47'				
E				
47'				
E				
75'				
E				
100'				
E				
125'				
E				
150'				

7.4

STA - 2+00

STA	+	H.I.	-	ELEV
℄		15.77 ⁸	6.0	9.8
WEST				
25'			7.7	8.1
W			7.3	8.5
50'			7.1	8.4
W			8.7	7.1
75'			5.90	9.87
W			5.98	9.79
100'			6.35	9.42
E/AST			5.55	10.22
7'			5.9	9.9
E			7.3	8.5
27'			7.7	8.1
E			8.4	7.4
47'			8.4	7.4
E			8.4	7.4
60'			8.4	7.4
E			8.4	7.4
66'			8.4	7.4
E			8.4	7.4
75'			8.4	7.4
E			8.4	7.4
100'			8.4	7.4
E			8.4	7.4
125'			8.4	7.4
E			8.4	7.4
150'			8.3	7.5

STA- 1+50

1+00

STA	T	H.I.	-	ELEV
±		$\frac{8}{15.77}$	5.4	10.4
WEST				
W	5'		5.8	10.0
W	17'		7.3	8.5
W	25'		7.6	8.2
W	50'		7.6	8.2
W	75		7.9	8.4
E/AST	100'		8.2	7.6
E/	7'		5.60	10.17
E/	7'		6.19	9.58
E/	27'		5.93	9.84
E/	47'		6.28	9.49
E/	47'		5.60	10.17
E/	57'		6.0	9.8
E/	62'		7.7	8.1
E/	75'		7.7	8.1
E/	100'		8.5	7.3
E/	125'		8.5	7.3
E/	150'		8.5	7.3

STA	T	H.I.	-	ELEV
±		$\frac{8}{15.77}$	5.3	10.5
WEST				
W	10'		5.4	10.4
W	21'		6.5	9.3
W	25'		8.0	7.8
W	50'		7.8	8.0
W	75'		7.8	8.0
E/AST	100'		7.9	7.9
E/	7'		5.48	10.29
E/	7'		6.11	9.66
E/	27'		5.90	9.87
E/	47'		6.22	9.48
E/	47'		5.59	10.18
E/	59'		5.8	10.0
E/	63'		8.2	7.6
E/	75'		8.5	7.3
E/	100'		8.7	7.1
E/	125'		8.8	7.2
E/	150'		8.8 8.5	7.3

STA - 0+50

STA - 0+00

STA	T	H.I.	-	ELEV
		$\frac{8}{15.77}$		
WEST				
7'			5.2	10.6
W			5.0	10.8
12'			4.9	10.9
W			7.2	8.6
19'			7.2	8.6
W			8.3	7.5
25'			8.2	7.6
W			7.9	7.9
50			5.39	10.38
W			6.00	9.77
75'			5.80	9.97
W			6.19	9.58
100'			5.56	10.21
EAST			6.1	9.7
7'			8.4	7.4
E			8.4	7.4
7'			8.3	7.5
E			8.4	7.4
27'			8.3	7.5
E			8.2	7.6
47'			8.1	7.7
E				
47'				
E				
47'				
E				
59' ¹²				
72' ¹⁷				
64'				
75'				
100'				
125'				
150'				

STA	T	H.I.	-	ELEV
		$\frac{8}{15.77}$		
WEST				
4'			5.0	10.8
W			5.1	10.7
12'			8.0	7.8
W			8.7	7.5
25'			8.3	7.5
W			8.2	7.6
50'			8.1	7.7
W				
75'			5.23	10.54
W			5.85	9.92
100'			5.68	10.09
EAST			6.07	9.68
7'			5.49	10.28
E			5.8	10.0
7'			8.3	7.5
E			8.1	7.4
27'			8.0	7.8
E			8.2	7.6
47'				
E				
47'				
E				
56' ⁹				
61' ¹¹				
100'				
125'				
170'				

SEE PAGE 52

PROFILE ALONG ϕ OF VENTURA BLVD. (REVISED)
(LOCATION)

STA	+ H.I.	- ELEV	STA	+ H.I.	- ELEV
B.M.	4.36	16.20	46+50	16.20	4.2 12.0
^{HUB S/END} BRAIDS # 29 39+23		11.84	T.P.	4.33	16.85
		5.66	47+00		4.4 12.5
39+35		5.1	47+50		4.4 12.5
39+60		4.5	48+00		5.0 11.9
40+00		4.4	48+50		4.9 12.0
40+50		4.4	49+00		5.0 11.9
41+00		4.4	49+50		4.8 12.1
41+17		4.4	50+00		4.5 12.4
41+20		4.8	50+50		4.0 12.9
41+50		4.9	EC 50+80.28		4.1 12.8
42+00		4.9	51+00		4.2 12.9
42+50		4.4	52+00		4.6 12.3
43+00		4.4	53+00		4.5 12.4
B.C. 43+57.02		4.2	T.P.	4.28	17.77
44+00		4.4	54+00		4.7 13.1
B.C.		4.3	55+00		5.0 12.8
44+50		4.3	56+00		5.0 12.8
45+00		4.1	57+00		5.0 12.8
45+50		3.7	58+00		5.0 12.8

WINDY
CLEAR
COOLSTAMPER
BARRAGAN
SHERRY

2-21-49

PA 48

CONC. MAN
S/END BRIDGE

T.P. DATA

T.P. DATA

PROFILE

2-21-93

PX

STA	+	H.I.	-	ELEV
59+00		17.77 ^B	5.2	12.6
T.P.	3.80	16.96	1.61	13.16
60+00			4.0	13.0
T.B.M.			4.71	12.25
B.M.			5.78	11.18
B.M.	5.14	16.32		11.18
T.P.	6.21	16.58	5.95	10.37
T.P.	4.38	15.95	5.01	11.57
				11.22
			4.76	11.19
				.03

T.P. LATH
59+00
TIP OF 2x2 CONTROL POINT
6.5' N OF B.M.
14' WEST CURB (TOP)

U.S.F.P. EAST
CLOSURE

ORIGINAL X-SECTIONS OF MIDWAY DRIVE (19)
" U.S.F.P. #5
NORTH OF MIDDLE JETTY 0+00 = MIDWAY #5
STA - 0+00

STA	+	H.I.	-	ELEV	U.S.F.P. Δ "FLATS"
B.M.	4.40	15.62		11.22	
			5.1	11.5	11.18
					5.19
			9.8	5.8	16.32
					5.95
			9.9	5.9	10.37
					6.21
			10.0	5.6	16.58
					5.01
			10.1	5.5	11.57
					9.38
			10.1	5.5	11.22
					11.19
					10.37
					TOP W/CURB
			4.98	10.64	
					GUTTER W/CURB
			5.58	10.04	
			5.19	10.93	
					GUTTER E/CURB
			5.41	10.21	
					TOP CURB EAST
			4.85	10.77	
			4.9	10.7	
			9.2	6.4	
			9.0	6.6	
			9.5	6.1	
			10.3	5.3	
			11.7	3.9	
			12.0	3.6	
T.P.	4.91	10.71			

WEST
10'
13'
40'
80'
100'
EAST
10'
10'
10'
30'
50'
50'
65'
67'
100'
130'
138'
145'
150'

SW DOWELL ON DOWELL LAMPPOST

STA - 0 + 50

CLEAR
COOL
LIGHT WIND

BARRAGAN
SHERRY

2-29-49

(50)

STA - 1 + 00

STA	+	H.I.	-	ELEV
T.B.M.	4.67	15.38		10.71 ±0+25
℄			7.8	
W/EST	2'		7.8	
W/	11'		9.3	
W/	30'		10.0	
W/	75'		9.8	
W/	130'		10.2	
E/AST				
E/	10'		9.67	
E/	10'		5.28	
E/	30'		7.88	
E/	50'		5.10	
E/	50'		4.99	
E/	60'		4.9	
E/	70'		9.6	
E/	90'		10.7	
E/	120'		10.8	
E/	135'		11.3	

STA	+	H.I.	-	ELEV
T.B.M.	5.04	15.75		10.71 ±0+25
℄			4.9	
W/EST	2'		4.9	
W/	12'		10.0	
W/	70'		10.0	
W/	100'		10.1	
E/AST	10		4.84	TOP CURB
E/	10'		5.44	GUTTER
E/	30'		5.02	
E/	50'		5.29	
E/	50'		4.68	
E/	60'		5.3	
E/	67'		11.0	
E/	73'		10.9	
E/	73'		9.9	
E/	90		9.5	
E/	99		11.4	
E/	98		12.7	
E/	102		11.8	
E/	107		9.6	
E/	150		9.1	

STA-1+50

STA-2+00

2-29-49

51

STA	+	H.I.	-	ELEV		STA	+	H.I.	-	ELEV	
T.B.M	5.07	15.78		10.71	S/W DOWELL O.A.D. LAMP T POST	T.B.M	5.04			10.93	ON WEST CURB
E/AST	15 ⁰					W/EST					
E/	180'		9.3			100			10.0		
E/	100'		9.8			70'			10.0		
E/	100'		12.0			35'			10.3		
E/	97'		12.5			19'			10.4		
E/	91'		11.5			2'			4.9		
E/	91'		9.7			Ø			4.9		
E/	86'		9.2			102			4.95		
E/	70'		9.7			102			5.04		
E/	60'		4.7			30'			5.60		
E/	50'		4.76			50'			5.23		
E/	50'		5.32			50'			5.60		
E/	30'		5.20			50'			4.93		
E/	10'		5.56			60			5.2		
E/	10 ⁰		5.25			65			10.2		
Ø			5.1			86'			10.0		
W/EST	2'		5.1			90'			13.0		
W/	12'		9.7			95			12.3		
W/	60'		10.0			100			12.3		
W/	100'		10.1			100			9.8		
T.B.M.			4.85	10.93		130			9.5		
					ON WEST CURB	160			9.5		

LOCATION OF CURVE AT SOUTH APPROACH OF
TEMPORARY BRIDGE VENTURA BLVD.

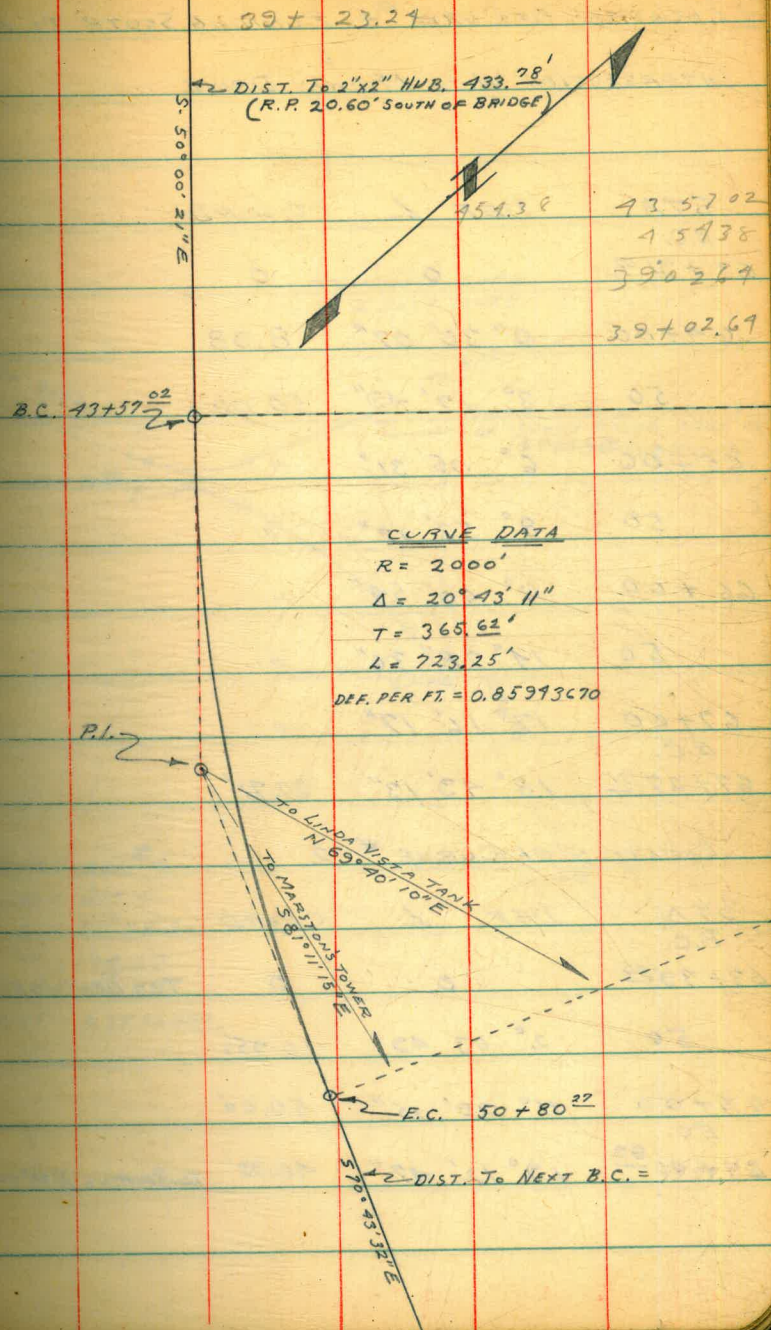
1+00 = EASTERLY EDGE OF MISSION BLVD. AT VENTURA.

STA	DEF ANGLE	CHORD
B.C. 43+57 ⁰²	0	0
44+00	0° 36' 56"	42.98'
+50	1° 19' 55"	50.0'
45+00	2° 02' 53"	"
50	2° 45' 51"	"
46+00	3° 28' 49"	"
50	4° 11' 48"	"
47+00	4° 54' 46"	"
50	5° 37' 44"	"
48+00	6° 20' 43"	"
50	7° 03' 41"	"
49+00	7° 46' 40"	"
50	8° 29' 38"	"
50+00	9° 12' 36"	"
50	9° 55' 34"	"
E.C. 50+80 ²²	10° 21' 35"	30.27'

PROFILE ON PAGE 48

1. STAMPER 2-21-49
BARRAGAN
SHERRY

(52)

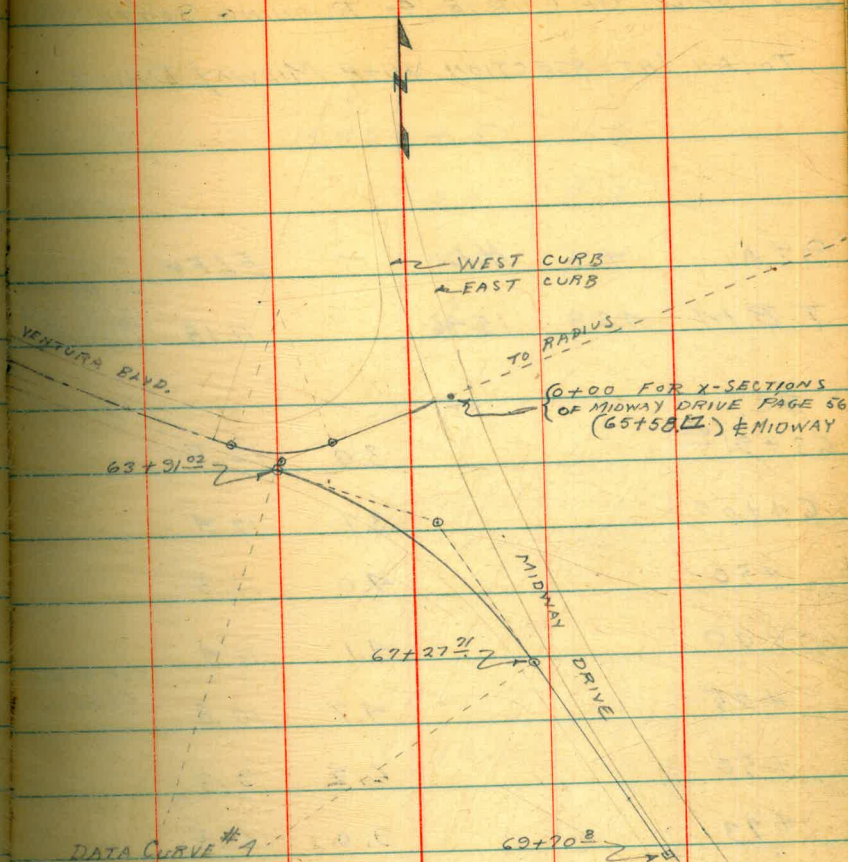


LOCATION OF CURVE #4 RUNNING SOUTH TO AN
INTERSECTION WITH MIDWAY DRIVE

STA	DEF	L	CHORD
B.C.			
63+91. ⁰²	0	0	
64+00	0° 30' 07"	8.98	
50	3° 17' 49"	50.00	
65+00	6° 05' 31"	"	
50	8° 53' 12"	"	
66+00	11° 40' 54"	"	
50	14° 28' 36"	"	
67+00	17° 16' 17"	"	
E.C.			
67+27. ⁷¹	18° 49' 13"	27.71'	

LOCATION OF CURVE #2

STA	DEF	L	CHORD
B.C.			
63+39. ⁰⁵	0	0	TAN BEARING N70°43'31"E
50	2° 03' 49"	10.95'	
64+00	11° 29' 15"	50.00'	
E.C.			
64+40. ⁹⁹	19° 12' 47"	40.99'	TAN BEARING N70°50'51"E



DATA CURVE #4

$$\begin{aligned}
 R &= 512.5 \\
 \Delta &= 37^\circ 38' 26'' \\
 T &= 179.67 \\
 L &= 336.69 \\
 \text{DEF PER FT} &= 3.35389931
 \end{aligned}$$

PROFILE OF CURVE #4 RUNNING SOUTH
TO AN INTERSECTION WITH MIDWAY DRIVE

STA	+	H.I.	-	ELEV
		15.46		11.0
				11.1
				11.1
				11.1
T.B.M	4.28	15.46		11.18
B.C.				
63+91 ⁰²			3.0	12.5
64+00			3.1	12.4
+50			4.0	11.5
65+00			4.1	11.4
+25			4.7	10.8
+50			6.2	9.3
+73			9.0	6.5
66+00			9.4	6.1
+50			9.8	5.7
67+00			10.3	5.2
E.C.				
67+27 ⁷¹			8.3	7.2
+50			6.9	8.6
+75			5.7	9.8
68+00			4.7	10.8

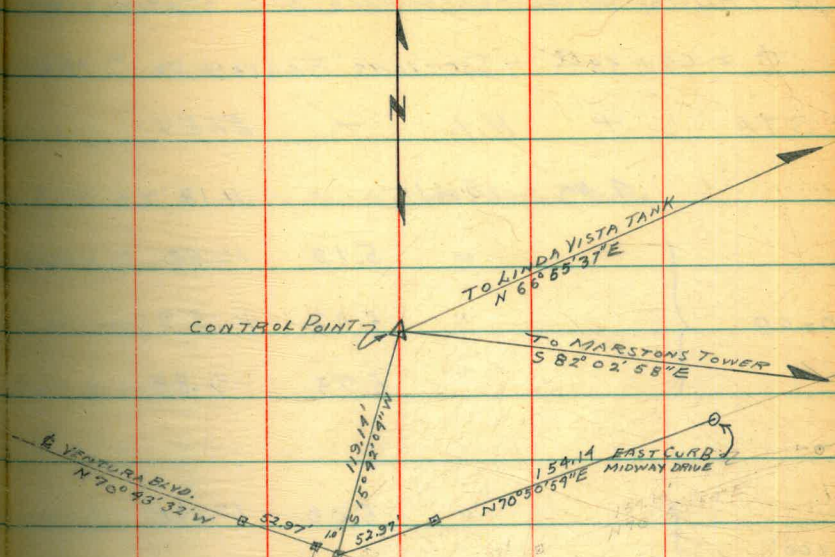
0.5' N OF BAK
IN WEST CURVE
BY
LAND POST 1925

TOP OF BAK
IN FILL

STA	+	H.I.	-	ELEV
68+50		15.46	4.5	11.0
69+00			4.4	11.1
69+50			4.4	11.1
69+70 ⁰²			4.4	11.1

LOCATION OF P.I. CURVE #2 FROM CONTROL POINT

STA	OBJECT	ANGLE	DIST
CONTROL PT.	MARSTON'S TOWER RT. P.I. #2 OF CURVE #2	97° 45' 02"	119.14'
CONTROL PT.	LINDA VISTA H ₂ O TANK LT. P.I. #2 OF CURVE #2	128° 48' 27"	119.14'
P.I. #2	MARSTON'S TOWER DEF. RT. B.C. CURVE #2 63+39 ⁰⁵	11° 52' 10"	52.97' = TAN
P.I. #2	MARSTON'S TOWER LT. E.C. CURVE #2 64+40 ³³	26° 33' 24"	52.97' = TAN



X-SECTIONS OF MIDWAY DRIVE NORTH AND SOUTH OF E AT INTERSECTION - VENTURA BLVD.

E MIDWAY DRIVE - (SEE PAGE 53) STATION AT INTERSECTION OF WEST CURB MIDWAY DRIVE E —

E = 65+58.12 - SECTIONS RADIAL TO MIDWAY CURVE -

STA	+	H.I.	-	ELEV	
	9.43	15.61		11.18	B.M. 0.5' NORTH OF BRK IN CURB LMR POST # 4574
0+00	}	"	5.12	10.99	WEST GUTTER
		"	5.02	10.59	E MIDWAY
		"	5.73	9.88	EAST GUTTER
100' NORTH	}	"	5.00	10.61	WEST GUTTER
		"	4.96	10.65	E MIDWAY
		"	5.75	9.86	EAST GUTTER
200' NORTH	}	"	5.00	10.61	WEST GUTTER
		"	4.83	10.78	E MIDWAY
		"	5.68	9.93	EAST GUTTER
300' NORTH	}	"	4.97	10.64	WEST GUTTER
		"	4.75	10.86	E MIDWAY
		"	5.50	10.11	EAST GUTTER

X-SECTIONS MIDWAY DRIVE

STA	+	H.I.	-	ELEV	
365' NORTH		15.61	5.10	10.51	WEST GUTTER
		"	4.79	10.82	¢ MIDWAY
		"	5.59	10.02	EAST GUTTER

SECTIONS SOUTH OF ¢ STA.

100' SOUTH		"	5.10	10.51	WEST GUTTER
		"	5.17	10.99	¢ MIDWAY
		"	5.87	9.74	EAST GUTTER
200' SOUTH		"	5.11	10.50	WEST GUTTER
		"	5.18	10.93	¢ MIDWAY
		"	5.93	9.68	EAST GUTTER
300' SOUTH		"	5.21	10.90	WEST GUTTER
		"	5.29	10.32	¢ MIDWAY
		15.61	6.10	9.51	EAST GUTTER
T.P.		15.61	4.55	11.06	

X-SECTIONS MIDWAY DRIVE

3-8-49

58

STA	+	H.L.	-	ELEV	
T.P.	4.66	15.72		11.06	
400'SOUTH		15.72	5.38	10.34	WEST GUTTER
		"	5.47	10.25	& MIDWAY
		"	6.30	9.92	EAST GUTTER
500'SOUTH		"	5.38	10.34	WEST GUTTER
		"	5.48	10.24	& MIDWAY
		"	6.21	9.51	EAST GUTTER
600'SOUTH		"	5.30	10.92	WEST GUTTER
		"	5.30	10.92	& MIDWAY
		15.72	6.11	9.61	EAST GUTTER
T.P.		1.69	11.03		
T.P.	4.65	15.68		11.03	
700'SOUTH		"	5.12	10.56	WEST GUTTER
		"	5.19	10.49	& MIDWAY
		"	5.88	9.80	EAST GUTTER

15.95
 - 4.76
 11.19

X-SECTIONS. MIDWAY DRIVE

3-8-99

(59)

STA	+	H.I.	-	ELEV
		15.68		
800' SOUTH		"	5.11	10.57
		"	5.18	10.50
		"	5.89	9.79
500' SOUTH		"	5.05	10.63
		"	5.00	10.68
		"	5.80	9.88
T.P.			4.76	10.92
	5.38	16.30		10.92
B.M.				11.18 = B.M.
ON W/CURB			5.13	11.17

WEST GUTTER
 & MIDWAY
 EAST GUTTER
 WEST GUTTER
 & MIDWAY
 EAST GUTTER
 2.5' NORTH OF D.K. IN CURB BY L.M.P.B.S.T # 4579

ORIGINAL X-SECTIONS OF VENTURA BLVD.

STA-39+23.21

DIST	+	H.I. 9	-	ELEV
B.M.	5.04	16.88		11.84
¢			6.30	10.58
EAST 7'			6.4	10.5
E/ 8'			8.3	8.6
E/ 20			10.0	6.9
E/ 50'			12.3	4.6
W/EST 22 ⁵			6.2	10.7
W/ 40'			5.8	11.1
W/ 42'			5.5	11.4
W/ 50'			5.5	11.4
25			6.3	

BARRAGAN SHERRY 3-8-49

(60)

STA-39+50

STA	+	H.I.	-	ELEV
¢		9 16.88		6.0 10.9
WEST 25'				6.3 10.6
WEST 50'				6.4 10.5
WEST 11'				5.6 11.3
WEST 25'				5.2 11.7
WEST 29'				5.2 11.7
WEST 50'				5.2 11.7

STA-40+00

STA	+	H.I.	-	ELEV
¢		2 16.88		4.8 12.1
EAST 25'				5.2 11.7
WEST 50'				5.1 11.8
WEST 25'				4.8 12.1
WEST 50'				5.1 11.8

STA-40+50

STA	+	H.I.	-	ELEV
⊕		16.88	5.1	11.8
E/AST	25'		5.3	11.6
E/	50'		5.4	11.5
W/EST	25'		5.0	11.9
W/	50'		5.1	11.8

STA-41+00

STA	+	H.I.	-	ELEV
⊕		16.88	5.1	11.8
E/AST	25'		5.9	11.5
E/	35'		5.2	11.7
E/	39'		5.7	11.2
E/	50'		5.7	11.2
W/EST	25'		5.4	11.5
W/	50'		5.4	11.5

STA-41+50

STA	+	H.I.	-	ELEV
⊕		16.88	5.6	11.3
E/AST	25'		5.9	11.0
E/	50'		5.7	11.2
W/EST	25'		5.8	11.1
W/	20'		5.3	11.6
W/	50'		5.7	11.5

STA-42+00

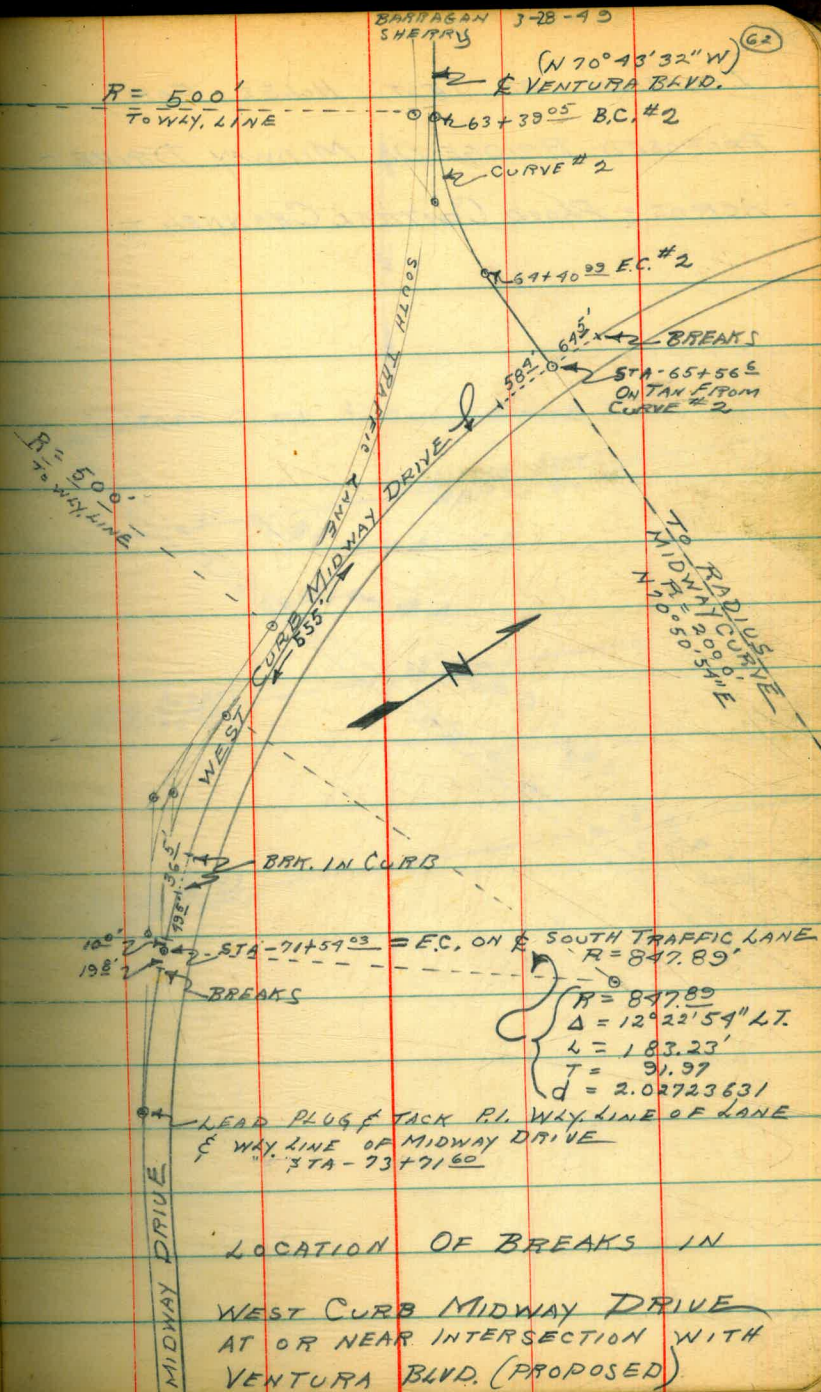
STA	+	H.I.	-	ELEV
⊕		16.88	5.6	11.3
E/AST	25'		5.6	11.3
E/	50'		5.7	11.2
W/EST	25'		5.5	11.4
W/	50'		5.7	11.2

STA-42+50

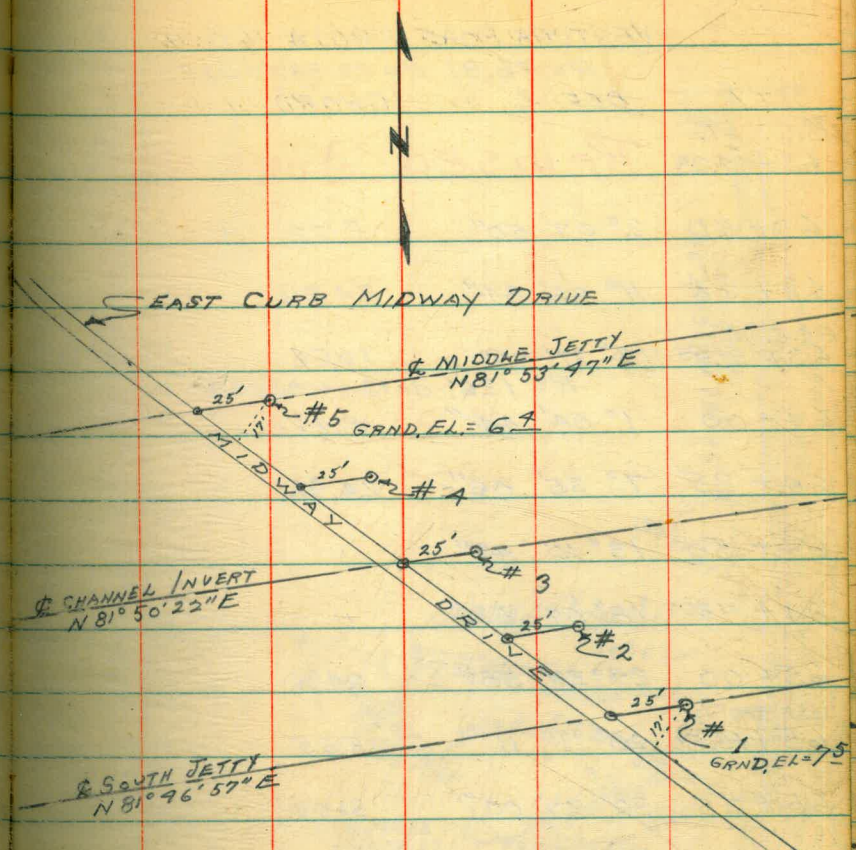
STA	+	H.I.	-	ELEV
⊕		16.88	5.1	11.8
E/AST	25'		5.0	11.9
E/	50'		5.2	11.7
WEST	25'		5.4	11.5
W/	50'		5.3	11.6

STA-43+00

STA	+	H.I.	-	ELEV
⊕		16.88	5.4	11.5
E/AST	25'		5.6	11.3
E/	50'		5.4	11.5
WEST	25'		5.6	11.3
W/	50'		5.3	11.6



LOCATION OF TEST HOLES FOR
PROPOSED BRIDGE ON MIDWAY DRIVE -
- ACROSS FLOOD CONTROL CHANNEL -



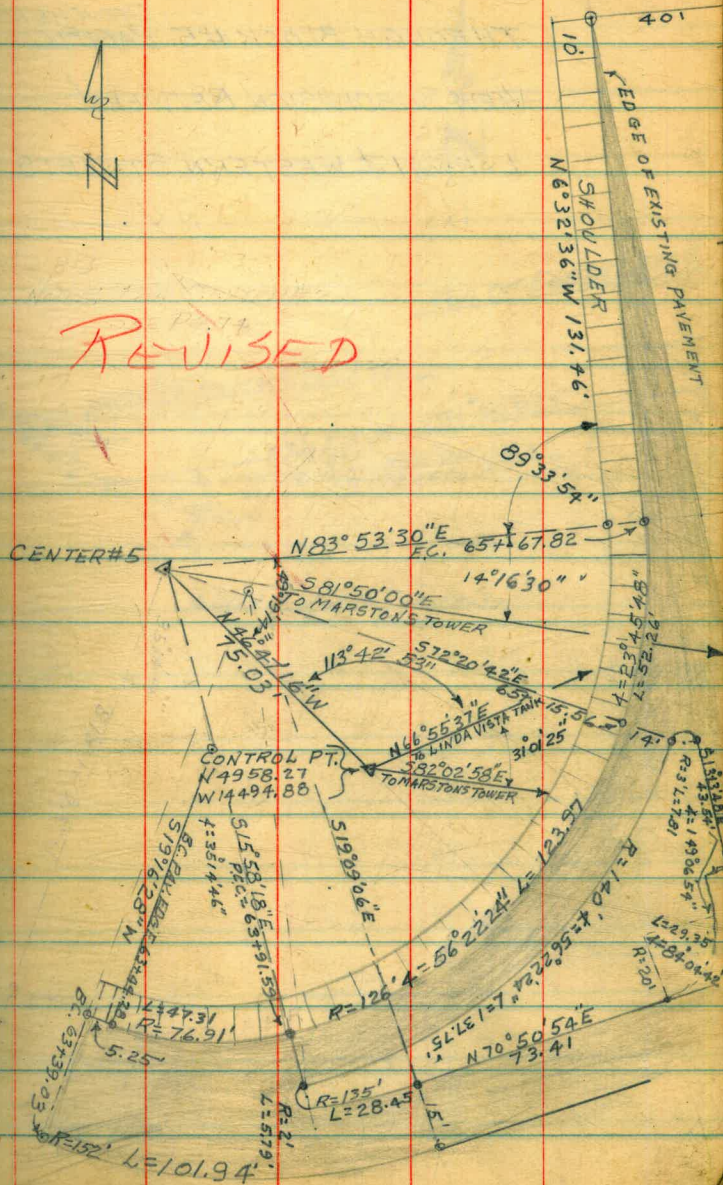
NLY. EDGE OF PAVING
CURVE DATA CURVE # 5

APRIL 1, 1949 T.A.S.

69

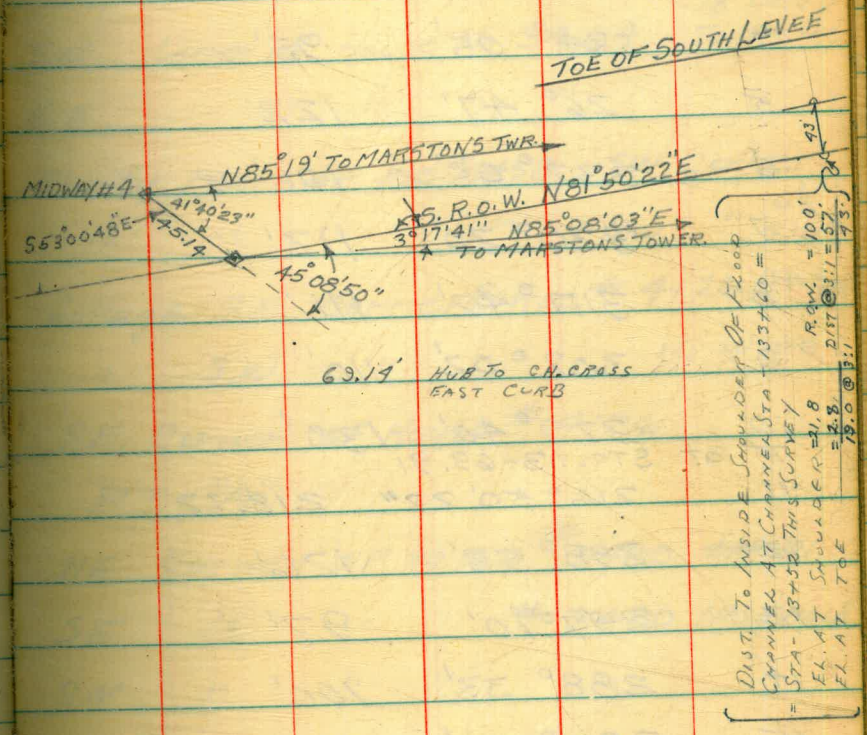
VENTURA ROAD PROJ # 60
R = 76.91 d = 22.34915335

STA	DEF. L	CHORD
B.C. LT. 63+44.28	Revised JUNE 49	
63+50	2° 07' 50"	5.72
63+75	11° 26' 34"	24.89
P.C.C. T 63+91.59	17° 37' 23"	16.56
	R = 126; d = 13.64185238	
64+00	1° 54' 44"	8.41
64+25	7° 35' 46"	24.96
64+50	13° 16' 49"	"
64+75	18° 57' 52"	"
65+00	24° 38' 55"	24.96
Set 3' RADIUS		
65+15.56	28° 11' 11"	15.55
65+25	30° 20' 00"	9.44
65+50	36° 01' 00"	24.96
EC. 65+67.82	40° 04' 06"	17.81
BC. 63+91.59	R = 140; L = 137.75; Δ = 56° 22' 24"; d = 12.27766714	
64+00	1° 43' 16"	8.41
64+25	6° 50' 12"	24.97
64+50	11° 57' 08"	"
64+75	17° 04' 05"	"
65+00	22° 11' 00"	"
65+25	27° 18' 00"	"
EC. 65+29.34	28° 11' 12"	4.34



APRIL 15, 1949

SITUATION SURVEY ALONG
SOUTH R.O.W. LINE E. MIDWAY
THROUGH BLOCK #5. ^{DRUCKERS} ~~PACIFIC~~
~~VIEW~~ SUBDIVISION BETWEEN
LAPWAI & WESTERN STREETS



DIST. TO INSIDE SHOULDER OF FLOOD CHANNEL AT CHANNEE STA - 1374.60 = STA - 1375.2 THIS SURVEY
 EL. AT SHOULDER = 41.8
 EL. AT TOE = 39.0 @ 3:1

SITUATION SURVEY CONT'D.

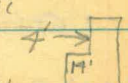


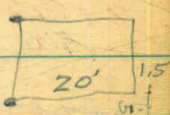



π at Pt "A" S.W. Corner Block 5

REMARKS

STA.	AZIMUTH	DIST.	REMARKS
10+60. ⁶⁹	306-50-22	218.72	House 34-58
✓ 1	12° 44'	50'	S.W. Corner of Hse.
✓ 2	346° 23'	72'	N.W. " " " " 3458
✓ 3	21° 15'	76'	S.E. " " " " "
✓ 4	24° 05'	95'	S.W. Corner of House No. 3464 18' Deep To N.W. Cor.
✓ 5	26° 47'	122'	S.E. " " " " "
✓ 6	332° 05'	106'	Shanty rear of Hse #3458 SW Corner
✓ 7	330° 20'	113'	" " " " " NW " 6½' wide
✓ 8	317° 42'	111'	Garage S.E. Corner @ Hse # 4126 Western
✓ 9	308° 02'	110'	" S.W. " " 10' wide
10	329° 40'	139'	S.E. Corner of House # 4126
π at STA. 13+69.91			
11	216° 50' 22"	218.72	PT "A"
✓ 12	298° 58'	126'	NE Corner of House # 3480 LAFWAI
✓ 13	297° 10'	97'	SE " " " " # 3480 NASHVILLE
✓ 14	288° 33'	100'	SW " " " "
✓ 15	283° 55'	80'	S. S. E " " " "
✓ 16	272° 53'	90'	S. S. W " " " "
17			S.W. Corner of House # 4126

SITUATION SURVEY CONT'D.

5.83 17.20 (67)
11.22
5.83

STA.	AZIMUTH	DIST.		3458	3469	3480	17.27 11.77 5.0
TT @ 10+60.64 ON R.O.W. LINE							
13+52	81° 50' 22"						
✓ 17	116° 05'	91'	SW CORNER OF HOUSE # 4126				
✓ 18	111° 45'	68'	NW " " "				
✓ 19	90° 35'	82'	NE. " " "				
✓ 20	79° 05'	99'	SW CORNER Garage shed				
✓ 21	74° 02'	90'	NW " "				
✓ 22	73° 35'	85'	SW " Garage				
✓ 23	68° 15'	80'	NW " "				
✓ 24?	88° 32'	160'	NW CORNER Hse Behind Hse				
✓ 25?	85° 25'	162'	NE CORNER " " "				
? 26	79° 21'	179'	CORNER BLDG. 17'S OF NW end				
? 27	82° 00'	176'	10' FEET WIDE CORNER BLDG. 3' N of S end				
X @ PT. 65 ^{N/W} "A"							
①	20° 45'	$\frac{103' \cdot 51' = 1}{104}$					
②	31° 52'	99'					
③	32° 15'	86'					
④	37° 55'	86'					

Sta 6+50 = 11.42 south of Intersection
 & Nashville & Midway.

14+50 → 16.4-

6.43
 5.96
 5.31

7-18-99
 BARRASDA
 SHERRIS

§ PROFILE OF MIDWAY DRIVE - NASHVILLE STA + H.I. - ELEV

ST. To DUKE ST.

STA + H.I. - ELEV

B.M. 5.54 17.31 11.77

6+27.16
 STA 6+50 6.70 10.61

7+00 6.45 10.86

5+27.16
 50 6.25 11.06

8+00 6.02 11.29

4+27.16
 50 5.66 11.65

9+00 5.37 11.94

3+27.16
 50 5.08 12.23

10+00 4.84 12.47

2+27.16
 50 4.65 12.66

14+00 4.37 12.97

1+27.16
 11+50 3.80 13.51

B.M. 8.92 20.69 11.77

12+00 6.63 14.06

0+27.16
 50 5.96 14.73

-0+22.89
 13+00 5.36 15.33

13+50 5.13 15.56

1/2 BRASS PLUG
 TRIP CUL. HW. W. WEST
 SIDE MIDWAY

14+50

14+00

14+22.89

50

T.P.

17.31

T.P.

2+22.89

15+00

2+72.84

50

3+22.89

16+00

3+72.84

50

4+22.89

17+00

4+72.84

50

5+22.89

18+00

B.M.

BRASS PLUG
 TRIP H.W. WEST
 SIDE MIDWAY

11.77

8.92

20.69

11.77

3.35

17.20

17.20

STATIONS IN RED = MIDWAY STA ±

DATUM = U.S.C. & G.S.

BRASS PLUG
 TRIP H.W. WEST
 SIDE MIDWAY

B.C. Sta. 41+41.85
Midway

4-25-19

(69)

LOCATION OF PROPOSED DETOUR AROUND
MIDWAY BRIDGE - PROJ. # 40

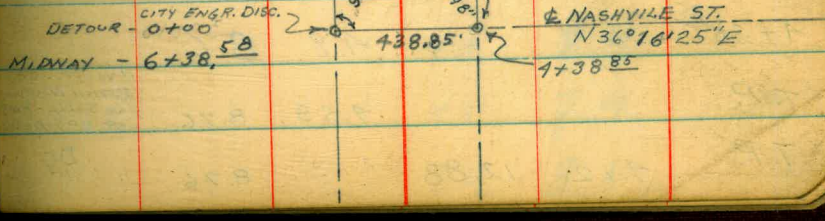
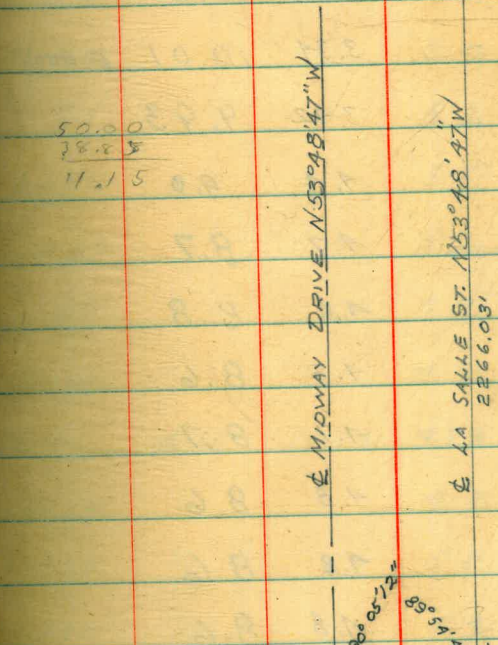
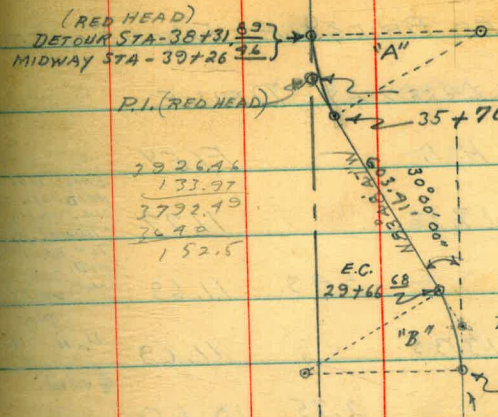
CURVE - "A"

STA	DEF. L	CHORD	STA	DEF. L	CHORD
B.C. 35+70 ⁰⁹	0	0	37+25	8°52'32"	25.00'
36+00	1°42'49"	29.91	37+50	10°18'29"	"
36+25	3°08'46"	25.00	37+75	11°44'26"	"
36+50	4°34'43"	"	38+00	13°10'21"	"
36+75	6°00'39"	"	38+25	14°36'19"	"
37+00	7°26'36"	"	E.C. 38+31 ⁸⁹	15°00'00"	"

CURVE "B"

STA - B.C.	DEF. ANGLE	CHORD
27+09 ⁸⁸	0° 0'	0'
27+25	1° 09' 10"	20.12
27+50	2° 35' 07"	25.00'
27+75	4° 01' 03"	"
28+00	5° 27' 00"	"
28+25	6° 52' 56"	"
28+50	8° 18' 53"	"
28+75	9° 44' 50"	"
29+00	11° 10' 46"	"
29+25	12° 36' 43"	"
29+50	14° 02' 40"	"

(E.C. 29+66⁶⁸) 15° - 16.68



(RED HEAD)
DETOUR STA - 38+31⁸⁹
MIDWAY STA - 39+26²⁴

P.I. (RED HEAD)

35+70⁰⁹ B.C. 2 1/2" HUB

29.2646
133.97
3732.19
26.40
152.5

100.00
70.09
29.91

E.C. 29+66

T = 133.97

B.C. 27+09⁸⁸

50.00
38.85
11.15

DATA BOTH CURVES
Δ = 30°00'00"
R = 500'
L = 261.80'
T = 133.97

1-25-49

STA	+	H.I.	-	ELEV
11+38		12.74	5.2	7.5
+50			5.1	7.3
11+55			5.1	7.6
12+00			5.0	7.7
+50			4.9	7.8
13+00			5.2	7.5
50			5.3	7.4
14+00			5.2	7.5
50			5.1	7.3
15+00			5.1	7.3
T.B.M	4.90	12.26	5.38	7.36
15+45			4.8	7.5
+50			5.2	7.1
+90			5.6	6.7
16+00			5.0	7.3
+50			5.1	7.2
17+00			5.7	6.6
+50			5.1	7.2
18+00			5.1	7.2

TOP HUB SP

14+93⁵⁸

4-25-49

(71)

STA	+	H.I.	-	ELEV
18+50		12.26	5.1	6.9
19+00			5.1	7.2
+45			5.1	7.2
+50			5.8	6.5
+70			6.7	5.6
20+00			5.9	6.4
50			5.7	6.6
21+00			5.7	6.6
T.P	4.18	10.82	5.62	6.64
22+00			4.3	6.6
23+00			4.6	6.3
24+00			4.6	6.3
25+00			4.8	6.1
+35			5.0	5.9
+48			5.1	5.5
+57			5.6	5.3
+58			5.0	5.9
26+00			4.4	6.5
+44			4.3	6.6
26+45			5.9	6.0

TOP LATH
STA
21+00

STA	+	H.L.	-	ELEV
26	+55	10.82	6.7	4.2
	+60		6.5	4.4
	+70		4.4	6.5
B.C.				
27	+04 ⁸⁸		4.3	6.6
28	+00		4.1	6.8
T.B.M.	4.37	10.94	4.25	6.57
29	+00		4.5	6.4
E.C.				
29	+66 ⁶⁸		4.7	6.2
30	+00		4.8	6.1
	82		4.3	6.6
	94		5.5	5.4
	97		6.5	4.4
31	+00		6.5	4.4
	+06		5.2	5.7
	+14		4.6	6.3
	+50		4.8	6.1
32	+00		4.9	6.0
	+50		4.9	6.0
33	+00		4.8	6.1
	+50		5.0	5.9

TOP HUB-RI.
500' R. CURVE
(2842.85)

STA	+	H.L.	-	ELEV
34	+00	10.94	5.0	5.9
	+50		4.7	6.2
T.P.	5.22	11.68	4.48	6.46
34	+62		5.6	6.1
	+70		6.0	5.7
	+78		7.7	4.0
	+84		5.7	6.0
35	+00		5.5	6.2
	+50		5.9	5.8
	+53		5.8	5.9
	+54		7.2	4.5
	+62		9.0 ⁷²	2.7
	+76		40.2	2.7
	+78		7.1	4.6
	+78		5.6	6.1
36	+00		5.6	6.1
"	+50		5.9	5.8
"	+62		2.0	9.7
"	36+66		1.6	10.1
"	36+79 ⁸⁸		1.0	10.7
T.P.			1.03	10.65

ON TAN-CURVE
ON PAGE (69)
PROFILE PAGE (93)

HUB 47' EAST
OF E/CURB
MIDWAY DRIVE
STATE SHOULDER OF
EAST EMBANKMENT
MIDWAY DRIVE

9-25-49

(DETOUR CONT'D.) 5-4-73

(73)

PROFILE OF 500' RADIUS CURVE AT

INTERSECTION WITH MIDWAY DRIVE

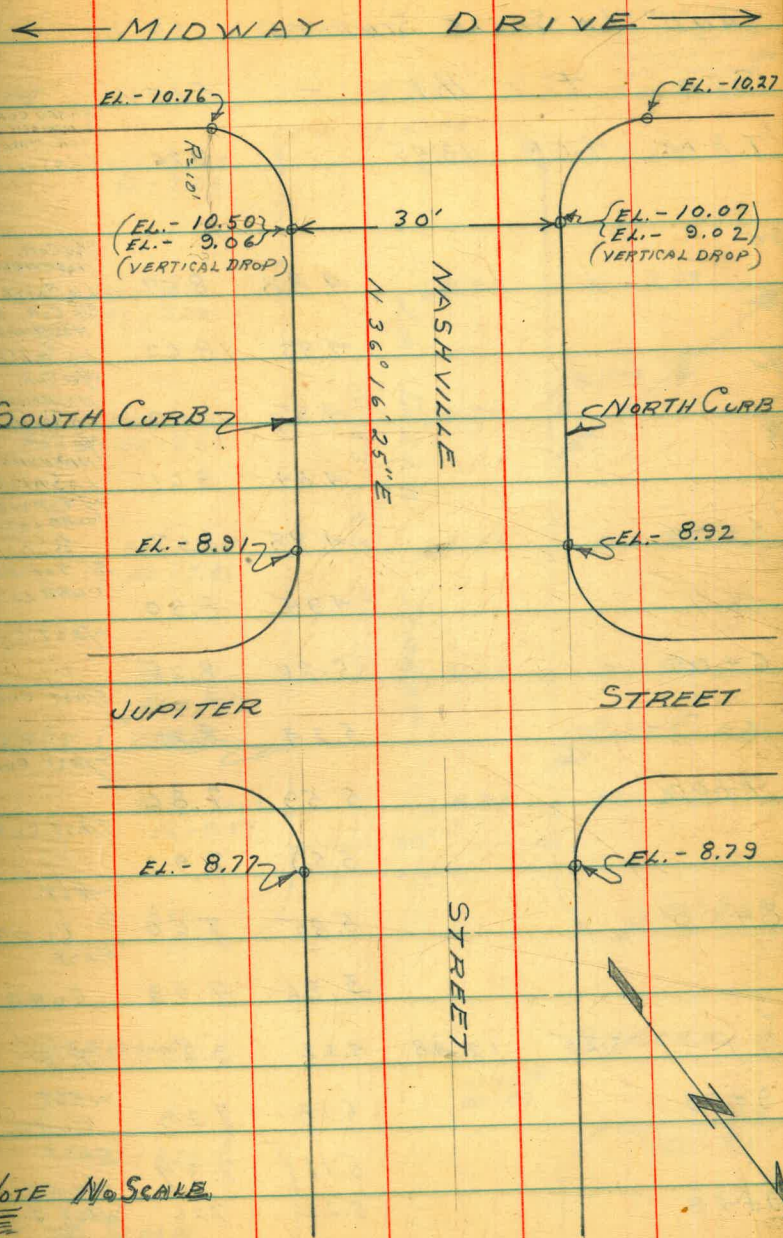
STA	+	H.I.	ELEV	STAKE-SHAPE OF EMBANKMENT
T.P.	4.92	15.57	10.65	MIDWAY
36+87 ³⁸		4.97	10.60	TOP CURB EAST
36+83 ⁴⁸		5.55	10.02	EAST GUTTER
37+20 ¹⁸		5.25	10.32	♀ MIDWAY STAKE EAST SHOULDER OF EMBANKMENT MIDWAY
T.P.	4.89	15.54	10.65	U.S.E.D "FLATS"
B.M.		4.35	11.19	
			.03	

STA	+ H.I.	-	ELEV	U.S.E.D "FLATS"
B.M.	4.50	15.72	11.22	11.22 9.50 15.72 7.98 10.79
T.B.M.		4.98	10.74	
T.B.M.	3.93	14.67	10.74	
B.C.		8.6	6.1	ON WEST EDGE OF SLOUGH
35+70 ⁰⁹		8.6	6.1	
36+00		8.8	5.9	
+25		7.3	7.4	
+50		4.0	10.7	
+75		4.05	10.62	TOP EAST CURB EAST GUTTER
36+92		4.61	10.06	
36+92		4.67	10.00	STA-37+00
37+00		4.97	10.20	
+25		4.26	10.91	
+50		4.11	10.56	
+75		4.02	10.65	
38+00		3.95	10.72	
+25		3.95	10.72	♀ MIDWAY DRIVE
E.C. 38+31 ⁸⁹		3.95	10.72	

DEFLECTIONS FOR CURVE ON
DETOUR AT NORTH END - PAGE - (69)

ELEVATIONS OF CURBS ALONG NASHVILLE
AND LA SALLE STREETS

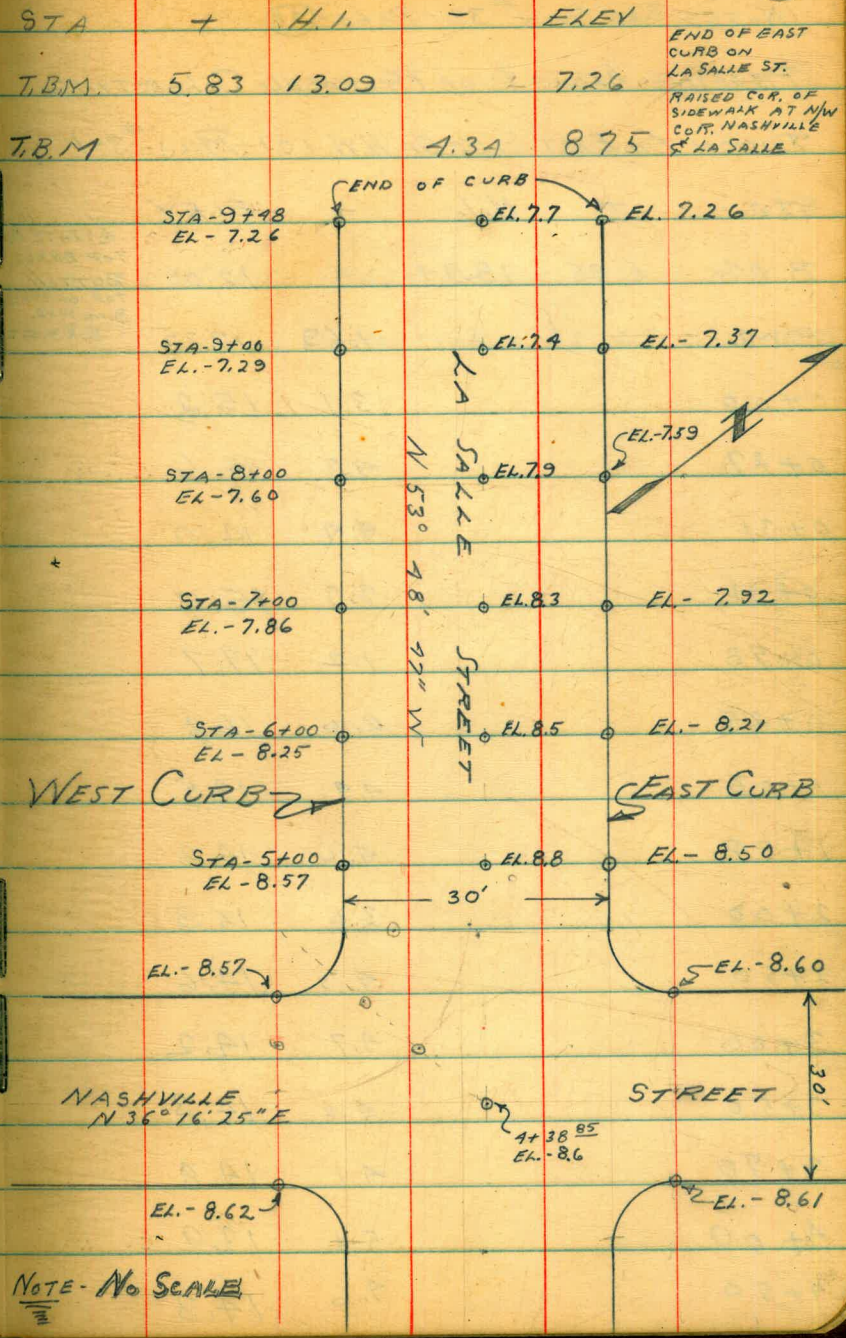
STA	+	H.I.	-	ELEV	REMARKS
B.M.	1.93	13.62		11.69	TOP FIRE PLUG NASHVILLE & MIDWAY
			3.12	10.50	E.C. CURB ON NASHVILLE OFF MIDWAY SOUTH SIDE VERTICAL DROP AT E.C. CURB SOUTH SIDE NASHVILLE
			4.56	9.06	B.C. CURB ON MIDWAY SOUTH SIDE NASHVILLE
			2.86	10.76	(B.C.) CURB RETURN ON MIDWAY N/SIDE NASHVILLE
			3.35	10.27	E.C. CURB RETURN N/SIDE NASHVILLE
			3.55	10.07	OFF MIDWAY VERTICAL DROP AT E.C. CURB NORTH SIDE NASHVILLE
			4.60	9.02	
SW			4.71	8.91	SW COR. OF NASHVILLE & JUNIPER
SE			4.85	8.77	SE COR. OF NASHVILLE &
NW			4.70	8.92	NW COR. OF NASHVILLE &
NE			4.83	8.79	NE COR. OF NASHVILLE &



NOTE NO SCALE

ELEVATIONS OF CURBS ALONG NASHVILLE
AND LA SALLE STREETS.

STA	+	H.I.	-	ELEV	T.B.M
T.B.M	7.69	13.45		8.76	
SW			4.88	8.57	
SE			4.83	8.62	
NW			4.85	8.60	
NE			4.84	8.61	
5+00			4.88	8.57	
			4.95	8.50	
6+00			5.20	8.25	
			5.24	8.21	
7+00			5.59	7.86	
			5.53	7.92	
8+00			5.85	7.60	
			5.86	7.59	
T.P.	3.25	12.48	4.22	9.23	T.P.
9+00			5.19	7.29	
			5.11	7.37	
9+48			5.22	7.26	
			5.22	7.26	



NOTE - No SCALE

NOTE - SEE BOOK #39 - PAGE (38)

PROFILE ALONG $\frac{1}{2}$ OF PROPOSED COLLECTING

DITCH ON EAST SIDE OF H.W. 101 - PROJ. #3-1

STA + H.I. - ELEV

B.M. 6.85 18.94 12.09

B.M. 1.69 17.25

0+00 3.1 15.8

0+27 4.3 14.6

0+31 4.4 14.0

0+41 3.3 15.5

0+58 1.2 17.7

0+85 2.0 16.8

1+00 4.4 14.5

1+50 4.6 14.3

2+00 3.6 15.3

2+50 4.3 14.6

3+00 4.7 14.2

3+50 4.6 14.3

3+70 4.1 14.8

4+00 5.1 13.9

4+50 4.6 14.3

1.69 - MON

18.94

1.69

17.25

8.23 (76)

9.01

17.27

STATE BRASS
TOP BRASS
BUTTON
TOP OF STATE
B.M. MARK.
8.23 =

17.29 CITY

(NORTH)
0+00 = 95.20' BACK OF STA-207+00 H.W.

10+00 OF PROFILE = PT 4.8' S/STA-198+00 H.W.

PROFILE OF COLLECTING DITCH

STA	+	H.I.	-	ELEV
4+73		18.94	7.3	14.6
5+00			7.8	14.1
5+50			7.5	14.4
6+00			7.6	14.3
6+39			7.5	14.4
6+39			6.7	12.2
6+49			6.1	12.8
6+49			4.9	14.0
7+00			5.4	13.5
7+50			6.1	12.8
8+00			6.9	12.0
8+21			6.3	12.5
8+41			6.0	12.9
8+71			6.3	12.6
9+00			6.6	12.3
9+50			6.4	12.5
10+00			5.6	13.3

CHECK LEVELS TO MON. SOUTH END BRIDGE

STA	+	H.I.	-	ELEV
		16.05		
T.B.M	5.36	15.95		10.69
				#4593 S/W COR BASE LAMP 1ST.
T.P.	4.51	15.90	4.66	11.39
				10.69
				5.36
T.P.	4.51	16.18	4.23	11.67
				16.05
				4.66
T.P.	4.41	16.20	4.39	11.79
				14.39
				4.51
T.P.	4.37	15.45	5.12	11.08
				88
				"FLATS" 15.90
B.M			4.23	11.22
				4.23
				11.69
T.B.M	4.07	14.76		10.69
				16.18
				4.38
T.P.	4.40	17.27	1.89	12.87
				17.88
T.P.	3.99	17.25	4.01	13.26
				16.18
				4.39
T.P.	4.04	17.05	4.24	13.01
				11.79
				4.41
T.P.	3.93	16.61	4.37	12.68
				16.20
				5.12
T.P.	4.92	16.97	4.56	12.05
				11.08
				4.27
				15.75
T.P.	4.00	15.76	5.21	11.76
				6" X 6" CONC. MON 4 END TEMP BRIDGE
T.B.M			3.92	11.84
				4.31
				11.82
				6" X 6" CONC. MON 4 END TEMP BRIDGE
2" X 2" 100' E/96° To & AT Mon.			4.23	11.53
T.B.M	3.97	15.81		11.84
T.P.	3.42	16.08	3.15	12.66
T.P.	4.16	16.66	3.58	12.50
T.P.	4.06	17.31	3.41	13.25
T.P.	4.44	17.41	4.34	12.97

SEE PAGE 79

B.M. - CLUSTER OF 33 NAILS IN STRINGER AT NW
END OF OLD R.R. TRESTLE AT FAMOSA BLVD E4. = 13.512
(U.S.E.D.)

COA. S89°06'54" W

B.P. N13°26'10" W

(S 584) - 65+56.5 - (N-69.5)

70+58' (6) E

42.9
35.3

7.6

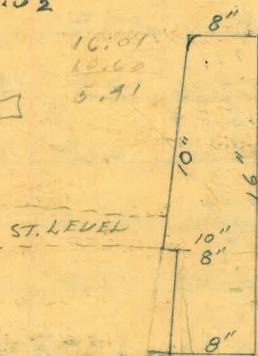
6+3858

15-N-46235.32 359 596 0

17-N-6107.38 13 2610

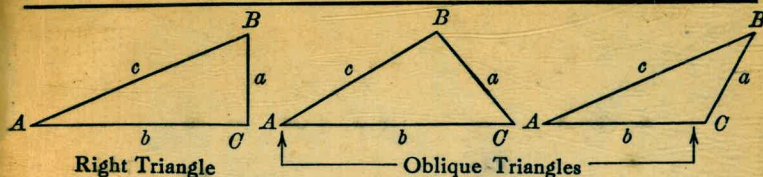
6107.9

.52



71+54.03
1985

TRIGONOMETRIC FORMULÆ



Solution of Right Triangles

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

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	$\text{area} = \frac{a + b + c}{2} \sqrt{s(s - a)(s - b)(s - c)}$
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 × .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. $\cos 5^\circ 10' = .9959$. $1 - .9959 = .0041$. $319.4 \times .0041 = 1.31$. $319.4 - 1.31 = 318.09$ 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.