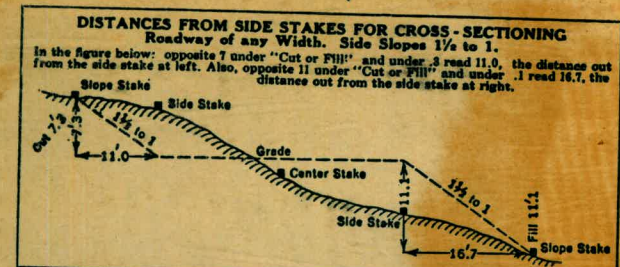


MICROFILMED



F.R.# 55

130' W. E

195' NLY of Inner Crest
 of S. Jetty

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

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			✓ 61	Bench levels Sunset Br.	1-31-52

TRIANGULATION OF CONTROL

June 20, 1950

①

POINTS SUNSET CLIFFS BLVD.

Sta	object	Angles	Mean
U.S.E.D.	N. P.I.	1.65° 44' 45"	
Diego	R ₇	2.131° 29' 00"	65° 44' 35"
	U.S.E.D.		
	Jeeper	6394° 27' 30"	
U.S.E.D.	S. P.I.	1.37° 52' 30"	
Diego	R ₇	2.75° 44' 30"	37° 52' 10"
	U.S.E.D.		
	Jeeper	6.227° 13' 00"	
	U.S.E.D.		
	North Palmer	1.6° 40' 30"	
Famosa	R ₇	2.13° 20' 30"	6° 40' 15"
	S. P.I.	640° 01' 30"	
	U.S.E.D.		
	North Palmer	1.54° 31' 30"	
Famosa	R ₇	2.109° 03' 00"	54° 31' 30"
	N. P.I.	6.327° 09' 00"	

T. Stampel
C. Barragan
A. Sherry
H. Brown

TRIANGULATION CONTD

June 20, 1950

②

Sta	object	Angles	Mean
	U.S.E.D Diego	1. 80° 10' 30"	
U.S.E.D Jeep	R 7	2. 160° 21' 00"	80° 10' 30"
	North P.I.	6. 481° 03' 00"	
	U.S.E.D Diego	1. 100° 50' 00"	
U.S.E.D Jeep	R 7	2. 201° 40' 30"	100° 50' 10"
	South P.I.	6. 605° 01' 00"	
	North P.I.	1. 41° 07' 30"	
U.S.E.D Jeep	R 7	2. 82° 09' 45"	41° 07' 40"
	Famosa	6. 246° 28' 00"	
	South P.I.	1. 20° 25' 00"	
U.S.E.D Jeep	R 7	2. 40° 50' 00"	20° 25' 00"
	Famosa	6. 122° 30' 00"	

TRIANGULATION CONTD

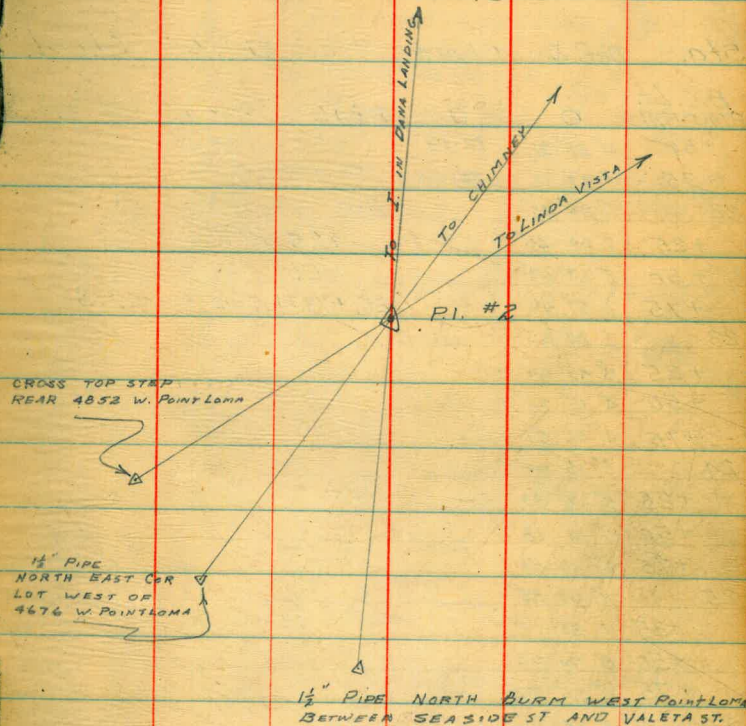
June 26, 1950

(3)

Sta	object	Angles	Mean
	U.S.E.D. Jeeper	126° 09' 00"	
Famosa	R ↗	2.52° 17' 30"	26° 08' 45"
	South P.I.	6.156°	52' 30"
	U.S.E.D. Jeeper	1.74° 00' 30"	
Famosa	R ↗	2.148° 01' 00"	74° 00' 20"
	North P.I.	6.444°	02' 00"

REFERENCE POINTS TO P.I. #2

SUNSET CLIFFS BLYD



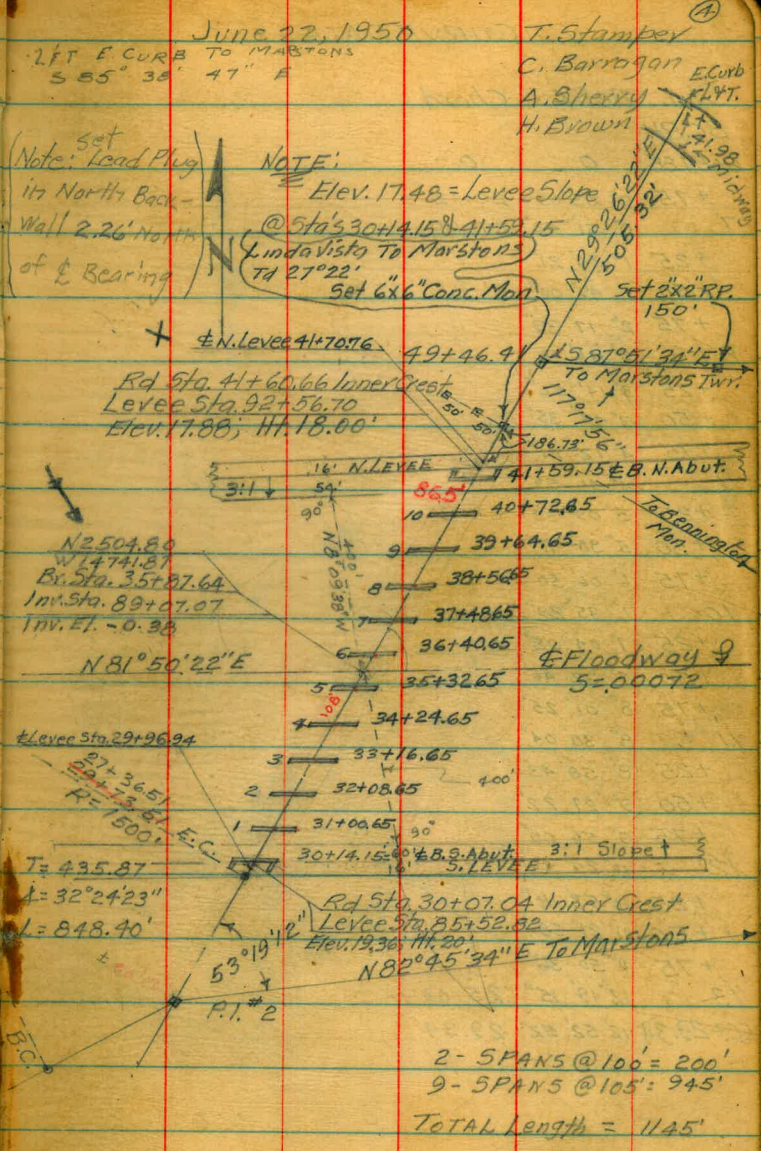
CONTROL POINTS SUNSET
CLIFFS BRIDGE & BLVD ALIGNMENT

CURVE DATA $d=1.4591560$

Sta.	Def. &	Chord	Sta.	Def. &	Chord
B.C.Lt.					
21+25.11	0	0	28+25	13° 22' 00"	25.00
+50	0° 28' 31"	24.89	+50	13° 50' 40"	
+75	0° 57' 10"	25.00	+75	14° 19' 13"	
22	1° 25' 49"		29	14° 47' 58"	
+25	1° 54' 28"		+25	15° 16' 37"	
+50	2° 23' 07"		+50	15° 45' 15"	25.00
+75	2° 51' 46"		EC. +73.51	16° 12' 11"	23.51
23	3° 20' 25"				
+25	3° 49' 04"				
+50	4° 17' 42"				
+75	4° 46' 21"				
24	5° 15' 00"				
+25	5° 43' 39"				
+50	6° 12' 18"				
+75	6° 40' 56"				
25	7° 09' 35"				
+25	7° 38' 14"				
+50	8° 06' 53"				
+75	8° 35' 32"				
26	9° 04' 11"				
+25	9° 32' 50"				
+50	10° 01' 29"				
+75	10° 30' 08"				
27	10° 58' 47"				
+25	11° 27' 25"				
+50	11° 56' 04"				
+75	12° 24' 43"				
28	12° 53' 22"	25.00			

REVISED

21+25.11
14+87.15



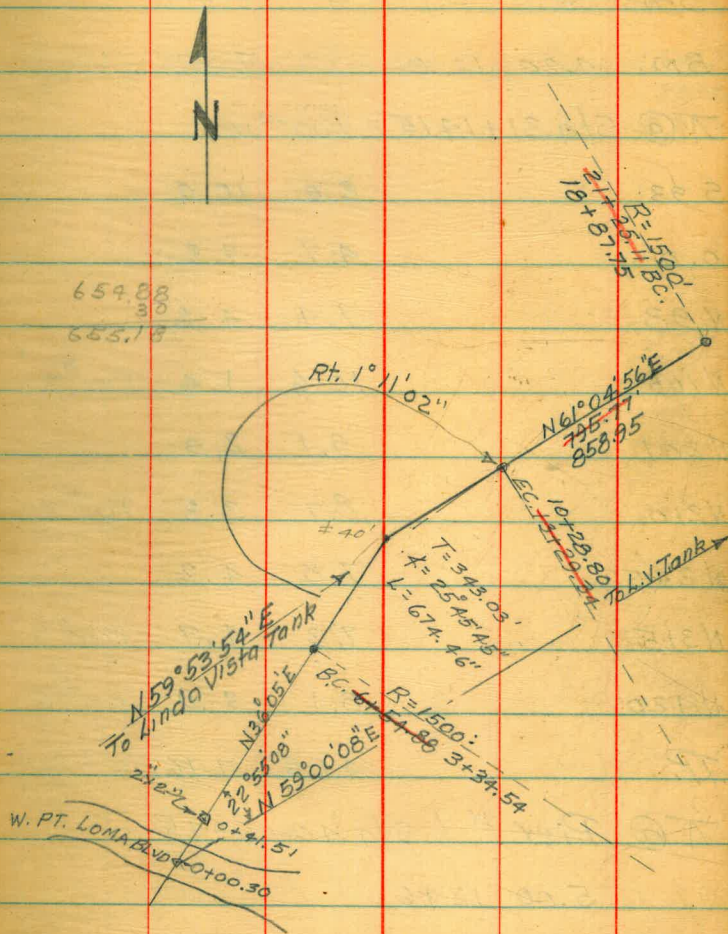
CURVE DATA

Sta.	Def. \angle	Chord
BC+54.88	0	0
+75	0° 23' 03"	20.12
7	0° 51' 42"	25.00
+25	1° 20' 21"	
+50	1° 49' 00"	
+75	2° 17' 39"	
8	2° 46' 18"	
+25	3° 14' 56"	
+50	3° 43' 35"	
+75	4° 12' 14"	
9	4° 40' 53"	
+25	5° 09' 32"	
+50	5° 38' 11"	
+75	6° 06' 50"	
10	6° 35' 29"	
+25	7° 04' 08"	
+50	7° 32' 46"	
+75	8° 01' 25"	
11	8° 30' 04"	
+25	8° 58' 43"	
+50	9° 27' 22"	
+75	9° 56' 00"	
12	10° 24' 40"	
+25	10° 53' 18"	
+50	11° 21' 58"	
+75	11° 50' 36"	
13	12° 19' 15"	25.00
EC+29.34	12° 52' 52"	29.34

REVISED

June 22, 1950

(5)



PROFILE ACROSS FLOOD

PX

June 27, 1950

(6)

CONTROL CHANNEL BRIDGE LOCATION

T. Stamper
C. Bartagan
A. Sherry
H. Brown

Sta + H.I - Elev.

B.M. 4.20 12.01 7.81

Set By Fisher 2"x2" 100' S. of Channel @ Sta

84+00

T@ Sta 31+14.15 = Pier #10

S 93 2.0 10.0

0.0 4.7 7.3

N 93 7.4 4.6

N 105 10.6 1.4 Pier #9

N 201 9.1 2.9

N 210 8.7 3.3 Pier #8

N 256 7.8 4.2

N 315 7.3 4.7 Pier #7

N 420 8.1 3.9 Pier #6

TP 4.85 7.16

Top 2x2 Pier #6

T@ Pier #1 Sta 40+59.15

5.00 12.16

S 495 8.2 4.0

S 505 12.7 -0.5

PX

June 27, 1950

⑦

PROFILE CONT'D

At same Sta

Sta	+	H.1	-	Elev
		12.16		
5481		8.3	3.9	
5470		8.0	4.2	
5466		9.6	2.6	
5455		7.7	4.5	
5446		7.4	4.8	
5430		8.2	4.0	
5420		11.2	1.0	
5360		9.5	2.7	
5351		8.2	4.0	
5320		9.3	2.9	
5315		8.2	4.0	
5295		9.3	2.9	
5270		8.0	4.2	
5215		8.5	3.7	
5210		11.5	0.7	

PROFILE CONT'D.

PX

June 27, 1950

(8)

Sta + H.I. - Elev.

T@ Pier #10 - 31+14.15

12.16

S 164 9.9 2.3

S 150 8.4 3.8

S 132 8.7 3.5

S 120 6.8 5.4

S 105 6.5 5.7

S 30 4.9 7.3

0.0 4.6 7.6

N 42 3.2 9.0

N 100 0.9 11.3

TP. 0.59 11.62

T@ N Abut = Sta 41+59.15

4.55 16.17

N 21 3.4 12.8

N 47 2.8 13.4

PROFILE CONT'D.

June 27, 1950

(9)

Sta + H.I - ELEV

16.17

TP. 4.63 11.54

3.14 14.68

B.M. 3.80 10.88 11.14

0.06

CHISELED SQUARE ON WEST CURB MIDWAY DRIVE
APPROX. 15' NORTH OF PROJECT N^o 40.

LOCATION OF TIE POINTS AT INTERSECTION WEST POINT LOMA & SUNSET BLVD.

STA	OBJECT	ANGLE	MEAN	DIST	BEARING
	LINDA VISTA TANK	① 58° 08' 00"			
574 0+41 ⁵¹	R	② 116° 15' 45"		46.08'	39.00 7.21
	COPPER DIST. CITY EQ. P.O.T.		58° 07' 51"		41.81
	LINDA VISTA TANK	① 51° 53'			
51 0+41	R	② 103° 46'		168.02'	
	1000' COPPER TACK AT E.C.C.		51° 53' 00"		147° 47' 00 59°
	LINDA VISTA TANK	① 147° 46' 30"			179-59-60 110 55 22
51 0+41	LEFT	② 195° 34'		23.12'	69 04-38
	HEAD & TACK AT EC 517' R. AV.		147° 47' 00"		

12-26-50

(11)

LEVELS FROM SEASIDE ST. H. BROWN T
 TO SUNSET CLIFFS. A. SHERRY φ
 W. CARVER. φ

STA	+	H.I.	-	ELEV.
B.M.	4.46	43.59		39.13
TP	6.43	43.40	6.62	36.97
TP	1.94	40.59	4.75	38.65
TP	5.33	39.46	6.16	34.13 33.05
B.M.			6.44	33.02

FIRE PLUG SOUTH WEST COR SEASIDE ST.
 AND W. POINT LOMA BLVD

BRASS PLUG SOUTH WEST COR
 W. POINT LOMA & SUNSET CLIFFS BLVD

PROFILE ALONG \pm OF PROPOSED

Jan. 25, 1951

(12)

NEW SUNSET BLVD ROAD

Sta.	+ H1	-	Elev	Sta	+ H1	-	Elev
				N2+00	36.28	31.28	12.2 19.1
B.M.	4.9938.01		33.02	N.2+40			12.7 18.6
at				N.2+80			12.7 18.6
Sta 0+41.51				N.3+20			13.0 18.3
		5.32	32.69	N.3+70			12.7 18.6
S _o		6.12	31.89	N.4+00			12.6 18.7
0+10		5.60	32.41	N.4+45			11.8 19.5
"		5.7	32.3	N.4+90			11.6 19.7
0+00 =		5.9	32.1	N.5+15			12.0 19.3
0+41.51		6.6	31.4	N.5+30			11.0 20.3
N.0+11		11.2	26.8	B.C.			11.2 20.1
N.0+17		13.2	24.1	N.5+54			
N.0+48				T.P.	3.10	22.95	11.43 19.85
N.0+98				B/L STA.			3.8 19.1
T.P.	6.48	31.28	13.21	24.80			
at				N.7+00			3.7 19.2
Sta 1+00				N.7+50			4.1 18.8
N.0+83		7.9	23.4	N.8+00			4.6 18.3
N.1+52		8.7	22.6	N.8+50			3.9 19.0
N.1+64		8.9	22.4	N.9+00			
N.1+70		12.2	19.1				

Brass Plug
N. Curb
Texaco Co

Lead Plug
E.W. Pl. L. or

Gutter

Top. Curb

PROFILE CONT

JAN 2 1951

(13)

Sta	+	H ₁	-	Elev
N. 9+50		22.95	3.4	19.5
N. 10+00			2.9	20.0
N. 10+50			4.0	18.9
N. 11+00			4.1	18.8
N. 11+42			2.8	20.1
N. 11+50			3.6	19.3
N. 11+60			3.1	19.8
N. 12+00			5.0	17.9
N. 12+50			7.8	15.1
N. 13+00			10.1	12.8
B.C.				
N. 13.22 ⁺			11.2	11.7
T.P.	0.40	19.73	3.62	19.33
T.P.	7.89	14.82	2.98	11.84 2"X4"
14+05 ⁷²⁰			4.8	10.0
14+96 ⁶³⁵			5.6	9.2
16+40 ⁺⁸⁵			5.8	9.0
3 95				
17+30			6.8	8.0
290				
18+35			6.6	8.2

Sta	+	H ₁	-	Elev
195				
19+30		14.82	6.1	8.7
100				
N 20+25			6.2	8.6
T.C.				
B.C.				
21+25"			5.3	9.5
N. 21+30			5.3	9.5
N. 21+37			6.5	8.3
N. 21+50			5.9	8.9
N. 21+65			5.9	8.9
N. 22+00			5.1	9.7
N. 22+50			5.1	9.7
N. 23+00			5.2	9.6
N. 23+50			5.6	9.2
N. 24+00			6.3	8.5
N. 24+50			6.4	8.4
N. 25+00			6.6	8.2
N. 25+50			6.7	8.1
N. 26+00			7.4	7.4

Jan. 3-51 (14)

Profile Along C of Proposed
New Sunset Blvd Road.

65896

92

9.75

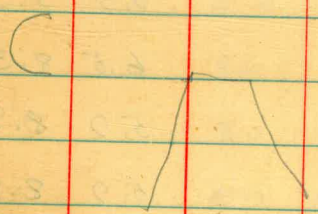
3

2925

30.59

2925

1.34'



Sta.	+	HI.	-	Elev
10.31		16.45		6.14

200
11/11
Sta
N. 36+00
W 139+00

To
Sta 49+46"

E 5+05

5.72

10.73

Top of
Curb

"

6.38

10.07

E.
Gutter
&

E 4+83

5.74

10.71

Highly
W. Edge

E 4+63

5.71

10.74

Pavement

E 4+42

6.7

9.7

E 3+97

6.0

10.4

E 3+48

5.5

10.9

E 2+98

5.3

11.1

E 2+48

5.7

10.7

E 1+95

5.7

10.7

1-3-51

(15)

Sta	+	H1	-	Elev
E1+45		16.45	5.3	11.1
E0+95			5.2	11.2
E0+51			5.4	11.0
0+00			5.5	10.9
W0+49			5.2	11.2
W1+00			5.3	11.1
W1+50			5.4	11.0
W2+01			5.0	11.4
W2+54			5.0	11.4
W3+08			4.8	11.6
W3+58			4.8	11.6
W4+09			5.2	11.2
W4+61			5.3	11.1
W5+15			4.7	11.7
W5+75			3.5	12.9
W6+00			3.3	13.1

Sta	+	H1	-	Elev
W6+42		16.45	3.0	13.4
W6+87			0.3	16.1
W7+28			T.H 1.9 -1.7	18.1
W7+65			T.H 2.8 -1.0	17.4
W7+80			-1.1	17.5

T.P.	8.99	15.13		6.14
T.P.	5.76	16.56	4.33	10.80
B.M.			5.82	10.74

2nd Hub.
N. 36+00
W 120+00

B.M.
M.H. @
DETOUR #121000

PROFILE CONTD

Jan 5, 1951

(16)

Sta	+ H.I	- Elev
T.B.M		11.84 See Pg 13
	8.95	20.79
26+00	13.3	7.5
26+50	13.7	7.1
27+00	14.1	6.7
27+50	14.0	6.8
28+00	13.7	7.1
28+50	13.2	7.6
29+00	12.2	8.6
29+25	10.5	10.3
29+44	1.0	19.8
29+50	1.3	19.5
29+73 ⁵¹	0.8	20.0
30+00	1.1	19.7

41+70.76
40+72.65

+28.11

9811
.6101

9811
98110
58866

68.77511
7

75.78

CONTROL BASELINES \pm OF NORTH

\pm SOUTH LEVEES FLOOD CONTROL CHANNEL

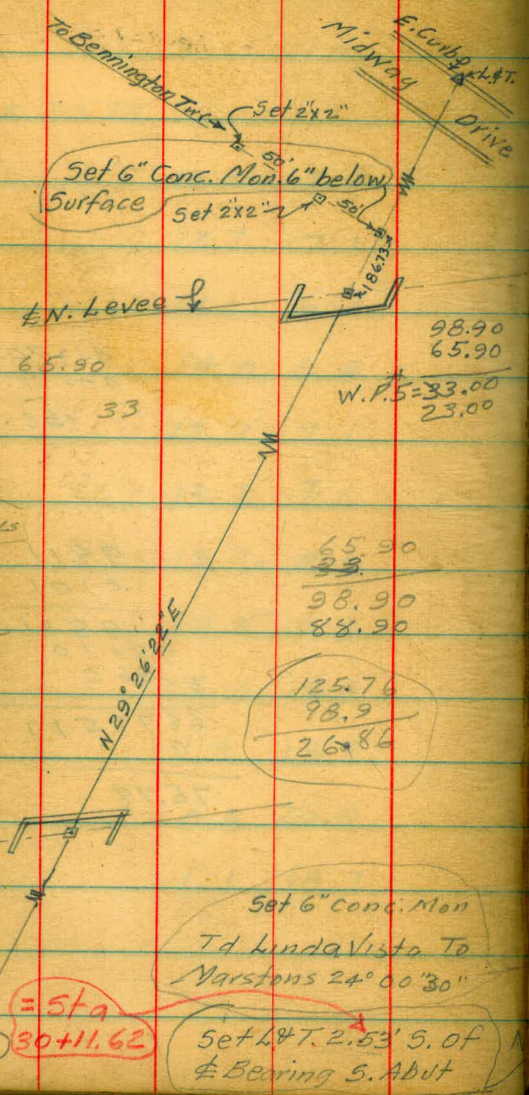
65.90
52.78
708
125.76
63.9
59.86
33.74
~~22.00~~

1145.27

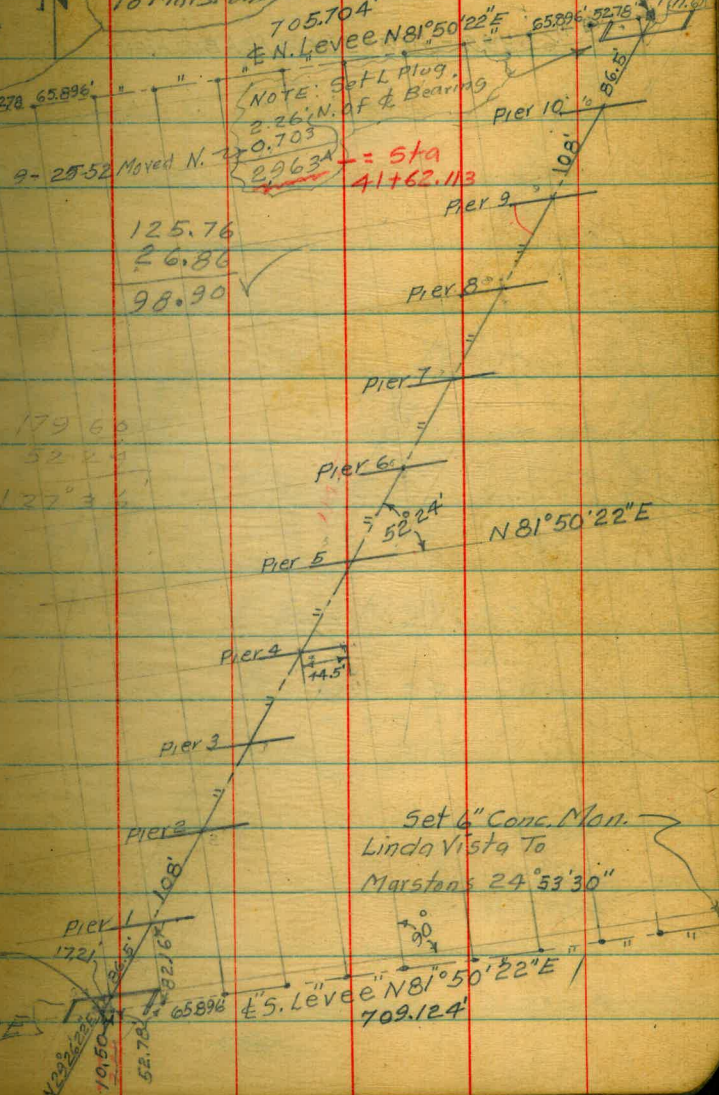
Move N. 9.22
Move 0.18 N @ 11.45

125.76
33.
158.76

\pm S. Levee
Set 2" I. Pipe \pm
R/W. Hub on ledge
of bluff in rear
of foundation
Brick House N. of
W. Ft. Loma Blvd



T.A. Stampier
Jan 16, 1951
Set 6" Conc. Mon.
Td Linda Vista To
Marstons 26° 54' 30"



125.76
26.86
98.90

179.60
52.23
127.37

Set 6" Conc. Mon.
Linda Vista To
Marstons 24° 53' 30"

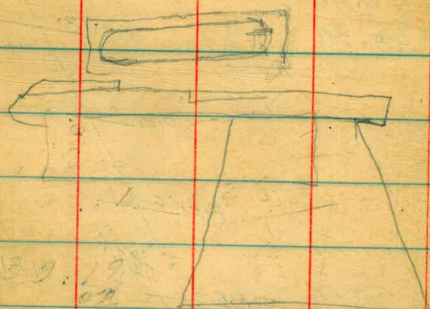
\pm S. Levee "N 81° 50' 22" E"
709.124

ABUTMENT LAYOUT PLAN

SUNSET BLVD BRIDGE PROJ N° 65390

65390 - PLAN VIEW N. ABUTMENT

3.756
1.997
1.57
7.356



7923 | 9.0000 | H.
7923
10770
7923
28470

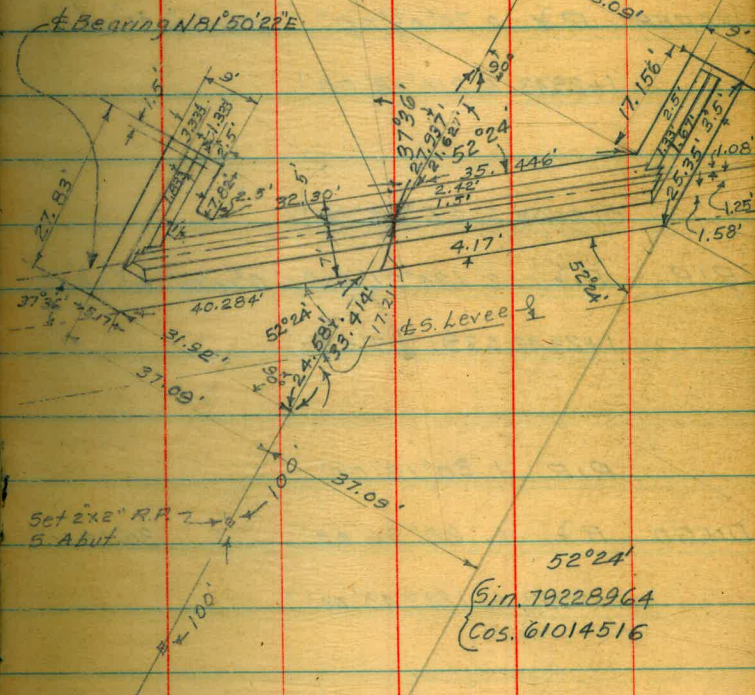
Jan 16, 1951

(18)

1.2621646 x 5.0 = 6.31'
" x 2.42 = 3.054'
" x 1.50 = 1.893'
" x 1.08 = 1.363'
" x 1.25 = 1.578'
" x 1.58 = 1.994'
" x 4.17 = 5.269'
" x 7.0 = 8.835'
" x 4.0 = 5.049'

T. Stamper

Sta. 30+14.15 S. Abut.
Sta. 41+59.15 N. Abut.



Const. Along Bridge $\phi = 1.2621646$ Per Ft. @ R15

LOCATION OF REVISED

Feb 2, 1951

(19)

LAYOUT OF SUNSET CLIFFS

BLVD ALSO TIES TO NABASKA

FREEWAY & MISSION BAY

T. Stampel
H. Brown
A. Sherry
R. Shorey

STA OBJECT ANGLES VERNIER MEAN

VISIBILITY - Good

NEWPI. 1.35°04'40"

JEEPER R \checkmark 2.70°09'00" 0°00'00" 35°04'40"

1+29.43 6.210°28'00"

SLOUGH 1.65°18'00"

RIP R \checkmark 2.130°36'00" 0°00'00" 65°18'10"

1+29.43 6.391°49'00"

RIP 1.30°18'00"

DIEGO R \checkmark 2.60°36'00" 30°18'10"

1+29.43 6.181°49'00"

TRIANGULATION CONTD.

Feb 2, 1951

(20)

STA	OBJECT	ANGLES	VERNIER	MEAN	CHAINED
	1+29.43	1. 58°26'00"			
SLOUGH	R 7	2. 116°51'00"	0°00'00"	58°25'45"	
	RIP	6. 350°34'30"			
WABASKA	53+09.47	1. 94°52'45"			
SLOUGH	R 7	2. 189°46'00"	0°00'00"	94°53'05"	
	RIP	6. 569°18'30"			
7' OFF W. COR. WABASKA	53+12.56	1. 156°29'30"			
WABASKA 7' OFF	53+09.47	R 7	2. 312°58'30"	0°00'00"	156°29'15"
	SLOUGH				224.34
	JEEPER	1. 70°44'00"			
1+29.43	R 7	2. 141°27'00"	0°00'00"	70°43'45"	
	NEWPI.	6. 424°22'30"			

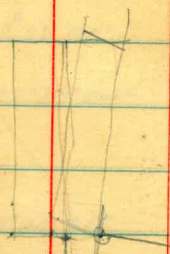
TRIANGULATION CONT'D.

Feb. 5, 1951

(21)

STA.	OBJECT	ANGLES	VERNIER	MEAN
	RIP	1. 56°16'00"		
1+29.43	R ↗	2. 112°32'00"	0°00'00"	56°16'10"
	SLOUGH	6. 337°37'00"		
	DIEGO	1. 59°40'30"		
1+29.43	R ↗	2. 119°21'00"	0°00'00"	59°40'40"
	RIP	6. 358°04'00"		

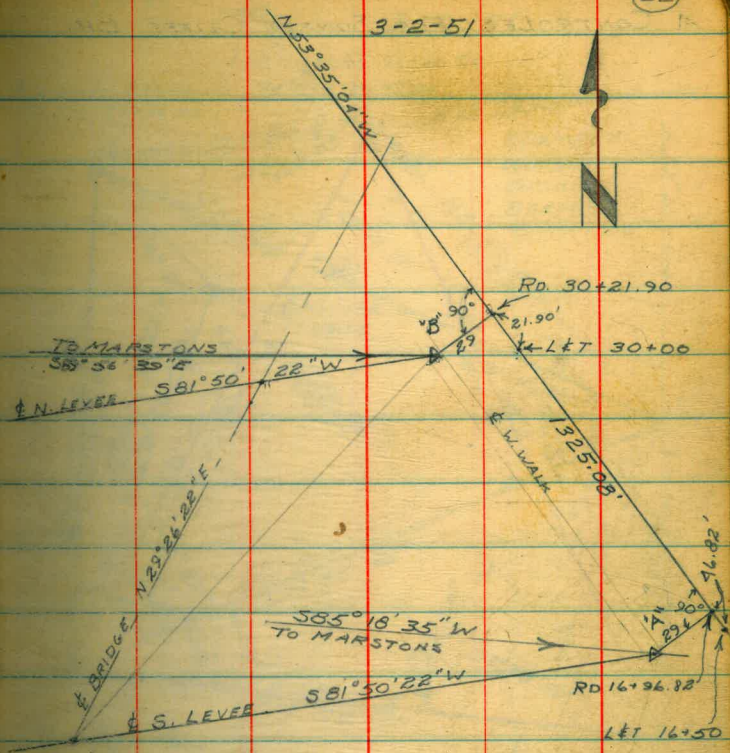
A CONTROLS FOR SUNSET CLIFFS BR



84-77-95
~~36-24-56~~
 48-53-39

~~36-24-56~~
~~85-18-35~~
~~179-59-60~~
~~121-43-31~~
~~58-16-29~~

3-2-51



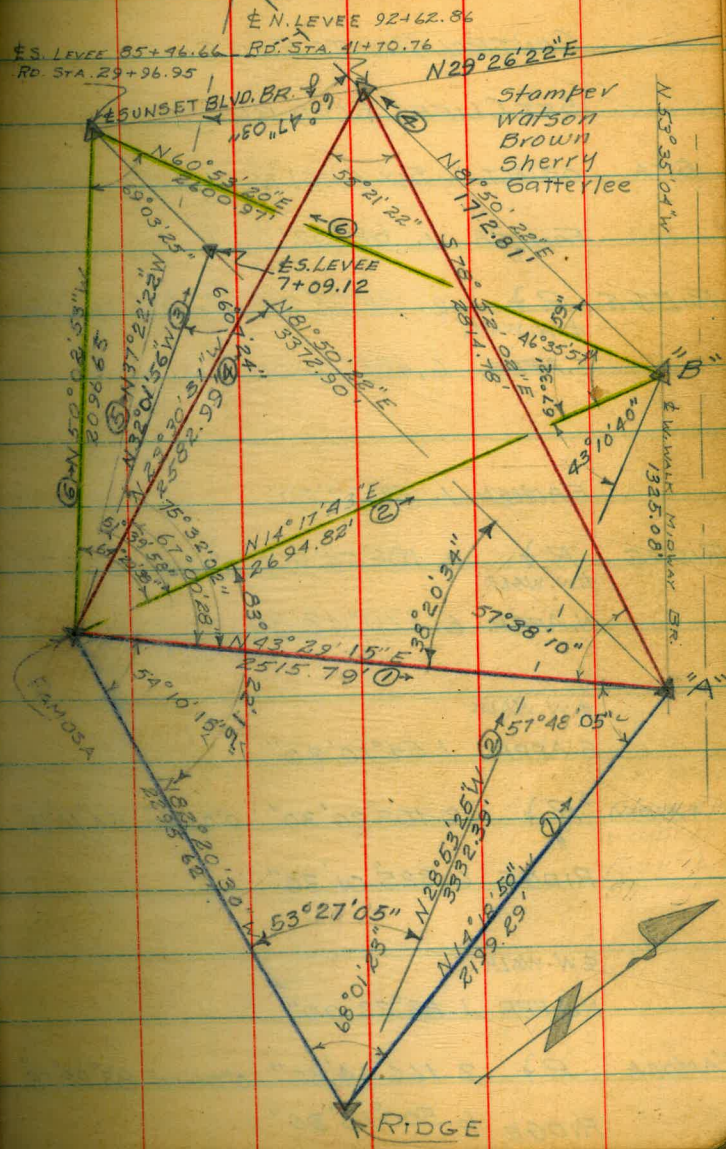
89-54-60
 53-35-04

~~36-24-56 E~~
~~89-56-39~~
~~179-59-60~~
~~126-21-35~~
~~53-38-25~~

A CONTROLS FOR SUNSET CLIFFS BR.

± N. LEVEE
0+10.50

T.A. Stamper
3-2-51 (23)



TRIANGULATION OF

3-8-51

(24)

CONTROL POINTS FOR SUN-

SET CLIFFS BLVD BRIDGE

STA OBJECT SIX ANGLES YERNIER MEAN

FAMOSA 1. $68^{\circ}02'00''$

RIDGE R \downarrow 2. $136^{\circ}03'00''$ $0^{\circ}00'00''$ $68^{\circ}01'45''$

W.WALK

S.APPR. $6.408^{\circ}10'00''$

FAMOSA 1. $53^{\circ}27'00''$

RIDGE R \downarrow 2. $106^{\circ}54'00''$ $0^{\circ}00'00''$ $53^{\circ}27'00''$

W.WALK

N.APPR. $6.320^{\circ}42'30''$

W.WALK

S.APPR. $1.54^{\circ}10'30''$

FAMOSA R \downarrow 2. $108^{\circ}20'30''$ $0^{\circ}00'00''$ $54^{\circ}10'15''$

RIDGE 6. $325^{\circ}01'30''$

W.WALK

N.APPR. $1.83^{\circ}22'00''$

FAMOSA R \downarrow 2. $166^{\circ}44'30''$ $0^{\circ}00'00''$ $83^{\circ}22'15''$

RIDGE 6. $500^{\circ}13'30''$

TRIANGULATION OF CONTROL

3-14-51.

(25)
T. Stamper

POINTS SUNSET BLYD BRIDGE

E. Watson

H. Brown

A. Sherry

D. Satterlee

STA OBJECT ANGLES VERNIER MEAN

& W. WALK FAMOSA 1. $38^{\circ} 21' 00''$
 S. APPR. R \curvearrowright 2. $76^{\circ} 42' 00''$ $0^{\circ} 00' 00''$ $38^{\circ} 20' 55''$
 & S. LEVEE
 85+46.66
 RD. 29+96.25 6. $230^{\circ} 05' 30''$ 72°

& W. WALK FAMOSA 1. $67^{\circ} 33' 00''$
 N. APPR. R \curvearrowright 2. $135^{\circ} 06' 00''$ $0^{\circ} 00' 00''$ $67^{\circ} 33' 05''$
 & N. LEVEE
 92+62.86
 RD. 41+70.76 6. $405^{\circ} 18' 30''$

& N. LEVEE

& S. LEVEE
 85+46.66
 1. $100^{\circ} 31' 00''$
 R \curvearrowright 2. $201^{\circ} 02' 00''$ $100^{\circ} 31' 00''$

FAMOSA 6. $603^{\circ} 06' 00''$

& N. LEVEE

& N. LEVEE
 10.5 W. R. P. E
 S. ABUT. BASELINE 1. $90^{\circ} 00' 30''$
 R \curvearrowright 2. $180^{\circ} 01' 00''$ $90^{\circ} 00' 30''$
 & S. LEVEE
 10.5 W. R. P.
 S. ABUT. 6. $540^{\circ} 03' 00''$

CONTROL LEVELS FOR
SUNSET BLVD BRIDGE

Sta	+	H.I.	-	Elev.
B.M.	3.848	15.098		11.25
B.M.			4.642	10.456
TP	4.602	12.639	7.061	8.037
TP	5.902	12.981	5.560	7.019
TP	3.726	12.627	3.580	8.901
TP	4.540	12.697	4.470	8.157
TP	11.585	20.522	3.760	8.937
B.M.			9.680	10.842
TP	5.002	24.844	0.680	19.842
TP	4.135	25.114	3.865	20.979
TP	4.188	24.792	4.510	20.604
TP	3.200	24.111	3.881	20.911
B.M.			11.615	12.496

SUNNY
VERY WINDY

3-19-51

(26)

10.72 Top 1" I. Pipe S.W. Cor. Mission Bay
Boat Works Prop. Cot.

Top Conc. Step ABC. Plumbing Co.

CONC. NAIL VALVE BOX

4 LEVEE STA. 104+00

CHISELED D S.W. COR. SECOND INLET
SOUTH MIDWAY DR. SOUTH LEVEE

CHISELED D N.W. COR. THIRD INLET
SOUTH MIDWAY DR. SOUTH LEVEE

CONTROL LEVELS CONT'D

3-21-51

(27)

STA	+	H.I.	-	ELEV
B.M.	12.852	25.348		12.496
T.P.	4.510	25.348	4.510	20.838
T.P.	5.180	25.525	5.003	20.345
T.P.	4.365	25.006	4.984	20.641
TP	3.690	24.468	4.228	20.778
TP	1.040	18.498	7.010	17.458
T.P.	1.722	13.488	6.732	11.766
T.P.	5.547	12.359	6.681	6.807
T.P.	7.290	15.439	4.210	8.144
B.M.			4.179	11.255

SEE PAGE
26CHISELED □ N.W COR. THIRD
INLET ^{West} SOUTH MID. DR. S. LEVEE

TOP CONC STEP ABC PLUMBING

CONTROL LEVELS FOR

3-20-51

(28)

SUNSET CLIFFS BRIDGE

STA	+	H.I.	-	ELEV.
B.M.	3.515	16.205		12.69 ¹
T.P.	4.600	14.465	6.340	9.865
T.P.	5.052	15.581	3.930	10.535
T.P.	3.578	16.085	3.080	12.507
T.P.	4.415	16.030	4.470	11.615
TBM	7.201	19.931	3.300	12.730 ⁶⁴
B.M.			1.130	18.801 ⁷¹
TBM	4.100	16.830		12.730 ⁶⁴
T.P.	4.805	16.333	5.302	11.528
T.P.	4.051	13.959	6.425	9.908
T.P.	5.602	15.476	4.085	9.874
B.M.			2.775	12.701 ⁶²

A ISLE L&T H₂O M.H. VENTURA & MIDWAY DR.

14" PIPE APPROX 100' EAST OF T.M. LEVEL & SUNSET BR.

A ISLE L&T H₂O M.H. VENTURA & MIDWAY DR.

VERTICAL CURVE DATA

4-27-51

(29)

SUNSET BLVD BRIDGE TOPOG

DECK SLAB ELEVATIONS

Sta	Grade	
30+14.15	26.20	± South Abutment
+25	26.33	
+50	26.70	
+75	27.03	
31+00.65	27.35	± Pier No 1
+25	27.65	
+50	27.92	
+75	28.18	
32+00	28.43	
+08.65	28.51	± Pier No 2
+25	28.67	
+50	28.89	
+75	29.09	
33+00	29.27	
+16.65	29.39	± Pier No 3

VERTICAL CURVE DATA CONTD

Sta	Grade
33+25	29.45
+50	29.60
+75	29.74
34+00	29.87
+24.65	29.97
+50	30.07
+75	30.15
35+00	30.21
+25	30.26
+32.65	30.26
+50	30.29
+75	30.30
36+00	30.29
+25	30.28
+40.65	30.26
+50	30.25
+75	30.20

± Pier N^o 4

± Pier N^o 5

± Pier N^o 6

VERTICAL CURVE DATA CONTD

(31)

Sta	Grade	
37+00	30.14	
+25	30.06	
+48.65	29.97	± Pier No 7
+50	29.96	
+75	29.85	
38+00	29.73	
+25	29.59	
+50	29.43	
+56.65	29.39	± Pier No 8
+75	29.26	
39+00	29.07	
+25	28.87	
+50	28.65	
+64.65	28.51	± Pier No 9
+75	28.41	
40+00	28.14	

VERTICAL CURVE DATA CONTD

(32)

Sta	Grade	
40+25	27.90	
+50	27.61	
+72.65	27.35	± Pier No 10
+75	27.32	
41+00	27.00	
+25	26.67	
+50	26.33	
+59.15	26.20	± North Abutment
+75	25.97	
42+00	25.59	

CHECK LEVELS ON PILE

5-16-51

(33)

CUT OFF ELEV'S. PIERN 29

Sta	+	H.I	-	Elev.
B.M.				⁷¹ 18.80
	1.56	20.36		
TP.			8.61	⁶⁶ 11.75
	1.18	12.93		
			21.84	-8.9
			22.5	-9.6
			22.0	-9.1
			22.0	-9.1
T.B.M.				⁶⁶ 11.75
	2.02	⁶⁸ 13.77		
			23.06	-9.3
			22.90	-9. ²² 73

Top 1 1/4" Pipe See pg. 28

Top N.W. Cor. Sheet Pile

Top Pile N.W. Cor.

" " N. Tier

" " 3rd " S. APPROX # Ftg.

" " 2nd " " E. 1/4"

5-16-51

CHECK LEVELS

(34)

NORTH LEVEE B.M. TO S. LEVEE B.M.

PX

Sta. + H.I. - Elev

B.M. 473
12.49612.853 ³²⁵ 25.349B.M. 71
6.615 18.734B.M. 71
18.8022.50
3.79 22.59T.P. 10.81
11.77 12.39 10.11
10.2012.81
2.70 12.90B.M. 51
0.32 12.58
12.49Chiseled \square N.W. Cor Third Inlet West of
Midway Drive South Levee $\frac{1}{2}$ I.P. Approx. 100' East of Bridge
E. of N. Levee $\frac{1}{2}$ I.P. Approx. 100' East of Bridge &
on North LeveeChiseled \square N.W. Cor. Third Inlet West of
Midway Drive South Levee

5-17-51

(35)

CHECK ON CONTROL LEVELS

SUNSET BLVD. BRIDGE

Sta.	+	H.I.	-	Elev
BM.				12.69 ¹
	2.850	15.540		
T.P.			5.725	9.815
	4.702	14.517		
T.P.			3.372	11.145
	4.584	15.729		
T.P.			4.095	11.634
	4.671	16.305		
T.P.			4.431	11.874
	4.198	16.072		
T.P.			0.926	15.146
	7.380	22.526		
TBM			3.733	18.793 ⁷¹⁰

St. Isle L&T H₂O M.H. Inter. Ventura & Midway1/4" I.P. Approx. 100' East of Bridge &
on North Levee

Cont'd.

5-17-51

(36)

CHECK LEVELS

Sta	+	H.I.	-	Elev.
B.M.				⁷¹ 18.793
	1.598	20.391		
T.P.			6.828	13.563
	2.730	16.293		
T.P.			4.797	11.496
	4.564	16.060		
T.P.			4.650	11.410
	2.608	14.018		
T.P.			5.423	8.595
	5.902	14.497		
T.P.			4.780	9.717
	5.050	14.767		
T.P.			3.138	11.629
	4.864	16.493		
B.M.				⁶¹ 3.800 12.622

1/2" I.P. Approx. 100' East of \odot Bridge on
North Levee.

Sta Isle on top H₂O Box at Intersection
of Ventura & Midway.

CHECK LEVELS

CONTROL SUNSET BRIDGE

Sta	+	H.I.	-	Elev.		
BM				71 18.799	U.S.C.	1/4 I.P. 100' East of Bridge & on North Levee
	3.810	22.603				
T.P.			10.555	12.048		
	1.992	14.040				
T.P.			4.862	9.178		
	3.285	12.463				
T.P.			5.645	6.818		
	7.140	13.958				
BM			1.410	12.548 47	U.S.C.	Chisled in N.W. Corner Third Inlet Headwall West of Midway Drive S. Levee
B.M.				18.71		
	3.76	22.47				
B.M.			5.01	17.46 ✓		Set 1/4 I.P. opposite R.P. Pier #8 N. Levee

Cont'd

5-18-51

CHECK LEVELS

CHECK ON CONTROL B.M.S

Sunset Blvd. Bridge

Sta	+	H.I.	-	Elev
B.M.				10.720
	4.251	14.971		
T.P.			4.045	10.926
	3.174	14.100		
T.P.			4.361	9.739
	6.892	16.631		
T.P.			0.308	16.323
	6.289	22.612		
T.P.			1.475	21.137
	5.358	26.495		
T.P.			5.007	21.488
	3.663	25.151		
T.P.			4.895	20.256
	4.588	24.844		

Top 1" I.P. S.W. Corner Mission Bay Boat
Works Prop. Corner

(38)

Cont'd
CHECK LEVELS

5-18-51

(39)

Sta + H.I. - Elev

4.588 24.844

T.P. 4.996 19.848

4.875 24.723

T.P. 5.196 19.527

4.595 24.122

B.M. 11.669 12.453 12.466

Checked
N.W. Corner Headwall third Inlet West
of Midway Drive on S. Levee flood Chan.

5-18-51

BENCH LEVELS

BOATWORKS B.M. To STA ISLE

SUNSET BLVD BRIDGE

Sta. + H.I. - Elev.

B.M. 5.180 15.900 10.720

1" I.P. S.W. Corner of Boatworks on
Property Corner

B.M. 4.656 11.244 11.25

Top of Conc. Step - Front of ABC Plumbing

15.900

T.P. 2.045 13.855

7.940 21.795

T.P. 0.872 20.923

7.420 28.343

T.B.M. 0.425 27.918

Top of Conc. Mem S.W. End of Midway
Drive Bridge Near ABUT. - APPROX. 2' Levee

28.343

T.P. 5.544 22.799

1.018 23.817

T.P. 8.915 14.902

3.525 18.427

(40)

Cont'd
BENCH LEVELS

5-18-51

(41)

Sta	+	H.I.	-	Elev.
		18.427		
T.P. [#]			4.064	14.363
	3.190	17.553		
T.P.			3.865	13.688
	4.384	18.072		
T.P.			1.490	16.582
	3.081	19.663		
T.P.			8.515	11.148
	3.234	14.382		
T.B.M.			3.665	10.717
T.P.			3.162	11.220
	3.885	15.105		
T.P.			3.928	11.177
	3.003	14.180		
T.P.			4.472	9.708

2x2" on Wly Slope of N. Approach Fill

Side Shot Top Conc. He O Vault @ N. End
of Bridge Approach E. Side Midway

BENCH LEVELS CONTD.

5-18-51

(42)

Sta	+ H.L.	-	Elev.	
			9.708	
	4.744	14.452		
T.P.		4.037	10.415	
	5.551	15.966		
T.B.M.		4.400	11.566	Side Shot Top Lead Plug in S.E. Cor. Elec. M.H. @ S. End of Sly. Traffic Island
				use
B.M.		3.358	12.608	12.61 Also see pg. 36
T.B.M.			16.582	See pg. 41.
	12.583	29.165		
B.M.		2.122	27.043	Top Conc. Mar. & W. Walk @ N. End Midway Bridge
B.M.		8.220	20.945	Top S.E. Cor. Conc. Base Light Post N ^o 4522 on W. Side N. Approach Midway Dr. Bridge

CHECK ON PIER NO 9

6-4-51

(73)

FINISH ELEV'S - SCREEDS - ASSET

T. Stamper
E. Watson
R. Shorey

Sta	+.	H.I.	-	Elev.
B.M.	4.37	24.321	12-17-51	19.951
B.M.				18.71

12-17-51

1 1/2" IP 100' E. Bridge & on North Levee

PX

2.87 21.58

5.54 19.48

✓ 2.07 19.51

East Girder "A"

5.52 19.50

✓ 2.04 19.54

"B"

5.43 19.52

✓ 1.97 19.61

"C"

5.335 19.685

✓ 1.90 19.685

Center Girder "D"

5.26 19.76

✓ 1.83 19.75

"E"

5.21 19.81

✓ 1.76 19.82

"F"

5.11 19.91

✓ 1.64 19.94

West Girder "G"

A 12-17-51 4.800 19.521 East

B 4.771 19.550

C 4.699 19.622

D 4.626 19.695

E 4.557 19.764

F 4.487 19.834

G 4.373 19.948 West

NOTE: Elevations in Red 6-22-51

Indicate Top of Core After Pour

12-17-51

NOTE: These grades set 0.01 high
for pour of seats before grinding

CHECK ON PIER No 8

6-12-51

(44)

TOP OF CONC. FINISH

T. Stamper
A. Sherry
R. Shorey

GRADES - SCREEDS AS SET

PX

Sta + H.I. - Elev.

B.M. 7.95 25.03 17.46

7.95 25.41

v 4.60 20.42

v 4.97 20.44

v 4.56 20.46

v 4.95 20.46

v 4.50 20.52

v 4.90 20.51

v 4.49 20.53

v 4.85 20.56

v 4.42 20.60

v 4.80 20.61

v 4.33 20.69

v 4.75 20.66

v 4.29 20.73

v 4.66 20.75

B.M. 1.74 19.20 17.46

1.74 19.20

13.4 5.8 H₂O

11.9 7.3 H. T. ...

1 1/4" I. Pipe 100' ^W Bridge ~~on~~ N. Levee

East Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

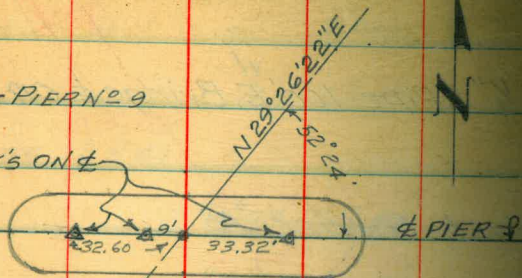
West Girder "G"

NOTE: Elev's in Red
indicate Top of Conc.
after Pour. 6-22-51

REFERENCE POINTS ON
TOP OF PIERS SUNSET
BLVD BRIDGE

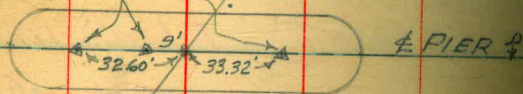
REF. PTS. - PIERN^o 9

SET L&TK'S ON ϕ



REF. PTS. - PIERN^o 8

SET L&TK'S ON ϕ



ϕ BRIDGE

6-12-51

(45)

T. Stamper
A. Sherry
R. Shorey

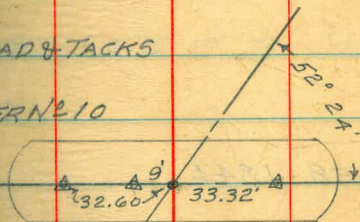
PX

overcast-Cool

Visibility-Good

ϕ = SET LEAD & TACKS

REF. PTS. PIERN^o 10



REF. PTS. PIERN^o 7



Ch. E. Eod.

CONTROL LEVELS ON

SUNSET BLVD BRIDGE PIERS

Sta + H.L. - Elev.

B.M. 17.46

7.56 25.020 ✓

B.M. 5.225 19.795 ✓

B.M. 5.33 19.69 ✓

B.M. 17.46 ✓

0.98 1844

6.56 11.88

TP 2.08 9.36

VOID

6-22-51

(46)

~~PK~~

T. Stamper
A. Sherry
R. Shorey

1/4" Pipe Opposite R.P. Top Pier #8 on N. Levee

Top of Lead Plug W. End of Pier #9

" " " " 9' W. of Pier #9

CHECK ON PIER NO 7

TOP OF CONC. FINISH GRADES

SCREEDS AS SET

Sta + H.I. - Elev
B.M. 19.69

6.53 26.22

✓ 5.13 21.096
21.086

✓ 5.14 21.089
21.079

✓ 5.11 21.121
21.111

✓ 5.08 21.153
21.143

✓ 5.05 21.182
21.172

✓ 5.02 21.211
21.201

✓ 4.95 21.279
21.269

7-13-51

(47)
T. Stamper

E. Watson

A. Sherry

R. Shorey

PX

Top of Lead Plug 9' west of Eon Pier #9

East Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

West Girder "G"

CHECK ON PIER N^o 10

8-16-51

(48)

FINISH GRADES - SCREEDS

Px

Sta	+	H.I.	-	Elev	
B.M.	12-17-51			18.808	L. PIER W. END PIER N ^o 10
B.M.	12-17-51	6.307	25.115	17.46	
		4.35	21.81		
		6.278	✓ 18.837		S. SIDE
		2.98	18.83		W. SIDE
		6.407	✓ 18.708		O.K.
		3.11	18.70		O.K.
		6.497	✓ 18.618		O.K.
		3.20	18.61		O.K.
	Belt o.k.	6.586	✓ 18.529		S. SIDE
		3.29	18.52		N. SIDE
		6.679	✓ 18.436		S. SIDE
		3.38	18.43		
		6.772	✓ 18.343		
		3.48	18.33		O.K.
		6.826	✓ 18.290		
		3.53	18.28		O.K.

1 1/4" I.P. opposite R.P. to Pier N^o 8

West Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

East Girder "G"

6.52

12-17-51

NOTE: Red indicates grades

Set 0.01 high for Grinding

CHECK ON PIER N^o 6 SCREEDS

9-13-51

(79)
T. Stampel
E. Watson
A. Sherry
R. Shorey

SET FOR FOUR SUNSET BR.

RA

STA	+	H. I.	-	ELEV.
B.M				21.507
	5.605	27.112		20.795
	5.645	27.152		
	5.53	26.325		
	5.34	26.847		

Top of Lead Plug W End Pier No 6
Top of Lead Plug W End Pier No 8

5.664	5.704	21.448
5.409	4.89	21.438
5.691	5.731	21.421
5.430	4.91	21.411
5.679	5.719	21.433
5.427	4.90	21.423
5.667	5.707	21.445
5.412	4.89	21.435
5.659	5.699	21.453
5.404	4.88	21.443
5.650	5.690	21.462
5.395	4.87	21.452
5.602	5.642	21.510
5.847	4.82	21.50

East Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

West Girder "G"

5.07 21.25

5.660 21.452

West Pier 5 Check

BENCH LEVELS SUNSET BR.

9-13-51

T. Stamper

E. Watson

A. Sherry

R. Shorey

(50)

R

STA	+	H.I.	-	ELEV.	
B.M.				19.820	Top Lead Plug 32.6' W. & Pier N ^o 9
	4.708	24.528			
B.M.			5.720	18.808	Top Lead Plug W. End Pier N ^o 10
B.M.			4.577	19.951	" " " " " " N ^o 9
B.M.			3.733	20.795	" " " " " " N ^o 8
	5.345	26.140			
B.M.			4.863	21.277	Top Lead Plug W. End Pier N ^o 7
B.M.				18.71	1/4" Pipe 100' E. & Bridge N. Levee.
	3.95	22.66			
B.M.			5.19	17.47	1/4" Pipe opp. R.P. Pier N ^o 8 N. Levee
	3.80	21.26			
B.M.			1.545	19.715	Top Lead Plug 9' W. & Pier N ^o 9
B.M.			1.440	19.82	" " " 32.6' W. & Pier N ^o 9
			1.31	19.95	" " " W. End Pier N ^o 9

CONSTRUCTION BASELINE

11-16-51

(51)

SUNSET BLVD. BRIDGE ALONG

T.A. Stamper

± SOUTH LEVEE FLOOD CHANNEL

PX

180
46
134



707.355	108.00
	86.50
	194.50
211.80	
176.25	
35.65	
211.90	

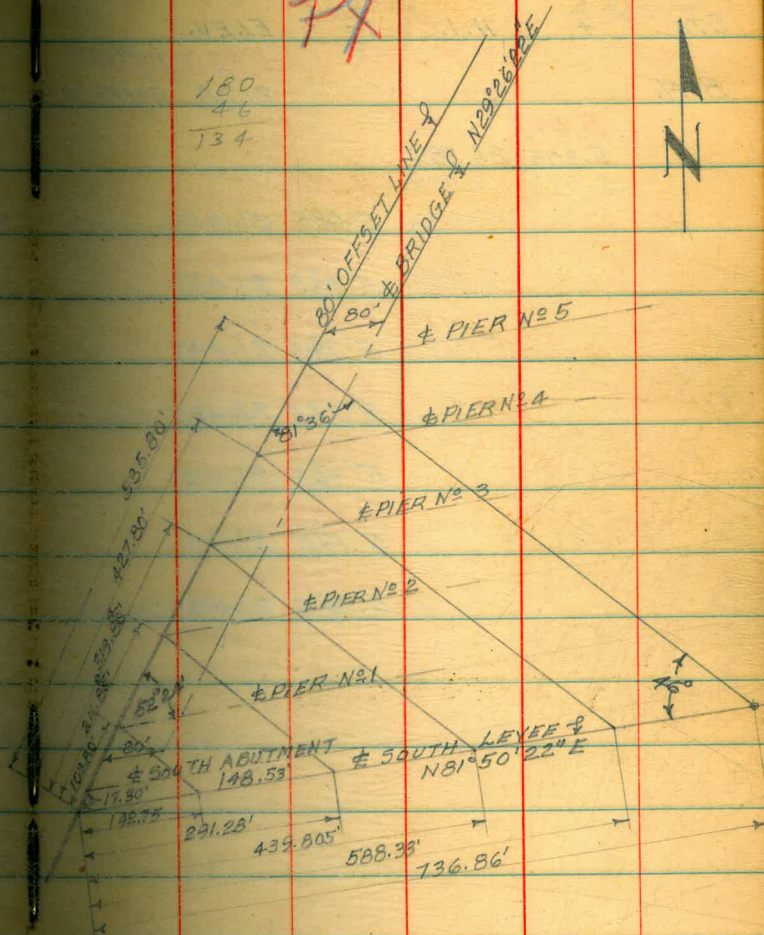
35.66
100.00
76.19

211.85

211.80

91

120.80



CHECK ON PIER NO 5 SCREENS

11-21-51

(52)

SET FOR POUR SUNSET BRIDGE

T. Stampfer

E. Watson

A. Sherry

STA	+ H.I.	-	ELEV.
B.M.	27.110		21.465
	5.645		21.28
	5.305	26.585	
	5.513	27.008	
		5.600	21.510
		5.508	21.500
		5.648	21.462
		5.556	21.452
		5.657	21.453
		5.565	21.443
		5.665	21.445
		5.155	21.435
		5.677	21.433
		5.165	21.423
		5.689	21.421
		5.175	21.411
		5.662	21.448
		5.145	21.438

L. Plug W.

Lead Plug W. end Pier #5

End Pier #5

East Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

West Girder "G"

CHECK ON POUR STRIP

11-29-51

(53)

PIER NO 4 SUNSET BLVD BRIDGE

PX

T. Stampel
E. Watson
A. Sherry

STA	+	H.I.	-	ELEV.	
B.M.				21.51	L. Plug W.
				21.51	End Pier No 6

5.51	27.020
5.52	27.03

NOTE: Grades Set 0.01 high for
Pouring Seats.

F.H.

5.925 26.982

Lead Plug
Pier 4

	5.924	21.096
5.892	5.94	21.09
	5.931	21.089
5.902	5.95	21.08
	5.899	21.121
5.870	5.92	21.11
	5.867	21.153
5.842	5.89	21.14
	5.838	21.182
5.812	5.86	21.17
	5.809	21.211
5.782	5.83	21.20
	5.741	21.279
5.712	5.76	21.27

West Girder "G"

"F"

"E"

Center Girder "D"

"C"

"B"

East Girder "A"

6273
BENCH LEVELS SUNSET BR

11-27-51

(54)
T. Stampler
E. Watson
A. Sherry

PK

STA	+	H.I.	-	ELEV.	
B.M.				21.277	L. Plug W. End Pier No 7

5.273 26.550

B.M.		5.755		20.795	L. Plug W. 20.795 End Pier No 8
------	--	-------	--	--------	---------------------------------------

B.M.		5.043		21.507	L. Plug N. End Pier No 6
------	--	-------	--	--------	-----------------------------

B.M.		5.085		21.465	L. Plug W. End Pier No 5
------	--	-------	--	--------	-----------------------------

1-11-52

CHECK ON FOOTING PIER 2

STA	+	H.I.	-	ELEV.	
B.M.				12.46	TOP CURB HEAD WALL 100' E.S. ALI

2.54 15.00

TP.		5.61		9.39	
-----	--	------	--	------	--

-15.60 -6.21 TOP FTS

Bench Levels Cont'd

BM				21.507	Lead Plug W end Pier #6
----	--	--	--	--------	----------------------------

5.510 27.017

BM		5.960		21.057	Lead Plug W. END #4
----	--	-------	--	--------	------------------------

SOUTH ABUTMENT GRADES

1-7-52

(55)

SUNSET BLVD. BRIDGE

PL 1'-2x1'-11"

PX

STA	+	H.I.	-	ELEV.	CONC.
B.M.		21.962		12.46	
1-15-52	10.155	22.615			
	13.29	25.75			
WEST					
A G		2.418	19.544		
		6.22	19.534		
B F		2.307	19.655		
		6.105	19.645		
C E	1-15-52	2.197	19.765		
		2.86	19.755		
D	1-15-52	2.089	19.873		
		2.75	19.863		
E C	1-15-52	1.982	19.980		
		2.645	19.970		
F B		1.877	20.085		
		5.67	20.075		
G A		1.773	20.189		
		5.57	20.179		
TOP B. WALL					
E. END		0.32	25.43		
TOP W. W.					
E.E. @ B. WALL		-1.35	27.10		
TOP W. WALL					
E. SIDE @		-1.15	26.90		
S. END					
TOP B. WALL					
W. END		0.97	24.78		
TOP W. WALL					
W. SIDE @			26.39		
B. WALL					
TOP W. WALL					
W. SIDE @			26.15		
S. END					

NORTH ABUTMENT GRADES

NOTE: SEATS ARE 8"x1'-6" C-C.

STA	+	H.I.	-	ELEV.	
B.M.	5.105	23.915		18.81	1. Plug W.
EAST					End Pier #10
A			4.381	19.534	
B			4.270	19.645	
C			4.160	19.755	
D			4.052	19.863	
E			3.945	19.97	
F			3.840	20.075	
WEST					
G			3.736	20.179	TOP W. W. W.
			-3.185	27.10	End @ B. Wall
					"
			-2.985	26.90	N. END
					TOP W. W. F.
			-2.475	26.39	E. @ B. Wall
					TOP W. W. F.
			-2.235	26.150	@ N. End

CHECK ON POUR STRIP

12-28-51

(56)

GRADES PIERN^o 35 SUNSET BR.

STA	+	H.L.	-	ELEV.	PLUG W END PIER 4 2. Plug W.
B.M.				21.057	End Pier #5
		5.657	26.714		← Pier 3
		5.205	26.670		
	6.318	26.783	5.957	20.757	
		6.033	5.92	20.757	
			6.096	20.668	
	6.123	6.01	6.095	20.66	
	6.173	6.06	6.144	20.619	
	6.223	6.11	6.199	20.570	
	6.283	6.17	6.248	20.515	
	6.323	6.21	6.262	20.466	
	6.353	6.23	6.262	20.452	
	6.373		6.23	20.44	

26.793

5.350 21.143 21.965

5.750 21.043

East Girder

A

B

C

D

E

F

G

NOTE: Grades in Red are 0.01 high
set for pouring

T. Stamper
E. Watson
L. Padilla
A. Sherry
R. Shorey

CHECK ON PIER NO 8

1-4-52

(57)

TOP OF CONC. FINISH
GRADES FOR SEATS

PX

Sta + H.I. - Elev.

B.M. 5.908 26.703 20.795

Lead Plug West end Pier #8

6.251 20.452
20.442

East Girder "A"

6.237 20.466
20.456

"B"

6.186 20.517
20.507

"C"

6.133 20.570
20.560

Center Girder "D"

6.084 20.619
20.609

"E"

6.035 20.668
20.658

"F"

5.946 20.757
20.747

West Girder "G"

CHECK ON PIER NO 7

1-4-52

(58)

Top of Conc Finish

GRADES FOR SEATS

PX

Sta + H.L. - Elev

BM 26,347 21.277

5.07

5.251 21.096
21.086

5.258 21.089
21.079

5.226 21.121
21.111

5.194 21.153
21.143

5.165 21.182
21.172

5.136 21.211
21.201

5.068 21.279
21.269

Lead Plug West End Pier #7

East Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

West Girder "G"

ABUTMENT GRADES N.

2-8-52

(59)

SUNSET BLVD BRIDGE

FX

STA + H.I. - ELEV.

B.M. 11.99 Top Conc
Ftg. N. Abut

10.08 22.07

WEST
E 2.10 19.970
D 2.24 19.863
East
C 2.375 19.755

Top #
25.11 Back Wall
Top B. Wall
24.78 E. End
Top B. Wall
25.43 W. End
Top B. Wall
W. Side
@ Center
25.26 Top B. Wall
Const. E.
24.96 E. Side

19.86
5.25
25.41

CHECK ON FOUR STRIP

1-28-52.

(60)

GRADES PIER NO. 2.

PX

STA	+	H.I.	-	ELEV.	L. Plug W.
B.M.				21.057	End Pier #4

4.885 25.942
4.885 25.942

✓ 5.994 19.948
6.004 19.938

✓ 6.108 19.834
6.118 19.824

✓ 6.178 19.764
6.188 19.754

✓ 6.247 19.695
6.257 19.685

✓ 6.320 19.622
6.330 19.612

✓ 6.392 19.550
6.402 19.540

✓ 6.421 19.521
6.431 19.511

East Girder "A"

"B"

"C"

"D"

"E"

"F"

West Girder "G"

19.68

1.33

21.01

20.56

.45

1-31-52

BENCH LEVELS

SUNSET BRIDGE

RX

Sta + H.I. - Elev.

BM

21.057

Lead Plug
West end
Pier #4

5.252 26.309

BM

5.844 20.465

Lead Plug
W. end #3
Pier #3

BM

21.057

Lead Plug
west end
Pier #4

4.885 25.942

BM

6.460 19.482

Lead Plug
West end
Pier #2

2.48 21.962

BM

9.495 12.467

Culv Ho Wall
100' E of Br.

Page (32)

(61)

CHECK ON FOUR STRIP

2-13-52

(62)

GRADES PIER N^o 1

STA	+	H.I.	-	ELEV.
B.M.				20.465

L. Pier W. End

Pier #3 Jack to

4.815 25.280

6.453 18.827

6.582 18.698

6.672 18.608

⁷⁶
6.761 18.519⁸³
6.854 18.426⁹⁵
6.947 18.333⁹⁹
7.001 18.279

East Girder "A"

"B"

"C"

Center Girder "D"

"E"

"F"

West Girder "G"

T. Stampel

E. Watson

A. Sherry

R. Shorey

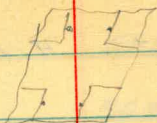
CHECK ON S. ABUT SEATS

P-15-52

(63)

AFTER GRINDING

STA	+	H.I.	-	ELEV.	GRADE
B.M.				12.467	E.S. Abut.



10.275 22.742

A	1	2.572 ^v	20.170	
	2	2.578 ^v	20.164	20.179
	3	2.577 ^v	20.165	
	4	2.572 ^v	20.170	

22.742

B	1	2.673 ^v	20.069	
	2	2.678 ^v	20.064	20.075
	3	2.682 ^v	20.060	
	4	2.677 ^v	20.065	

B.M.

3.202 19.540

L. Plug W. End
S. Abut.
Seat

C	1	2.785 ^v	19.955	
	2	2.785 ^v	19.957	19.970
	3	2.792 ^v	19.950	
	4	2.787 ^v	19.953	

D	1	2.888 ^v	19.854	
	2	2.894 ^v	19.848	19.863
	3	2.898 ^v	19.844	
	4	2.893 ^v	19.849	

E	1	3.003 ^v	19.739	
	2	3.005 ^v	19.737	19.755
	3	3.006 ^v	19.736	
	4	3.005 ^v	19.737	

F	1	3.108 ^v	19.634	
	2	3.106 ^v	19.636	19.645
	3	3.106 ^v	19.636	
	4	3.106 ^v	19.636	

G	1	3.212 ^v	19.530	
	2	3.212 ^v	19.530	19.534
	3	3.208 ^v	19.534	
	4	3.206 ^v	19.536	

CHECK ON SEATS PIER #2

AFTER GRINDING

STA	+	H. I.	-	ELEV.	
B.M.				19.482	L. Plug W. End Pier 2
	6.472	25.954			
East A		1	6.020 ✓	19.934	
		2	6.020 ✓	19.934	19.938
		3	6.003	19.951	
		4	6.017	19.937	
B		1	6.115 ✓	19.839	
		2	6.115 ✓	19.839	19.824
		3	6.126 ✓	19.828	
		4	6.133	19.821	
C		1	6.188	19.766	
		2	6.197	19.757	19.754
		3	6.207	19.747	
		4	6.207	19.747	
D		1	6.272	19.682	
		2	6.272	19.682	19.685
		3	6.282	19.672	
		4	6.284	19.670	
E		1	6.337 ✓	19.617	
		2	6.335 ✓	19.619	19.612
		3	6.333 ✓	19.621	
		4	6.333 ✓	19.621	
F		1	6.402 ✓	19.552	
		2	6.412 ✓	19.542	19.540
		3	6.412 ✓	19.542	
		4	6.406 ✓	19.548	
G		1	6.438 ✓	19.516	
		2	6.440 ✓	19.514	19.511
		3	6.434 ✓	19.510	
		4	6.434 ✓	19.510	

CHECK ON SEATS PIER #4

AFTER GRINDING

STA	+	H. I.	-	ELEV.	
B.M.				20.465	L. Plug W. End Pier 3
		25.954	4.893	21.061	L. P. W. End Pier 4
			4.663	21.291	21.057
A		1	4.663	21.291	
		2	4.663	21.291	21.269
		3	4.663	21.291	
		4	4.663	21.291	
B		1	4.735	21.219	
		2	4.735	21.219	21.201
		3	4.737	21.217	
		4	4.737	21.217	
C		1	4.763	21.191	
		2	4.763	21.191	21.172
		3	4.767	21.187	
		4	4.765	21.189	
D		1	4.796	21.158	
		2	4.797	21.157	21.143
		3	4.798	21.156	
		4	4.798	21.156	
E		1	4.830	21.124	
		2	4.825	21.129	21.111
		3	4.825	21.129	
		4	4.825	21.129	
F		1	4.862	21.092	
		2	4.868	21.086	21.079
		3	4.863	21.091	
		4	4.864	21.090	
G		1	4.850	21.104	
		2	4.850	21.104	21.086
		3	4.850	21.104	
		4	4.850	21.104	

CHECK ON SEATS PIER #3

AFTER GRINDING

STA	+	H.I.	-	ELEV.	GRADE
B.M.				20.465	L. Plug W. End PIER 3
	6.145	26.610			
A		L1	5.850	20.760	
		L2	5.853	20.757	20.747
		L3	5.852	20.758	
		L4	5.850	20.760	
B		L1	5.947	20.663	
		L2	5.950	20.660	20.658
		L3	5.956	20.654	
		L4	5.958	20.652	
C		L1	6.010	20.600	
		L2	6.003	20.607	20.609
		L3	6.003	20.607	
		L4	6.000	20.610	
D		L1	6.048	20.562	
		L2	6.048	20.562	20.560
		L3	6.053	20.557	
		L4	6.046	20.564	
E		L1	6.103	20.507	
		L2	6.105	20.505	20.505
		L3	6.105	20.505	
		L4	6.103	20.507	
F		L1	6.158	20.452	
		L2	6.158	20.452	20.456
		L3	6.150	20.460	
		L4	6.152	20.458	
G		L1	6.170	20.440	
		L2	6.168	20.442	20.442
		L3	6.168	20.442	
		L4	6.160	20.450	

CHECK ON SEATS PIER #5

AFTER GRINDING

STA	+	H.I.	-	ELEV.	GRADE	
				26.610		
				5.165	21.445	
				5.560	21.050	
A			1	5.132	21.478	
		0.02	2	5.132	21.478	21.500
			3	5.138	21.472	
			4	5.123	21.487	
B			1	5.170	21.440	
			2	5.173	21.437	21.452
			3	5.173	21.437	
			4	5.174	21.436	
C			1	5.185	21.425	
			2	5.183	21.427	21.443
			3	5.185	21.425	
			4	5.183	21.427	
D			1	5.195	21.415	
			2	5.193	21.417	21.435
			3	5.195	21.415	
			4	5.192	21.418	
E			1	5.212	21.398	
			2	5.205	21.405	21.423
			3	5.208	21.402	
			4	5.210	21.400	
F			1	5.215	21.395	
			2	5.215	21.395	21.411
			3	5.213	21.397	
			4	5.215	21.395	
G			1	5.195	21.415	
			2	5.195	21.415	21.438
			3	5.188	21.422	
			4	5.193	21.417	

CHECK ON SEATS PIER N^o 1

AFTER GRINDING

STA.	+	H.I.	-	ELEV.	
B.M.				20.465	L. P109 W. End Per 3
East	4.922	25.387			
A		1	6.560	18.827	
		2	6.562	18.825	18.827
		3	6.564	18.823	
		4	6.562		
B		1	6.685	18.702	
		2	6.687	18.700	18.698
		3	6.692	18.695	
		4	6.690		
C		1	6.775	18.612	
		2	6.775	18.612	18.608
		3	6.775	18.612	
		4	6.770	18.617	
D		1	6.860	18.527	
		2	6.860		18.519
		3	6.860		
		4	6.862		
E		1	6.964	18.423	
		2	6.963	18.424	18.426
		3	6.963		
		4	6.963		
F		1	7.055	18.332	
		2	7.055		18.333
		3	7.058		
		4	7.060		
West G		1	7.115	18.272	
		2	7.114		18.279
		3	7.115		
		4	7.114		

19 86

18 61

1.25

CHECK ON SEATS PIER #6

3-3-52

(67)

AFTER GRINDING

Sta	+	H.I.	-	Elev.	Lead Plug #6
BM				21.507	
	4.690	26.197			
East					Grade
A			1.	4.755 21.442	
			2.	4.752 21.445	21.438
			3.	4.750 21.447	
			4.	4.750 21.447	
B			1.	4.783 21.414	
			2.	4.781 21.416	21.411
			3.	4.780 21.417	
			4.	4.780 21.417	
C			1.	4.765 21.432	
			2.	4.768 21.429	21.423
			3.	4.768 21.429	
			4.	4.766 21.431	
D			1.	4.755 21.442	
			2.	4.755 21.442	21.435
			3.	4.755 21.442	
			4.	4.756 21.441	
E			1.	4.750 21.447	
			2.	4.750 21.447	21.443
			3.	4.749 21.448	
			4.	4.750 21.447	
F			1.	4.749 21.448	
			2.	4.748 21.449	21.452
			3.	4.746 21.451	
			4.	4.745 21.452	
G			1.	4.700 21.497	
			2.	4.697 21.500	21.500
			3.	4.695 21.502	
			4.	4.695 21.502	

CHECK ON SEATS PIER #8

AFTER GRINDING

Sta	+	H.I.	-	Elev.	
BM				20.795	Lead Plug #8
	5.410	26.205			
East					Grade
A	1.	5.745		20.460	
	2.	5.745		20.460	20.442
	3.	5.748		20.457	
	4.	5.747		20.458	
B	1.	5.740		20.465	
	2.	5.745		20.460	20.456
	3.	5.750		20.455	
	4.	5.756		20.455	
C	1.	5.682		20.523	
	2.	5.685		20.520	20.507
	3.	5.685		20.520	
	4.	5.685		20.520	
D	1.	5.620		20.585	
	2.	5.624		20.581	20.560
	3.	5.629		20.576	
	4.	5.623		20.582	
E	1.	5.590		20.615	
	2.	5.596		20.609	20.609
	3.	5.590		20.615	
	4.	5.583		20.622	
F	1.	5.528		20.677	
	2.	5.528		20.677	20.652
	3.	5.528		20.677	
	4.	5.530		20.675	
G	1.	5.446		20.759	
	2.	5.443		20.762	20.747
	3.	5.440		20.765	
	4.	5.445		20.760	

CHECK ON SEATS PIER #7

AFTER GRINDING

STA. + H.I. - ELEV.

B.M. 4,380 25,657 LEAD PLUG 21.277 #7

Grade

EAST 1 4.370 21.087

A 2 4.570 21.087 21.086

3 4.570 21.087

4 4.570 21.087

B 1 4.577 21.080

2 4.586 21.077 21.079

3 4.580 21.077

4 4.577 21.080

C 1 4.555 21.102

2 4.555 21.102 21.111

3 4.555 21.102

4 4.555 21.102

D 1 4.514 21.143

2 4.513 21.144 21.143

3 4.513 21.144

4 4.518 21.139

E 1 4.485 21.172

2 4.491 21.166 21.172

3 4.502 21.155

4 4.494 21.163

F 1 4.455 21.202

2 4.451 21.206 21.201

3 4.455 21.202

4 4.460 21.197

G 1 4.386 21.271

2 4.384 21.273 21.269

3 4.384 21.273

4 4.385 21.272

CHECK ON SEATS PIER #9

(70)

AFTER GRINDING

STA.	+	H.I.	-	ELEV.	LEAD PLUG	
B.M.				19.951	#9	
	5.715	25.666				
EAST					Grade	
A			1.	6.143	19.523	
			2.	6.142	19.524	19.511
			3.	6.142	19.524	
			4.	6.140	19.526	
B			1.	6.115	19.551	
			2.	6.118	19.548	19.540
			3.	6.119	19.547	
			4.	6.120	19.546	
C			1.	6.050	19.616	
			2.	6.050	19.616	19.612
			3.	6.050	19.616	
			4.	6.050	19.616	
D			1.	5.983	19.683	
			2.	5.980	19.686	19.685
			3.	5.982	19.684	
			4.	5.982	19.684	
E			1.	5.906	19.760	
			2.	5.910	19.756	19.754
			3.	5.910	19.756	
			4.	5.908	19.758	
F			1.	5.834	19.832	
			2.	5.839	19.827	19.824
			3.	5.835	19.831	
			4.	5.834	19.832	
G			1.	5.728	19.938	
			2.	5.728	19.938	19.938
			3.	5.725	19.941	
			4.	5.724	19.942	

GRADES FOR RAISING SEWER

1-02-55

(71)

MANHOLES ELY OF SUNSET CLIFFS

BLVD & NLY OF W.P.T. LOMA BLVD

Stamper
Huffman
Chipman
Sherwood
Elmore

Sta	+	H.I	-	Elev.	Grade	F.I.I
B.M.				12.47		See Pg 39
	8.30	20.77				
TP.			6.80	13.97		
	5.38	19.35				
TP			3.92	15.43		
	4.30	19.73				
Wly M.H.		0.00	19.73	22.00	2.27	
Top M.H.		1.24	18.49	22.00	3.51	
TP M.H.		1.88	17.85	22.00	4.15	
Sly M.H.		0.00	19.73	22.00	2.27	
TP.		7.23	12.50			
	4.92	17.42				
Top M.H.		0.42	17.00	22.00	5.00	
TP.		2.67	14.75			

M.H. GRADES CONTD

LT - C.15
5+44.65

(72)

Sta + H.I - Elev Grade Fill

TP 14.75

6.62 21.37

TOP M.H. 1.92 19.43 22.00 2.55

TOP M.H. 6.75 14.62 22.00 7.38

T.B.M. 5.68 15.69 ~15.61 Top Stub Sta 5+44.65 C.15 on Lt. side.

Rialto @ W. Ft. Loma Blvd.

Ref. DWG. 5862-B
 "F.B. 2318 10-14-55 (73)

LEVELS FOR ESTABLISHING
 FLOOD STAGE ELEVATIONS ON
 MORENA BLVD BRIDGE ON EAST
 END OF PIER N^o 6 W.O. 20578

Sta.	+	H.I.	-	Elev.
B.M.				0.73
	3.64	4.37		9.01
				9.74

(-11.25)	15.62
(-0.63)	5.00
(-5.63)	10.00
(-10.63)	15.00

B.M. 3.64 0.73

NOTE: Flood Stage is 16.90'
 above Channel Invert
 grade; Sta 201+89 ± Sta. Inv. Elev. = 1.28
 Flood Stage Elev. = 15.62' ^{City} Datum
 P.K. Nail 5/4 Side & Ely End Pier N^o 6
 Morena Blvd. Bridge 2138
 43

Flood Stage

LEVELS FOR ESTABLISHING

10-14-55

(74)

FLOOD STAGE ELEVATIONS ON
 SLY SIDE & WLY END OF PIER N° 6
 MIDWAY DRIVE BRIDGE WD. 20578

NOTE: Flood Stage 15.16.90'
 above Channel Invert
 grade @ Midway & Sta

Sta + H.I. - Elev

115+70 INV. Elev. -7.48

B.M. 1.83 City Datum

(See Pg. 26) Flood Stage = 16.90

-7.48

13.14 14.97

City Datum 9.42

5.55 9.42

Flood Stage

9.97 5.00

B.M.

13.14 1.83

CONTROL MONUMENTS SET ON &
OF SOUTH LEVEE OF MISSION BAY
FLOOD CONTROL CHANNEL

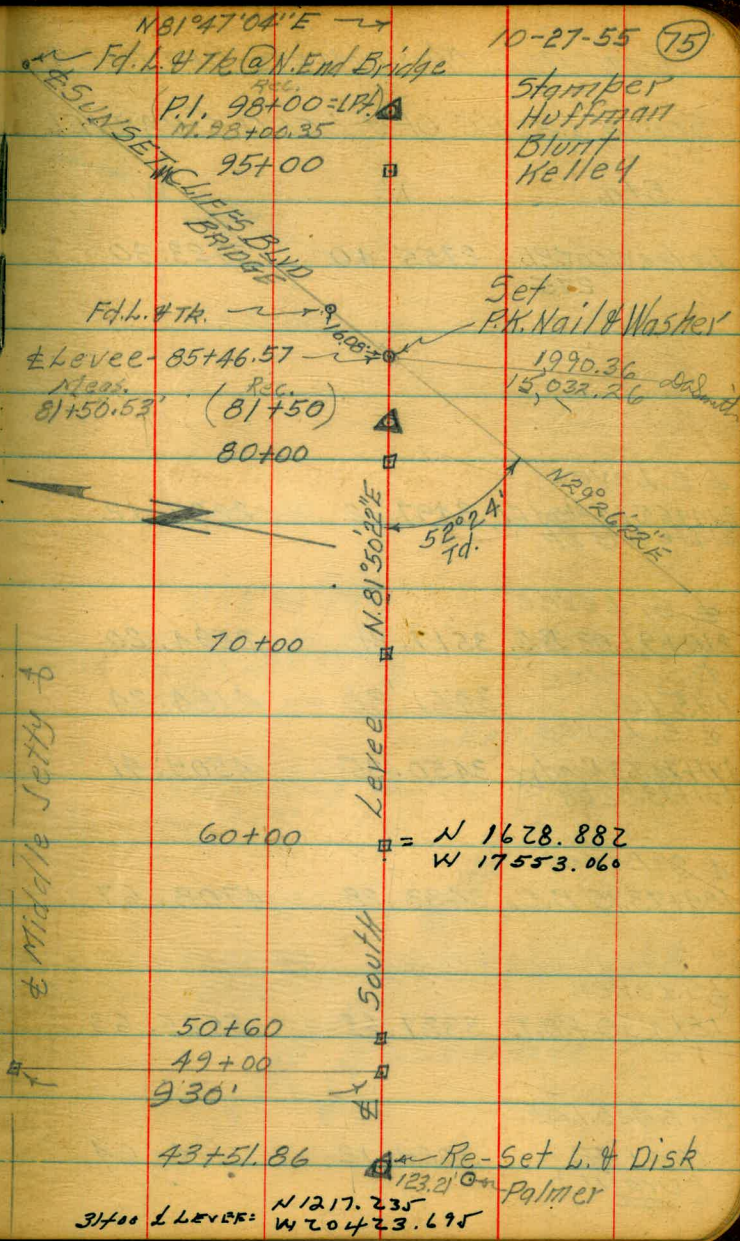
W.O. 64010

Ref. F.B.M.B. No 64

△ = Existing Conc. Monuments
(Set by U.S.E.D.)

□ = City Monuments Set

Sta.	N.	W.
± S. Levee 134+97.43 P.I.	2698.39	10132.01
± S. Levee 129+25 P.I.	2614.83	10698.60
± S. Levee 98+00 P.I.	2168.28	13791.52
± S. Levee 81+50	1934.07	15424.83
± S. Levee 43+51.86 ("South")	1394.93	19184.51



CONTROL MONUMENTS SET ON &
SOUTH LEVEE OF FLOOD CHANNEL

Sta.	N.	W.
Levee W. Co. P.L. 275	2755.40	7723.90
± S. Levee 214+65.64 Ahead E.C. 214+64.19 B.K.	3497.12	2222.12
± S. Levee 210+91.03 B.C.	3517.81	2594.20
± S. Levee 195+00	3461.80	4184.24
± S. Levee 191+74.63 Ahead E.C. 191+73.82 B.K.	3450.35	4509.41
± S. Levee 189+73.75 B.C.	3433.28	4708.67
± S. Levee 181+50 P.O.T.	3327.63	5525.63
5/4 Edge S. Levee 164+48 (Draft)	3089.12	7176.64



N. 82° 11' 49" E

153+00

143+00

0° 23' 00" Rt.

Meas. (134+197.55) (135+00.57 Ahead)
(134+97.43 = P.I.)
back 133+00

N. 53° 35' 04" W

Td. 0° 02' 15" Rt.

N. 81° 48' 31" E

REG.
(129+25 = P.I.)
Meas. 129+25.02'

123+00

BRIDGE

± Levee 119+58.83
± Bridge 16+69.86

Set L. & Disk.

N. 81° 47' 04" E

± MIDWAY DRIVE

AA 38'

110+00

CONTROL MONUMENTS SETON &
SOUTH LEVEE OF FLOOD CHANNEL

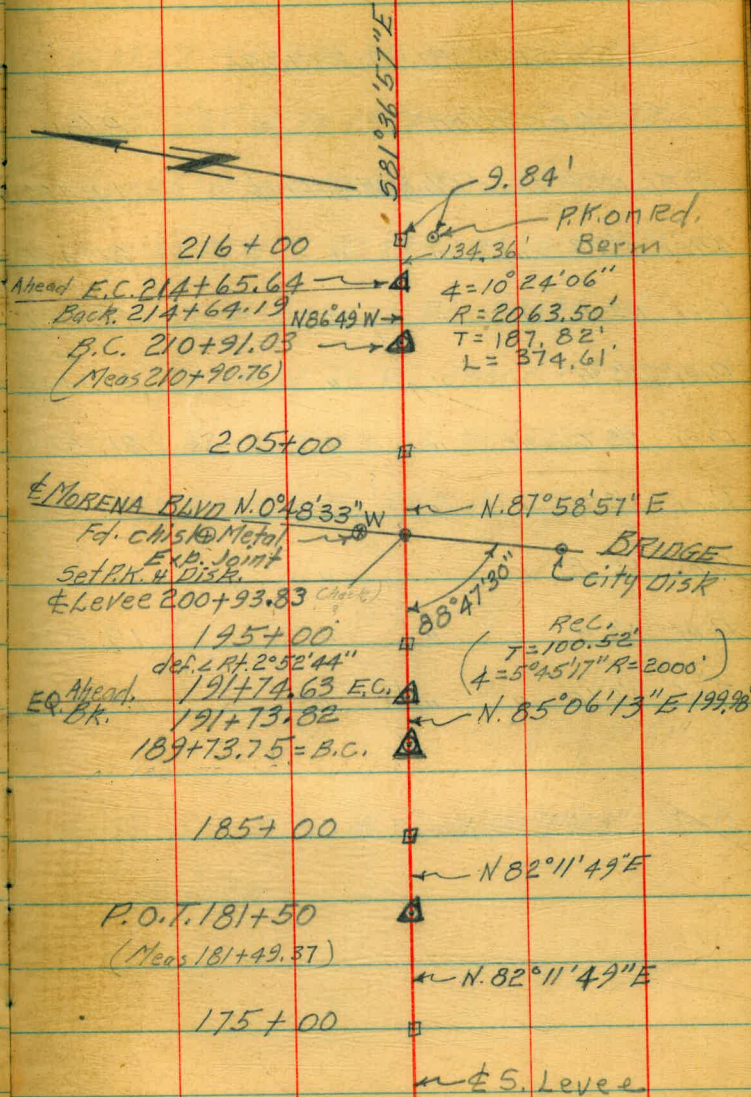
NOTE: See Coords for Mon's



Existing Pgs 75-76

□ = Mon's Set

△ = EXISTING Mon's



BENCHES

SUNSET BLVD. BRIDGE

Location	Elev.
Pier No 2 Lead Plug West End	19.482
Pier No 3 " " "	20.465
Pier No 4 " " "	21.057
Pier No 5 " " "	21. ⁴⁴⁵ 465
Pier No 6 " " "	21.507
Pier No 7 " " "	21.277
Pier No 8 " " "	20.705
Pier No 9 " " "	19.951
Pier No 10 " " "	18.808

B.M. 26.70

N. LEVEE USED MONUMENTS ⁽⁷⁸⁾

N. 4237.57 - W 5649.83 POT 181+50

5.82° 15' 31" W To 135+00.55 - 4652.55

N. 3610.86 - W 10,259.98 P.I. 135+00.55

5.81° 52' 13" W To P.I. 129+25.00 - 575.56'

N. 3529.47 - W 10,829.76 P.I. 129+25.00

5.81° 53' 40" W To P.I. 98+00 - 3124.99'

N. 3088.86 - W 13923.53 P.I. 98+00.00

5.81° 58' 22" W To P.O.T. 81+50.00

Chis L. □ N.W. Cor. W. Wing Wall @ N. End
of Bridge

ANCHOR BAR

G.L.

Plates 1'-10" x 2'-1 1/2"

Others 1'-10" x 2'-0"

2-3-4-5

9.75

H 1 15.0987 1.9

15.10 2.8

2.8

curb G. 4.5.7-10.53, 3.50
14

E 4.71 10.39 3.64
19

W 4.61 10.49 1.74

ST. 4.13 10.97 3.82
2.8

7.8
1.02

3.90
2.5
-1.1

18.80 12.496 18.734

12.59 18.734 12.496

6.27 ~~3.762~~ 6.238

12.306

24.612

36.918

18.801

18.793

1.008

multiplied by the
distance = 319.4 ft.
 $X \cos 5^\circ 10' =$
18.00 ft.
e minus slope
ple). With the
le, the follow-
1 - .9869 = .0131.

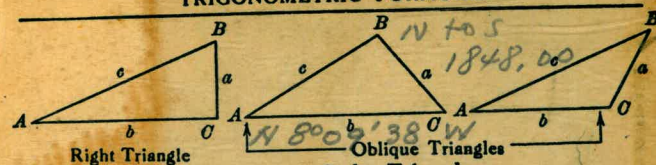
-the slope dist-
ance: rise = 14 ft.,
3.32 = 302.28 ft.

MADE IN U. S. A.

2V105
 65-44-45
 58-07 54.7 90 30
 21+25 33.02
 1+95 14.99
 19 30
 21+25 38.01
 13.21
 24.80
 21.25 395
 4.85
 640
 Sea side Lane
 39.13
 21+25 18.35
 7-20
 14.05
 21+25 11
 13+29 34
 7 95.77
 25 11
 10.74
 134+97 23
 12925.62
 5.72 21
 195 11

11 North N 32.24.22
 W 19446.82

TRIGONOMETRIC FORMULÆ



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

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	$s = \frac{a + b + c}{2}$, $\text{area} = \sqrt{s(s - a)(s - b)(s - c)}$
A, b, c	Area	$\text{area} = \frac{bc \sin A}{2}$
A, B, C, a	Area	$\text{area} = \frac{a^2 \sin B \sin C}{2 \sin A}$

REDUCTION TO HORIZONTAL

Horizontal distance = Slope distance multiplied by the cosine of the vertical angle. Thus: slope distance = 319.4 ft. Vert. angle = 5° 10'. From Table, Page IX. $\cos 5^\circ 10' = .9959$. Horizontal distance = $319.4 \times .9959 = 318.09$ ft. Horizontal distance also = Slope distance minus slope distance times (1 - cosine of vertical angle). With the same figures as in the preceding example, the following result is obtained. $\text{Cosine } 5^\circ 10' = .9959$. $1 - .9959 = .0041$. $319.4 \times .0041 = 1.31$. $319.4 - 1.31 = 318.09$ ft. When the rise is known, the horizontal distance is approximately: - the slope distance less the square of the rise divided by twice the slope distance. Thus: rise = 14 ft. slope distance = 302.6 ft. Horizontal distance = $302.6 - \frac{14 \times 14}{2 \times 302.6} = 302.6 - 0.32 = 302.28$ ft.