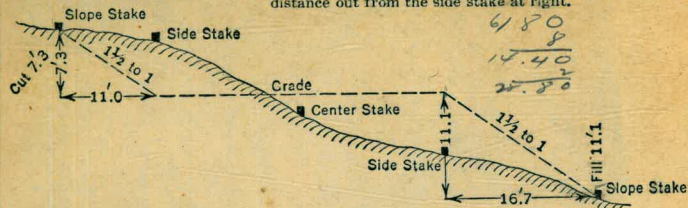


DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

Roadway of any Width. Side Slopes 1 1/2 to 1.

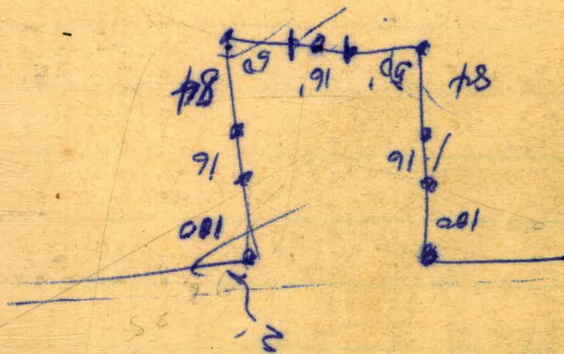
In the figure below: opposite 7 under "Cut or Fill", and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



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.

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PROFILE ALONG ϕ OF CURVES AT NORTH

APPROACH TO TEMP. BRIDGE-VENTURA PT.

B.M.	5.18	16.45		11.27	CONC. MON. N/END OF TEMP. BRIDGE
B.C.					
23+28 ⁷¹			5.1	11.4	
23+50			5.0	11.5	
24+00			4.9	11.6	
24+50			4.8	11.7	
25+00			5.0	11.5	
E.C.					
25+29 ⁴⁵		4	5.2	11.3	
B.C. B.M.	5.10	16.37		11.27	CONC. MON. N/END OF TEMP. BRIDGE
25+81 ⁹³			5.6	10.8	
26+00			5.6	10.8	
26+50			4.7	11.7	
27+00			4.3	12.1	
27+50			4.5	11.9	
E.C.					
27+82 ⁶⁴			5.2	11.2	

SEE NEXT PAGE

LOCATION OF CURVES AT NORTH APPROACH
TO TEMP. BRIDGE VENTURA PT. TO SUNSET PT.

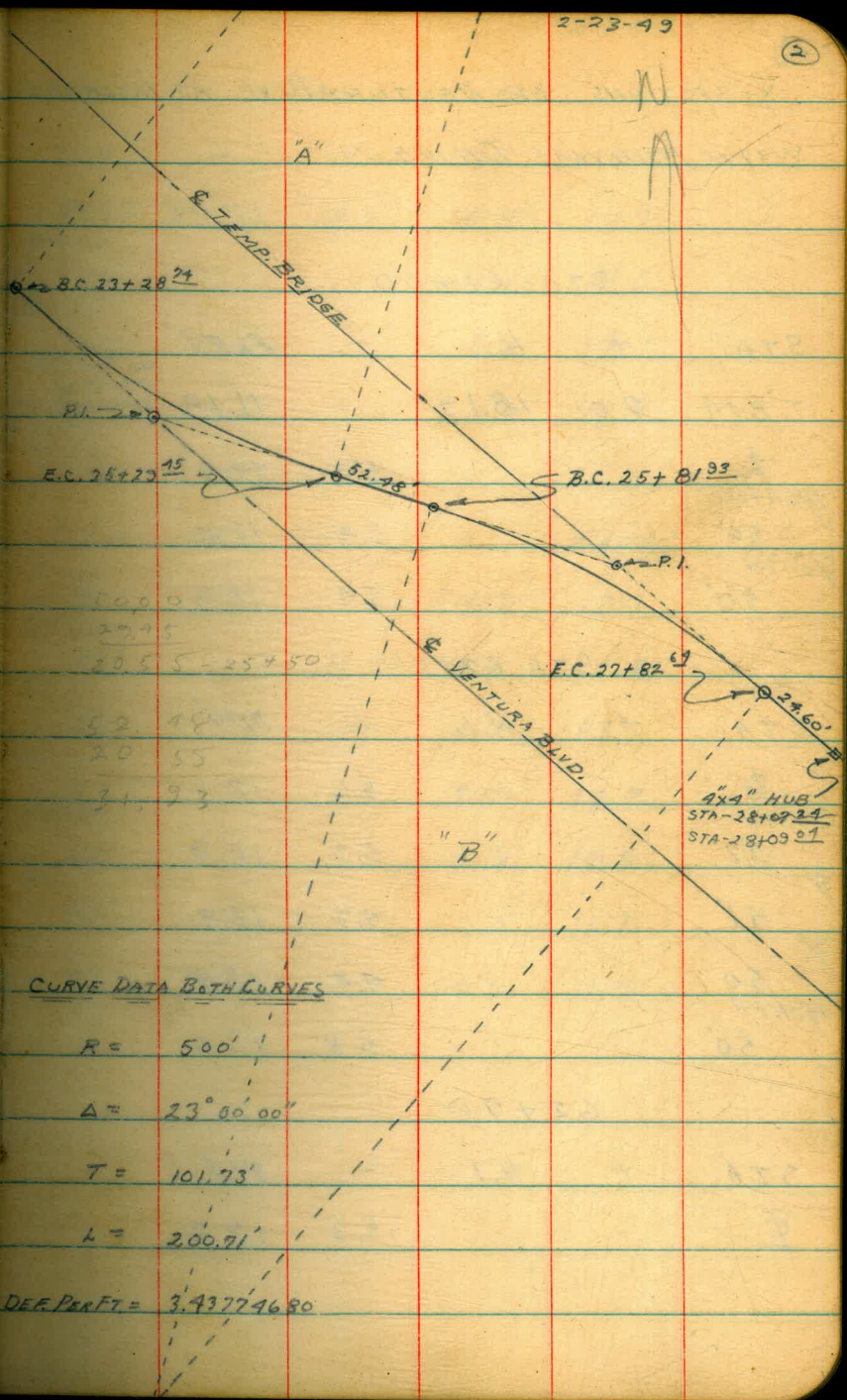
CURVE "A"

STATION	DEF L	CHORD
B.C. 23+28 ⁹¹	0	0
23+50	1° 13' 05"	21.26'
24+00	1° 05' 00"	50.0'
24+50	6° 56' 54"	"
25+00	9° 48' 45"	"
E.C. 25+29 ¹⁵	11° 30' 00"	29.45'

CURVE "B"

STATION	DEF L	CHORD
B.C. 25+81 ⁹³	0	0
26+00	1° 02' 07"	18.07'
26+50	3° 54' 00"	50.0'
27+00	6° 45' 54"	"
27+50	9° 37' 46"	"
E.C. 27+82 ⁶⁷	11° 30' 00"	32.64'

25+72 69 END



CURVE DATA BOTH CURVES

- R = 500'
- Δ = 23° 00' 00"
- T = 101.73'
- L = 200.71'

DEF. PART = 3.43774680

X-SECTIONS OF VENTURA BLVD AT INTERSECTION

STA-63+00

WITH MIDWAY DRIVE

12.25 2x2

STA + H.I. - ELEV

¢				18.2	5.5	12.7
---	--	--	--	------	-----	------

STA-61+00

SOUTH	50'				4.6	13.6
-------	-----	--	--	--	-----	------

NORTH

STA	+	H.I.	-	ELEV		
-----	---	------	---	------	--	--

T.B.M	7.01	18.19		11.18		
-------	------	-------	--	-------	--	--

0.5' N/O OF BRK
INCURD #
LMP POST 45'

50'					6.3	11.9
-----	--	--	--	--	-----	------

¢				5.3	12.9	
---	--	--	--	-----	------	--

NORTH

63+50

50'				5.4	12.8	
-----	--	--	--	-----	------	--

SOUTH

STA + H.I. - ELEV

50'				5.4	12.8	
-----	--	--	--	-----	------	--

STA-62+00

¢					5.5	12.7
---	--	--	--	--	-----	------

SOUTH

STA	+	H.I.	-	ELEV		
-----	---	------	---	------	--	--

20'

					5.7	12.8
--	--	--	--	--	-----	------

¢				5.6	12.6	
---	--	--	--	-----	------	--

28'

					5.1	13.1
--	--	--	--	--	-----	------

SOUTH	37'			5.3	12.9	
-------	-----	--	--	-----	------	--

50'

					5.7	12.8
--	--	--	--	--	-----	------

¢				5.3	12.9	
---	--	--	--	-----	------	--

NORTH

36'

					5.9	12.3
--	--	--	--	--	-----	------

¢				4.9	13.3	
---	--	--	--	-----	------	--

40'

					6.5	11.7
--	--	--	--	--	-----	------

50				4.8	13.4	
----	--	--	--	-----	------	--

NORTH

50'

					6.7	11.5
--	--	--	--	--	-----	------

NORTH	50'			5.8	12.4	
-------	-----	--	--	-----	------	--

62+70

STA	+	H.I.	-	ELEV		
-----	---	------	---	------	--	--

¢				5.9	12.3	
---	--	--	--	-----	------	--

64+00

STA	+	H.I.	-	ELEV
±		18.19 ²	5.9	12.3
SOUTH				
10'			5.7	12.5
S/				
28'			5.7	12.5
S/				
50'			6.3	11.9
NORTH				
22'			6.0	12.2
N/				
39'			6.3	11.9
N/				
42'			6.7	11.5
N/				
50'			6.7	11.5

64+40 (E.C.)

STA	+	H.I.	-	ELEV
±			5.9	12.3
NORTH				
20'			6.1	12.1
N/				
38'			6.4	11.8
N/				
50'			6.8	11.4
SOUTH				
10'			5.8	12.4
S/				
12'			6.1	12.1
S/				
50'			6.7	11.5
T.P.			7.06	11.13

2-28-49

65+57

(9)

65+00

STA	+	H.I.	-	ELEV
±		18.19 ²	6.6	11.6
NORTH				
20'			6.5	11.6
N/				
30'			6.7	11.5
N/				
50'			6.6	11.6
SOUTH				
18'			6.5	11.7
S/				
35'			6.2	12.0
S/				
50'			6.5	11.7

65+50

STA	+	H.I.	-	ELEV
±			7.65	10.6
NORTH				
18'			7.60	10.6
N/				
50'			7.33	10.9
SOUTH				
25'			7.65	10.6
S/				
50'			7.60	10.6

STA	+	H.I.	-	ELEV
±			7.70	10.49
WEST EDGE PAVEMENT MIDWAY DRIVE & MIDWAY DRIVE				
65+76			7.60	10.59
±			8.28	9.91
65+96			7.72	10.47
(FAST) GUTTER TO P CURB (EAST)				
65+96				

ORIGINAL X-SECTIONS OF VENTURA BLVD.

SOUTH OF TEMP. BRIDGE - REVISED LOCATION -

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

STA - 43+57⁰²

DIST + H.I. - ELEV

5.12 16.96

11.84

11.84

12.0

5.12

16.96

⊕

E/AST

25'

5.4

11.6

E/

50'

5.6

11.9

W/EST

25'

5.0

12.0

W/

50'

5.1

11.9

STA - 44+00

DIST + H.I. - ELEV

17.00

16.96

5.4

11.6

⊕

E/AST

25'

5.5

11.5

E/

50'

5.4

11.6

W/EST

25'

5.3

11.7

W/

50'

5.3

11.7

BC 43+57

BARRAGAN 3-9-49
WATSON
SHEAR'S

(5)

STA - 44+50

DIST + H.I. - ELEV

16.96

5.1

11.9

E/AST

25'

5.4

11.6

50'

5.4

11.6

W/EST

25'

4.5

12.5

W/

50'

5.1

11.9

STA - 45+00

STA + H.I. - ELEV

16.96

5.0

12.0

⊕

E/AST

25'

5.1

11.9

E/

50'

5.1

11.9

W/EST

25'

4.9

12.1

W/

50'

4.9

12.1

STA - 45+50

DIST + H.I. - ELEV

16.96

4.8

12.2

⊕

E/AST

25'

5.0

12.0

E/

50'

5.1

11.9

W/EST

25'

5.1

11.9

W/

50'

5.1

11.9

46+00

DIST	+	H.I.	-	ELEV
℄		16.96	4.4	12.6
E/AST				
	25'		4.4	12.6
E/				
	50'		4.4	12.6
W/EST				
	25'		4.7	12.3
W/				
	50'		4.7	12.3

STA-46+50

DIST	+	H.I.	-	ELEV
℄		16.96	4.9	12.1
E/AST				
	25'		4.8	12.2
E/				
	50'		4.7	12.3
W/EST				
	25'		4.8	12.2
W/				
	50'		4.9	12.1

STA-47+00

DIST	+	H.I.	-	ELEV
℄		16.96	4.4	12.6
E/AST				
	25'		4.3	12.7
E/				
	50'		4.6	12.4
W/EST				
	25'		4.1	12.9
W/				
	50'		4.7	12.3

STA-47+50

7.45

DIST	+	H.I.	-	ELEV
℄		16.96	4.5	12.5
E/AST				
	25'		4.7	12.3
E/				
	50'		4.8	12.2
W/EST				
	25'		4.6	12.4
W/				
	50'		4.8	12.2

STA-48+00

DIST	+	H.I.	-	ELEV
℄		16.96	5.0	12.0
E/AST				
	25'		5.2	11.8
E/				
	50'		5.5	11.5
W/EST				
	25'		5.0	12.0
W/				
	50'		5.0	12.0
T.P.			4.45	12.51

STA-48+50

DIST	+	H.I.	-	ELEV
℄		17.96 ^{.90}		12.51
E/AST				
	25'		5.9	12.0
E/				
	50'		6.1	11.8
W/EST				
	25'		6.0	11.9
W/				
	50'		5.9	12.0
			5.9	12.0

16.96
4.45
12.51
6.95
17.96

TOP LATH
STA-48+50

TOP LATH
STA-48+50

→

STA-49+00

DIST	+	H.I.	-	ELEV
℄		17.96 ⁹⁰	5.9	12.0
E/EAST				
	25'		5.9	12.0
E/E				
	50'		5.9	12.0
W/WEST				
	25'		5.6	12.3
W/W				
	50'		5.6	12.3

STA-49+50

DIST	+	H.I.	-	ELEV
℄		17.96	5.8	12.1
E/EAST				
	25'		5.8	12.1
E/E				
	50'		6.0	11.9
W/WEST				
	25'		5.5	12.4
W/W				
	50'		5.6	12.3

STA-50+00

DIST	+	H.I.	-	ELEV
℄		17.96	5.5	12.4
E/EAST				
	25'		5.4	12.5
E/E				
	50'		5.7	12.2
W/WEST				
	25'		5.5	12.4
W/W				
	50'		5.3	12.6

50+50

DIST	+	H.I.	-	ELEV
℄		17.96	5.0	12.9
E/EAST				
	25'		5.1	12.8
E/E				
	50'		5.3	
W/WEST				
	25'		5.0	12.9
W/W				
	50'		5.2	12.7

E.C-50+80²⁷

DIST	+	H.I.	-	ELEV
℄		17.96	5.0	12.9
E/EAST				
	25'		5.0	12.9
E/E				
	50'		5.0	12.9
W/WEST				
	25'		5.2	12.7
W/W				
	50'		5.3	12.6

T.B.M.

STA-51+00

DIST	+	H.I.	-	ELEV
T.B.M.		17.96	9.84	13.12
℄		17.96	5.33	18.75
E/EAST				
	25'		5.7	12.7
E/E				
	50'		5.6	12.8
W/WEST				
	25'		5.4	13.0
W/W				
	50'		5.8	12.6

17.96
9.84
13.12
5.33
18.75

TOP HUB
E.C.
STA-50+80²⁷

TOP HUB
E.C.
STA-50+80²⁷

STA-52+00

STA	+	H.I.	-	ELEV
♀		18.45	6.0	12.4
E/EAST				
	25'		6.1	12.3
E/E				
	50'		6.2	12.2
W/WEST				
	25'		5.8	12.6
W/W				
	50'		6.0	12.4

STA-53+00

DIST	+	H.I.	-	ELEV
♀		18.45	5.9	12.5
E/EAST				
	25'		6.1	12.3
E/E				
	50'		6.2	12.2
W/WEST				
	25'		6.0	12.4
W/W				
	50'		6.0	12.4

STA-54+00

DIST	+	H.I.	-	ELEV
♀		18.45	5.2	13.2
E/EAST				
	25'		5.4	13.0
E/E				
	50'		5.8	12.6
W/WEST				
	25'		5.2	13.2
W/W				
	50'		5.2	13.2

18.37
12.35
6.12

3-3-99

(8)

STA-55+00

DIST	+	H.I.	-	ELEV
♀		18.45	5.5	12.9
E/EAST				
	25'		5.6	12.8
E/E				
	50'		5.9	12.5
W/WEST				
	25'		5.1	13.3
W/W				
	50'		4.9	13.5

STA-56+00

DIST	+	H.I.	-	ELEV
♀		18.45	5.5	12.9
E/EAST				
	25'		5.5	12.9
E/E				
	50'		5.8	12.6
W/WEST				
	25'		5.5	12.9
W/W				
	50'		5.2	13.2
T.P.			5.09	13.36

18.45
5.09
13.36
5.01
18.37

STA-57+00

STA-57+00

DIST	+	H.I.	-	ELEV
T.P.	5.01	18.37		13.36
♀			5.5	12.8
E/EAST				
	25'		5.6	12.7
E/E				
	50'		5.4	12.9
W/WEST				
	25'		5.3	13.0
W/W				
	50'		5.2	13.1

STA-57+00

STA-58+00

DIST	+	H.I.	-	ELEV
℄		18.37	5.4	12.9
E/EAST			5.5	12.8
E/E	25'		5.5	12.8
W/WEST	50'		5.2	13.1
W/W	25'		4.8	13.5
	50'			

STA-59+00

DIST	+	H.I.	-	ELEV
℄		18.37	5.6	12.7
E/EAST			5.5	12.8
E/E			5.7	12.6
W/WEST			5.2	13.1
W/W			5.0	13.3

STA-60+00

DIST	+	H.I.	-	ELEV
℄		18.37	5.2	13.1
E/EAST			5.2	13.1
E/E			5.3	13.0
W/WEST			5.2	13.1
W/W			5.2	13.2
T.B.M.			6.01	12.36
				12.25

TOP CENTER
POINT
2x2 NO. 3
ELEV.

18.37
6.01
12.36
25
.11

17.89
11.84
6.05

3-9-49

9

18.37
13.12
5.21

STA	+	H.I.	-	ELEV
T.P.	4.97	18.33		13.36
T.P.	4.59	17.71	5.21	13.12
T.P.	5.33	17.89	5.15	12.56
			5.97	11.92
				11.84
				.08

STA-57+00
F.C.

13.36
13.76
4.97
18.33
5.21
13.12
14.59
17.71
12.51
5.20
17.71
5.15
12.56
5.33
17.89
5.97
11.92
11.84

11.92
11.84
.08

11.84
5.97
17.81
5.33
12.98

10 March 1949

24+50

	DIST	+	H.I.	-	ELEV
	R		16.47	4.8	11.7
E	E/AST	25'		4.7	11.8
E	E/	50'		5.5	11.0
W	W/EST	27'		5.1	11.4
W	W/	35'		5.7	10.8
W	W/	50'		5.6	10.9

STA - 25+00

	DIST	+	H.I.	-	ELEV
	R		16.97	5.1	11.4
E	E/AST	13'		5.1	11.4
E	E/	15'		5.8	10.7
E	E/	27'		5.8	10.7
W	W/EST	50'		5.7	10.8
W	W/	46'		5.1	11.4
W	W/	48'		5.6	10.9
W	W/	50'		5.7	10.8

10 Mar 1949

25+29.95
EC STA - 25+50

(11)

	DIST	+	H.I.	-	ELEV
	R		16.47	5.3	11.2
W	W/EST EAST	10'		5.5	11.0
E	E/	30'		5.5	11.0
E	E/	50'		5.5	11.0
W	W/EST	30'		5.1	11.4
W	W/	50'		5.1	11.4
W	W/	60'		5.7	11.1
W	W/	63'		5.9	10.6

10 March 1949

B.C. 25+81⁹³

DIST.	+	H.I.	-	ELEV
¢		16.47	5.7	10.8
E/AST				
20'			5.3	11.2
E/				
50'			5.2	11.3
W/EST				
1'			5.4	11.1
W/				
5'			5.3	11.2
W/				
30'			5.3	11.2
W/				
50'			5.2	11.3
W/				
80'			5.4	11.1

STA-26+00

DIST	+	H.I.	-	ELEV
¢		16.47	5.3	11.2
E/AST				
17'			5.4	11.1
E/				
48'			4.6	11.9
E/				
50'			4.8	11.7
W/EST				
10'			5.1	11.4
W/				
35'			5.3	11.2
W/				
50'			5.2	11.3
W/				
85'			5.5	11.0

10 Mar 1949

STA 26+50

(2)

DIST.	+	H.I.	-	ELEV
¢		16.47	4.8	11.7
E-9			4.8	11.7
E-13			5.1	11.4
E-28			4.8	11.7
E-50			4.7	11.8
W/20			4.9	11.6
W/42			5.1	11.4
W/67			5.3	11.2

STA 27+00

DIST	+	H.I.	-	ELEV
¢		16.47	4.5	12.0
E/ ¹⁵ / 25			4.2	12.3
E/28			3.3	13.2
W/50			2.0	14.5
W/8			4.6	11.9
W/35			4.8	11.7
W/70			5.2	11.3

10 Mar 1949

STA 27+50

DIST	+	H1	-	ELEV
☺		16.47	4.7	11.8
E/12			4.5	12.0
E/27			4.0	12.5
E/50			$\frac{1.3}{1.5}$	15.2
W/7			4.7	11.8
W/35			5.0	11.5
W/70			5.1	11.4

STA 27+82 ⁶⁴

DIST	+	H1	-	ELEV
☺		16.47	5.4	11.1
E/10			5.3	11.2
E/30			4.9	11.6
E/38			4.9	11.6
E/50			3.8	12.7
W/30			5.4	11.1
W/70			5.3	11.2
W/				

10 March 49

(13)

STA 28+00

DIST	+	H1	-	Elev.
☺		16.47	5.9	10.6
E/20			5.5	11.0
E/23			6.0	10.5
E/50			5.2	11.3
W/30			5.8	10.7
W/63			5.4	11.1
W/				

STA 28+50

DIST	+	H1	-	Elev.
☺		16.47	8.2	8.3
E/24			7.9	8.6
E/50			7.7	8.8
W/26			8.2	8.3
W/43			8.3	8.2
W/66			8.4	8.1

CHECK SOUNDINGS AREA BETWEEN SANTA
BARBARA COVE & CARMEL COVE

STA. 94+00 27 APR 49

(19)

DIST	SOUND		DIST.	SOUND	PX	DIST.	SOUND		DIST	SOUND	
6+00			7+80	23.0	21.2	9+60	12.5	10.7	+40	14.9	13.1
+10			<u>14:48</u>	23.0	21.2	<u>14:51</u>	10.5	8.7	+50	12.9	11.1
<u>14:45</u>	10.0	8.2	8+00	24.0	22.2	(1.8)	10.0	8.2	(1.8)	14.5	12.7
(1.8)	11.0	9.2	(1.8)	25.1	23.3		11.1	9.3		13.2	11.4
	11.8	10.0		25.0	23.2	10+00	13.0	11.2		13.0	11.2
+30	12.0	10.2		25.0	23.2		14.8	13.0	14:53	12.0	10.2
	12.0	10.2		25.0	23.2		15.8	14.0	12+00	13.5	11.7
	11.8	10.0	+50	24.3	22.5		17.0	15.2			
	11.5	9.7		23.9	22.1		17.2	15.4			
	11.7	9.9		23.2	21.4	+50	17.8	16.0			
7+00	11.8	10.0		22.0	20.2		18.0	16.2			
	12.5	10.7		20.0	18.2		18.0	16.2			
	16.5	14.7	9+00	17.9	16.1		18.0	16.2			
	18.5	16.7					16.8	15.0			
	20.1	18.3		13.0							
				9.0	11.2	11+00	16.0	14.2			
				12.0	10.2						
7+50	22.2	20.4		8.0			16.3	14.5			
	23.4	21.6		14.0	12.2		14.9	13.1			
+70	24.5	22.7	+50	13.3	11.5	+30	16.0	14.2			

STA 94+50 27 APRIL 49

STA. 94+50 Cont.

(15)

DIST	SOUND		DIST	SOUND	P ₁	DIST	SOUND		DIST	SOUND	
6+00	11.1	9.4	+80	24.7	23.0	9+60	12.5	10.8	+40	17.0	15.3
<u>15:04</u>	11.1	9.4	(1.7)	25.0	23.3	<u>15:07</u>	11.0	9.3	11+50	16.2	14.5
(1.7)	11.0	9.3	8+00	25.8	24.1	(1.7)	11.0	9.3	<u>15:09</u>	14.5	12.8
	11.0	9.3		26.2	24.5		11.0	9.3	(1.7)	12.8	11.7
	11.0	9.3		26.4	24.7	10+00	11.0	9.3		12.0	10.8
6+50	11.1	9.4		25.0	23.3		11.1	9.4		11.0	9.3
	11.5	9.8		23.0	21.3		11.3	9.6	12+00	11.1	9.4
	13.0	11.3	8+50	20.0	18.3		12.0	10.3		11.5	9.8
	14.0	12.3		17.0	15.3		13.1	10.4		12.0	10.3
	17.5	15.8		15.5	13.8	10+50	13.4	11.7		11.9	10.2
7+00	19.0	17.3		14.8	13.1		13.3	11.6		11.9	10.2
	20.9	19.2		12.0	10.3		13.3	11.6	12+50	11.9	10.2
	24.5	22.8	9+00	12.0	10.3		13.4	11.7		11.8	10.1
	25.4	23.7		12.8	11.1		13.0	11.3		12.0	10.3
	25.4	23.7		14.0	12.3	11+00	12.3	11.6		11.9	10.2
7+50	24.9	23.2		14.7	13.0		15.4	13.7		12.0	10.3
	23.9	22.2	<u>15:07</u>	14.4	12.7		16.5	14.8	13+00	12.4	10.7
+70	24.0	22.3	9+50	13.0	11.3	+30	16.0	14.3	+10	13.0	11.3

STA. 94+50 CONT'D

DIST.	SOUND	DIST.	SOUND
13+20	12.9	11.2	15+10 11.1
15:11	12.6	10.9	15:12 11.0
(1.7)	12.9	11.2	(1.7) 11.0
13+50	12.9	11.2	11.1
	13.7	12.0	15+50 11.0
	14.0	12.3	10.7
	14.0	12.3	10.7
	14.0	12.3	11.0
14+00	14.0	12.3	10.6
	13.8	12.1	16+00 11.0
	13.4	11.7	11.0
	13.6	11.9	11.4
	13.5	11.8	11.0
14+50	12.8	11.1	10.6
	11.6	9.9	16+50 9.8
	12.0	10.3	9.3
	12.5	10.8	9.4
	12.0	10.3	9.5
15+00	11.4	9.9	16+90 9.6

STA 94+50 CONT'D

(16)

DIST	SOUND	DIST.	SOUND
17+00	9.7	8.0	+90 9.5
15:14	9.1	7.3	19+00 9.3
(1.7)	8.5	6.8	15:16 9.3
	8.9	7.2	(1.7) 9.3
	9.2	7.5	9.4
+50	9.4	7.7	9.7
	9.5	7.8	+50 9.7
	9.5	7.8	9.5
	9.2	7.5	9.2
	9.6	7.9	9.1
18+00	9.9	8.2	9.6
	9.0	7.3	20+00 9.0
	9.1	7.4	9.2
	9.7	8.0	9.0
	11.1	9.4	9.0
+50	11.7	10.0	8.8
	11.6	9.9	+50 8.5
	11.0	9.3	8.6
+80	10.0	9.3	+70 8.7

STA 94+50 cont'd.

DIST	SOUND	
(1.7) +80	8.8	7.1
<u>15:18</u>	8.4	6.7
21+00	8.2	6.5

(17)

STA. 95+00 27 APRIL 49

DIST.	SOUND		DIST	SOUND		TR
6+00	10.5	8.8	+80	20.1	18.4	
<u>15:33</u>	10.3	8.6	<u>15:35</u>	20.7	19.0	
(1.7)	10.3	8.6	8+00	21.3	19.6	
	10.8	9.1	(1.7)	21.8	20.1	
	11.0	9.3		22.0	20.3	
6+50	14.0	12.3		22.0	20.3	
	17.2	15.5		21.0	19.3	
	19.0	17.3	8+50	19.8	18.1	
	21.0	19.3		17.2	15.5	
	23.1	21.4		15.0	13.3	
7+00	23.5	21.8		13.2	11.5	
	24.7	23.0		13.3	11.6	
	25.5	23.8	9+00	14.0	12.3	
	25.1	23.4		13.9	12.2	
	24.0	22.3		13.2	11.5	
+50	22.0	20.3		12.2	10.5	
	17.0	15.3	<u>15:36</u>	12.0	10.3	
+70	19.8	18.1	+50	11.7	10.0	

STA. 95+00 cont'd,

DIST	SOUND	DIST	SOUND
9+60	11.0	9.3	+50 14.1 12.4
15:36	11.8	10.1	15:38 13.3 11.6
(1.7)	11.1	9.4	(1.7) 12.9 11.2
	11.7	10.0	11.4 9.7
10+00	11.6	9.9	10.5 8.8
	13.0	11.3	12+00 10.5 8.8
	13.2	11.5	
	12.8	11.1	
	12.0	10.9	
+50	11.7	10.0	
	11.9	10.2	
	14.9	13.2	
	15.1	13.4	
	15.0	13.3	
11+00	15.2	13.5	
	16.2	14.5	
	16.4	14.7	
	16.4	14.7	
+40	15.0	13.3	

STA. 95+50 27 Apr 49

(18)

DIST	SOUND	DIST	SOUND	Px
6+00	10.5	8.8	+80 22.8	21.1
15:48	10.5	8.8	15:49 21.1	19.4
(1.7)	10.5	8.8	8+00 22.2	20.5
	10.5	8.8	(1.7) 21.7	20.0
	10.8	9.1	19.8	18.1
+50	10.8	9.1	19.4	17.7
	10.7	9.0	19.6	17.9
	10.7	9.0	+50 19.7	18.0
	10.9	9.2	19.8	18.1
	13.2	11.5	19.1	17.4
7+00	15.0	13.3	18.9	17.2
	17.4	15.7	19.5	17.8
	19.2	17.5	9+00 19.8	18.1
	21.0	19.3	19.4	17.7
	23.3	21.6	19.3	17.1
+50	24.1	22.4	17.5	16.8
	24.1	22.4	14.5	12.8
+70	24.0	22.3	+50 16.5	14.8

STA, 95+50 Cont'd.

DIST.	SOUND	DIST.	SOUND
9+60	17.8 16.1	+50	22.0 20.3
15:52	17.9 16.2	15:53	21.3 19.6
(1.7)	17.5 15.8	(1.7)	20.5 18.8
	15.7 14.0		18.9 17.2
10+00	13.0 11.3		16.5 14.8
	11.0 9.3	12+00	17.3 12.6
	11.9 10.2		11.5 9.8
	13.7 12.0		
	13.6 11.9		
+50	16.0 13.3		
	15.8 14.1		
	15.9 14.2		
	14.9 13.2		
	13.8 12.1		
11+00	14.5 12.8		
	15.0 13.3		
	14.1 12.4		
	16.4 14.7		
+40	19.0 17.3		

19

STA 96+00

28 APRIL 49

DIST.	SOUND	DIST.	SOUND	PX
6+00	11.7 9.3	+80	22.5 20.1	
13:57	12.0 9.6	13:58	21.0 18.6	
	11.5 9.1	8+00	19.8 17.4	
	11.9 9.5		18.5 16.1	
	12.0 9.6		18.5 16.1	
+50	12.0 9.6		17.9 15.5	
	12.0 9.4		16.8 14.4	
	12.0 9.6	+50	16.4 14.0	
(2.4)	11.7 9.3	(2.4)	16.2 13.8	
	12.3 9.9		15.9 13.5	
7+00	15.1 12.7		17.3 14.9	
	17.8 15.4		18.2 15.8	
	19.5 17.1	9+00	18.8 16.4	
	20.0 17.6		18.3 15.9	
	20.5 18.1		16.9 14.5	
+50	21.1 18.7		18.0 15.6	
	21.0 18.6		19.2 16.8	
+70	22.2 19.8	+50	18.7 16.3	

DIST	SOUND		DIST	SOUND	
+60	19.3	16.9	+50	11.4	9.0
<u>14:00</u>	20.0	17.6	<u>14:02</u>	11.5	9.1
	20.0	17.6		11.0	8.6
	19.8	17.4	(2.4)	10.0	7.6
10+00	18.8	16.4		9.8	7.4
	18.1	15.7	12+00	9.9	7.5
	18.0	15.6		9.9	7.5
(2.4)	17.8	15.4			
	16.0	13.6			
+50	14.0	11.6			
	12.8	10.4			
	13.1	10.7			
	13.5	11.1			
	13.0	10.6			
11+00	12.0	9.6			
	12.0	9.6			
	12.2	9.8			
	12.9	10.5			
+40	12.6	10.2			

CHECK SOUNDINGS OF VENTURA COVE

STA. 21+74.51 cont'd, (22)

STA. 21+74.51			28 APR 49			DIST. SOUND		DIST. SOUND			
DIST.	SOUND		DIST.	SOUND				DIST.	SOUND		
						110	10.0	7.7	6+00	10.4	8.1
+50			+30	9.0	7.7	14:32	10.1	7.8	14:34	10.7	8.4
			14:30	9.0	7.7	(2.3)	10.5	8.2	(2.3)	10.0	7.7
14:27			+50	8.9	6.6		10.2	7.9		10.0	7.7
+80	0.4	+1.9	(2.3)	8.5	6.2	+50	9.0	6.7		10.0	7.7
(2.3)	2.0	+0.3		8.8	6.5		8.9	6.6	+50	9.9	7.6
1700	4.0	-1.7		9.1	6.8		9.1	6.8		9.3	7.0
	5.6	-3.3		10.1	7.8		9.0	6.7		8.8	6.5
	7.2	4.9	3+00	10.7	8.4		9.9	7.6		8.5	6.2
	10.3	8.0		10.9	8.6	5+00	10.3	8.0		8.5	6.2
	11.0	8.7		10.9	8.6		10.8	8.5	7+00	8.8	6.5
+50	11.0	8.7		10.5	8.2		11.0	8.7		8.9	6.6
	11.0	8.7		10.3	8.0		10.8	8.5		9.3	7.0
	10.9	8.6	+50	10.2	^{7.9} 9.9		10.2	7.9		9.5	7.2
	10.0	7.7		9.4	7.1	+50	10.2	7.9		9.8	7.5
	10.1	7.8		9.3	7.0		10.5	8.2	+50	10.6	8.3
2+00	9.7	7.4		8.9	6.6		10.9	8.3		11.8	9.5
	8.8	6.5		8.7 9.1	6.8		11.0	8.7	14:36	12.9	10.7
+20	8.9	6.6	4+00	9.5	7.2	+90	10.4	8.1	+80	13.5	11.2
										13.5	11.2
									8+00	12.0	9.7

Px

STA 20+74⁵¹

28 APR 49

DIST. SOUND

STA. 20+74⁵¹ CONT'D. (23)

DIST. SOUND

DIST.	SOUND		DIST.	SOUND		DIST.	SOUND		DIST.	SOUND	
						+10	11.1	8.9	6+00	10.9	8.7
+50			+30	9.9	7.7	<u>14:49</u>	10.9	8.7	<u>14:52</u>	10.8	8.6
			<u>14:47</u>	9.2	7.0	(2.2)	10.7	8.5	(2.2)	10.9	8.7
<u>14:45</u>			+50	9.3	7.1		10.5	8.3		11.0	8.8
+80	0.0	+2.0	(2.2)	9.3	7.1	+50	10.4	8.2		11.0	8.8
(2.2)	1.3	+0.9		9.5	7.3		10.9	8.7	+50	11.0	8.8
1+00	2.5	-0.3		9.6	7.4		11.0	8.8		10.8	8.6
	6.5	-3.3		9.6	7.4		11.8	9.6		10.2	8.0
	9.2	-7.0	3+00	8.8	6.6		11.9	9.7		9.8	7.6
	11.2	9.0		9.8	7.6	5+00	11.7	9.5		9.8	7.6
	11.3	9.1		10.5	8.3		11.7	9.5	7+00	9.6	7.6
+50	11.4	9.2		11.2	9.0		12.0	9.8		9.7	7.5
	11.4	9.2		12.0	9.8		11.8	9.6		9.2	7.0
	11.0	8.8	+50	12.9	10.7		11.6	9.4		8.6	6.4
	10.3	8.1		12.9	10.7	+50	11.4	9.2		8.7	6.5
	10.2	8.0		12.6	10.4		11.4	9.2	+50	9.2	7.0
2+00	9.9	7.7		11.5	9.3		11.3	9.1		9.8	7.6
	10.1	7.9		10.5	9.3		11.0	8.8	<u>14:54</u>	9.8	7.6
+20	10.3	8.1	4+00	10.5	9.3	+90	10.8	8.7	+80	10.3	8.1
									+90	10.8	8.6
									8+00	10.8	8.6

px

STA. 19+74⁵¹

28 APR. 49

STA. 19+74⁵¹ Cont'd.

(29)

DIST.	SOUND		DIST.	SOUND	DIST.	SOUND	DIST.	SOUND			
					410	11.7	9.6	6+00	10.0	7.9	
+50			+30	10.9	8.8	15:08	11.8	9.7	15:10	10.1	8.0
			15:06	10.8	8.7	(2.1)	11.9	9.8	(2.1)	10.5	8.4
15:04			+50	10.9	8.8		11.7	9.6		11.2	9.1
+80	0.0	+2.1	(2.1)	11.3	9.2	+50	11.5	9.4		11.5	9.4
(2.1)	1.3	+0.8		12.0	9.9		11.7	9.6	+50	11.8	9.7
1+00	3.9	-1.8		12.2	10.1		11.6	9.5		11.5	9.4
	7.0	5.9		11.1	9.0		11.8	9.7		11.3	9.2
	10.1	8.0	3+00	9.8	7.6		12.0	9.9		11.6	9.5
	11.1	9.0		8.9	6.8	5+00	12.3	10.2		12.5	10.4
	11.3	9.2		8.9	6.8		11.8	9.7	7+00	12.0	9.9
+50	11.8	9.7		9.0	6.9		12.0	9.9		11.0	8.9
	12.0	10.9		9.2	7.1		13.5	11.4		10.3	8.2
	12.2	10.1	+50	9.2	7.1		13.3	11.2		10.3	8.2
	12.8	10.7		9.8	7.6	+50	12.9	10.8		10.0	7.9
	13.0	10.9		10.3	8.2		12.4	10.3	+50	9.2	7.1
2+00	12.8	10.7		10.2	8.1		11.7	9.6		9.1	7.0
	11.5	9.4		10.3	8.2		10.8	8.7	15:12	9.5	7.4
+20	10.8	8.7	4+00	11.4	9.3	+90	10.4	8.3	+80	10.0	7.9
									+90	10.0	7.9
									8+00	10.0	7.9

28 APR 49

STA, 18+74.51

PX

STA, 18+74.51 CONTD.

(25)

DIST.	SOUND		DIST.	SOUND	DIST.	SOUND	DIST.	SOUND			
+60			+70	11.0	8.9	+20	11.8	9.7	+10	9.7	7.6
<u>15:21</u>			+50	11.0	8.9	15:26	11.5	9.4	15:28	9.8	7.7
+80			15:24	10.9	8.8	(21)	11.8	9.7	21	9.5	7.4
+90	0.5	+1.6	(2.1)	10.8	8.7	+50	11.7	9.6	(2.1)	9.6	6.5
1+00	2.8	-0.7		10.3	8.2		11.2	9.1	+50	9.7	7.6
(2.1)	4.5	-2.4		10.4	8.3		11.0	8.9		9.8	7.7
	5.0	2.9	3+00	11.0	8.9		11.0	8.9		10.0	7.9
	5.5	3.4		12.0	9.9	5+00	11.1	9.0		10.0	7.9
	7.0	4.9		12.1	10.0		11.0	8.9		10.7	8.6
+50	8.4	6.3		12.0	9.9		10.8	8.7	7+00	10.8	8.7
	9.9	7.8		12.0	9.9		10.6	8.5		10.9	8.8
	10.0	7.9	+50	12.0	9.9		10.6	8.5		11.0	8.9
	10.0	7.9		12.8	10.7	+50	11.0	8.9		10.8	8.7
	10.3	8.2		12.1	10.0		10.9	8.8		11.0	8.9
2+00	10.8	8.7		12.2	10.1		10.2	8.1	+50	11.0	8.9
	11.0	8.9		11.5	9.4		10.1	8.0		11.1	9.0
	11.1	9.0	4+00	11.3	9.2		10.0	7.9		11.1	9.0
+30	11.0	8.9		11.5	9.4		9.2	7.1		10.9	8.8
						6+00	9.0	6.9	15:30	10.8	8.7
									8+00	10.4	8.3

STA 17+74 ⁵¹ PX			DIST. SOUND		
DIST	SOUND		DIST.	SOUND	
+80	0.0	+2.1	+60	11.0	8.9
<u>15:39</u>	2.9	-0.8	<u>15:42</u>	11.2	9.1
1+00	4.4	-2.3	(2.1)	10.5	8.4
(2.1)	5.3	-3.2		11.0	8.9
	6.5	-4.4	3+00	11.3	9.2
	8.2	6.1		11.2	9.1
	9.6	7.5		11.1	9.0
+50	8.5	6.4		11.1	-
	8.6	6.5		11.1	-
	9.0	6.9	+50	10.2	8.1
	9.1	7.0		10.0	7.9
	9.9	7.8		9.9	7.8
2+00	10.3	8.2		10.0	7.9
	10.2	8.1		10.8	8.7
	10.4	8.3	4+00	11.2	9.1
	10.7	8.6		11.5	9.4
	10.5	8.4		11.7	9.6
+50	10.7	8.6	+30	11.4	9.3

STA 17+74 ⁵¹ CONT'D. PX ⁽²⁶⁾			DIST. SOUND		
+40	12.0	-9.9	+30	9.9	-7.8
+50	11.9	-9.8	<u>15:46</u>	10.0	-7.9
<u>15:44</u>	12.0	-9.9	+50	10.2	-8.1
(2.1)	11.5	-9.4	(2.1)	10.4	-8.3
	11.3	-9.2		11.0	-8.9
	11.4	-9.3		10.8	-8.7
5+00	11.3	-9.2		10.0	-7.9
	11.5	-9.4	7+00	10.0	-7.9
	11.5	-9.4		10.0	-7.9
	11.0	-8.9		10.2	-8.1
	11.0	-8.9		11.0	-8.9
+50	10.9	-8.8		10.9	-8.8
	10.1	-8.0	+50	10.9	-8.8
	10.0	-7.9		10.9	-8.8
	9.9	-7.8		10.8	-8.7
	10.1	-8.0		10.6	-8.5
6+00	10.1	-8.0	<u>15:47</u>	10.9	-8.8
	10.0	-8.0	8+00	11.0	-8.9
+20	9.8	-7.7			

PX

STA. 16+74⁵¹ 2 May 49

DIST.	SOUND	DIST.	SOUND
0+72	0.0	+3.1	+50 10.2 -7.1
+80	1.0	+2.1	14:07 10.7 -7.6
14:03	2.2	+0.9	(3.1) 10.5 -7.4
1+00	4.2	-1.1	10.0 -6.9
(3.1)	5.5	-2.4	10.1 -7.0
	6.4	-3.3	3+00 10.5 -7.4
	5.9	-2.8	11.4 -8.3
	6.0	-2.9	11.0 -7.9
+50	7.0	-3.9	10.9 -7.8
	8.5	-5.4	10.8 -7.1
	9.3	-6.2	+50 10.2 -7.1
	9.5	-6.4	11.0 -7.9
	8.0	-4.9	11.3 -8.2
2+00	8.8	-5.7	11.0 -7.9
	8.9	-5.8	11.0 -7.9
	9.0	-5.9	4+00 11.3 -8.2
	9.9	-6.8	11.4 -8.3
+40	10.0	-6.9	+20 11.8 -8.7

PX

STA. 16+74⁵¹ CONT'D, (27)

DIST.	SOUND	DIST.	SOUND
+30	11.7 -8.6	+20	11.8 -8.7
14:10	11.8 -8.7	14:13	11.5 -8.4
+50	12.0 -8.9	(3.1)	11.1 -8.0
(3.1)	12.1 -9.0	+50	11.1 -8.0
	12.3 -9.2		11.2 -8.1
	12.0 -8.9		11.8 -8.7
	11.0 -7.9		12.0 -8.9
5+00	10.8 -7.8		12.0 -8.9
	11.1 -8.0	7+00	11.2 -9.1
	11.1 -8.0		10.4 -7.3
	11.1 -8.0		10.0 -6.9
	11.1 -8.0		10.4 -7.3
+50	11.0 -7.9		10.2 -7.1
	11.1 -8.0	+50	10.2 -7.1
	11.0 -7.9		10.0 -6.9
	10.9 -7.8		10.0 -6.9
	10.7 -7.6		10.4 -7.3
6+00	10.6 -7.5	14:15	10.2 -7.1
+10	10.7 -7.6	8+00	10.3 -7.2
		+10	10.3 -7.2
		+20	11.2 -8.1
		+30	11.3 -8.2

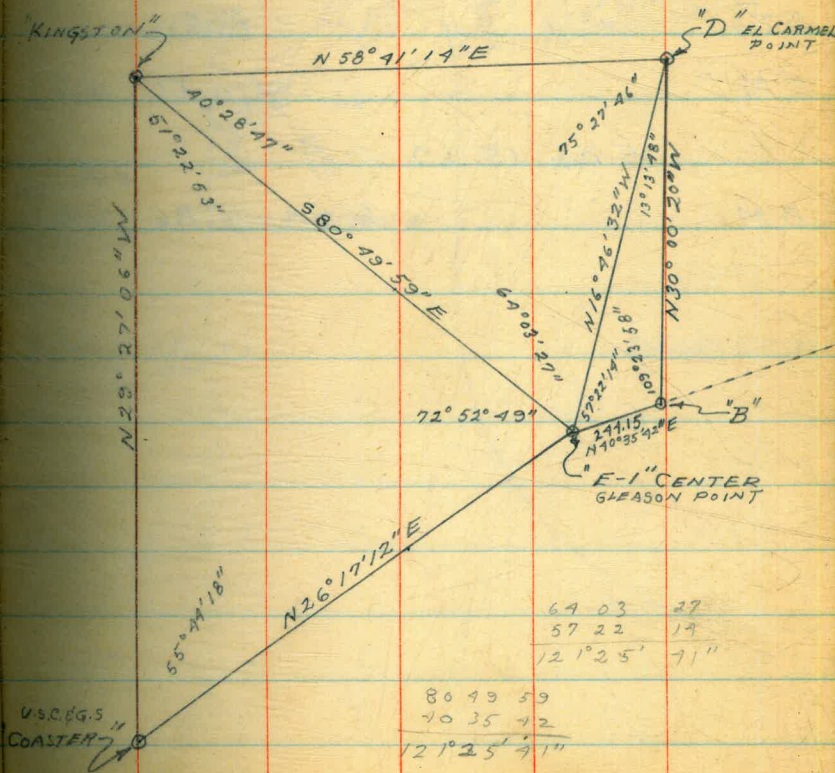
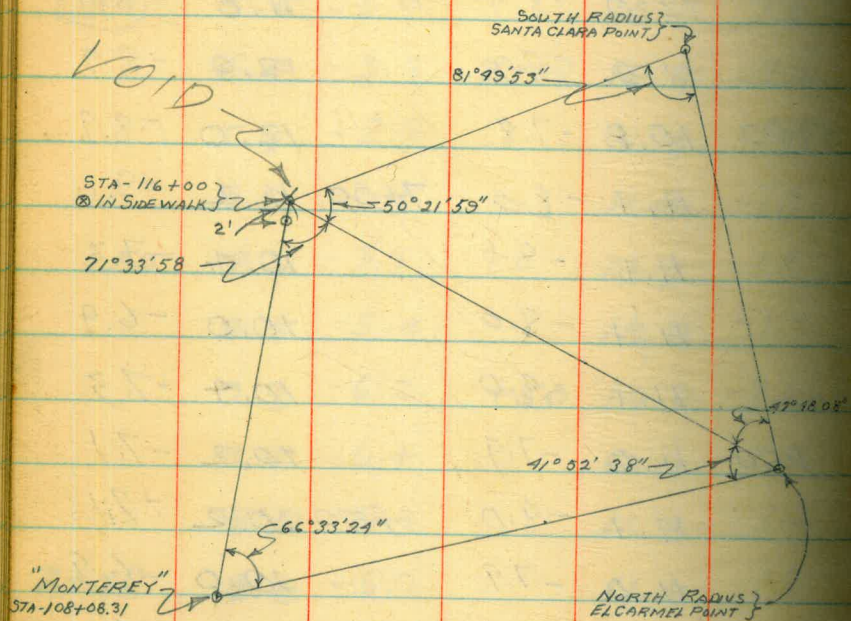
67.70
N 18° W

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

7-30-99

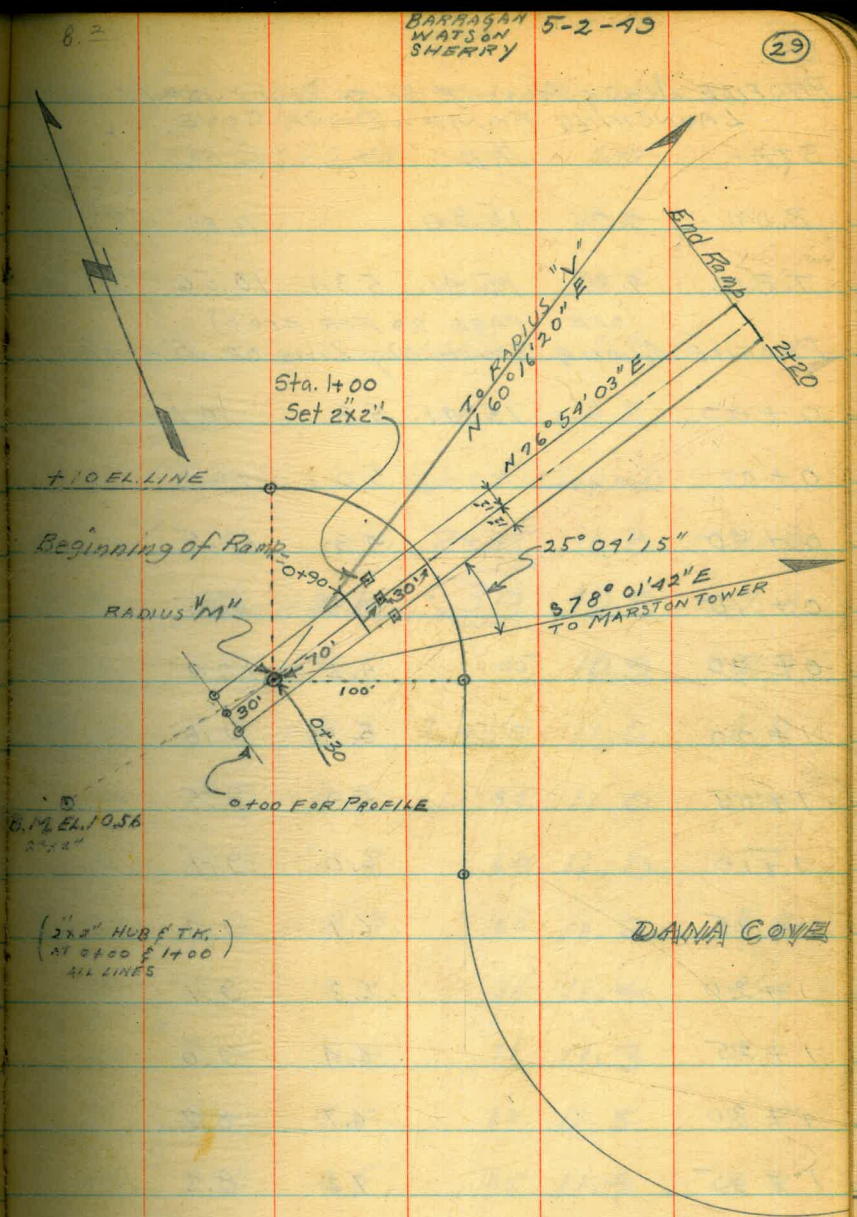
(28)

LOCATION OF CONTROL POINTS FOR
CHECK SOUNDINGS OF DREDGED AREA
BETWEEN EL CARMEL POINT
AND GLEASON POINT



LOCATION OF PROPOSED LAUNCHING
RAMP - WEST SIDE OF DANA COVE

STATION	OBJECT	ANGLE		
RADIUS "M"	MARSTON TOWER	1.25° 01'		
	RIGHT	2.50° 08' 30"		
	∠ RAMP	AV. 25° 04' 15"		
STA	+	H I	-	ELEV.
B.M.				10.56 2'x2"
		5.04	15.60	
B.M.				N. Sta. 1+20 6.74 8.86 2'x2"



PROFILE ALONG NORTH & SOUTH LINES OF PROPOSED
LAUNCHING RAMP - DANA COVE,

STA-	+	H.I.	-	ELEV
B.M.	4.06	15.90		11.84
T.B.M.	4.85	15.41	5.34	10.56

6" x 6" CONC. MIX
ON E SOUTH OF
TEMP BRIDGE,
130' WEST OF
RADIOS "M" ON
LINE "M" V
2" x 2" HUB.

(SEE PAGE 29 FOR 0+00)

PROFILE ALONG SOUTHERLY LINE OF RAMP

STA	+	H.I.	-	ELEV	STA	+	H.I.	-	ELEV
0+00		15.41	5.3	10.1	1+70			11.7	3.7
0+07			5.0	10.4	1+75			12.7	2.7
0+40			4.9	10.5	DIST. SOUND			DIST SOUND	
0+70			4.9	10.5	1+70			2+35	10.8 - 7.8
0+90			5.2	10.2	+75	0.2	+2.8	⁴⁰ (3.0)	10.8 - 7.8
1+00			5.8	9.6	⁵⁰ 13:34	1.3	+1.7	45	10.9 7.9
1+05			5.9	9.5	⁵⁵ (3.0)	2.2	+0.8	2+50	11.0 8.0
1+10			6.0	9.4	90	3.2	-0.2	55	11.0 —
1+15			6.1	9.3	95	4.7	-1.7	60	11.0 —
1+20			6.3	9.1	2+00	5.9	-2.9	65	11.2 8.2
1+25			6.4	9.0	05	7.1	4.1	70	11.4 8.4
1+30			6.7	8.7	10	8.0	5.0	75	11.3 8.3
1+35			7.2	8.2	15	8.5	5.5	80	11.5 8.5
1+40			7.6	7.8	20	9.5	6.5	85	11.4 8.4
1+45			8.2	7.2	25	10.3	7.3	90	11.5 8.5
1+50			8.5	6.9	2+30	10.6	7.6	^{13:39} 13:39	11.5 —
								3+00	11.6 8.6

(SEE PAGE 29 FOR 0+00)

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PROFILE ALONG NORTH LINE OF RAMP STA + H.I. - ELEV

2x2" 130 WFT
OF RADIUS "M"
LINE WITH
RADIUS "Y"

STA	+	H.I.	-	ELEV					
					1+60		15.41	9.7	5.7
B.M.	4.85	15.41		10.56	1+65			10.2	5.2
0+00			4.8	10.6	1+70			11.3	4.1
0+25			5.0	10.4	1+75			12.4	+3.0
0+50			5.0	10.4		DIST SOUND		DIST SOUND	
0+75			5.1	10.3	1+70			2+40	11.0 - 8.0
0+89			5.2	10.2	+75	0.0	+3.0	(3.0)	11.0 -
0+92	0.01		5.6	9.8	13:23	1.4	+1.6	+50	11.0 -
1+00			5.9	9.5	(3.0)	2.2	+0.8	55	11.1 8.1
1+05			6.1	9.3	90	3.9	-0.9	60	11.3 8.3
1+10			6.3	9.1	95	5.0	-2.0	65	11.4 8.4
1+15			6.4	9.0	2+00	5.2	-2.2	70	11.5 8.5
1+20			6.4		05	5.6	2.6	25	11.4 8.1
1+25			6.3	9.1	10	6.0	3.0	80	11.2 8.2
1+30			6.2	9.2	15	6.3	3.3	85	11.5 8.5
1+35			7.1	8.3	20	7.2	4.2	90	11.5 -
40			7.7	7.7	25	8.5	5.5	13:30	11.1 8.1
45			8.3	7.1	30	10.5	7.5	3+00	11.0 8.0
50			8.7	6.7	2+35	11.0	8.0		
55			9.2	6.2					

3 MAY 1949

INVESTIGATION OF CONDITION
OF LAUNCHING RAMP & CATWALK
AT BONITA BASIN - MISSION BAY

STA	+	H.I.	-	ELEV
B.M.				11.39
	4.06	15.45		
T.P.			5.58	9.87
	0.30	10.17		9.87
0+00			+0.1	10.27
0+10			0.96	9.21
0+20			1.85	
0+30			2.88	
0+40			3.95	
0+50			4.90	
0+60			5.85	
0+70			6.98	
0+80			7.94	
0+90			8.68	
1+00			9.45	
1+01			9.50	0.67

U.S.C. 89.5
"COASTER"M.H. SOUTH
EDGE OF
STEEL RING

"

BAHAYAN 5-3-49
WATSON
SHERRY

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STA.	+	H.I.	-	ELEV	
1+01		10.17	9.82	0.35	WEST
1+04			10.45		WEST SIDE
1+07			11.34		"
1+10			12.70		"
1+13			13.85		
1+01			9.50		EAST SIDE
1+01			9.55		"
1+04			9.80		"
1+07			10.50		"
1+10			11.70		"
1+13			13.80		"
					EAST SIDE DIST SOUND
					WEST SIDE DIST SOUND
					(1.0) (1.0)
			1+16	6.0	1+11 4.9
			1+19	6.5	1+15 6.0
			1+22	6.7	1+16 7.0
			1+25	6.7	1+21 7.2
			1+28	7.0	1+26 7.5

2 Sections of Cat walk Missing - End Section
needs repair - all couplings need repair.

3 MAY 1949

INVESTIGATION OF CONDITION OF
LAUNCHING RAMP, CATWALK, & PIER
AT EL CARMEL PT. MISSION BAY

STA.	+	H.I.	-	Elev.
BM.				14.15
	0.60	14.75		
T.P.			9.26	5.49
	4.91	10.40		
0+00			0.49	
+05			1.25	
+20			2.40	
+30			3.25	
+40			4.08	
+50			4.95	
0+60			5.90	
+70			6.93	
+70			6.64	
+80			8.42	
+80			7.94	

TOP OF FIRE
PLUG EL. CARTELEND OF SAND
ON
RAMP

RAMP

SAND

RAMP

SAND

STA.	+	H.I.	-	Elev.
0+90		10.40		0.5
0+95				1.0
1+00				2.5
1+05				3.0
1+10				4.0
1+15				4.9
1+20				5.3
1+25				5.6
1+30				7.1
1+35				7.8
1+40				8.0
1+45				8.8
1+50				8.8
1+55				9.0

10.40 5-3-49

8.85

1.55

SOUND

0.5

TIDE

1.6

1.0

2.5

3.0

4.0

4.9

5.3

5.6

7.1

7.8

8.0

8.8

8.8

9.0

(33)

SAND Built up under 3rd section of catwalk.
4th & 5th section listing to North
Float at end of Pier needs repair

3 MAY 1949

5-3-49

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INVESTIGATION OF CONDITION OF
LAUNCHING RAMP & CAT WALK ON
SANTA CLARA PT. MISSION BAY

CATWALK BROKEN AT 2ND SECTION FROM
OUTBOARD END - FLOATS ARE WATER
LOGGED

STA.	+	H.I.	-	Elev
B.M.				15.81
	0.07	15.88		
0+00				3.65
0+25				6.15
0+50				8.55
0+75				11.05
0+90				12.58
				13.02
				WATER
	(2.9) TIDE	(3.0)		
DIST	SOUND		DIST	SOUND
1+00	0.5		1+35	4.8
1+05	1.1		1+40	5.2
1+10	1.8		1+45	6.0
1+15	2.2		1+50	6.2
1+20	3.0		1+55	8.0
1+25	3.8		1+60	9.2
1+30	4.5		1+65	10.2
			1+70	10.6

FIRE Plug
ON SANTA
CLARA PT.

STAMPER
BARRAGAN
WATSON
SHERRY

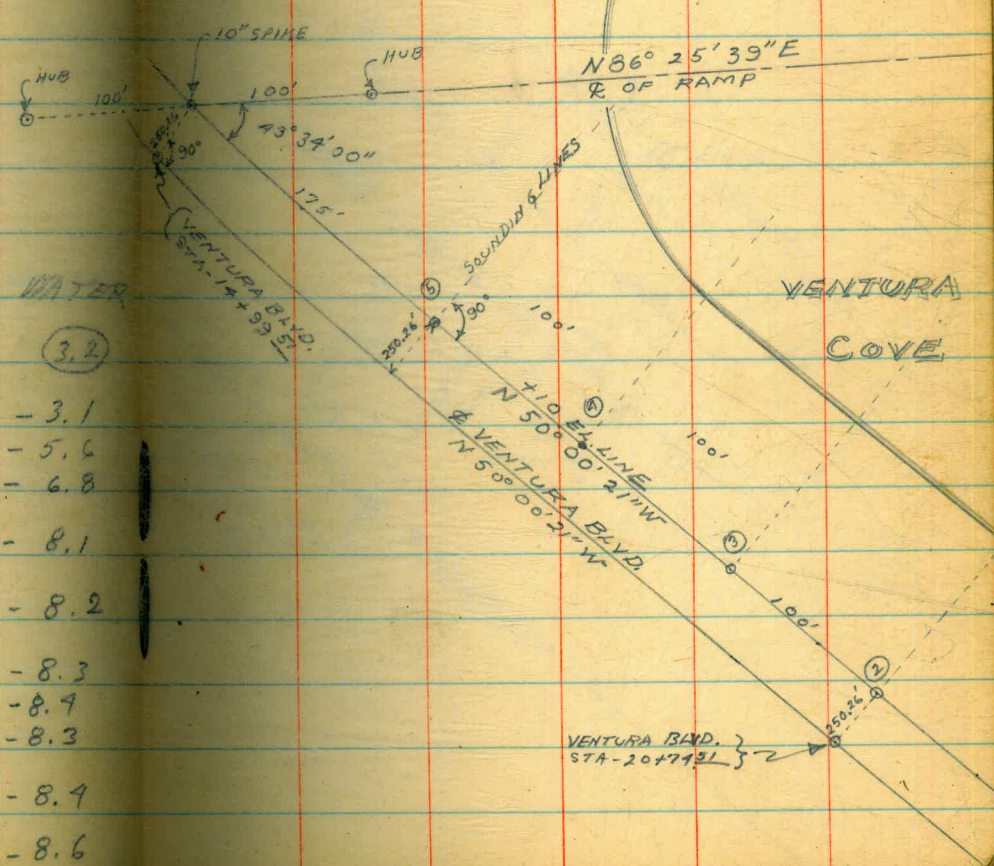
5-5-19

(35)

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LOCATION OF PROPOSED LAUNCHING RAMP
IN VENTURA COVE

STA	+ H.I.	- ELEV	U.S.C. 1895, "COASTER" 2"x2"		
B.M.	4.65	16.04	11.39		
T.B.M.		5.87	10.17		
0+00		4.90	11.1		
+14		4.90	11.1		
+44		5.6	10.4		
+85		7.8	8.2		
1+00		8.9	7.1		
+33		11.0	5.0		
1+62		12.82	3.22		
DIST.	SOUND	(3.2)	DIST.	SOUND	(3.2)
1+62	0.0	+3.2	2+30	6.3	-3.1
1+70	0.9	+2.3	2+40	8.8	-5.6
<u>16:00</u>	2.0	+1.2	2+60	11.3	-8.1
	3.0	+0.2	2+70	11.4	-8.2
2+00	5.0	-1.8	+80	11.5	-8.3
	5.6	-2.4	+90	11.6	-8.4
			3+00	11.5	-8.3
+20	5.9	-2.7	+10	11.6	-8.4
			+20	11.8	-8.6



15' offset Rt. of ϕ .
 BOTTOM OF SUBGRADES LAUNCHING RAMP

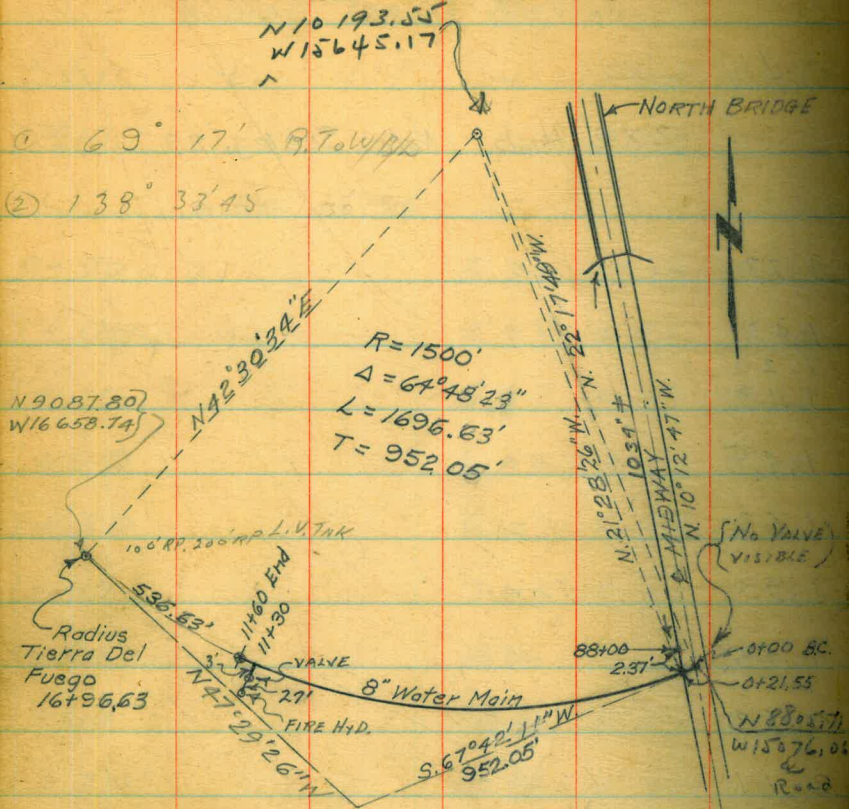
July 12, 1949

W. SIDE DANA BASIN.

Sta	+	H. I.	-	Elev	Grade	Cut
T.B.M.				8.86		
	6.50	15.36				
0+90			5.20	10.16	8.43	1.73
1+00			5.55	9.81	8.38	1.43
1+10			5.87	9.49	8.26	1.23 1.13
1+20			6.03	9.33	7.88	1.45
1+30			6.47	8.89	7.26	1.63
1+40			7.05	8.31	6.38	1.93
1+50			8.35	7.01	5.26	1.75
1+60			10.86	4.50	3.88	0.62
1+70			10.99	4.37	2.26	2.11

2'x2' Hub Note: See pg. 29

WATER LINE LOCATION ON
TIERRA DEL FUEGO ISLAND WEST HALF



SEE PAGE (43) THIS BOOK FOR LINES ON
GLEASON & DANA

WATER LINE LOCATION, ON TIERRA (38)
DEL FUEGO ISLAND 6-20-49
R=1500' Δ=67°45'14\" L=1695.25 d=1.14591560
STA DEF. L CHORD ELEV. CHORD
BEARINGS.

STA	DEF. L	CHORD	ELEV.	CHORD BEARINGS.
0+00 = CAUSEWAY	0	0		
+21.55	0° 24' 42"	21.55		S. 69° 40' 19" W
+50	0° 57' 18"	28.45	✓	
1+00	1° 54' 36"	50.00	✓	
+50	2° 51' 53"	"	✓	S. 73° 29' 30" W
2+00	3° 49' 11"	"	✓	
+50	4° 46' 29"	"	✓	S. 77° 18' 41" W
3+00	5° 43' 46"	"	✓	
+50	6° 41' 04"	"	✓	S. 81° 07' 52" W
4+00	7° 38' 22"	"	✓	S. 84° 57' 03" W
+50	8° 35' 40"	"	✓	
5+00	9° 32' 58"	"	✓	S. 88° 46' 14" W
+50	10° 30' 15"	"	✓	
6+00	11° 27' 33"	"	✓	N. 87° 24' 35" W
+50	12° 24' 51"	"	✓	
7+00	13° 22' 08"	"	✓	End.
+50	14° 19' 26"	"	✓	N. 83° 35' 14" W
8+00	15° 16' 44"	50.00	✓	

WATER LINE LOCATION ON
TIERRA DEL FUEGO ISLAND Contd.

6-20-49

39

STA.	DEF. L	CHORD	ELEV.	
8+50	16° 14' 02"	50.00		N. 79° 36' 03" W
9+00	17° 11' 19"	"	0	
+50	18° 08' 37"	"		N. 76° 06' 52" W
ST. P. REDHEADS				
10+00	19° 05' 55"	"	0	
+50	20° 03' 13"	"		N. 72° 17' 41" W
11+00	21° 00' 31"	"	0	
			34° 22'	
11+30	21° 34' 53"	30.00		
11+60 End	22° 09' 16"	30.00		
16+96.63	32° 24' 12"	536.63		Center TIERRA West Island
	31 57 55			

	21 00 31
	19 05 55
	01 54 36
	21 00 31
	1 59 36
12	22° 55' 07"
13	24° 49' 43"
	1 59 36
14	26° 44' 15"
	1 59 36
15	28° 38' 55"
16	30° 33' 31"
	1 59 36
	32° 28' 07"

10' RT of Right Edge. 88.30

C. BARRAGAN
E. WATSON
A. SHERRY 8-18-49

(40)

5+15 ROAD ALIGNMENT GLEASON POINT
 Move F.H. 175' S. R=765' d=2.24689333
 0+00=14+82.23 VENTURA Blvd. Δ=67°16' L=898.13
 TAY. BEARING N 40° E
 5+56 B.C.

Δ=22° 12' 30" RT.
 21° 01' 00"

STA	DEF ANGLE	CHORD
6+00	1° 37' 31"	43.10
6+50	3° 29' 52"	50.00
7+00	5° 22' 12"	"
7+50	7° 14' 27"	"
8+00	9° 06' 53"	"
8+50	10° 59' 14"	"
9+00	12° 57' 35"	"
9+50	14° 43' 56"	"
10+00	16° 36' 16"	"
10+50	18° 28' 37"	"
11+00	20° 20' 58"	"
11+50	22° 13' 19"	"
12+00	24° 05' 39"	"
12+50	26° 58' 00"	"
13+00	27° 50' 20"	"
13+50	29° 42' 41"	50
14+00	31° 35' 02"	50
14+54.23	33° 38' 00"	54.73
15+00	T A N	45.27

STA	DEF ANGLE	CHORD
15+50		50
16+00		"
16+50		"
17+00		"
17+39.73		39.73

14+82.23
 13+94.13
 88.30

Δ=17.135° L=506.58 d=7.99476

STA	DEF ANGLE	CHORD
18+00	8° 01' 50"	60.27
+50	14° 41' 35"	50
19+00	21° 21' 19"	"
19+50	28° 01' 04"	50
20+00	34° 40' 48"	4
+50	41° 20' 42"	"
21+00	48° 00' 17"	"
+50	54° 40' 00"	"
22+00	61° 19' 45"	"
P.C.C. 31	67° 30' 00"	46.31
22+46.31	L.T. Δ-135°	L=117.81' d=39.377968
22+75	16° 26' 17"	28.69
23+00	30° 45' 44"	25.00
23+25	45° 05' 10"	"
23+50	59° 24' 36"	25.00
24+44.12 P.C.	67° 30' 00"	19.12'

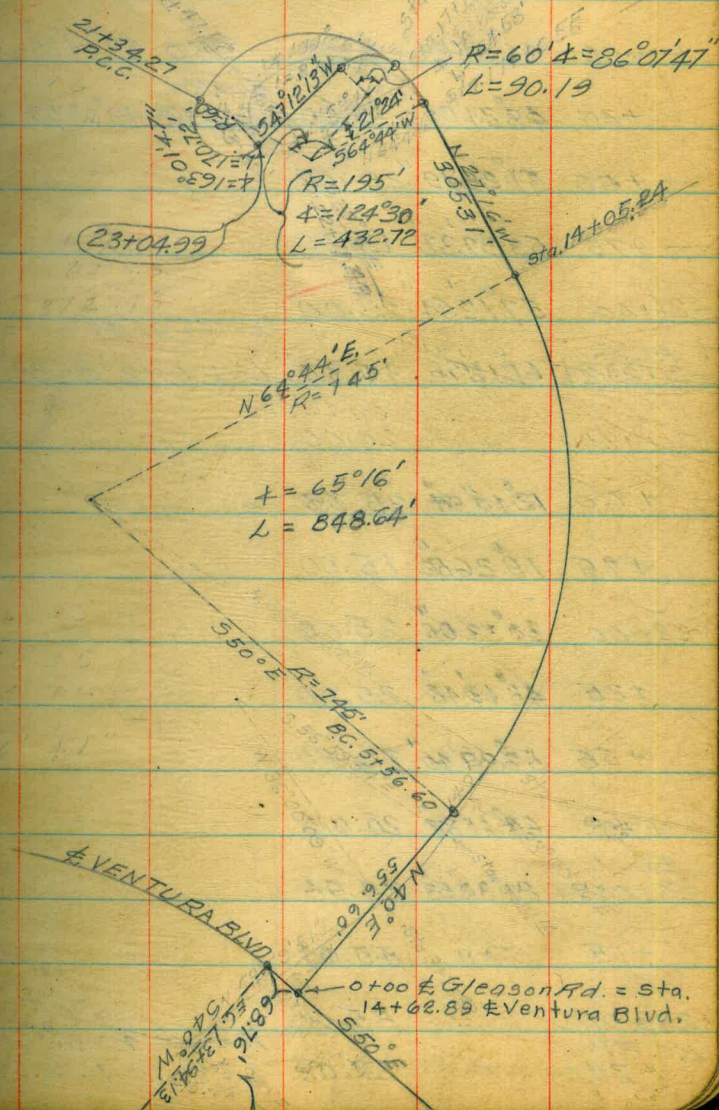
ROAD ALIGNMENT GLEASON POINT

$d = 2.30721261$

STA	DEFL	CHORD	STA	DEFL	CHORD
TAN Bearing $N40^\circ E$ DIST 556.6					
B.C.Lt.	$R = 740.1$	$L = 868.78$			
5+56.60	$\Delta = 67^\circ 16'$		14+00	$32^\circ 25' 54''$	40.00
			E.C.		
6+00	$1^\circ 40' 49''$	43.40	14+05.24	$32^\circ 38'$	5.24
+50	$3^\circ 36' 57''$	50.00	+50	TAN	44.76
7+00	$5^\circ 33' 05''$	50.00	15+00		50.00
+40	$7^\circ 06'$	40.00	+50		"
+70	$8^\circ 15' 41''$	30.00	16+00		"
8+05	$9^\circ 37'$	35.00	+50		"
8+40	$10^\circ 58' 18''$	35.00	17+00		50.00
			B.C.Lt		
9+00	$13^\circ 17' 40''$	60.00	17+10.55	$R = 195.1$	$L = 423.72$
				$\Delta = 124^\circ 30'$	$d = 8.81473538$
+50	$15^\circ 13' 48''$	50.00	+45	$5^\circ 03' 40''$	34.45
10+00	$17^\circ 09' 56''$	"	+75	$9^\circ 28' 07''$	30.00
+50	$19^\circ 06' 04''$	"	P.O.C		
			17+83.38	$10^\circ 42' 00''$	8.38
11+00	$21^\circ 02' 12''$	"	18+00	$13^\circ 08' 29''$	16.62
+50	$22^\circ 58' 21''$	"	18+25	$16^\circ 48' 51''$	25.00
12+00	$24^\circ 54' 30''$	50.00	+50	$20^\circ 29' 13''$	25.00
+45	$26^\circ 39' 00''$	45.00	18+75	$24^\circ 09' 35''$	25.00
13+00	$28^\circ 46' 49''$	55.00	19+00	$27^\circ 50' 00''$	25.00
+35	$30^\circ 08' 04''$	35.00	+35	$32^\circ 58' 28''$	35.00
+60	$31^\circ 06' 08''$	25.00	+50	$35^\circ 10' 41''$	15.00
			+75	$38^\circ 51' 03''$	25.00

10-8-51 T.A. Stampel

W.O. No 64020



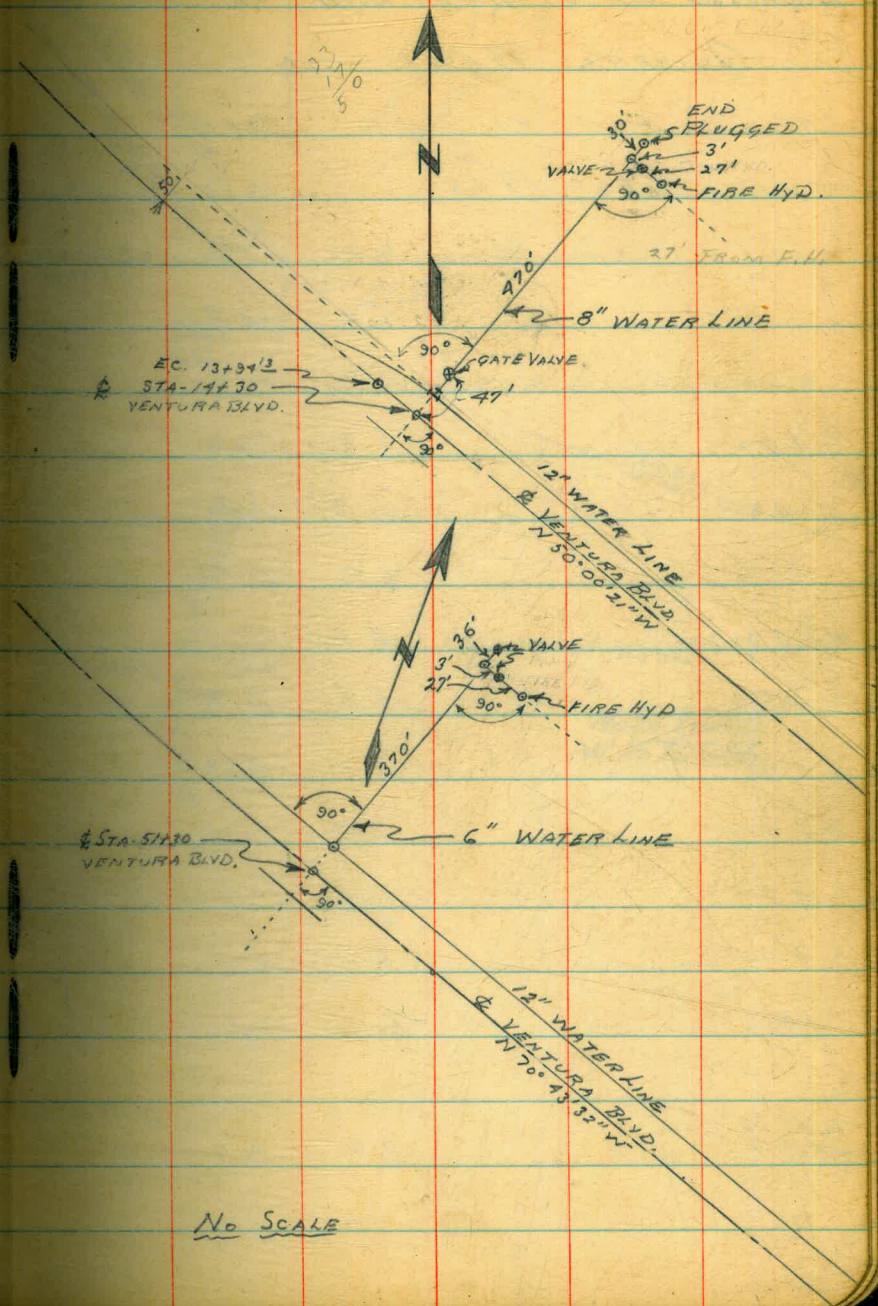
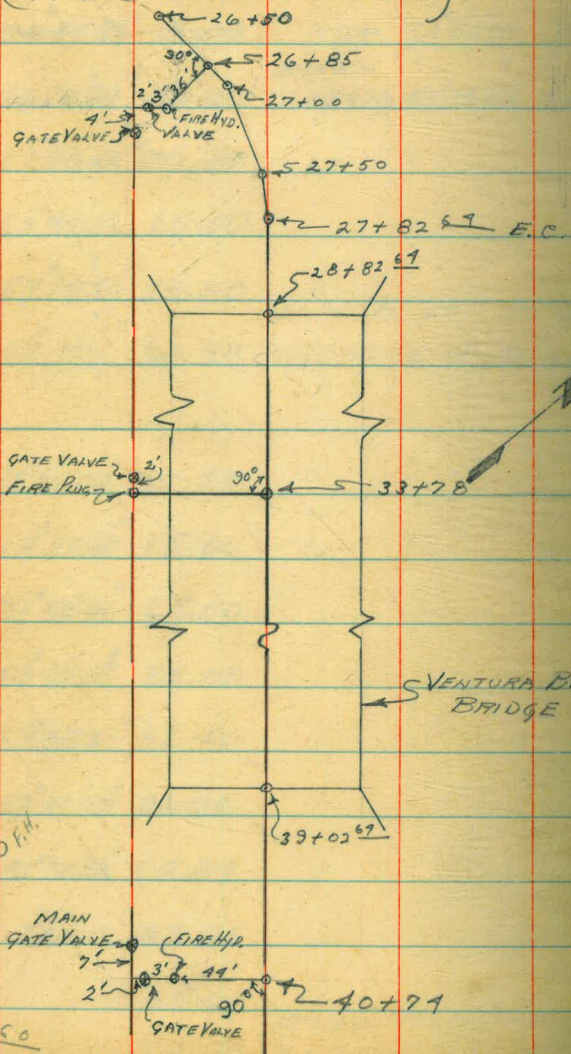
GLEASON ROAD CONTD.

STA	DEF. L	CHORD	STA.	DEF. L	CHORD
-20+00	42°31'25"	25.00	25+00	9°59'01"	20.91
- +25	46°11'47"	25.00	+25	21°55'13"	25.00
L +30	46°55'53"	5.00	+50	33°51'25"	25.00
+45	48°24'00"	15.00	End Rd.		
- +50	51°20'19"	20.00	25+6928	43°03'53"	19.28
- +75	53°32'32"	15.00			
-21+00	57°12'54"	25.00			
P.C.C.			Δ = 163°01'47" R = 60'		
-21+34.27	62°15'11"	34.27	L = 170.72 d = 28.64789		
P.C.C.					
+60	12°17'07"	25.73			
+75	19°26'50"	15.00			
22+00	31°23'01"	25.00			
+25	43°19'13"	25.00			
+55	59°38'40"	30.00			
+75	67°11'37"	20.00			
E.C.					
23+04.99	81°30'53"	29.99			
+15	TAN	45.01			
24+00		85.00			
B.C.Rt.			R = 60' Δ = 86°07'47"		
+79.09		79.09	L = 90.19 d = 28.64789		

56-72-54
 53-32-32
 3-40-22
 57-12-54
 60-53-26

LOCATION OF WATER LINES @ GLEASON POINT & DANA BASIN FOR FIRE HYDRANTS

(SEE PAGE 38 THIS BOOK
FOR LINE ON TIERRA DEL FUEGO)



NO SCALE

LOCATION OF 6" WATER LINE TO

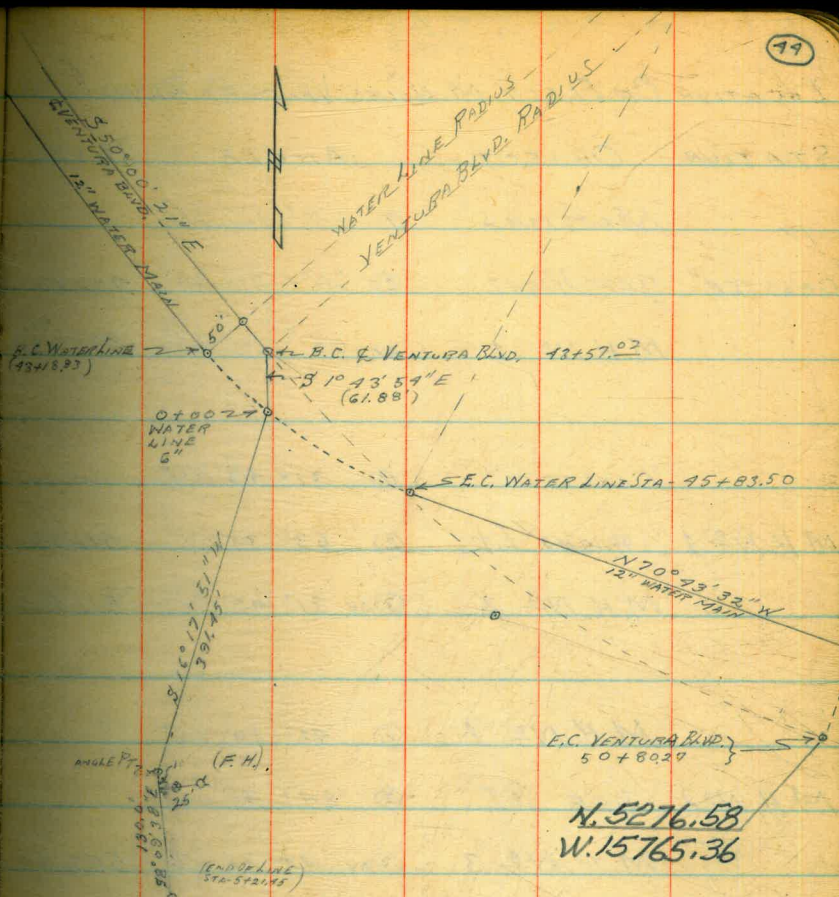
QUIVERA BASIN

STA	+	H.I.	-	ELEV
T.B.M.	7.60	17.65		13.05
0+00			5.0	12.7
+25			5.0	12.7
1+00			5.2	12.5
+50			5.8	11.9
2+00			5.8	11.9
+50			6.2	11.5
3+00			6.7	11.0
+50			5.9	11.8
4+91 ⁴⁵			6.7	11.0
4+00			6.7	11.0
+50			5.9	12.3
5+00			5.1	12.6
+21 ⁴⁵			5.6	12.1
T.P 12" MAIN			8.0	9.7

13.05
M.H.

COP. C.A.M.H.
@ STA.
VENTURA BASIN

T.P 12" MAIN



LOCATION OF ELECT. M. HOLES VENTURA BLVD (NORTH OF BRIDGE TEMP)

STATION	OBJECT	ANGLE	DIST	BEARING
	"MARSTONS"	① 15° 11' 30"		
"COASTER"	DEF RIGHT	② 30° 21' 30"	452.79	
	M.H. N° 1	AY. 15° 10' 45"	452.19	N 60° 33' 22" W
	"COASTER"	① 31° 49' 00"		
M.H. N° 1	RIGHT LT.	② 63° 38' 00"	511.50	
	M.H. N° 2	③ AY. 31° 49' 00"	511.50	N 87° 37' 38" E
	M.H. N° 1	① 42° 20' 00"		
M.H. N° 2	DEF RT.	② 84° 40' 00"		
	M.H. N° 3	③ AY. 42° 20' 00"	509.40	S 68° 02' 22" E
	"COASTER"	① 61° 53' 00"		
(TIE)	M.H. N° 2	RIGHT	② 123° 45' 30"	
	M.H. N° 1	③ AY. 61° 52' 45"		S 22° 41' 38" W
	M.H. N° 1	① 3° 47' 00"		
(TIE)	M.H. N° 2	DEF RIGHT	② 7° 33' 00"	
	M.H. N° 1 EAST	③ AY. 3° 46' 30"	488.95	S 88° 35' 22" E

ELECT M. HOLES CONT'D.

STATION	OBJECT	ANGLE	DIST	BEARING
(TIE)	M.H. N° 2	① 67° 22' 30"		
M.H. N° 3	RIGHT	② 134° 45' 00"		
	M.H. N° 4	③ AV. 67° 22' 30"		N 17° 20' 08" E
	M.H. N° 2	① 0° 05' 30"		
M.H. N° 3	DEF. R.T.	② 00° 11' 30"		
	M.H. N° 5	③ AV. 00° 05' 45"	570.09	S 50° 08' 07" E
	M.H. N° 2	① 91° 48'		MH#2 } MH#3 } Left } Fire Hyd } 41° 16'
M.H. N° 3	L RIGHT	② 183° 36' 30"		
	FIRE HYD.	③ AV 91° 18' 15"		N 71° 45' 53" E
	M.H. N° 4	① 4° 39' 30"		
M.H. N° 5	DEF-LEFT	② 9° 19' 00"		
	M.H. N° 6	③ AV 4° 39' 30"	551.94	S 59° 47' 37" E
	M.H. N° 5	① 33° 35' 30"		
M.H. N° 6	DEF LEFT	② 67° 12' 00"		
	POINT "O" TRACE COURSE	③ AV 33° 36' 00"	180.92	S 88° 23' 37" E

ELECT. M. HOLES CONT'D

STATION	OBJECT	ANGLE	DIST	BEARING
	"COASTER"	① $06^{\circ} 37' 30''$ $06^{\circ} 36' 30''$		$N 61^{\circ} 25' 22'' W$
M.H.N ^o 6	∠ RIGHT	② $13^{\circ} 15' 30''$		
	M.H.N ^o 5	③ AV. $06^{\circ} 37' 75''$		$N 61^{\circ} 25' 22'' W$
	MARSTONS	④ $14^{\circ} 20'$		
"COASTER"	∠ RIGHT	⑤ $28^{\circ} 39' 00''$		
	M.H.N ^o 6	⑥ AV. $14^{\circ} 19' 30''$		$N 61^{\circ} 24' 37'' W$
	DIFF. IN BEARING	ANGLE =		$00^{\circ} 00' 45''$

LOCATION OF WATER MANHOLES ALONG VENTURA BLVD.

STATION	OBJECT	ANGLE	DIST	BEARING
M.H. NO. 1 (12") WATER ALSE	"MARSTON'S"	① 10° 21' 00"		
	DEF LEFT	② 20° 42' 00"		
	WATER (12")			
	M.H. NO. 2	③ AV-10° 21' 00"	327.83'	S 87° 50' 49" W

71°

12°

81°

10 12'

M.H. NO. 7	M.H. 7	① 16° 10' 30"		
	DEF RIGHT	② 32° 22' 00"		
	60 + 00	③ AV	6806'	

M.H. NO. 8	7	① 0° 50'		
	DEF LEFT	② 1° 39'		
	NO. 9	③ AV		

NOT
CHANGED

LOCATION OF ELECTRIC MANHOLES ALONG INGIRAHAM BLVD.

STATION	OBJECT	ANGLE	DIST	BEARING
(WATER) M.H. NO ONE "ISLE" N 5007.53 W 14465.29	"MARSTONS" L LEFT ELECTRIC M.H. NO 7	① 109° 51' 30" ② 209° 41' 00" ③ AX. 104° 50' 30"	336.85'	To MARSTONS S 81° 48' 16" E N 06° 38' 46" W
ELECTRIC M.H. NO 7	WATER M.H. NO 1 (ISLE) DEF LEFT ELECT. M.H. NO 8	① 2° 35' ② 5° 10' 00" ③ 2° 35' 00"	599.76'	N 03° 13' 46" W
M.H. NO 8	M.H. NO 7 DEF LEFT	① 0° 50' ② 1° 39' 00"		
M.H. NO 9	M.H. NO 9	③ AX. 0° 49' 30"	360.61'	N 10° 03' 16" W 10° 03' 41" 11' 30" 10° 15' 11"
(TIE) M.H. NO 8	M.H. NO 7 DEF. RIGHT (WEST CURB B/A STA - NS0 + 00)	① 16° 10' 30" ② 32° 22' 00" ③ AX. 16° 11' 00"	68.06'	N 05° 37' 44" E
M.H. NO 9	M.H. NO 8 DEF. LT.	① 0° 11' 30" ② 0° 23' 00"		
M.H. NO 10	M.H. NO 10	③ AX. 0° 11' 30"	500.61'	N 10° 14' 46" W

STATION	OBJECT	ANGLE	DIST	BEARING
(TIE)	M.H. N ^o 9	① 12° 49' 30"		
	M.H. N ^o 10	② 25° 39' 30"		
	N 6781.30 WEST CURB BY			
	W 14752.40 STA - N 67400	③ AV. 12° 49' 15"	87.10'	S 23° 09' 31" E

(TIE)	M.H. N ^o 9	④ 63° 59' 30"		
	M.H. N ^o 10	⑤ 127° 59' 00"		
	"MARSTON'S"	⑥ AV. 63° 59' 30"		S 74° 19' 16" E

MAN HOLES NORTH OF BRIDGE (CAUSEWAY)

(76+89.12)	"MARSTON'S"	⑦ 74° 51' 30"		
LEAD ETK W/CURB BY FCC.	∠ PT.	⑧ 149° 42' 30"		
	M.H. N ^o 11	⑨ AV. 74° 51' 15"	74.53'	S 4° 10' 23" W
	LEAD ETK.	⑩ 14° 29' 30"		
	M.H. N ^o 11	⑪ ∠ LEFT	⑫ 28° 58' 30"	
	M.H. N ^o 12	⑬ AV. 14° 29' 15"	382.79'	N 10° 19' 07" W
	M.H. N ^o 11	⑭ 0° 5' 00"		
	M.H. N ^o 12	DEF PT.	⑮ 0° 10' 30"	
	M.H. N ^o 13	⑯ AV. 0° 5' 15"		N 10° 13' 52" W

STATION	OBJECT	ANGLE	DIST.	BEARING
	M.H. N° 11	① 0° 5' 00"		
M.H. N° 12	DEF RIGHT	② 0° 16' 30"		
	M.H. N° 14	③ AV. 0° 5' 15"	1042.86	N 10° 13' 52" W
	M.H. N° 14	① 101° 08'		MH No. 13 Dist N 10° 13' 52" W 585.14'
M.H. N° 11	L-LEFT	③		MH No. 14
	(TRANSFORMER STA YACHT POND)	AV. 101° 08'	T. EDGE POND 362.7	S 68° 38' 08" W
	M.H. N° 10	① 90° 40'		
M.H. N° 9	L-LEFT	③		
	(TRANSFORMER STA. DANA LANDING)	AV. 90° 40'	T. EDGE POND 159.7	S 79° 01' 49" W
	"MARSTONS"	① 59° 23'		
"ISLE"	L-RIGHT	② 118° 47' 00"		
	M.H. N° 15	AV. 59° 23' 30"	269.10'	S 22° 29' 41" E
(TIE)	M.H. N° 12	① 55° 49'		
M.H. N° 14	L-LEFT	② 111° 28' 00"		
	MARSTONS	③ AV. 55° 49' 00"		S 65° 57' 52" E
(TIE)	M.H. N° 12	① 49° 22' 30"		
M.H. N° 14	L-LEFT	② 98° 45' 30"		
	STA-N 30+00	③ AV. 49° 22' 30"	25.33'	S 59° 36' 22" E

B/L FOR GRADING OF AREA AT EAST END OF YACHT POND

STAMPER
C. BARRAGAN
E. WATSON
SMITH

10-3-19

(52)

STATION	OBJECT	ANGLE	DIST	BEARING
---------	--------	-------	------	---------

STA-N-90+00

STAN-78+00	L. LEFT	79° 47' 13"		
------------	---------	-------------	--	--

STA-3+52

352.00

STA-N-78+00

3+52	L. LEFT	90° 00' 00"		
------	---------	-------------	--	--

5+50

902.00

GROUND ELEVATIONS ALONG BASELINE
FOR GRADING - YACHT POND

STA	+	H.I.	-	ELEV	
T.B.M	3.48	17.50		14.02	
OPPOSITE 2+00 (10'w)			4.61	12.9	GROUND (9)
OPPOSITE 2+50 (10'w)			5.0	12.5	GROUND (8)
OPPOSITE 3+00 (10'w)			5.0	12.5	GROUND (8)
OPP. 3+50 (10'w)			4.96	12.5	GROUND (8)
OPP. 4+00 (10'w)			4.97	12.5	GROUND
OPP. 4+50 (30'w)			5.14	12.4	GROUND
OPP. 5+00 (10'w)			4.66	12.8	GROUND

CORR OF VAULT
VAULT TIDE
WATER CONTROL
KING

12
130

53

17.5
12.5
5.0

17.5
12.8
4.7

ELEVATIONS & GRADES FOR GRADING

EAST END OF YACHT POOL

DIST	+	H.I.	-	ELEV	G.R.	GRADE
E-22'		17.50	4.85	12.7	4.6	12.9
E-42'			4.90	13.1	4.5	13.0
E-62'			4.95	13.0	4.4	13.1

3+00

5+00

DIST	+	H.I.	-	ELEV
------	---	------	---	------

DIST	+	H.I.	-	ELEV	G.R.	GRADE
E-22'		17.5	4.8	12.7	4.6	12.9
E-42'			4.7	12.8	4.5	13.0
E-62'			4.7	13.2	4.4	13.1

DIST	+	H.I.	-	ELEV	G.R.	GRADE
E-22'		17.50	4.9	12.6	4.6	12.9
E-42'			4.9	12.6	4.5	13.0
E-62'			4.9	12.6	4.4	13.1

2+50

4+50

DIST	+	H.I.	-	ELEV
------	---	------	---	------

DIST	+	H.I.	-	ELEV	G.R.	GRADE
E-22'		17.50	5.0	12.5	4.6	12.9
E-42'			4.7	12.8	4.5	13.0
E-62'			4.5	12.9	4.4	13.1

DIST	+	H.I.	-	ELEV	G.R.	GRADE
E-22'		17.50	4.8	12.7	4.5	13.0
E-42'			4.9	12.6	4.4	13.1
E-62'			4.9	12.7	4.3	13.2

2+00

4+00

DIST	+	H.I.	-	ELEV
------	---	------	---	------

DIST	+	H.I.	-	ELEV	G.R.	GRADE
E-22'		17.50	5.2	12.3	4.6	12.9
E-42'			4.7	12.8	4.5	13.0
E-62'			4.6	12.9	4.4	13.1

DIST	+	H.I.	-	ELEV	G.R.	GRADE
T.B.M.		5.35	10.25	12.9		
					4.66	13.6

4+50 B/L

5.2

3+50

DIST	+	H.I.	-	ELEV
------	---	------	---	------

E-22'		17.50	5.0	12.0	4.6
E-42'			4.7	12.8	4.5
E-62'			4.6	12.9	4.4

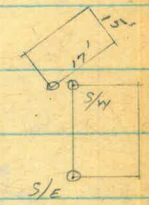
DIST	+	H.I.	-	FLEV	G.P.	GRADE
		1+00				
E-22		18.25		4.66		
E-17				4.66		
E-62				4.66		

0+32	68'	WEST	SMALL TREE
0+40	66.0'	WEST	" "
0+40	57.0	WEST	" "
0+43 ³	51.7'	WEST	To S/W COR
0+43'	62.0'	"	To PALM TREE
0+46	57.0'	"	SMALL TREE



DIST	+	H.I.	-	FLEV	G.P.	GRADE
		0+50				
E-22				4.66		
E-4L				4.66		
E-62				4.66		

0+46	66.0'	"	" "
0+47	37.0	"	" "
0+48	30.0	"	S/E COR TRANS. STA
0+62	41.1	"	N/E COR TRANS. STA
0+76.5		"	S/W COR CONC PAD.
0+79	83.5'	"	S/E COR CONC. PAD

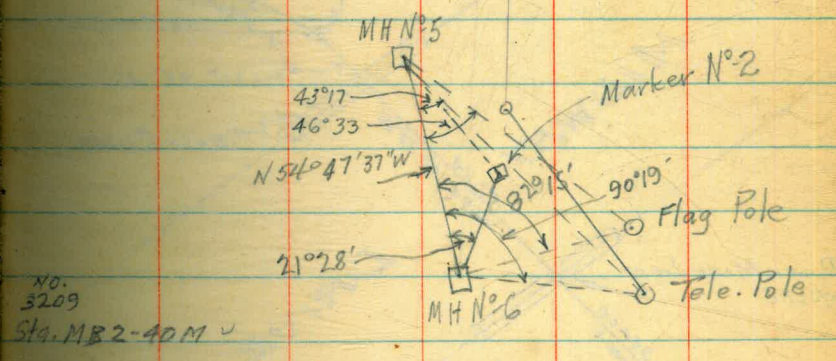
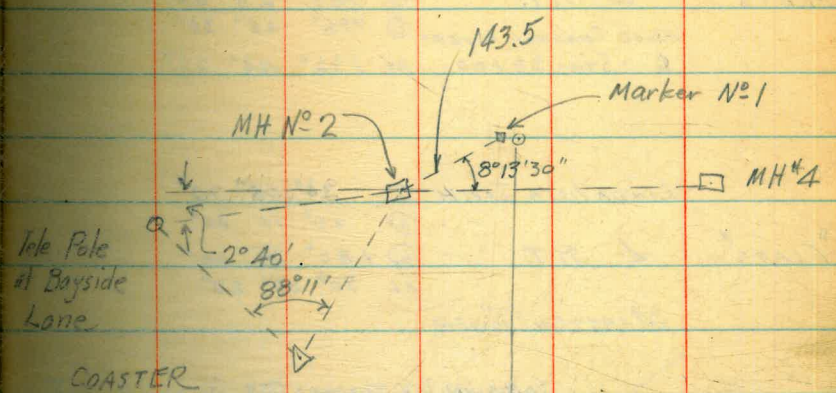


1+17	56.5	"	V. SMALL TREE
1+25	65'	"	V. SMALL TREE
1+29	58.5	"	V. SMALL TREE
1+31	51.6	"	V. SMALL TREE
1+32	39.5	"	SMALL TREE
1+33	63.3	"	LARGE TREE (PALM)
1+37	49.1	"	LARGE TREE
1+39	84.85	"	N/E COR. BLDG (PAD) ^(CONC.)
1+39	66	"	SMALL TREE
1+41	54.6	"	V.V. SMALL TREE
1+43	41.0	"	V SMALL TREE
1+51	79.0	"	" "

10/20/49

Tele. Underground-Ventura Pt.

STA	OBJ.	ANGLE	DIST	BEARING
	MH#5			N54°47'37"W
M.H.#6	RT. ↓	90°19'		
	TEL POLE			
	Flag Pole	82°15'		
	Marker N°2	21°28' (Marked 41'N.)	138.0	
M.H.#5	RT to MH#6			
	TEL Pole =	43°17'		
	Flag Pole =	46°33'		
	Marker N°2 =	6°48'		
	TEL Marker N°1 (Marked 1'N. & 9'E.)			
M.H.N°2	R ↓	8°13'30"		
	MH#4			
	MH#4			
MH N°2.	DEF Lt.	2°40'		
	Power Pole			
	TEL POLE AT BAYSIDE LANE E. SIDE			
	Tele. Pole			
COASTER	RT	88°11'	143.5	176°W
	MH N°2			



NO. 3209
Sta. MB 2-40 M

RELOCATION OF U.S.E.D. "FLATS"

40
6/290

"MARSTON'S TOWER" ① 132° 44' 30"

"FLATS" L. P.T. ② 265° 28' 00"

FLOOD CHANNEL INVERT ③ 796° 25' 30"

E - STA - 98+00 AV. 132° 44' 27"

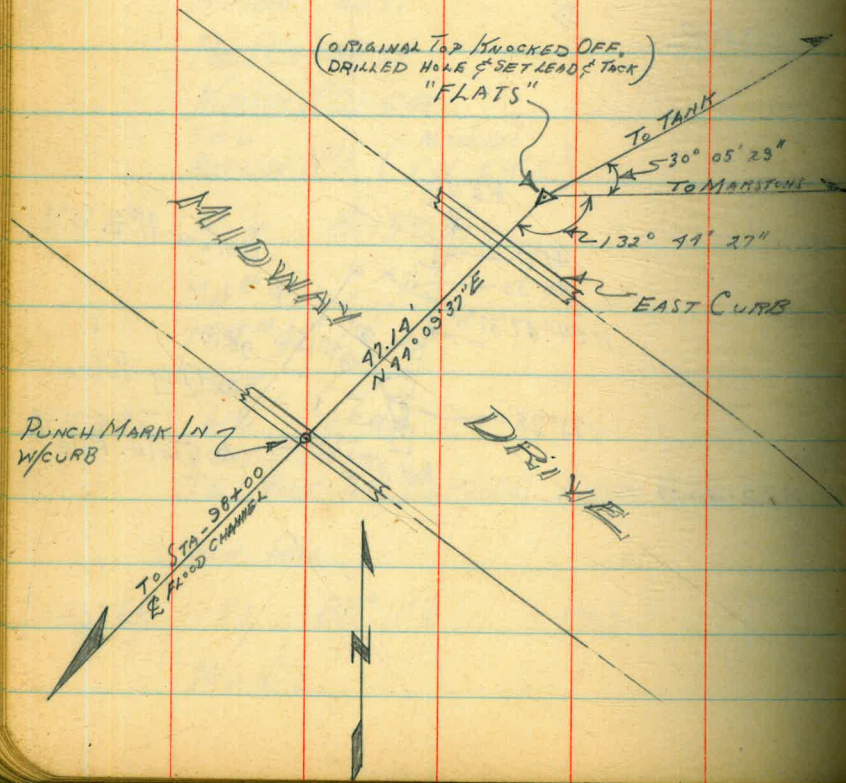
LINDA VISTA TANK ④ 30° 05' 30"

"FLATS" L. P.T. ⑤ 60° 11' 30"

⑥ 180° 34' 00"

AV. 30° 05' 29"

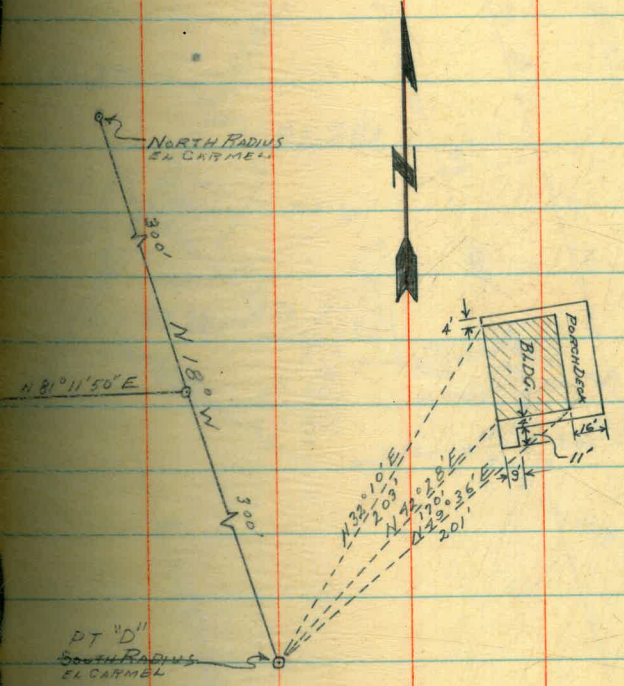
MARSTON'S TOWER



LOCATION OF YACHT CLUB BUILDING ON
EL CARMEL POINT

STA	OBJECT	ANGLE	STADIA DIST
PT "D" SOUTH RADIUS EL CARMEL	N/W COR. BLDG.	50° 10'	203'
PT "D" SOUTH RADIUS EL CARMEL	S/W COR. BLDG.	60° 28'	170'
PT "D" SOUTH RADIUS EL CARMEL	S/E COR. BLDG.	67° 36'	201'
PT "D" SOUTH RADIUS EL CARMEL	CENTER OF GATE	0° 00'	181'

NOTE: POINT "D" IS PT "D" OF RACE COURSE
Layout. N. 9,780.48 and W. 18,805.97



SITUATION SURVEY OF CITY PROP. S/W COR. P.L. N9282

"X" AT POINT 20' SOUTH OF S.E. COR. AZIM. TO N/E COR. $392^{\circ}06'20''$

STA AZIM. DIST.

1	$325^{\circ}00'$	98'
2	$323^{\circ}41'$	89'
3	$318^{\circ}58'$	91'
4	$318^{\circ}45'$	112'
5	$300^{\circ}50'$	65'
6	$292^{\circ}25'$	79'

N/E COR. OF SHED

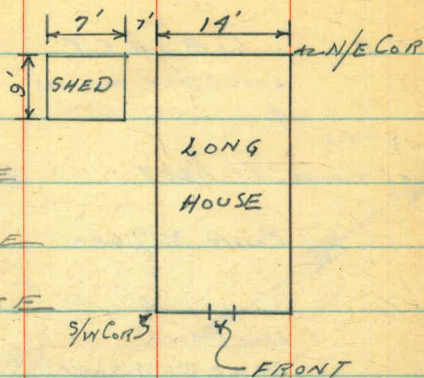
S/E COR. OF SHED

S/W COR. OF SHED

N/E COR. LONG HOUSE

S/E COR. LONG HOUSE

S/W COR. LONG HOUSE



"X" AT B.C. AZIM. TO N/W COR. PROP = $306^{\circ}21'20''$

STA AZIM. DIST.

7	$324^{\circ}25'$	43'
8	$309^{\circ}00'$	47'
9	$300^{\circ}25'$	112'
10	$286^{\circ}58'$	101'
11	$287^{\circ}38'$	101'
12	$276^{\circ}05'$	67'
13	$187^{\circ}55'$	18'
14	$306^{\circ}21'$	45'
15	$350^{\circ}50'$	45'
16	$119^{\circ}50'$	56'
17	$95^{\circ}55'$	104'
18	$300^{\circ}55'$	51'
19	$302^{\circ}20'$	60'
20	$291^{\circ}40'$	55'

S/E COR. OF SHED

S/W COR. OF SHED

POWER POLE

TELEPHONE POLE

END OF FENCE

FENCE COR.

GAP END

LINE OF FENCE E. & W.

" " " "

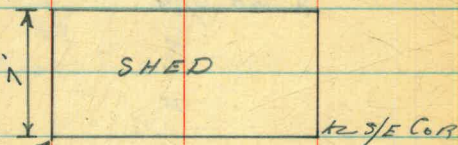
END GAP

FENCE COR

S/E COR SHED

N/E COR. SHED 9'x9'

NO SCALE
DIMENSIONS ONLY

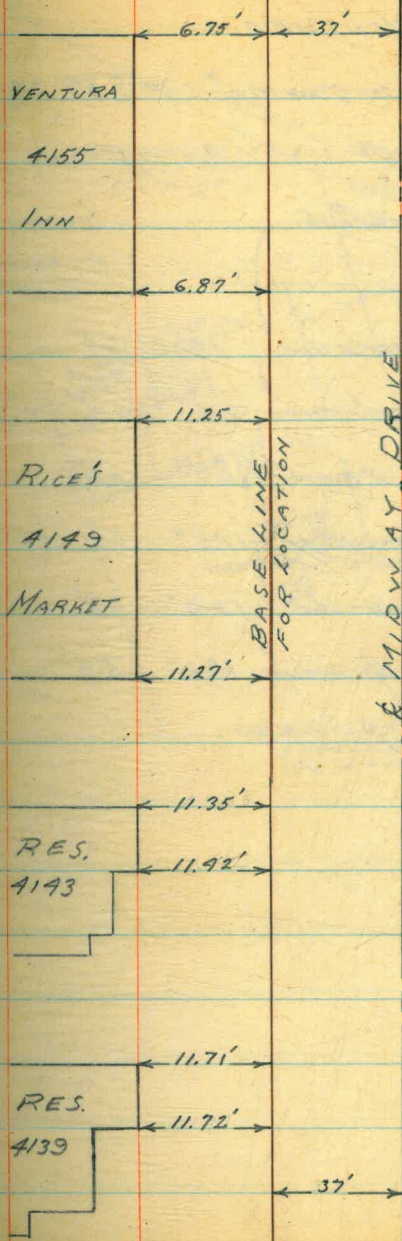


SHOT N^o (21)

(21) AZIM. $119^{\circ}40'$ DIST. 54'

SITUATION SURVEY OF PROPERTY ON
WEST SIDE OF MIDWAY DRIVE & NORTH
OF OLLIE ST.

STA	OBJECT	ANGLE
LEAD & TACK MIDWAY &		
LEAD & TACK OLLIE & MIDWAY	L. LEFT	① 90° 00' 00"
	POINT 37' OFF	
LEAD & TACK OLLIE & MIDWAY		
POINT 37' OFF	L. LEFT	① 90° 00' 00"
	& OF B/4	

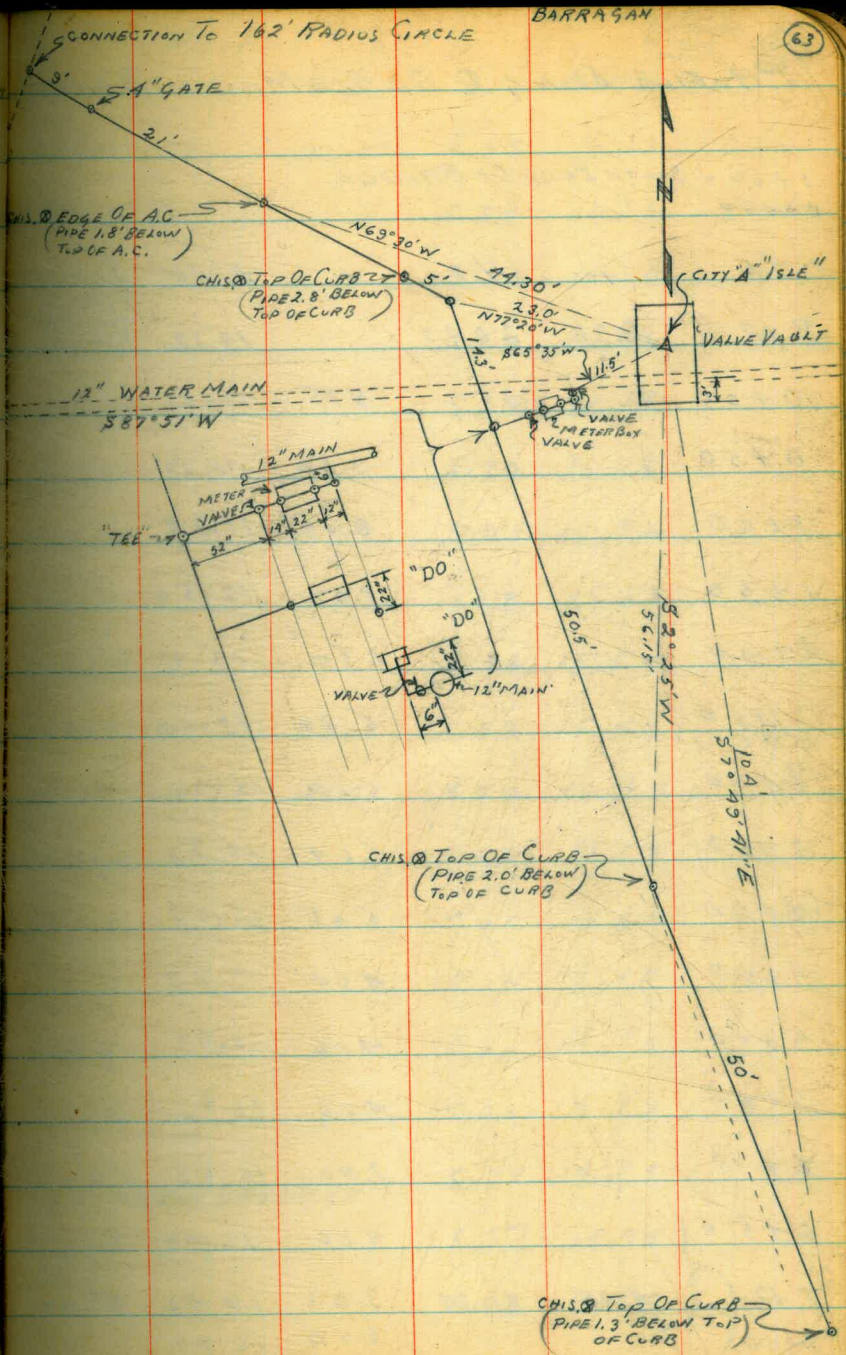


NOTE
(DIMENSIONS TO EDGE
OF STUCCO OR SIDING)

LOCATION OF 4" (SPRINKLER) AT INTERSECTION
OF MIDWAY & VENTURA.

$0^{\circ}00'00'' = (\text{SLE TO LEAD \& TACK M.H. \#15}) = S22^{\circ}24'41''E$

STA	OBJECT	ANGLE	DIST
	LEAD & TACK M.H. #15		
Δ	"ISLE" RT.		
(N-5007.53)			
(W-13,465.25)			
	S/CURB CENTER SECTION	14° 35'	10.9'
	N/CURB CENTER SECTION	29° 50'	56.15'
	CONNECTION @ 12" MAIN	88° 00'	11.45'
	TO P.L. @ BEND (NORTH)	125° 05'	23.0'
	TO S/CURB N/TRAFFIC LANE	128° 17'	
	TO N/EDGE A.C. N/TRAFFIC LANE	132° 50'	44.30'



PROFILE ALONG R OF OLD MISSION BRIDGE

PROFILE CONT'D.

2-2-50 STAMPER
BARTON
WATSON
SHERRY (69)

1+00 = SOUTH EDGE OF BRIDGE
0+00 =

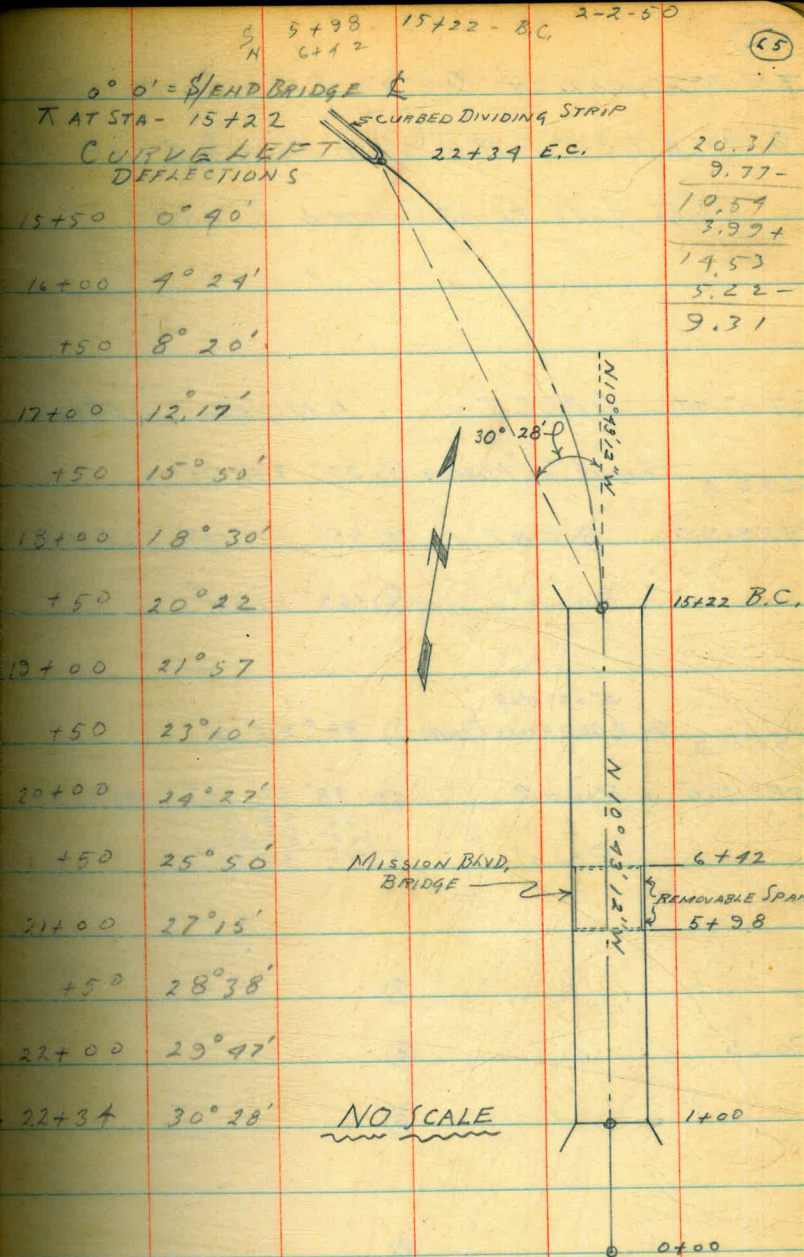
STA	+	H.I.	-	ELEV	REMARKS
B.M.	8.30	20.42		12.12	BRASS BOTTOM ON E/C/UB MISSION BRIDGE @ S/END BRIDGE
0+00			9.35	11.07	
0+50			9.20	11.22	
1+00			8.43	11.99	
1+50			7.92	12.50	
2+00			7.30	13.12	
2+50			6.82	13.60	
3+00			6.22	14.20	
3+50			5.64	14.78	
4+00			5.05	15.37	
4+50			4.54	15.88	
5+00			4.16	16.26	
5+50			4.00	16.72	
6+00			3.90	16.52	
6+50			4.00	16.72	
T.P.	4.45	21.87	3.00	17.12	17.32 4.45 21.87
7+00			5.50	16.37	

STA	+	H.I.	-	ELEV
7+50		21.87		5.59 16.33
8+00				5.59 16.33
8+50				5.49 16.38
9+00				5.59 16.28
9+50				5.69 16.18
10+00				5.79 16.08
+50				5.95 15.92
11+00				6.18 15.69
+50				6.32 15.55
12+00				6.43 15.44
T.P.	3.84	20.31		5.40 16.77
12+50				5.02 15.29
13+00				5.11 15.20
+50				5.13 15.18
14+00				5.21 15.10
+50				5.32 14.99
15+00				5.37 14.94
B.C. @ END OF BRIDGE				5.37 14.94
+50				5.76 14.55

T.P. 16.17
2.84
20.31

SEE NEXT PAGE ←

STA	T	H.I.	-	ELEV
B.C. & N/END OF BRIDGE				
15+22		20.31	3.37	19.94
15+50			5.76	19.55
16+00			6.28	19.03
+50			7.14	13.17
17+00			8.19	12.12
+50			9.18	11.13
18+00			9.92	10.39
+50				10.54
T.P.	3.99	14.53	10.56	7.5
19+00			9.77	10.59
+50			5.16	9.37
20+00			5.45	9.06
+50			5.24	8.79
21+00			6.08	8.95
+50			6.40	8.13
22+00			6.60	7.93
END CURVE (AT CENTER) SP.			6.60	7.93
22+34			6.26	8.27
B.M.			5.22	9.31
				9.33
				9.31
				-.02



TRIANGULATION OF 2"x2" HUB 150' EAST OF
 § OF A.T. & S.F. R.R. AND ALONG § OF
 OLD S.D. FLOOD CONTROL DYKE

90
6
540
300

PRESIDIO N 02° 00' 08" E "POLO"
 N 75° 39' 33" W "COAST ST"
 N 60° 30' 38" W "BY PT"

STATION	OBJECT	ANGLE	MEAN
U.S.E.D Δ	LEAD & TACK "MORENA" (1)	27° 38' 45"	
"PRESIDIO"	RIGHT (2)	55° 17' 10"	27° 38' 35"
	"POLO" (6)	165° 51' 30"	
2"x2" HUB ON § OLD FLOOD DYKE			
U.S.E.D Δ	(1)	89° 25' 0"	
"PRESIDIO"	RIGHT (2)	178° 52' 00"	89° 25' 52"
	"POLO" (6)	$\begin{array}{r} 176^{\circ} 35' 15'' \\ 36^{\circ} 00' 00'' \\ \hline 536 35' 15'' \end{array}$	
	(1)		
"POLO"	(2)		
	(6)		
	(1)		
"POLO"	(2)		
	(6)		

TRIANGULATION OF LEAD & TACK @ INTERSECTION
OF MORENA BLVD. & LINDA VISTA ROAD (2⁵)

STATION OBJECT ANGLE

"PRESIDIO"

①

②

③

"POHO"

①

②

③

PROFILE OF TRAVERSE ON
PROPOSED JUAN STREET TO
MORENA BLVD. RD. & BRIDGE

March 2, 1950

(69)

Inst Berger #

T.A. Stamper

φ A.E. Sherry

Visibility - Good

Sta	+	H.I.	-	Elev.
B.M.				13.64
	5.40	19.04		
0+00		5.33		13.71
+30		6.16		12.88
+50		⁸⁰ 5.95		13.24
1+00		5.63		13.41
2+00		5.42		13.62
3+00		5.15		13.89
4+00		4.97		14.07
5+00		4.98		14.06
TP.		5.02		14.02
	4.68	18.70		
6+00		4.36		14.34
P.I. #1 ⁰²⁵⁴ 7+00		4.66		14.04
8+00		4.5		14.20
9+00		4.0		14.70
10+00		4.6		14.10

Keel/MR. beside Cor. N. East Curb @ Taylor & Juan St.

in front of Signal Service Sta. (See F.B. #47)

φ Taylor St.

N. Gutter

Back in Road opposite Sta 5+00

PROFILE CONTD

March 2, 1950

(70)

Sta	+ H.I	-	ELEV.
	18.70		
11+00		5.7	13.00
TP.		5.50	13.20
	5.85	19.05	
12+00		4.4	14.65
13+00		4.3	14.75
14+00		4.8	14.25
15+00		4.9	14.15
P.I.#2 15+46.05		5.2	13.85
16+00		4.4	14.65
TP		5.12	13.93
	12.58	26.51	
B.M. ↓ use →	26.47	4.86	21.65
16+20		2.2	24.3
16+38		2.5	24.0
16+50		11.4	15.1
TP.		13.71	12.76
	4.75	17.51	

Top 2"x2" Sta 11+00

Top Hub P.I.#2

E 132 U.S.C. & G.S. Std. Brass Cap
S.W. Cor Conc. Abut. Santa Fe R.R. Bridge
over San Diego River

PROFILE CONTD

Sta	+ H.I.	- Elev.
	4.75	17.51
16+70		6.5 11.0
16+91		6.7 10.8
16+96		8.7 8.8
17+00		8.9 8.6
17+86		9.3 8.2
17+82		7.3 10.2
18+00		7.6 9.9
18+07		7.8 9.7
18+10		12.6 4.9
18+20		11.5 6.0
18+25		8.5 9.0
19+00		9.4 8.1
+04		9.6 7.9
+16		4.8 12.7
+30		4.9 12.6
+44		10.2 7.3
20+08		10.4 7.1
20+27		2.5 15.0

March 2, 1950

(71)

20+30
22
+16
6
20+08

Top Bank @ S.D. River

Toe

Top Bank

Top Bank

Toe

Toe

Top Bank

PROFILE CONTD

March 2, 1950

(72)

Sta	+ H.I	-	ELEV.
	17.51		
21+00		2.5	15.0
TP.		2.34	15.17
	4.89	20.06	
22+00		6.4	13.7
23+00		6.4	13.7
24+00		4.4	15.7
+12		5.8	14.3
+22		6.2	13.9
+36		3.4	16.7
25+00		2.7	17.4
TP.		2.43	17.63
	5.08	22.71	
26+00		4.9	18.3
+09		4.7	18.0
+15		8.2	14.5
+30		8.7	14.0
+35		7.6	15.1
+38		5.2	17.5

Top 2x2" Sta 21+00

Red Head

PROFILE CONTD

March 2, 1950

(73)

Sta	+	H.I.	-	ELEV.
		22.71		
26+50			6.4	16.3
27+00			6.7	16.0
P.I. #3 27+37.50			6.8	15.9
28+00			6.9	15.8
TP,			6.78	15.93
	4.13	20.06		
29+00			4.0	16.1
29+00			3.40	16.66
+29			3.38	16.68
+31			3.9	16.2
29+72			5.6	14.5
+88			6.1	14.0
+92			7.9	12.2
30+00			7.8	12.3
+06			7.0	13.1
+15			8.8	11.3
+23			7.4	12.7
+47			8.5	11.6

Top Cong Foundation

" " "

PROFILE CONTD

March 2, 1950

(74)

Sta	+ H.I	-	ELEV.
	20.06		
30+56		6.1	14.0
31+00		5.5	14.6
32+00		2.7	17.4
TP		2.65	17.41
	10.72	28.13	
33+00		10.4	17.7
P.I.#9			
33+62.74		10.6	17.5
34+00		11.2	16.9
+40		10.8	17.3
+66		9.0	19.1
+81		5.0	23.1
+84		4.72	23.41
+88		5.28	22.85
35+02.74		4.85	23.28
B.M.		6.90	21.23

Top 2x2 Sta 32+00

Toe Road Berm

Top Slddy.

Top Asphalt Berm

W. Road gutter

L. & T. P.I. Morena & Linda Vista Road

6x6^{1/2} Conc. Man. City Engr. R.E #998 Seton

Wly. Bdy. Morena & Wly. Bdy. of Linda Vista Rd

Produced.

75

MORENA BLVD SITUATION

March 2, 1950

(76)

SURVEY CONTD

18.65'

A@ Sta 34+84⁰⁰ AZ for Tan = 36°06'48"

Sta	Dist	AZIM	Red	object
①	26.17	323°00'30"		6x6" Conc ^N N. S. 1/4 Bdy Linda Vista Rd. Produced & ^{Bdy} W. L. M. Inc.
B.M.			21.23	Morena Blvd.
	+	H.I. = 28.46	-	
2.	4.21	340°10'	5.02	to Morena Blvd.
3.	318	340°57'	5.20	" "
4	204	342°43'	5.12	" "
5	95	348°45'	5.05	" "
6	96	147°28'	5.12	" "
7	200	152°45'	5.24	" "
8	311	153°03'	5.30	" "
9	425	156°10'	5.98	" "
10	430	158°40'	6.49	West Gutter Morena Blvd.
11	328	158°28'	5.85	" " " "
12	246	158°10'	5.83	" " " "
13	118	158°08'	5.52	" " " "
14	10.9	144°25'	5.60	W. Edge M. H. ^W Gutter Morena Blvd

SITUATION SURVEY CONTD

March 2, 1950

7.0
3.7 (77)
3.3

Sta	Dist	Azimuth	Rod	ELAV.	Object
		<u>H.I. = 28.46</u>			
15	105	329° 05'	5.46		W. Gutter Morena Blvd End gutter
16	217	338° 50'	5.50		" " " W. Edge Pavement
17	331	339° 10'	5.38		" " " " "
18	443	338° 50'	5.26		" " " " "
19	447	341° 20'	5.18		East Edge Paving Morena Blvd
20	338	342° 30'	5.37		" " " " "
21	242	345° 55'	5.55		Beginning of East Gutter ✓
22	193	348° 10'	5.52		N. East Gutter
23	147	353° 55'	5.64		N. " "
24	128	10° 15'	6.00		" " " "
25	161	29° 30'	5.90		" " " "
26	233	31° 50'	6.22		" " " "
27	330	33° 00'	6.75		" " " "
28	408	33° 35'	7.00		" " " "
29	412	38° 30'	6.88		S. Gutter Linda Vista Rd.
30	312	39° 20'	6.57		" " " " "
31	206	40° 50'	6.17		" " " " "
32	105	45° 45'	5.65		" " " " "

SITUATION SURVEY CONTD

March 2, 1950

(78)

Sta Dist Azim Rod Elev.

33 64 62° 20' 5.71

East Gutter Morena Blvd

34 59 108° 50' 5.48

" " " "

35 150 142° 10' 5.64

(End Gutter) East Edge Rd

36 263 150° 30' 5.92

" " " "

37 373 152° 50' 6.24

" " " "

38 65 139° 00' 5.104

± Linda Vista Road

39 35 105° 35' 5.105

" " " "

40 51 47° 30' 5.12

" " " "

41 109 36° 10' 5.30

" " " "

42 217 36° 10' 5.75

" " " "

43 330 36° 10' 6.25

" " " "

44 417 36° 10' 6.40

" " " "

45 110 29° 10' 5.45

Gutter line of center island

46 83 28° 40' 5.33

" " " "

47 53 29° 35' 4.97

" " " "

48 99 2° 25' 5.105

" " " "

49 99 15° 10' 5.20

" " " "

50 87 130° 15'

10" Power Pole

March 2, 1950

SITUATION SURVEY CONTD

π @ Sta 33+00 Azim to Sta 30+00 = 236°52'33"

Sta	Dist	Azim	OBJECT
51 ^{pt}	Ch. 29.17	30°36'00"	City Engineer R.W. Hub. Med. & A. Hwy
52 ^{pt}	Ch. 33.76	66°45'	"City Engineer"

π @ Sta 25+00 Az = 23°16'

53 ^{pt}	Ch. 145.80'	120°45'	1" Pipe with Tack
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S 36-06-48 W 10-12-47
 20-45-45 67 45-44
 S 56-52-33 W 179-59-60
 180 77 58 31
 236-52-30 102-01-29

4°18

3 77 80

24 42

3-53-38

56-52-33

33-36-40

S 23-16-00 W

