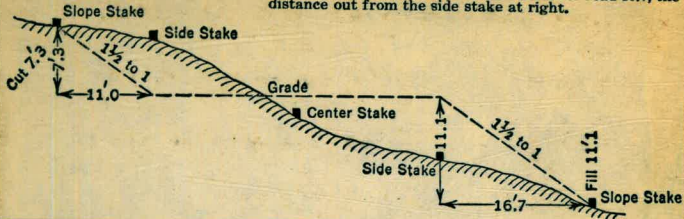


MISSION BAY

64

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.



Book No 64

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

MICROFILMED

JAN 7 1965

The paper in this book No. 373A
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 with a WATER RESISTING surface sizing.

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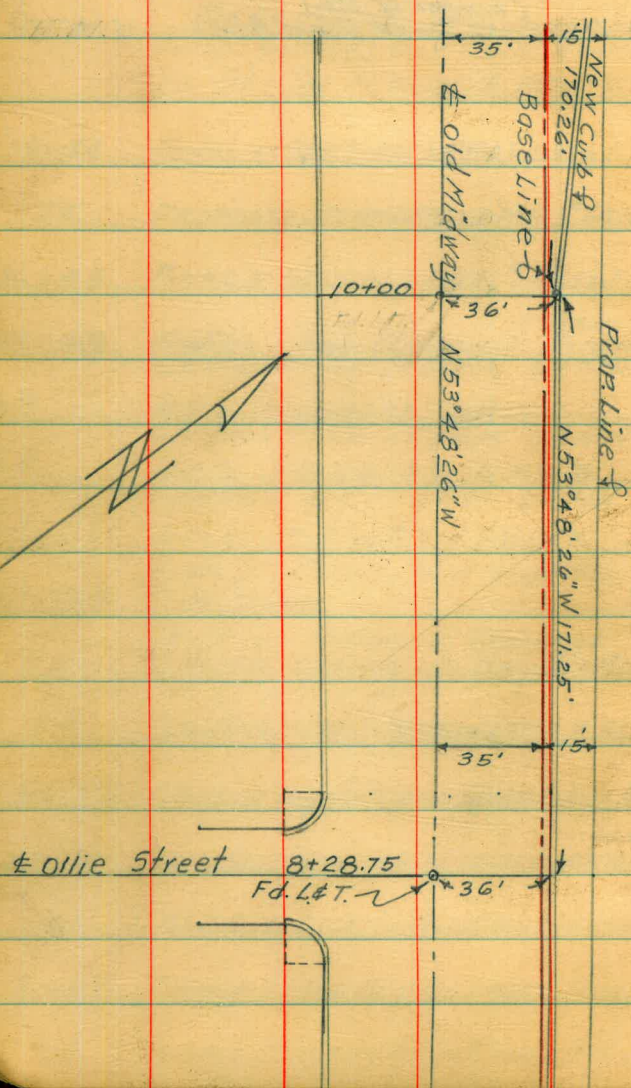
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BASELINE FOR CROSS SECTIONS
 OF PARKING AREA ELY. FROM S.
 END OF BRIDGE APPROACH PROJ #40

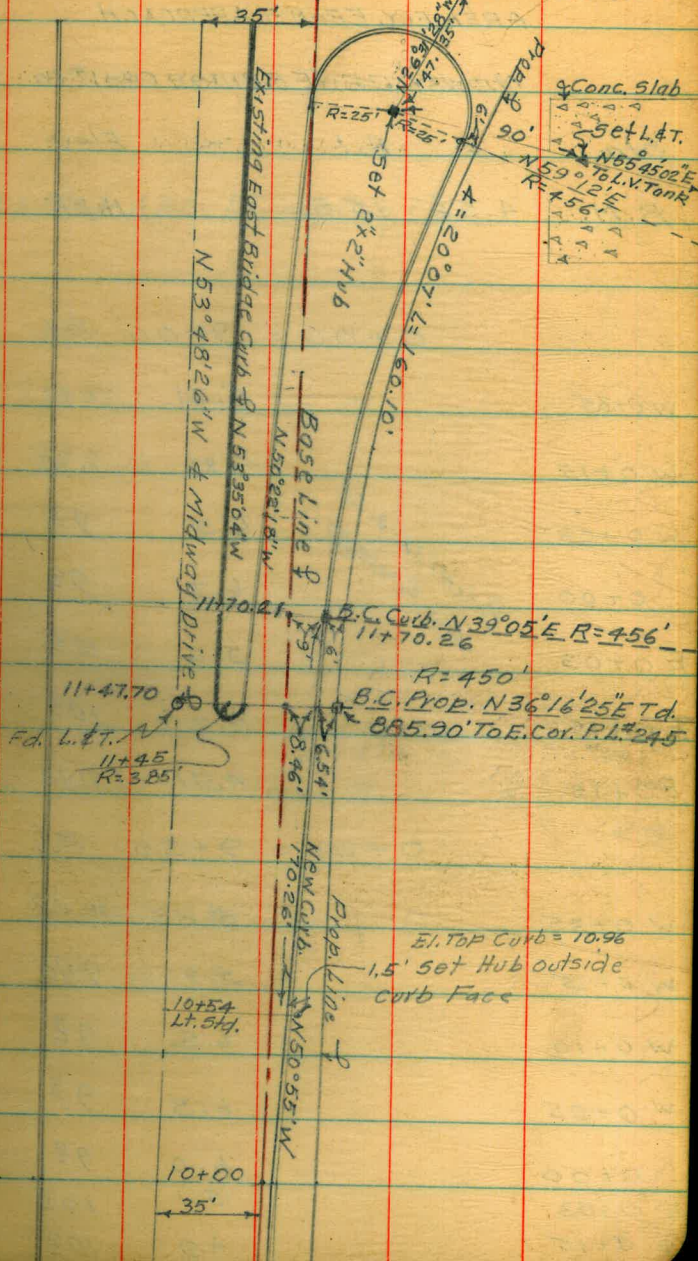
MIDWAY DRIVE



Dec. 1, 1950

T.A. Stamper

13+75. S. End 36" R.C.P.



CROSS SECTIONS OF PARKING

Dec. 1, 1950

AREA ELY. FROM S. APPROACH

MIDWAY DRIVE BRIDGE PROJ #40

Sta	+	H.I.	-	Elev.
B.M.	4.56	15.81		11.25

See F.B.M.B.

NE 61, Pg. 51

S.W. Cor. Top Step A.B.C. Plumbing Co.

0+00 = 9+00 B/L

W 0+35 5.41 10.40

Old center midway Dr.

W 0+15 5.86 9.95

Edge of Pavement

W 0+08 6.5 9³

Reduced 12-6-50
John Firebaugh

0+00 6.2 9⁶

E 0+03 5.2 10⁶

E 0+15 5.2 10⁶

Prop. Line

E 0+15 4.71 11.10

Floor level Hillmen Bros Realtors Bldg.

0+00 = 9+50 B/L

W 0+35 5.39 10.42

Old center midway Dr.

W 0+15 5.91 9.90

Edge of Pavement

W 0+10 6.5 9³

W 0+05 6.5 9³

0+00 6.0 9⁸

E 0+03 5.1 10²

E 0+15 4.9 10²

X-SECTIONS CONTD

DEC. 5, 1950

③

STA	+	H.I.	-	Elev
		0+00 =	10+00	B/L
W 0+35		15.81	5.41	10.40
W 0+15			5.90	9.91
W 0+08			6.4	9.4
0+00			6.1	9.7
E 0+04			5.3	10.5
E 0+15			5.1	10.7

old center midway Dr.
Edge of Pavement

		0+00 =	10+50	B/L
W 0+35			5.30	10.51
W 0+15			5.82	9.99
W 0+10			6.1	9.7
0+00			5.2	10.6
E 0+15			5.0	10.8
E 0+15			4.86	10.95 [✓]

Floor level Bay Boat works

X-SECTIONS CONTD

DEC. 5, 1950

(4)

Sta	+	H.I.	-	Elev
				0+00 = 11+00 B/L
W0+35		15.81	5.24	10.57
W0+15			5.64	10.17
W0+07			5.5	10 ³
W0+01			5.0	10 ⁸
0+00			5.1	10 ⁷
E0+15			5.2	10 ⁶
			3.93	11.88

Old center Midway Dr. Top Sewer M.H.

Edge of Pavement

Floor level 4224 Midway Dr.

				0+00 = 11+45 B/L
W0+15.5			3.8	12 ⁰
W0+13			5.1	10 ⁷
0+00			5.5	10 ³
E0+08			5.0	10 ⁸
E0+15			5.5	10 ³
New Bldg 3-4		5.3 =		11.17
		4.00		11.84

Floor level 4230 Midway Dr. N. Door

X-SECTIONS CONTD

DEC. 5, 1950

(5)

STA. + H.I. - ELEV

0+00 = 12+00 B/L

BM, 3.65 14.90

see Page (2)

S.W. CORNER Top step ABC Plumbing Co.

4.48

E 0+45 4.7 10²

E 0+20 5.1 9⁸

0+00 5.1 9⁸

W 0+11 4.7 10²

Toe of slope South Approach - Bridge

0+00 = 12+25 B/L

E 0+45 4.6 10³

E 0+20 5.0 9²

0+00 5.2 9⁷

W 0+09⁵ 4.8 10¹

Toe of slope

0+00 = 12+34

E 0+45 4.48 10.42

Floor level at door S.D. Fence Co. 4244 Midway Drive

X-SECTIONS CONT'D

Dec. 5, 1950

6

STA + H.I. - ELEV

14.90

0+00 = 12+50 B/L

E 0+45 4.8 10'

E 0+20 4.9 10'

0+00 5.2 9'

W 0+08^E 5.0 9'

Toe of slope S. Approach Bridge

0+00 = 12+75 B/L

E 0+45 5.0 9'

E 0+20 4.9 10'

0+00 5.4 9'

W 0+07 5.2 9'

Toe of slope S. Approach Bridge

0+00 = 13+00 B/L

E 0+44 4.96 9.94

Bldg. floor level

E 0+41^E 5.01 9.89

Property Line

E 0+27 4.95 9.95

West edge conc. pad

0+00 5.2 9'

W 0+06^E 5.2 9'

Toe of slope S. Bridge Approach

X-SECTIONS CONT'D.

Dec. 5, 1950

⑦

S STA. + H.I. - ELEV

14.90

0+00 = 13+25 B/L

E E0+49 5.3 96

Property Line

E E0+44 5.2 97

E E0+20 5.2 97

W 0+00 5.3 96

W 0+06 5.3 96

Toe of slope S. Bridge Approach

E 0+00 = 13+35²⁸ B/L.

E E0+45 4.72 10.18

Floor level - Conc Pad Floor To Be
To old San Diego Fence Co. Bldg. Moved

E E0+23 5.2 97

W 0+00 5.3 96

W 0+04 5.2 97

Toe of slope S. Bridge Approach

E

E

E

W

X-SECTIONS CONTD

Dec. 5, 1950

(8)

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

14.90

0+00 = 13+50 B/L

E	E0+45		4.72	10.18	
---	-------	--	------	-------	--

Floor level. old S.D. Fence Co Bldg. ^{Same Bldg page 7}

E	E0+20		5.3	9 ⁶	
---	-------	--	-----	----------------	--

0+20

5.2 9⁷W W0+03⁷5.1 9⁸

Toe of slope South Bridge Approach

0+00 = 13+75 B/L

E	E0+50		5.6	9 ³	
---	-------	--	-----	----------------	--

E	E0+25		5.3	9 ⁶	
---	-------	--	-----	----------------	--

0+00

5.3 9⁶

Toe of slope S. Bridge Approach

CROSS SECTIONS CONT'D.

Dec. 5, 1950

⑨

STA + H.I. - ELEV

B.M. 10.72

Pipe at S.W. Corner Mission Bay Boat works

4.27 14.99

0+00 = 8+28⁷⁵ B/L

E 0+25 5.4 96

W E 0+15 5.1 92

Property Line

0+00 4.9 101

W 0+15 4.27 10.72

Top of curb

E W 0+15 4.91 10.08

Gutter

E W 0+35 4.48 10.51

Top of M.H.

0+00 = 8+50 B/L

W E 0+25 5.6 94

E 0+15 5.1 92

property Line

E 0+00 5.1 92

E W 0+15 5.08 9.91

Gutter line - no curb

E W 0+35 4.60 10.39

GRADE FOR LT STD AT STA

Jan. 22, 1951

(10)

10+54 MIDWAY DRIVE

Sta	+	H.I	-	Elev	Grade
-----	---	-----	---	------	-------

B.M.				10.72	See Pg. 9
------	--	--	--	-------	-----------

	5.27	15.99			
--	------	-------	--	--	--

			5.36	10.63	10.96
--	--	--	------	-------	-------

FINISH GRADES FOR CURBS
AND GUTTER CUL-DE-SAC
MIDWAY DRIVE PROJ. # 65400

Grades For East Curb & Gutter

Sta	+ H.I.	- Elev.	Pipe at Base W
	5.27 15.99	10.72	
8+53 ⁷⁵		5.45 10.54	
8+75		6.28 9.71	
9+00		5.72 10.27	
9+25		5.20 10.79	
9+50		5.26 10.73	
B.C. 9+87 ³⁴		5.37 10.68	
P.O.C. 10+00		5.52 10.47	
E.C. 10+12 ⁶⁵		5.53 10.46	
BM 10+45	3.85 15.33	11.48 10.97	Flower Pot
10+80		4.40 10.93	
11+00		4.54 10.79	
11+20		4.66 10.67	
11+45		4.78 10.55	

Grades Top of Curb	Cut or Fill Top of Curb	Grades Gutter	Cut or Fill Gutter
10.65	FO ¹¹	10.02	
10.60	FO ⁸⁹	10.10	
10.69	FO ⁴²	10.19	
10.77	CO ⁰²	10.27	
10.85	FO ¹²	10.35	
10.89	FO ²¹	10.39	
10.92	FO ⁴⁵	10.42	
10.94	FO ⁴⁸	10.44	
10.97	Grade	10.47	
10.93	Grade	10.43	
10.91	FO ¹³	10.41	
10.89	FO ²²	10.39	
10.86	FO ³¹	10.36	

Cont.

Grades For East Curb & Gutter
of Cul de Sac

(12)

Sta	+	H.I.	-	Elev.		Grades Top of Curb	Cutor Fill Top of Curb	Grades Gutter	Cutor Fill Gutter
B.M.	3.84	15.32		11.48	Flower Pot at Quinneys				
11+70 ²⁶			5.24	10.08		10.82	FO. 74		
11+80			5.52	9.80		10.81	FO. 91		
12+00			5.43	9.89		10.78	FO. 89		
12+20			5.36	9.96		10.75	FO. 79		
12+40			5.39	9.93		10.72	FO. 79		
12+60			4.75	10.57		10.69	FO. 12		
12+80			5.32	10.00		10.66	FO. 66		
B.M.	+3.28	14.76	5.39	11.48	Flower Pot	10.63	FO. 72		
13+00			4.85	9.91		10.63	FO. 72		
13+10			4.84	9.92		10.62	FO. 70		
E.C. 13+30 ³⁶			4.73	10.02		10.60	FO. 58	10.10	
13+42 ⁸³			4.59	10.17		10.63	FO. 46	10.05	
13+55 ³⁰			4.77	9.99		10.65	FO. 66	10.00	
13+67 ⁷⁶ = 13+86 ⁶⁸ West curb						10.67		Top of Grate 9.84	

Grades For West Curb & Gutter

Sta.	Cul de Sac		Elev.	Flower Pot at Quincepts
	+	-		
BM	3.85	15.33	11.48	
11+45			3.91	11.42
11+60			3.16	12.17
11+80			3.00	12.33
12+00			3.81	11.52
12+20			3.45	11.88
12+40			3.33	12.00
12+60			4.06	11.27
12+80			4.30	11.03
13+00			4.70	10.63
13+20			4.96	10.37
BC 13+37			4.43	10.90
BM 13+49 ⁴²	3.28	14.76	11.48	Flower Pot
13+61 ⁸⁴			4.70	10.56
13+74 ²⁶			5.02	9.74
13+86. ⁶⁸ = 13+67 ⁷⁶ East Curb			4.81	9.95
			4.86	9.90

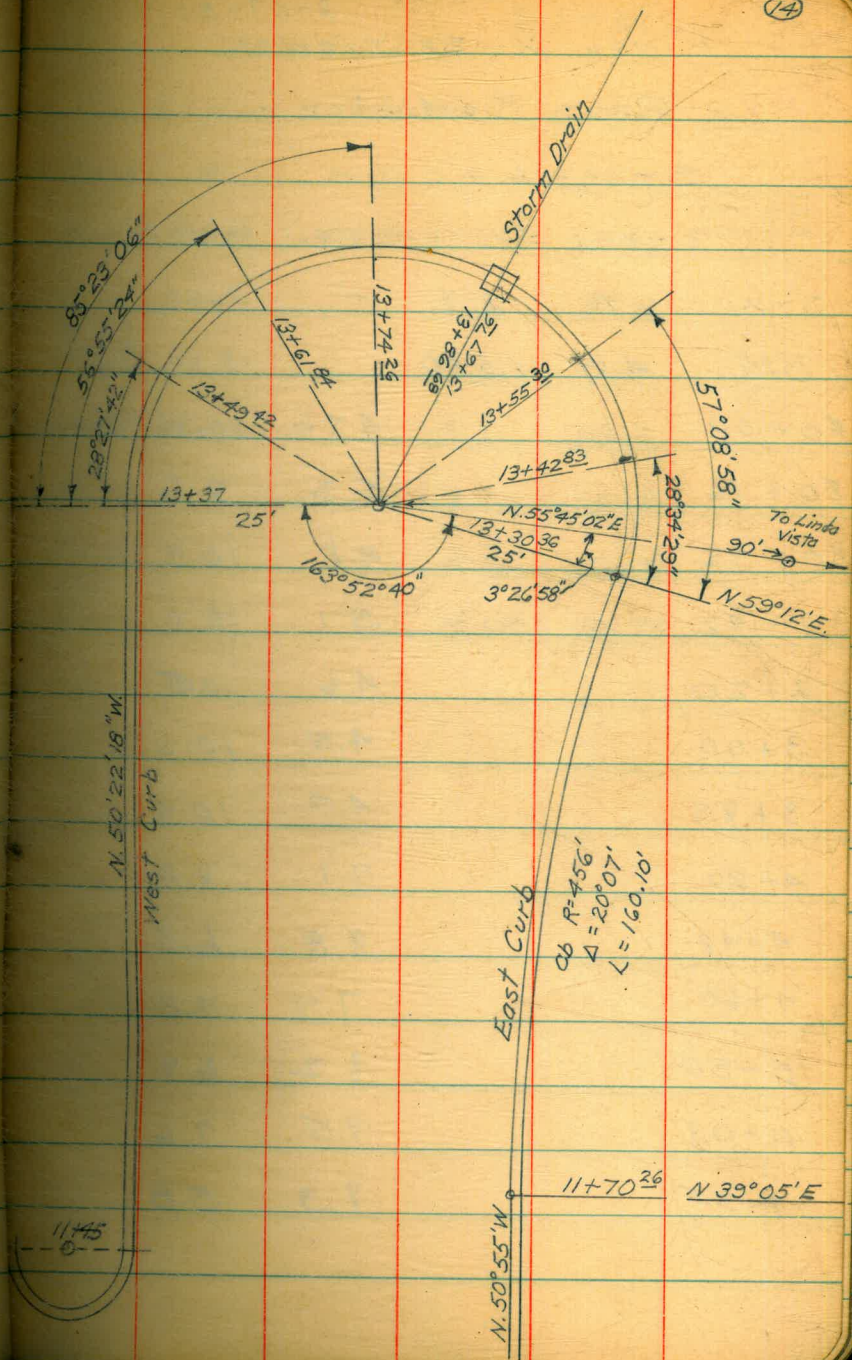
Grades Top of Curb	Cutor Fill Top of Curb	Grades Gutter	Cutor Fill Gutter
11.40		10.65	
^{12.17} 11.28	C 0.89	10.63	
^{13.33} 11.11	C 1.22	10.61	
^{11.52} 11.09	C 0.43	10.59	
^{11.82} 11.07	C 0.81	10.57	
^{12.00} 11.03	C 0.97	10.53	
^{11.27} 10.99	C 0.28	10.49	
^{11.03} 10.93	C 0.10	10.43	
10.88	F 0.25	10.38	
^{10.63} 10.82	F 0.45	10.32	
^{10.57} 10.76	C 0.14	10.26	
^{10.90} 10.74	F 0.18	10.18	
10.72	F 0.98	10.09	
^{9.74} 10.70	F 0.75	10.00	
^{9.95} 10.67		9.84	
^{9.90}			

Cul-De-Sac

Layout Plan and Curve Data.

$R=453'$ $\Delta=20^{\circ}07'$ $0113'$ Offset East

Sta.	Def L	Chord
BC. 11+70 ²⁶	0°	0
11+80	0°36'43"	9.68
12+00	1°52'06"	19.865
12+20	3°07'30"	"
12+40	4°22'53"	"
12+60	5°38'16"	"
12+80	6°53'40"	"
13+00	8°09'03"	"
13+10	8°46'44"	9.93
13+20	9°24'26"	"
EC. 13+30 ³⁶	10°03'30"	10.29



+ 480 3-27-51

FINAL X-SECTIONS

PX PROJ # 64161

STA 56+00

0+00 = 56+00 N EAST CURB B/L

STA	+	H.I.	-	ELEV.
BM	4.80	15.10		10.30
0+00			4.76	10.34
0+16			5.3	9.7
0+72			4.8	10.3
1+42			5.1	10.0
2+20			4.6	10.5
3+00			4.5	10.6
3+85			4.7	10.4
4+20			7.1	8.0
4+48			8.8	6.3
4+60			7.9	7.2
5+50			8.2	6.9
6+03			7.5	7.6
7+55			9.3	5.8

PX N 57+00

3-27-51

(13)

0+00 = STA 57+00 E. CURB B/L

STA	+	H.I.	-	ELEV.
BM	4.62	14.92		10.30
2+20			9.6	5.3
1+83			7.6	7.3
1+33			4.8	10.1
0+90			4.7	10.2
0+44			4.5	10.4
0+00			4.68	10.24

STA 58+00
EAST CURB
B/L

PX

N 58+00

4.75
3-27-51

0+00 = 58+00 EAST CURB B/L

STA	+	HI	-	ELEV	STA 58+00
BM	4.75	15.05		10.30	
0+00			4.75	10.30	
E0+25			4.8	10.2	
E0+53			4.7	10.3	
0+78			4.9	10.1	
1+00			8.0	7.0	
1+11			9.8	5.2	

PX

N 59+00

3-27-51

(16)

0+00 = 59+00 E. CURB B/L

STA	+	HI	-	ELEV	STA 58+00
BM	4.99	15.29		10.30	
E1+64			10.0	5.3	
1+47			7.2	8.1	
1+32			5.2	10.1	
0+98			5.0	10.3	
0+56			5.1	10.2	
0+19			5.2	10.1	
0+00			4.89	10.40	

PX N 60+00 3-27-51

0+00 = 60+00 E CURB B/L

STA	+	H.I.	-	ELEV
BM	5.01	15.31		10.30
BM			4.70	10.61
0+00			4.81	10.50
E 0+14			4.9	10.4
E 0+16			5.5	9.8
E 0+66			5.2	10.1
E 1+29			4.9	10.4
E 1+84			5.1	10.2
E 2+05			8.0	7.3
E 2+21			11.0	4.3

STA 58+0
STA 62+0

PX N 61+00 3-27-51

0+00 = 61+00 E CURB B/L

STA	+	H.I.	-	ELEV
BM	4.58	15.19		10.61
E 2+76			10.2	5.0
2+61			8.0	7.2
2+92			5.2	10.0
1+84			5.2	10.0
1+13			5.4	9.8
0+67			5.7	9.5
0+18			5.7	9.5
0+15			4.2	11.0
0+02			4.2	11.0
0+00			4.65	10.54

5182+00

PX

N 62+00

3-27-51

0+00 = 62+00

E. CURB B/L

STA	+	H.I.	-	ELEV
BM	4.66	15.27		10.61
BM			4.38	10.89
0+00			4.66	10.61
E 0+06			4.5	10.8
E 0+09			5.0	10.3
E 0+70			5.5	9.8
E 1+40			5.4	9.9
E 2+25			5.6	9.7
E 3+00			5.0	10.3
E 3+18			7.5	1.8
E 3+32			10.2	5.1

PX

N 63+00

3-27-51

(18)

0+00 = 63+00 E CURB B/L

STA	+	H.I.	-	ELEV
BM	4.47	15.36		10.89
E 3+88			10.4	5.0
E 3+70			7.6	7.8
E 3+52			5.5	9.9
E 2+78			5.6	9.8
E 2+03			5.6	9.8
E 1+18			6.0	9.4
E 0+62			5.8	9.6
0+13			5.8	9.6
0+105			4.6	10.8
0+02			4.0	11.4
0+00			4.56	10.80

~~PX~~

3-27-51

N 64+00

0+00 = 64+00

E CURB B/L

STA	+	H.I.	-	ELEV
BM	4.82	15.71		10.89
BM			5.02	10.69
0+00			4.82	10.89
E0+10			5.1	10.6
E0+12			6.1	9.6
E0+83			6.2	9.5
E1+60			5.6	10.1
E2+32			5.8	9.9
E3+10			5.8	9.9
E4+02			5.7	10.0
E4+21			8.6	7.1
E4+30			10.5	5.2

STA 64+00

STA 66+00

PX

3-27-51

(19)

N 65+00

0+00 = 65+00

E CURB B/L

STA	+	H.I.	-	ELEV.
BM	4.76	15.45		10.69
E4+43			11.2	4.2
E4+31			8.4	7.0
E4+23			5.9	9.5
E3+44			5.7	9.7
E2+65			5.7	9.7
E1+88			5.6	9.8
E1+06			5.5	9.9
E0+53			5.4	10.0
E0+16			5.9	9.5
E0+16			4.1	11.3
E0+00			4.65	10.80

STA 66+00

CONC
PAD

PX N 66+00 3-27-51
 0+00 = 66+00 E CURB B/L

STA	+	H.I.	-	ELEV
BM	4.90	15.59		10.69
BM			3.52	11.07 12.07
0+00			4.90	10.69
E 0+14			4.9	10.7
E 0+91			5.5	10.1
E 1+71			5.8	9.8
E 2+50			6.0	9.6
E 3+32			6.1	9.5
E 4+02			5.7	9.9
E 4+13			9.1	6.5
E 4+22			11.2	4.4

PX N 67+00 3-27-51 (20)
 0+00 = 67+00 E CURB B/L

STA	+	H.I.	-	ELEV
BM	3.25	15.32		12.07
				11.07
E 3+57			10.3	4.0
E 3+36			7.9	6.4
E 3+22			5.7	8.6
E 2+90			5.7	8.6
E 1+60			5.9	8.4
E 0+82			5.6	8.7
E 0+11			5.4	8.9
E 0+09			4.9	9.4
0+00			4.80	9.52

PX

N 68+00

3-27-51

0+00 = 68+00 E CURB B/L

STA	+	HI	-	ELEV	STA
BM	4.64	15.71 16.71		11.07 12.07	500/120 STA 68+00
0+00			4.64	11.1	
E 0+12			5.8	9.9	
E 0+52			6.7	9.0	
E 0+93			6.9	8.8	
E 1+20			9.6	6.1	
E 1+54			13.5	2.2	

PX

STA 55+00

3-28-51

(21)

0+00 = N 55+00 E CURB B/L

STA	+	HI	-	ELEV	STA
BM	4.64			14.97	10.33 STA 56+00
B.M.			4.68	10.29	STA 54+00
0+00			4.69	10.28	
0+08			4.2	11.8 10.8	
0+10			5.2	9.8	
0+87			5.4	9.6	
1+83			4.9	10.1	
2+89			5.9	9.1	
3+75			4.8	10.2	
4+09			5.2	9.8	
4+67			4.4	10.6	
5+44			5.7	9.3	
6+30			7.7	7.3	
7+28			8.6	6.4	

3-20-51

PX

STA 54+00

0+00 = N54+00 E. CURB B/L

STA	+	HI	-	ELEV
BM	4.75	15.04		10.29
E 8+00			8.6	6.4
7+15			8.5	6.5
6+22			7.4	7.6
5+20			5.6	9.4
4+40			6.0	9.0
3+43			6.6	8.4
2+54			6.0	9.0
1+73			5.5	9.5
1+08			5.6	9.4
0+49			5.5	9.5
0+09			5.3	9.7
0+08			4.8	10.2
0+00			4.75	10.29

STA 54+00

PX

3-28-51

(22)

STA 53+00

0+00 = N53+00 E. CURB B/L

STA	+	HI	-	ELEV
BM	4.90	15.19		10.29
0+00			4.81	10.38
0+10			4.6	10.6
0+12			5.7	9.5
0+85			5.9	9.3
1+70			5.7	9.5
2+42			6.0	9.2
3+33			6.6	8.6
4+35			7.1	8.1
5+38			6.9	8.3
6+58			8.0	7.2
7+55			8.6	6.6
8+45			8.6	6.6
9+30			8.8	6.4

STA 54+00

PX

3-28-51

STA 52+00

0+00 = N 52+00 E CURB B/L

STA	+	HI	-	ELEV
BM	4.81	15.10		10.29
E10+90			8.9	6.2
9+85			8.6	6.5
8+65			8.1	7.0
7+38			7.9	7.2
6+10			7.1	8.0
5+00			7.0	8.1
3+90			6.7	8.4
2+85			6.0	9.1
1+81			5.9	9.2
0+83			5.8	9.3
0+42			5.7	9.4
0+13			5.5	9.6
0+10			4.2	10.9
0+00			4.69	10.41

PX

3-28-51

(23)

STA 51+00

0+00 = N 51+00 E CURB B/L

STA	+	HI	-	ELEV
BM	4.73	15.02		10.29
BM			4.60	10.42
0+00			4.69	
B.M.	4.62	15.04	<	10.42
0+00			4.72	10.32
E0+12			4.9	10.6
E0+14			5.2	9.8
0+82			5.9	9.1
1+73			5.6	9.4
2+83			5.5	9.5
3+91			6.2	8.8
4+95			6.8	8.2
6+00			7.1	7.9
7+02			7.5	7.5
8+00			8.0	7.0
8+90			8.5	6.5

3-28-51

Px

STA 50+00

0+00 = N 50+00 E CURB B/L

STA	+	H.I.	-	ELEV
B.M.	4.73	15.16		10.43
E 9+03			7.9	7.3
E 7+95			7.8	7.4
6+91			7.2	8.0
5+90			6.7	8.5
4+90			5.9	9.3
3+85			5.5	9.7
2+75			5.1	10.1
1+70			5.6	9.6
0+90			5.4	9.8
0+42			5.7	9.5
0+14			5.2	10.0
0+00			4.67	10.49

3-28-51

(24)

Px

STA 49+00

0+00 = N 49+00 E CURB B/L

STA	+	H.I.	-	ELEV
B.M.	4.91	15.34		10.43
0+00			4.78	10.56
E 0+09			4.1	11.2
0+18			5.4	9.9
1+19			5.4	9.9
2+72			5.5	9.8
3+75			5.2	10.1
4+81			6.0	9.3
5+84			6.8	8.5
6+90			7.5	7.8
7+95			7.6	7.7
9+04			7.5	7.8
10+05			8.0	7.3

3-28-51

PX

STA 48+00

0+00 = N 48+00 E CURB B/C

STA	+	H1	-	ELEV
BM	4.71	15.14		10.43
E10+30			7.7	7.4
9+20			6.5	8.6
8+09			6.3	8.8
7+00			6.8	8.3
5+90			6.7	8.9
4+75			6.2	8.9
3+51			5.6	9.5
2+49			5.0	10.1
1+43			5.1	10.0
0+70			5.2	9.9
0+18			5.3	9.8
0+14			4.7	10.4
0+00			4.71	10.43

3-28-51

(25)

PX

STA 47+00

0+00 = N 47+00 E CURB B/C

STA	+	H1	-	ELEV
BM	4.72	15.15		10.43
0+00			4.83	10.32
E0+40			5.5	9.6
1+51			5.1	10.0
2+50			5.5	9.6
3+62			5.2	9.9
4+70			5.5	9.6
5+75			6.0	9.1
6+77			5.3	9.8
7+62			4.1	11.0
8+60			6.5	8.6
9+63			7.4	7.7
10+55			8.0	7.1

PX

3-28-51

STA 46+00

0+00 = N 46+00 E CURB B/L

STA	+	H1	-	ELEV	46+00
BM	4.79	14.98		10.19	
E 10+40			7.5	7.48	
9+38			7.2	7.7	
8+35			6.8	8.1	
7+30			5.7	9.2	
6+22			4.6	10.3	
5+21			4.8	10.1	
4+01			4.2	10.7	
2+93			5.0	9.9	
2+19			4.9	10.0	
1+15			5.4	9.5	
0+70			5.5	9.4	
0+14			5.5	9.4	
0+11			4.6	10.3	
0+00			4.79	10.19	

PX

3-29-51

(26)

STA 45+00

0+00 = N 45+00 E CURB B/L

STA	+	H1	-	ELEV	46+00
BM	4.71	14.90		10.19	
0+00			4.81	10.09	
50+09			4.6	10.3	
0+13			5.5	9.4	
1+02			5.0	9.9	
2+21			4.3	10.6	
2+85			5.2	9.7	
3+89			4.7	10.2	
4+80			4.8	10.1	
5+77			5.3	9.6	
6+83			6.0	8.9	
8+03			6.7	8.2	
9+42			6.7	8.2	
10+71			7.1	7.8	
11+70			7.3	7.6	

3-29-51

PX

STA 44+00

0+00 = N 44+00 E. CURB B/L

STA	+	HI	-	ELEV.
BM	4.71	14.99		10.28
E12+30			7.6	7.39
E11+03			7.0	7.9
9+85			6.7	8.2
8+50			6.4	8.5
7+42			6.7	8.2
6+31			6.0	8.9
5+28			5.3	9.6
4+20			5.4	9.5
2+77			5.1	9.8
2+05			5.1	9.8
1+31			5.0	9.9
0+51			5.4	9.5
0+14			5.3	9.6
0+10			4.5	10.4
0+00			4.71	10.28

3-29-51

(27)

PX

STA 43+00

0+00 = N 43+00 E. CURB B/L

STA	+	HI	-	ELEV.
BM	4.96	15.18		10.28
0+00			4.78	10.40
E0+10			4.6	10.5
0+14			5.8	9.3
1+12			5.1	10.0
2+06			5.1	10.0
3+10			4.9	10.2
4+13			5.8	9.3
5+50			6.0	9.1
6+73			6.0	9.1
8+10			6.0	9.1
9+25			6.4	8.7
10+25			7.0	8.1
11+50			7.1	7.7
13+00			7.7	7.4

3-29-51

Px

STA 42+00

0+00 = N 42+00 F. CURB B/L

STA	+	HI	-	ELEV.
BM	4.50	15.40		10.90 <small>STA 40+00</small>
E12+80			8.0	7.4
11+60			7.4	8.0
10+20			7.3	8.1
9+05			6.7	8.7
7+85			5.4	10.0
6+47			5.3	10.1
5+21			5.5	9.9
3+96			5.9	9.5
2+80			5.8	9.6
1+81			5.6	9.8
1+10			5.7	9.7
0+42			5.8	9.6
0+10			5.6	9.8
0+07			5.0	10.4
0+00			4.70	10.70
BM			4.52	10.88 <small>STA 41+00</small>

3-29-51

(28)

Px

STA 41+00

0+00 = N 41+00 F. CURB B/L

STA	+	HI	-	ELEV.
BM	4.85	15.73		10.88 <small>STA 41+00</small>
0+00				4.85 10.88
0+09				5.2 10.5
0+14				5.8 9.9
1+20				5.9 9.8
2+33				6.2 9.5
3+55				5.3 10.4
5+02				5.5 10.2
6+12				5.0 10.7
7+30				5.4 10.3
8+32				6.8 8.9
9+40				7.3 8.4
10+70				6.7 8.8
11+80				7.5 8.2

3-29-51

PX

STA 40+00

0+00 = N 40+00 E. CURB B/L

STA	+	H.I.	-	ELEV.	STA 40+
BM	4.87	15.77		10.90	
E 11+30			7.3	8.4	
10+35			6.4	9.3	
9+25			6.0	9.7	
7+88			6.5	9.2	
6+75			6.7	9.0	
5+61			6.2	9.5	
4+32			4.9	10.8	
3+29			5.0	10.7	
2+18			5.9	9.8	
1+12			6.1	9.6	
0+59			5.8	9.9	
0+16			5.6	10.1	
0+08			5.0	10.7	
0+00			4.87	10.90	

3-29-51

(29)

PX

STA 39+00

0+00 = N 39+00 E. CURB B/L

STA	+	H.I.	-	ELEV.	STA 40+
BM	4.85	15.75		10.90	
0+00			4.76	9.90	
10+11			5.3	10.4	
10+17			5.6	10.1	
0+70			6.2	9.5	
1+70			5.7	10.0	
2+98			5.5	10.2	
4+02			5.2	10.5	
5+10			5.3	10.4	
6+16			4.8	10.9	
7+30			5.1	10.6	
8+20			5.4	10.3	
9+25			6.1	9.6	
10+40			6.6	9.1	
11+50			6.9	8.8	
12+70			7.3	8.4	

PX 3-29-51
 STA 38+00
 0+00 = N 38+00 E CURB B/C

STA	+	H.I.	-	ELEV
BM	4.70	15.60		10.90
E 12+25			8.4	7.2
11+05			6.5	9.1
9+95			5.8	9.8
8+82			5.7	9.9
7+73			5.4	10.2
6+35			5.5	10.1
5+23			5.2	10.4
4+11			5.7	9.9
2+92			5.4	10.2
1+74			5.4	10.2
1+50			6.1	9.5
0+58			5.9	9.7
0+19			6.0	9.6
0+14			5.5	10.1
0+00			5.49	10.11

PX 3-30-51 (30)
 STA 136+0.0 W

0+00 = N 3800 # W 13,600

STA	+	H.I.	-	ELEV	
BM	4.23	15.13		10.90	STA 46+00 E CURB B/C
TBM			4.70	10.43	2x2 HUB 20' SOUTH N 38+00 W 138+00
10+91			4.31	10.82	EDGE Pav.
10+86			4.0	11.1	EDGE SHOULDER
10+73			5.2	9.9	
10+32			4.9	10.2	
0+00			5.0	10.1	
50+70			4.9	10.2	
54+56			5.2	9.9	
53+00			5.3	9.8	
53+92			4.5	10.6	
54+61			4.9	10.2	
55+30			4.9	10.2	
55+82			5.2	9.9	
55+95			2.6	12.5	
56+20			0.4	14.7	

PX

3-30-51

STA 137+00 W

0+00 = N 3,800, W 13,700

STA	+	H.I.	-	ELEV
TBM	4.62	15.05		10.43
S6+30			0.3	14.7
S5+91			4.9	10.1
S5+04			4.7	10.3
S4+12			4.7	10.3
S3+18			4.9	10.1
S2+23			5.2	9.8
S1+21			5.1	9.9
S0+52			5.0	10.0
0+00			5.0	10.0
N0+65			4.8	10.2
N1+32			4.7	10.3
N1+52			4.8	10.2
N1+66			4.19	10.86

2x2 HUB
SEE PAGE
30EDGE
SHOULDEREDGE
PAV

PX

3-30-51

(31)

STA 138+00 W

0+00 = N 3,800 - W 13,800

STA	+	H.I.	-	ELEV
TBM	5.20	15.63		10.43
N2+50			4.7	10.9
N2+30			4.4	11.2
N2+12			5.6	10.0
N1+64			4.2	11.4
N1+00			4.3	11.3
N0+50			4.6	11.0
0+00			5.0	10.6
S0+78			5.9	9.7
S1+81			5.4	10.2
S2+90			5.8	9.8
S3+82			5.6	10.0
S4+75			5.4	10.2
S5+56			4.9	10.7
S6+05			4.9	10.7
S6+50			0.8	14.8

SEE PAGE
30

EDGE PAV.

PX

STA 139+00 W

0+00 = 3800 N 13900 W

STA	+	H1	-	ELEV	
TBM	5.45	15.88		10.43	SEE PAGE 30
S6+78			0.6	15.2	
S6+40			5.3	10.5	
S5+45			5.0	10.8	
S4+51			5.9	9.9	
S3+90			6.3	9.5	
S2+92			5.8	10.0	
S1+96			5.1	10.7	
S1+05			5.2	10.6	
0+00			5.0	10.8	
N0+78			4.6	11.2	
N1+30			5.7	10.1	
N1+73			4.7	11.1	EDGE ROAD
N2+20			5.0	10.8	EDGE ROAD
N2+70			4.7	11.1	
N3+25			5.6	10.2	
N3+42			4.5	11.3	TOP CURB

PX

STA 140+00

0+00 = 3300 N 14000 W

STA	+	H1	-	ELEV	
TBM	5.32	15.75		10.43	PAGE 30
TBM	4.12	13.94	5.93	9.82	NEAR STA N 33+00 W/ROAD
N9+43			2.7	11.2	EDGE ROAD
N9+18			5.0	8.9	
N8+41			4.1	9.8	
N7+83			4.0	9.9	
N6+55			3.4	10.5	
N5+40			2.9	11.0	
N4+92			2.4	11.5	EDGE ROAD
N4+00			3.1	10.8	
N3+15			3.1	10.8	
N2+15			3.6	10.3	
N6+92			4.7	9.2	
0+00			4.5	9.4	
S0+67			4.3	9.6	
S1+50			4.0	9.9	
S1+53			1.3	12.6	

PX

STA 141+00

0+00 = 3,300N 14,100 W

STA	+	HI	-	ELEV	SEE PAGE
TBM	2.99	12.81		9.82	32
S1+56			0.2	12.6	
S1+44			3.3	9.5	
S0+79			3.8	9.0	
0+00			4.0	8.8	
N0+78			4.9	7.9	
N1+50			3.5	9.3	
N2+28			2.9	9.9	
N3+17			1.4	11.4	EDGE ROAD
N3+70			1.6	11.2	
N3+75			3.3	9.5	
N4+48			5.8	7.0	

33

PX

3-30-51
STA 142+00

0+00 = 3300N 142+00 W

STA	+	HI	-	ELEV	SEE PAGE
TBM	3.52	13.34		9.82	32
14+03			7.1	6.2	
N3+17			5.3	8.0	
N2+00			2.0	11.3	ROAD
N1+40			1.7	11.6	
N1+10			2.8	10.5	
N0+53			3.8	9.5	
0+00			4.5	8.8	
S1+04			4.5	8.8	
S1+68			4.0	9.3	
S1+80			1.0	12.3	
TBM			2.28	11.06	SOUTH WEST COR SPILLWAY

3-30-51
STA 143+00

0+00 = 3300 N 14300 W

STA	+	HI	-	ELEV	
TBM	SAI	16.47		11.06	
N2+18			10.1	6.3	
N1+40			8.6	7.8	
N0+66			7.0	9.4	
N0+13			5.6	10.8	Road
0+00			5.6	10.8	
S0+40			5.1	11.3	Road
S0+51			5.8	10.6	
S0+59			4.4	12.0	
S0+79			7.0	9.4	
S1+40			7.1	9.3	
S1+75			7.0	9.4	
S1+92			3.1	13.3	
143+60			5.4		cut-off

PROFILE OF PROPOSED DRAINS

MIDWAY DRIVE PROJ #64161

28° 10'

3-30-51 2 80

(35)

12' WEST OF

0+00 = 7' EAST E CURB BL

0+00 = 67+21

W CURB BL

STA 67+30

STA

+

H1

TOP

BOT

ELEV

STA

+

H1

ELEV

BM

2.90

13.97

See Pg. 20

20

12.07

11.07

BM

2.86

13.93

12.07

11.07

STA 68+00

See Pg. 20

0+00

4.1

6.3

9.9

7.7

10.2 TOP

Flow Line

6.24

7.69

0+14

3.8

5.6

8.4 BL

10.5

0+00

4.6

9.3

0+28

3.5

6.2

7.8

10.3

0+25

4.7

9.2

0+42

3.7

7.4

6.6

10.3

0+50

4.7

9.2

0+56

3.7

8.1

5.5

10.1

0+75

4.8

9.1

0+70

3.9

8.1

5.3

10.1

0+90

4.8

9.1

0+84

3.9

8.1

5.0

1+03

9.7

4.2

0+98

9.9

4.1

1+15

13.7

0.2

1+12

10.7

3.5

1+26

12.0

2.0

1+40

13.7

0.3

4.58 4-2-51

PX STA 135+00

0+00 = N 3300 W 13,500

STA	+	H1	-	ELEV
BM	4.58	15.34		10.76
TBM	6.00	15.96	5.38	9.96
S 1+03			1.2	14.8
S 0+61			5.9	10.1
0+00			5.3	10.7
N 0+74			6.0	9.0
N 1+25			5.6	10.4
N 1+84			5.8	10.2
N 2+55			5.8	10.2
N 3+30			5.8	10.2
N 4+10			6.2	9.8
N 4+95			5.5	10.5
N 5+12			4.7	11.3
N 5+15			5.3	10.7

WATER VALVE
NORTH
APPROX.

EDGE
ROAD

4-2-51 (36)

PX STA 134+00

0+00 = N 3300 W 13,400

STA	+	H1	-	ELEV
TBM	5.41	15.37		9.96
N 4+52			5.1	11.3
N 3+81			5.7	9.7
N 3+00			5.8	10.2
N 2+30			5.6	9.8
N 1+73			5.6	9.8
N 1+41			6.0	9.4
N 0+50			4.9	10.5
0+00			5.3	10.1
S 0+42			5.6	9.8
S 0+44			4.6	10.8
S 0+82			0.9	14.5

PX

4-2-51

STA 133+00

0+00 = N 3300 W 13,300

STA	+	HI	-	ELEV
TBM	4.03	13.99		9.96
S 0+63			0.4	13.6
S 0+40			4.7	19.3
0+00			4.9	9.1
N 0+70			4.7	10.3
N 1+50			4.0	10.0
N 2+12			3.9	10.1
N 2+80			4.1	9.9
N 3+11			4.7	9.3
N 3+48			3.9	10.1
3+60			4.1	9.9

EDGE
ROAD

PX

4-2-51

(37)

STA 132+00

0+00 = N 3,300 W 13,200

STA	+	HI	-	ELEV	
TBM	4.11	14.07		9.96	
N 2+85			2.7	11.4	TIP CURB
N 2+73			3.6	10.5	
N 2+09			3.9	10.1	
N 1+50			4.1	10.0	
N 1+11			4.4	9.7	
N 1+10			4.7	9.3	
N 0+50			5.2	8.9	
0+00			5.1	9.0	
S 0+10			5.0	9.1	
S 0+40			1.0	13.1	

4-2-51
 PY STA 131+00

0+00 = N3,300 W 13,100

STA	+	HI	-	ELEV
TBM	4.52	14.48		9.96
S0+54			0.7	13.2
S0+21			5.1	9.4
0+00			4.9	9.5
N0+53			4.4	10.1
N1+20			4.0	10.5
N1+95			4.2	10.3
N2+04			0.7	13.8
N2+10			1.3	12.2
TBM			2.61	11.87

TOP
CURB

TBM -2.61
 PY STA 130+00
 4-2-51 (38)

0+00 = N3,300 W 13,000

STA	+	HI	-	ELEV
TBM	4.54	16.41		11.87
N1+23			0.4	16.0
N1+13			5.6	10.8
N0+75			5.9	10.3
N0+42			5.7	10.7
0+00			5.2	11.2
S0+20			4.5	12.0
S0+52			1.7	14.7

PX

4-2-51
STA 129+00

0+00 = N 3300 W 12900

STA	+	H1	-	ELEV
TBM	4.92	16.79		11.87
50+20			1.3	15.5
0+00			4.6	12.2
N0+22			5.0	11.8
N0+40			3.8	13.0
N0+44			0.4	16.4

PX

4-5-51
STA 37+00

0+00 = N 37+00 W 12,700

STA	+	H1	-	ELEV
BM	4.99	15.75		10.76
TBM	5.00	14.76	5.99	9.76
W5+70			4.6	10.1
W5+00			4.7	10.0
W4+12			4.6	10.1
W3+22			4.5	10.2
W2+33			4.4	10.3
W1+35			4.5	10.2
W0+50			4.5	10.2
0+00			5.3	9.4
E1+00			5.4	9.3
E1+95			4.9	9.8
E2+83			4.9	9.8
E3+75			4.2	10.5
E4+62			4.7	10.0
E5+50			5.5	9.2
E6+55			6.2	8.5
E7+55			6.4	8.3
E8+50			7.2	7.5

CONC NAIL
H2O VALVE
BOX N. APPROX
50' S.
STA 37+00
EDGE MIDWAY

PX

STA 36+00

4-5-51

0+00 = N 36+00 W 12700

STA	+	H1	-	ELEV
TBM	4.91	14.67		9.76
E11+20			4.1	10.5
E11+15			7.4	7.2
E9+60			7.2	7.4
E8+60			6.7	7.9
E7+69			6.4	8.2
E6+82			5.7	8.9
E5+96			5.1	9.5
E4+81			3.8	10.8
E3+89			4.8	9.8
E3+20			5.0	9.6
E3+11			3.0	11.6
E2+20			5.9	8.7
E1+20			3.3	11.3
E1+85			4.4	10.2
E0+95			4.5	10.1
0+00			5.3	9.3
W0+78			5.3	9.3

4-5-51

40

STA 36+00 CONTD

STA	+	H1	-	ELEV
W1+60		14.67	4.9	9.7
W2+31			4.5	10.1
W3+13			4.3	10.3
W4+15			3.3	11.3
W4+31			2.3	12.3
W4+39			2.9	11.7

TOP CURB
MIDWAY
N. APPRO

Px

4-5-51

STA 35+00

0+00 = N 35+00 W 127+00

STA	+	H1	-	ELEV
TBM	4.93	14.69		9.76
W2+80			1.2	13.4
W2+73			4.8	9.8
W1+91			5.0	9.6
W1+24			4.5	10.1
W0+68			4.2	10.4
0+06			4.8	9.8
E0+80			4.8	9.8
E1+70			4.7	9.9
E2+64			4.0	10.6
E3+15			4.4	10.2
E3+18			3.7	10.9
E3+53			4.2	10.4
E3+63			5.4	9.2
E4+40			4.4	10.2
E4+52			3.5	11.1
E4+55			5.4	9.2
E5+50			5.3	9.3

4-5-51

(41)

STA 35+00 CUNTO

STA	+	H1	-	ELEV
E6+58			14.69	5.7 8.9
E7+52				6.2 8.4
E8+70				6.7 7.9
E9+75				6.8 7.8
E10+65				7.1 7.5
10+95				7.0 7.6

PX

STA 129+00

Apr. 6-51

PX

Sta 127+00 Cont.

(42)

STA 129+00				Sta 127+00 Cont.			
0+00 = 3500 N	12900 W			Sta	+ H.I.	-	Elev
STAs	+	H.I.	-	ELEV			
TBM	4.88	14.64	9.76	S. 1+80		14.65	5.1 9.5
TBM			4.52 10.05	S. 1+89			1.5 13.1
0+00		5.0	9.6				
50+49		5.0	9.6	Sta 126+00			
50+55		0.7	13.9	4.96	15.01		10.05 ^{2x2 Near} 127+00
				S. 1+85		3.4	11.6
				S. 1+78		8.7	6.3
				S. 0+91		8.7	6.3
				Sta 128+00			
	4.20	14.25	10.05	^{2x2 Near} 127+00	S. 0+65		7.7 7.3
0+00		4.7	9.5	S. 0+56		5.6	9.4
5.0+49		4.3	9.9	0+00		5.1	9.9
5.1+11		4.7	9.5	TBM		4.35	10.66 ^{2x2 Near} 124+00
5.1+19		1.6	12.6				
				Sta 125+00			
				4.70	15.36		10.66 ^{2x2 Near} 124+00
				Sta 127+00			
	4.60	14.65	10.05	^{2x2 Near} 127+00	0+00		5.2 10.1
0+00		4.9	9.7	S. 1+12		5.4	9.9
50+80		5.4	9.2	S. 1+20		7.2	8.1
				S. 1+50		7.3	8.0
				S. 1+56		3.3	12.0

PY Sta 124+00				PY Sta 122+00					
Sta	+	H1	-	Elev	Sta	+	H1	-	Elev
	5.10	15.76		10.66		3.98	14.64		10.66
				2x2 Near 124+00					2x2 Near 124+00
S. 1+49			3.1	12.6	S. 1+30		0.4		14.2
S. 1+21			7.7	8.0	S. 1+15		3.0		11.6
S. 1+12			6.4	9.3	S. 1+09		6.5		8.1
S. 0+60			5.8	9.9	S. 1+00		5.6		9.0
0+00			5.1	10.6	S. 0+45		5.4		9.2
					0+00		5.0		9.6
									2x2 Near 119+00
					T.B.M.		6.20		8.44
									2x2 Near 119+00
	4.77	15.43		10.66					
				2x2 Near 124+00					
0+00			5.5	9.9	Sta. 121+00				
S. 0+26			5.6	9.8	6.17	14.61		8.44	119+00
S. 0+32			7.9	7.5	0+00		5.2		9.4
S. 0+43			4.3	11.1	S. 0+80		4.9		9.7
S. 0+81			5.7	9.7	S. 1+00		0.1		14.5
S. 1+27			4.1	11.3					
S. 1+45			0.0	15.43	Sta. 120+00				
									2x2 Near 119+00
					S. 0+90	5.61	14.05	0.0	8.44
					S. 0+74			4.6	9.4
					S. 0+86			5.2	8.8
					0+00			5.1	8.9

Sta 119+00

Sta	+ HI	-	Elev	
	4.72	13.16	8.44	2x2 Neop 119+00
0+00		5.0	8.1	
S. 0+43		4.5	8.6	
S. 0+90		0.1	13.0	

Sta 118+00

Sta	+ HI	-	Elev	
	4.31	12.75	8.44	2x2 Neop 118+00
S. 0+69		0.6	12.1	
S. 0+62		4.3	8.4	
0+00		5.0	7.7	

Sta 117+00

Sta	+ HI	-	Elev	
	4.50	12.94	8.44	2x2 Neop 117+00
0+00		5.1	7.8	
S. 0+41		5.0	7.9	
S. 0+53		0.1	12.8	

5-23-51

(45)

PROFILES

MIDWAY DRIVE BRIDGE

Sta.	+	H.I.	West Top Curb - Elev.	Bench Elev.	West of Profile - Elev.	East of Profile - Elev.	East Top Curb - Elev.
B.M.	7.92		3-4-53	27.745 27.92			
		35.84					
16+50			9.14	26.70	9.75	26.09	9.10 26.74
16+75			8.45	27.39	8.99	26.85	8.32 27.52
17+00			7.91	27.93	8.32	27.52	8.38 27.46 7.81 28.03
17+25			7.27	28.57	7.86	27.98	7.81 28.03 7.21 28.63
17+50			6.71	29.13	7.32	28.52	7.22 28.62 6.59 29.25
17+75			6.24	29.60	6.69	29.15	6.71 29.13 6.15 29.69
18+00			5.71	30.13	6.40	29.44	6.34 29.50 5.84 30.00
18+25			5.47	30.37	6.11	29.73	6.03 29.81 5.50 30.34
18+50			5.12	30.72	5.83	30.01	5.82 30.02 5.19 30.65
18+75			4.92	30.92	5.50	30.34	5.57 30.27 4.95 30.89
19+00			4.69	31.15	5.24	30.60	5.26 30.58 4.59 31.25
19+25			4.52	31.32	5.02	30.82	5.00 30.84 4.39 31.45
19+50			4.26	31.58	4.82	31.02	4.74 31.10 4.17 31.67
19+75			4.11	31.73	4.74	31.10	4.64 31.20 4.02 31.82

Cont'd
PROFILES

Sta	+ H.I.	BRIDGE		Bench Elev.	West of Profile - Elev.	East of Profile - Elev.	East - Elev.	Top Curb Elev.		
		West Top Curb - Elev.	Top Curb Elev.							
	35.84									
20+00		4.03	31.81		4.52	31.32	4.48	31.36	3.96	31.88
20+25		3.91	31.93		4.44	31.40	4.38	31.46	3.88	31.96
20+50		3.74	32.10		4.36	31.48	4.36	31.48	3.83	32.01
20+75		3.62	32.22		4.27	31.57	4.26	31.58	3.73	32.11
21+00		3.60	32.24		4.14	31.70	4.14	31.70	3.60	32.24
T.P.		-3.60		32.24						
	5.55	37.79								
21+25		5.44	32.35		6.03	31.76	5.98	31.81	5.39	32.40
21+50		5.35	32.44		5.94	31.85	5.91	31.88	5.30	32.49
21+75		5.25	32.54		5.86	31.93	5.80	31.99	5.23	32.56
22+00		5.20	32.59		5.81	31.98	5.84	31.95	5.15	32.64
22+25		5.15	32.64		5.72	32.07	5.75	32.04	5.08	32.71
22+50		5.16	32.63		5.61	32.18	5.68	32.11	5.03	32.76
22+75		5.06	32.73		5.60	32.19	5.64	32.15	5.06	32.73
23+00		5.03	32.76		5.66	32.13	5.65	32.14	5.10	32.69
23+25		5.04	32.75		5.54	32.25	5.70	32.09	5.08	32.71

PROFILES

MIDWAY DRIVE

BRIDGE

Sta	+	H.I.	West Top Curb - Elev	Bench Elev.	West & Profile - Elev.	East & Profile - Elev.	East Top Curb - Elev.
		37.79					
23+50			5.05	32.74	5.64	32.15	5.66 32.13 5.01 32.78
23+75			5.09	32.70	5.68	32.11	5.62 32.17 4.99 32.80
24+00			5.07	32.72	5.59	32.20	5.64 32.15 5.02 32.77
24+25			5.03	32.76	5.62	32.17	5.61 32.18 5.04 32.75
24+50			5.11	32.68	5.67	32.12	5.75 32.04 ^{.08} 5.05 32.74
24+75			5.21	32.58	5.77	32.02 ^{.08}	5.69 32.10 5.17 32.62
25+00			5.26	32.53	5.77	32.02	5.72 32.07 5.23 32.56
T.P.			-5.23				32.56
	4.05	36.61					
25+25			4.04	32.57	4.70	31.91	4.69 31.92 4.19 32.42
25+50			4.14	32.47	4.83	31.78	4.94 31.67 4.32 32.29
25+75			4.30	32.31	4.83	31.78	5.03 31.58 ^{.20} 4.33 32.28
26+00			4.45	32.16	5.05	31.56	5.10 31.51 4.31 32.30
26+25			4.52	32.09	5.15	31.46	5.15 31.46 4.38 32.23
26+50			4.60	32.01	5.19	31.42	5.24 31.37 4.52 32.09
26+75			4.69	31.92	5.33	31.28	5.28 31.33 4.68 31.93

Cont'd

5-29-51

(48)

PROFILES

MIDWAY DRIVE BRIDGE

Sta	+ H.L.	West Top Curb		Bench Elev.	West of Profile		East of Profile		East Top Curb	
		- Elev.	Elev.		- Elev.	Elev.	- Elev.	Elev.		
	36.61									
27+00		4.79	31.82		5.54	31.07 ^{.16}	5.38	31.23	4.86	31.75
27+25		4.96	31.65		5.59	31.02 [✓]	5.60	31.01	5.02	31.59
27+50		5.16	31.45		5.86	30.75	5.84	30.77	5.17	31.44
27+75		5.36	31.25		6.11	30.50	6.07	30.54	5.37	31.24
28+00		5.60	31.01		6.22	30.39 ^{.42}	6.43	30.18 ^{.21}	5.58	31.03
28+25		5.86	30.75		6.54	30.07 ^{.17}	6.71	29.90	5.90	30.71
28+50		6.20	30.41		6.87	29.74	6.89	29.72	6.21	30.40
28+75		6.57	30.04		7.20	29.41	7.22	29.39	6.54	30.07
29+00		6.92	29.69		7.54	29.07	7.57	29.04	7.03	29.58
29+25		7.31	29.30		8.10	28.51 ^{.70}	8.00	28.61	7.45	29.16
29+50		7.89	28.72		8.52	28.09	8.48	28.13	7.92	28.69
29+75		8.41	28.20		9.03	27.58 ^{.08}	9.11	27.50	8.57	28.04
30+00		8.93	27.68		9.64	26.97	9.62	26.99	9.07	27.54
30+25		9.63	26.98		10.14	26.47	10.20	26.41	9.64	26.97
B.M.		9.57	27.04	27.04						

LAYOUT OF STORM DRAIN

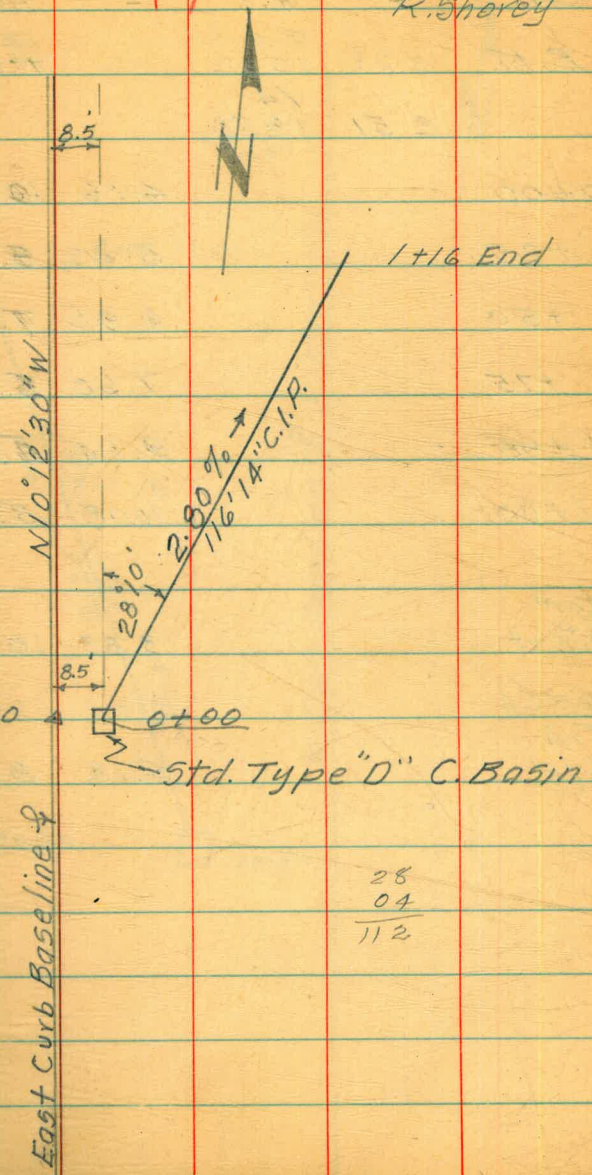
9-5-51

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

NO 1 MIDWAY DRIVE

FX

Sta.	+	H.I.	-	Elev.	Grade	Cut
B.M.	3.25	15.32		12.07	68+00	
		14				
	2.51	13.58				
0+00			4.03	10.55	7.25	3.30
+25			4.36	10.22	6.55	3.67
+50			4.37	10.21	5.85	4.36
+75			4.52	10.06	5.15	4.91
1+00			9.75	4.83	4.45	0.38
1+04			11.45	3.87	4.34	0.47
TBM			3.88	9.70	10.69	



E.C.B. Sta. 67+30
(Grid Sta.)

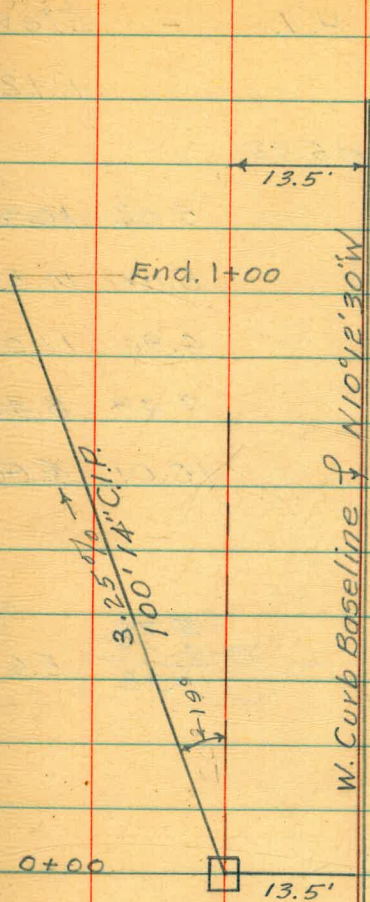
28
04
112

LAYOUT OF STORM DRAIN

9-5-51

Nº 2 MIDWAY DRIVE

Sta	+	H.I.	-	Elev.	Grade	Cut
B.M.	3.25	9-6-51 15.32		12. H.07	Sta. 68+00 E. Curb.	
	2.51	14 13.58				
0+00			4.16	10.42	7.25	3.17 ✓
+25			5.42	9.96	6.44	2.72 ✓
+50			6.95	7.63	5.62	2.01 ✓
+75			7.60	6.98	4.81	2.17 ✓
+95			9.14	5.44	4.16	1.28 ✓
1+00		9-6-51	10.08	5.24	4.00	1.24 ✓
Top Cb. Outlet			3.83	10.75		
Top Cb			3.97	10.61		
F.L.						
LIP			5.78	8.80		



LAYOUT OF STORM DRAIN

9-5-51

(51)

Nº 3 MIDWAY DRIVE

Sta	+	H.I.	-	Elev.	Grade	Cut.
B.M.				11.12	W. Curb	
	4.80	15.92				
0+00		5.02	10.90	5.04	5.86	
+25		5.07	10.85	4.79	6.06	
+50		4.90	11.02	4.54	6.48	
+75		7.49	8.43	4.29	4.14	
+90		10.01	5.91	4.14	1.77	
EDA 1+04				4.00		

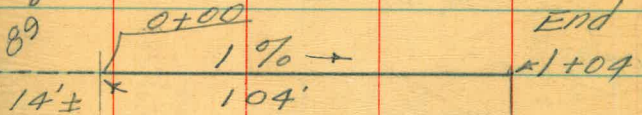
GRID
STA 60+00



N10°12'30"W
268.8'

To R.W.
Grate

	5.72	
	<u>M-4.60</u>	
	10.32	5.60



East Curb Midway

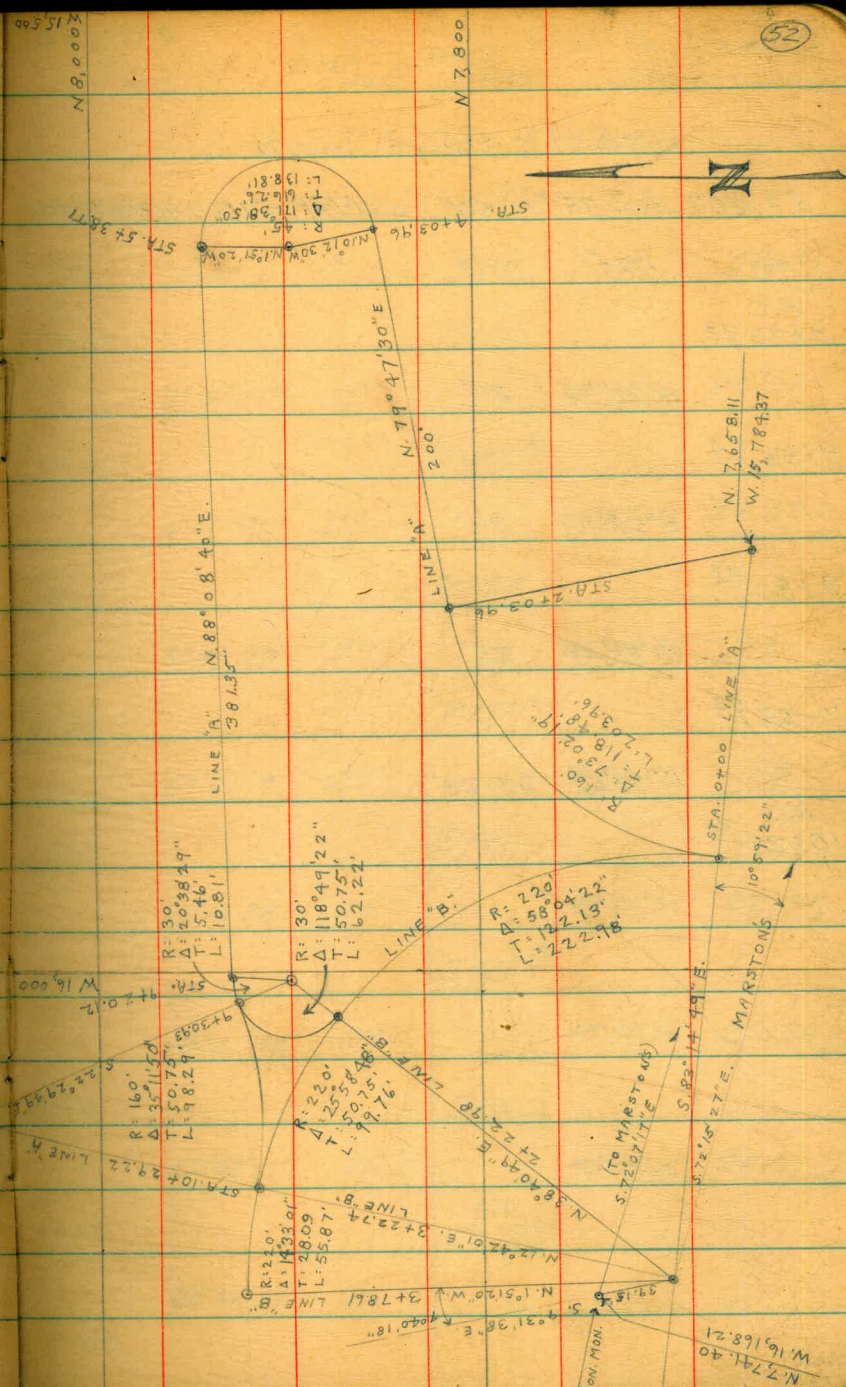
2 July 52

LOCATION OF ROAD
SOUTH OF MODEL YACHT POND
TIERRA del Fuego Island

Line "A" Curve Data

$R=160'$ $\Delta=73^{\circ}02'19''$ Def/ft. = 10.74295875'

Sta	Def.	Dist.	Sta	Def.	Dist.
B.C. 0+00			1+75		
	$4^{\circ}28'34''$	25'		$35^{\circ}48'35''$	25'
0+25			2+00		
	$8^{\circ}57'09''$	25'		$36^{\circ}31'09''$	3.96
0+50			E.C. $2+03^{\frac{96}{100}}$		
	$13^{\circ}25'43''$	25'			
0+75					
	$17^{\circ}54'18''$	25'			
1+00					
	$22^{\circ}22'52''$	25'			
1+25					
	$26^{\circ}51'26''$	25'			
1+50					
	$31^{\circ}20'01''$	25'			
1+75					



Road S. of Yacht Pond Cont'd

2 July 52

Line "A" Curve Data

$$R=160' \quad \Delta=35^{\circ}11'50'' \quad \text{Def}/\text{ft.}=10.74295875'$$

Sta Def. Dist.

B.C.
9+30²³

4°28'34" 25'

9+55²³

8°57'09" 25'

9+80²³

13°25'43" 25'

10+05²³

17°35'56" 23.29'

E.C.
10+29²²

Road S. of Yacht Pond Cont'd.

2 July 52 (53)

Line "B" Curve Data

$$R=220' \quad \Delta=98^{\circ}36'11'' \quad \text{Def}/\text{ft.}=7.81306090'$$

Sta Def. Dist. Sta Def. Dist

B.C.
0+00

2+00

3°15'20" 25'

29°02'10" 22.98'

0+25

2+22²⁸

6°30'39" 25'

32°33'16" 27.02'

0+50

2+50

9°45'59" 25'

35°48'35" 25'

0+75

2+75

13°01'19" 25'

39°03'55" 25'

1+00

3+00

16°16'38" 25'

42°01'35" 22.74

1+25

3+22⁷⁴

19°31'58" 25'

45°34'34" 27.26

1+50

3+50

22°47'17" 25'

49°18'06" 28.61

1+75

E.C.
3+78⁶¹

26°02'37" 25'

2+00

AS BUILT

CHECK ON GRADES OF DRAINAGE

DITCH ALONG WLY SIDE OF PAC. HI-WAY

8-28-52

T. Stempel

R. Sisson

A. Sherry

R. Shorey

Sta.	+	H.I.	-	Elev.	GRADE
B.M.				9.94	
12+00				10.29	10.77
+50				10.64	10.71
13+00				10.52	10.65
+50				10.56	10.59
14+00				10.75	10.53
+50				10.44	10.47
15+00				10.52	10.41
+50				10.50	10.35
10" Gas				11.05	
16+00				10.20	10.29
T.P.				10.42	
+50				10.23	10.23
17+00				9.70	10.17
+50				9.92	10.11
18+00				9.98	10.05
+50				9.74	9.99
19+00				9.58	9.93

Top 2x2" Hub Sta 11+50

Beginning of Ditch

NOTE: These Levels are run with a direct reading Rod.

Top 10" Gas Line

CHECK ON DITCH GRADES CONTD

8-28-52

(56)

Sta	+	H.L.	-	Elev	Grade
19+50				9.56	9.87
20+00				9.40	9.81
+50				9.60	9.75
21+00				9.49	9.69
+50				9.23	9.63
T.P.				9.43	
22+00				9.55	9.57
+50				9.40	9.51
23+00				9.52	9.45
+50				9.41	9.39
24+00				9.20	9.33
+50				9.20	9.27
25+00				9.26	9.21
+50				9.00	9.15
26+00				9.00	9.09
+50				9.08	9.03
27+00				9.02	8.97
+50				8.79	8.91
T.P.				10.09	
28+00				8.70	8.85

CONTD
CHECK ON DITCH GRADES

8-28-52

(57)

Sta	+	H.I	-	Elev	Grade
28+50				8.65	8.79
29+00				8.63	8.73
+50				8.05	8.67
30+00				8.25	8.61
+50				8.52	8.53
31+00				8.60	8.49
+50				8.18	8.43
END					8.39
+85				5.56	
				6.64	
B.M.				12.20	
B.M.				11.83	
				6.27	

NOTE: End has been Exc. by State for Highway Instl.
of Calif.
F.L. N. Side Rd. of 60" R.C.P. Installed by State
TOP OF 60" R.C.P. N. Side of Rd.
" " " " 5. " " "
F.L. S. Side Rd. of 60" R.C.P. (72' installed)

CROSS SECTIONS OF A
 PORTION OF ELY 1/2 OF VENTURA
 BLVD AT INTERSECTION OF
 GLEASON ROAD, MISS. BAY AREA

W.O. 64026

12-11-52

(58)
 Stamer
 Sisson
 Sherry
 Shorey

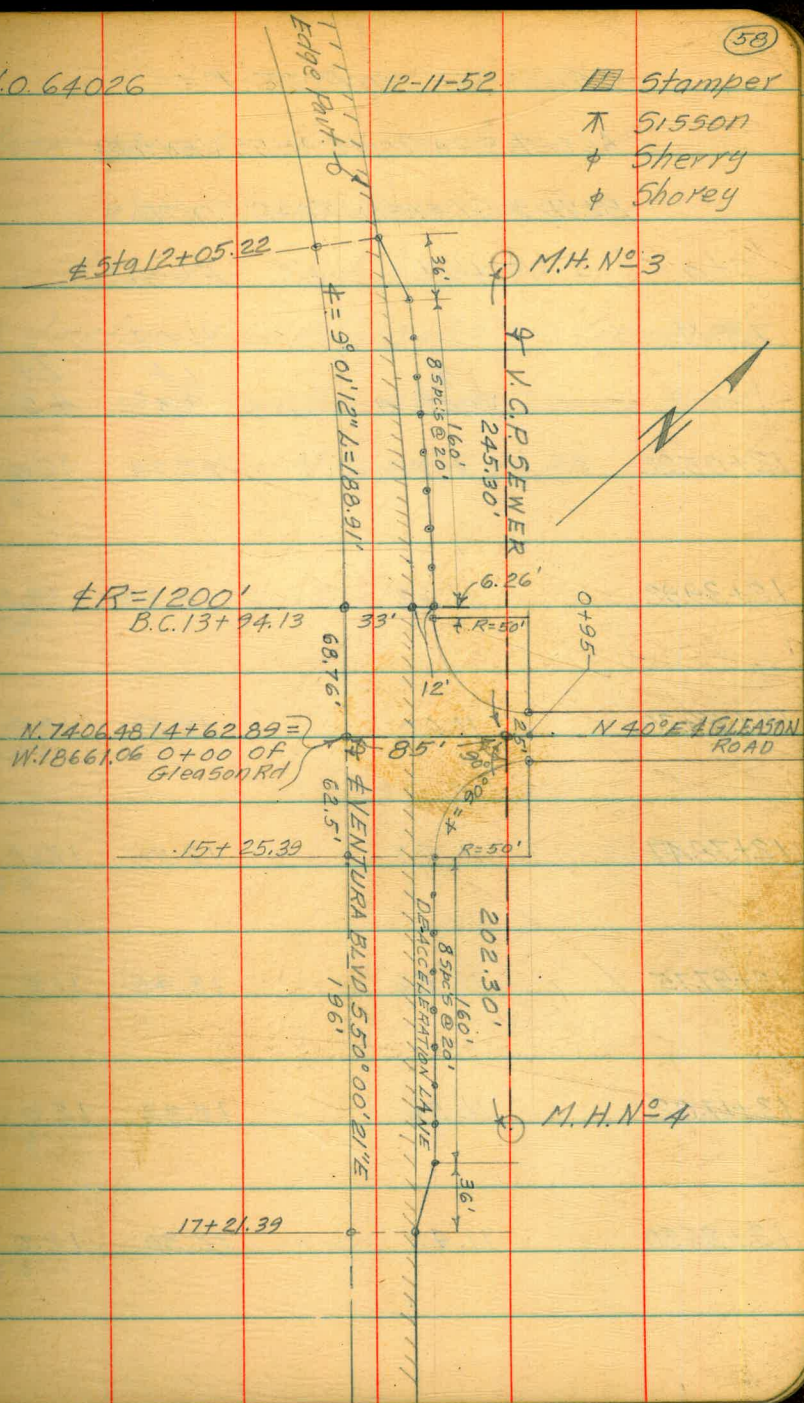
CURVE DATA

$\Delta = 9^{\circ}01'12''$ $R = 1200'$ $L = 188.91'$ $d = 1.43239450$

Sta	Def L	Chord
P.O.C. E Ventura Blvd. 12+05.22	0°00'00"	-

12+39.92		34.70
+59.20		19.276
+78.47		"
+97.75		"
13+17.02		"
+36.30		"
+55.58		"
+74.85		"
E.C. 13+94.13		19.276
15+25.39		131.26
+45.39		20.00
+65.39		17+21.39
+85.39		20.00
+05.39		"
16+05.39		20.00

Sta	Dist.
16+25.39	20.00
+45.39	"
+65.39	"
+85.39	20.00
17+21.39	36.00



12-17-52

CROSS SECTIONS OF DE-
ACCELERATION LANES VENTURA
BLVD & GLEASON ROAD CONTD.

NOTE: These sections are taken
With a direct Reading Rod
(See B.L. Sketch Pg. 58)

± Ventura Blvd Sta/4+62.89 Top of R/H.

NOTE: For other x-sec's Gleason Road

See M. Bay F.B. N° 82

Sta	H.I.	Elev.	Lt	Lt	Lt
T.B.M.		11.07	33'	45'	
	± Ventura				
12+05.22	11.78	12.74	12.6	11.8	56'
12+39.92	11.62	12.59	12.1	11.5	53'
12+59.20	11.60	12.56	12.2	11.3	55'
12+78.47	11.57	12.50	12.1	11.4	53'
12+97.75	11.56	12.45	11.8	11.3	53'
13+17.02	11.56	12.38	12.0	11.2	53'
13+36.30	11.48	12.30	12.0	11.2	53'

DE ACCELERATION X-SECS CONTD

12-17-52

Sta	Lt	♀ Ventura	Lt 33'	Lt 45'	Lt
13+55.58		11.40 0	12.18	11.7	11.2 56'
13+74.85		11.32 0	12.00	11.5	11.5 53'
13+94.13		11.24 0	11.81	11.6	11.4 55'
15+25.39	Lt 10.5 10.0 38' 41'	10.93 0	10.68	10.5	10.7 54'
15+45.39	10.4 10.1 38' 40'	10.98 0	10.52	10.7	11.0 53'
15+65.39	10.4 10.1 38' 40'	11.03 0	10.45	11.4	11.1 53'
15+85.39	10.4 10.2 38' 40'	11.02 0	10.45	11.0	11.1 53'
16+05.39	10.3 41'	11.08 0	10.51	11.1	11.1 53'
16+25.39	10.5 41'	11.13 0	10.56	10.8	11.2 55'

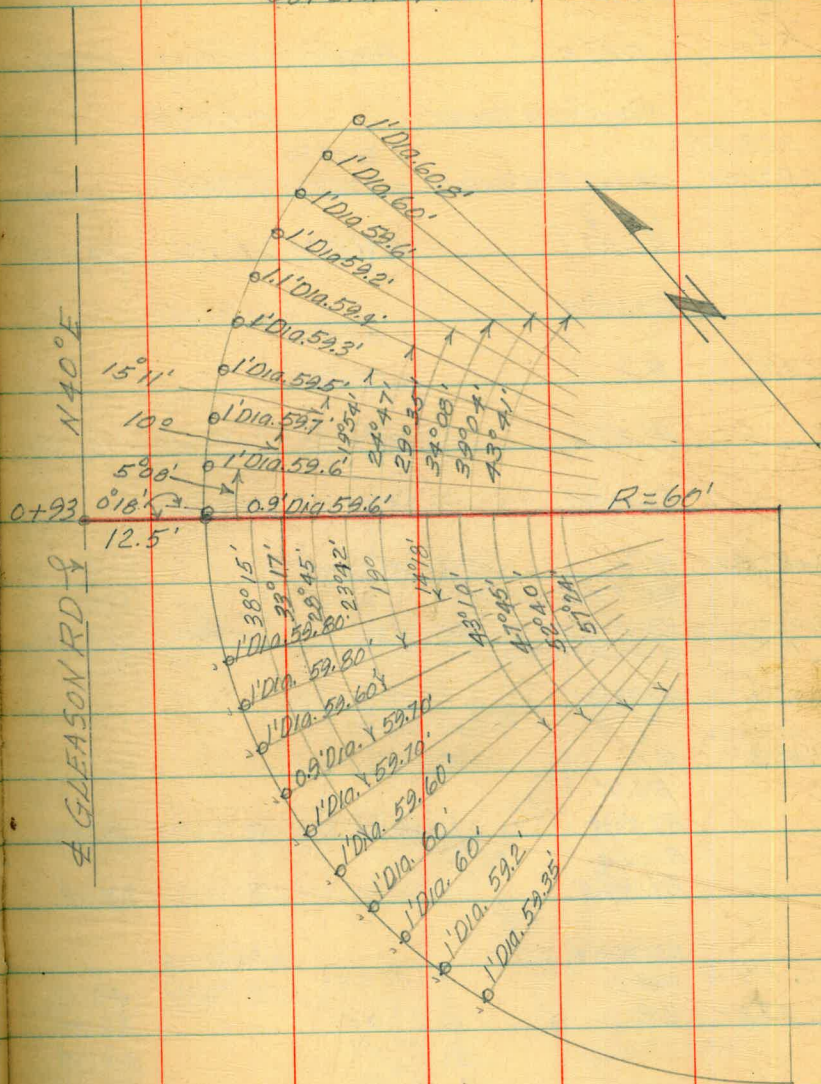
Sta	Lt	♀ Ventura	Lt 33'	Lt 45'	Lt
16+45.39	10.5 41'	11.14 0	10.64	10.9	11.2 53'
16+65.39	10.6 41'	11.17 0	10.72	10.9	11.3 53'
16+85.39	10.7 41'	11.19 0	10.75	11.2	11.3 53'
17+21.39	10.6 40'	11.23 0	10.75	11.1	11.5 53'
14+50.39		11.09 0	11.38	11.5	11.5 53'
14+75.39		11.06 0	11.16	11.14	11.12 53'
T.B.M.				11.07	11.07

LOCATION OF PILE-BUTT
POSTS AT S. SIDE GLEASON &
VENTURA RDS.

12-10-52

(61)

NOTE: All distances are to the
Outside face of Piles

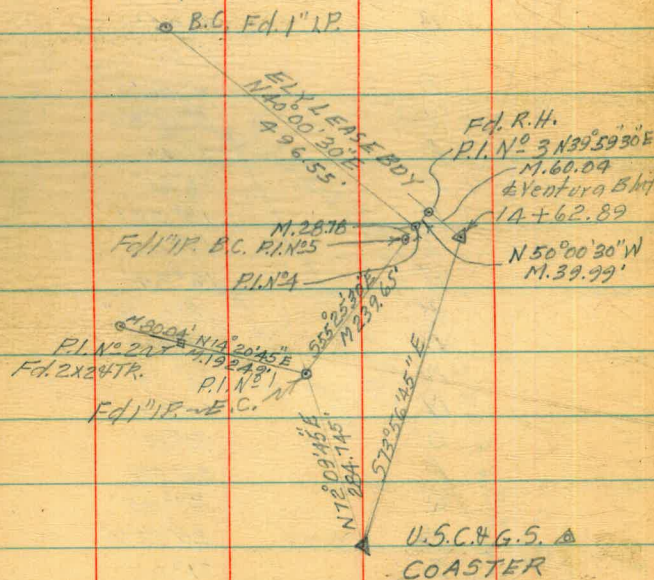


CHECK ON LEASE BDY ON
GLEASON POINT AS STAKED
BY ALBERT W. DANIEL S.W.O. 64020

2-3-53

(62)
Stamp
φ 515501
φ Shorey
φ Sherry

Sta	object	Angles	Bearing	Dist
	Marston's Tower		575°44'07"E	
U.S.C. & G.S. Coaster	14+62.89 & Ventura	1. 33°53'30"	573°56'45"E	
	Lt. ↓ P.I. No 1	2. 67°41'00"		284.745'
	Coaster		572°09'45"W	
P.I. No 1	Ry	1. 122°11'00"		
		2. 294°22'00"		
P.I. No 2		AV. 122°11'00"	N14°20'45"E	192.49'
	Coaster	1. 113°56'15"	N73°56'45"W	
14+62.89	Ry	2. 227°52'30"		
	R.H. & Rd.			
P.I. No 3	4 Ventura Blvd	AV. 113°56'15"	N39°59'30"E	60.04'
14+62.89		1. 90°00'00"		
P.I. No 3	Ry	2. 180°00'00"		
	P.O.T.			
P.I. No 4		AV. 90°00'00"	N50°00'30"W	39.99
	B.C. Lt.		N50°00'30"W	28.78
P.I. No 5			N50°00'30"W	
	N50°00'30"W		N50°00'30"W	
B.C. 1" I.P.	Def 5	1. 0°54'	N50°54'30"W	40.13
P.I. No 5	Lt.	2. 1°49'		39.95
		3. 2°41'		39.98
		4. 3°35'		39.98
		5. 4°30'		39.985
E.C.	6. 5°25'			39.98



Sta	Object	Angles	Bearing	Dist
	P.I. N ^o 6			
	B.C.	1. 32° 38' 00"	56° 22' W	
	Def L			
P.I. N ^o 7	Lt	2. 65° 18' 00"		
	P.I. N ^o 8	Av. 32° 39' 00"		305.33
	P.I. N ^o 7	1. 91° 10'	525° 17' E	
P.I. N ^o 8	RT ↓	2. 182° 20'		
	P.I. N ^o 9	Av. 91° 10'	565° 53' W	370.68
	P.I. N ^o 8	1. 121° 32'	N 65° 53' E	
P.I. N ^o 9	RT ↓	2. 243° 06'		
	P.I. N ^o 2	Av. 121° 33'	572° 26' W	
	P.I. N ^o 9	1. 186° 56'	N 7° 26' E	
P.I. N ^o 2	RT ↓	2. 373° 52'		
	P.I. N ^o 5	Av. 186° 56'	514° 22' W	

LAYOUT EXTENSION OF LEASE

SAN DIEGO YACHT CLUB ON

ELCARMEL POINT

Elec. M.H. No 2
N 10053.807
W 19662.66

N 81° 42' E 449.21'

Elec. M.H. No 3
L.T.

N 10118.65
W 19218.15

Stamper 3-27-53

Huffman

Shorey

Sherry

N 9843.59
W 19225.71

N 69° 35' 13" E
R = 185'

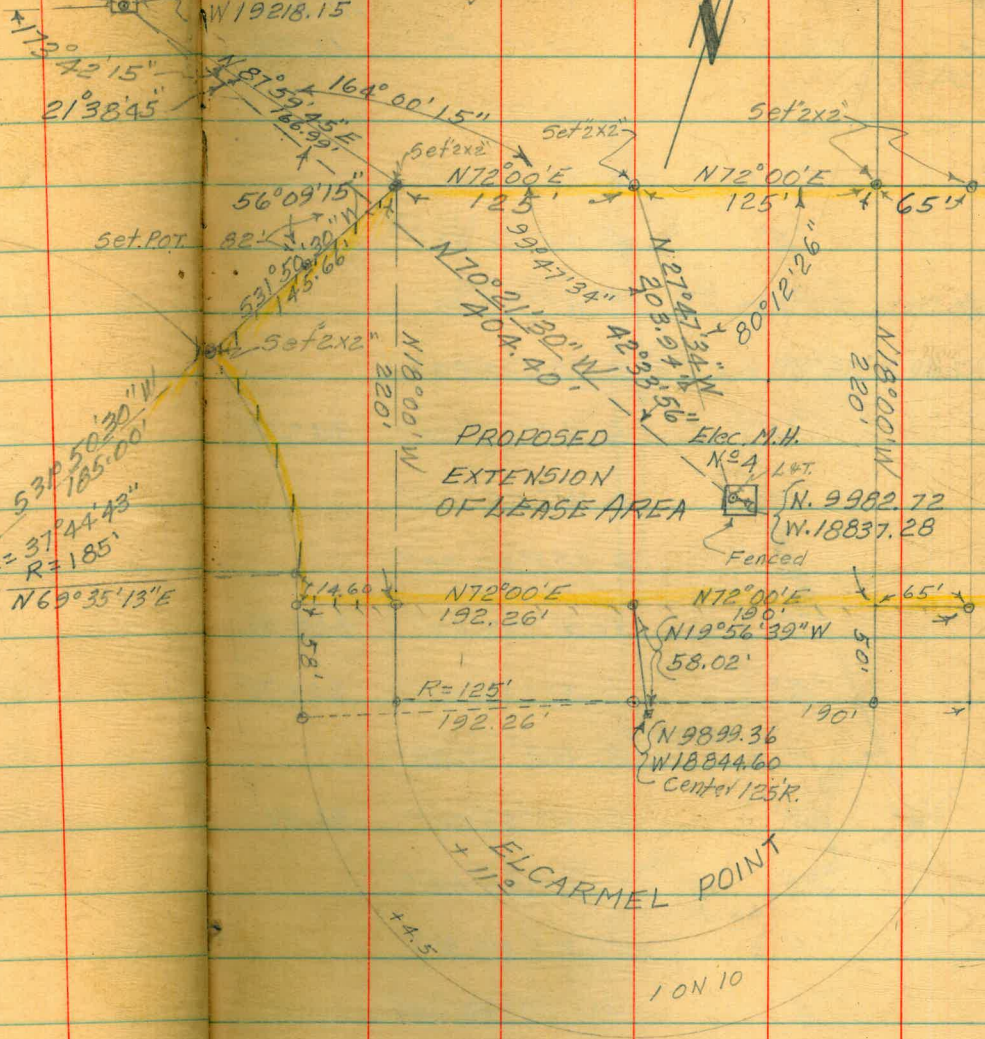
PROPOSED
EXTENSION
OF LEASE AREA

Elec. M.H. No 4 L.T.
N 9982.72
W 18837.28

N 9899.36
W 18844.60
Center 125'R.

ELCARMEL POINT

1 ON 10



SURVEY OF LAJOLLA ROUGH-WATER
SWIM COURSE AT LAJOLLA COVE

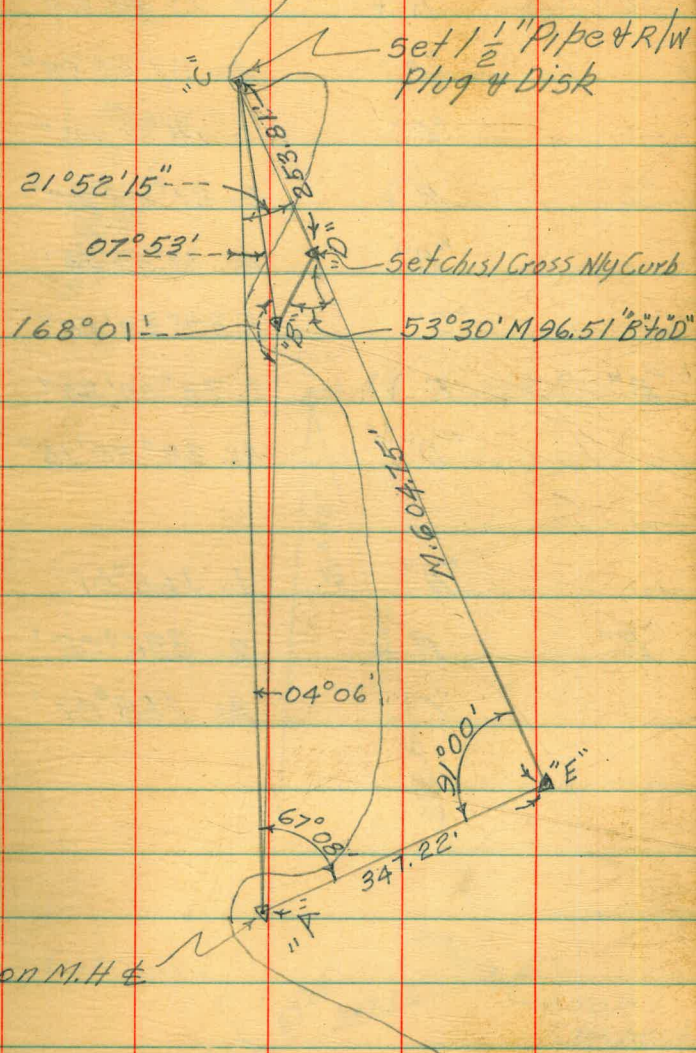
W.O. 21170

STA	OBJECT	ANGLE	TO Δ	DIST.
"C"		1. 04° 06' 00"		
"A"	R	2. 08° 12' 00"		
"B"		AV. 04° 06' 00"		
"C"		1. 67° 08' 00"		
"A"	R	2. 134° 16' 00"		
"E"		AV. 67° 08' 00"		347.22'
"A"		1. 91° 00' 00"		
"E"	R	2. 182° 00' 00"		
"C"		AV. 91° 00' 00"		858.56'
"E"		1. 53° 30' 00"		96.51'
"D"	R	2. 107° 00' 00"		
"B"		AV. 53° 30' 00"		96.51'
"E"		1. 21° 52' 00"		
"C"	R	2. 43° 44' 30"		
"A"		AV. 21° 52' 15"		

1-11-54

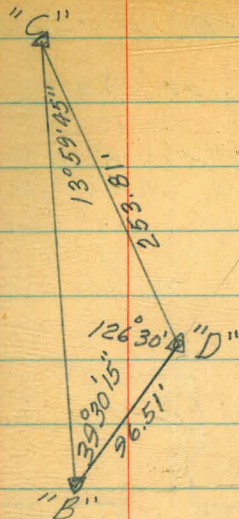
66

Stamp
Huffman
Nordahl
Sherry

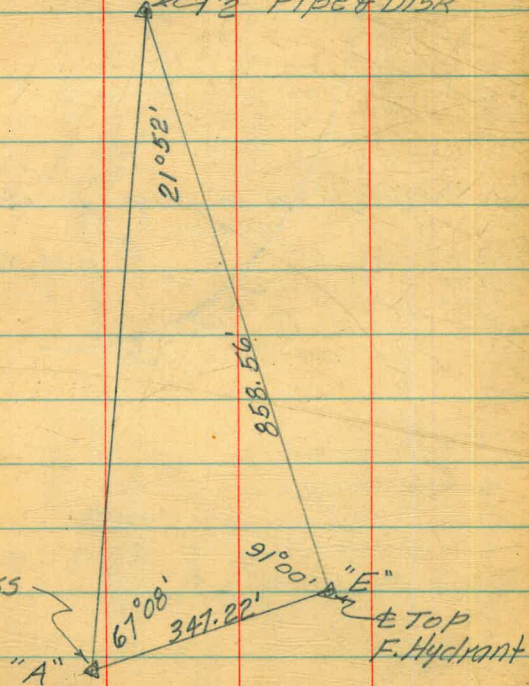


LASOLLA SWIM SURVEY

STA	OBJECT	ANGLES	DIST.
"B"		1. 07°53'00"	
"C"	R	2. 15°46'00"	
"A"		Av. 07°53'00"	
"E"		1. 14°00'00"	
"C"	R	2. 27°59'30"	
"B"		Av. 13°59'45"	
"C"		1. 39°30'00"	
"B"	R	2. 79°00'30"	
"D"		Av. 39°30'15"	
"A"		1. 168°01'	
"B"	R	2. 336°02'	
"C"		Av. 168°01'	



"C" 1 1/2" Pipe & Disk

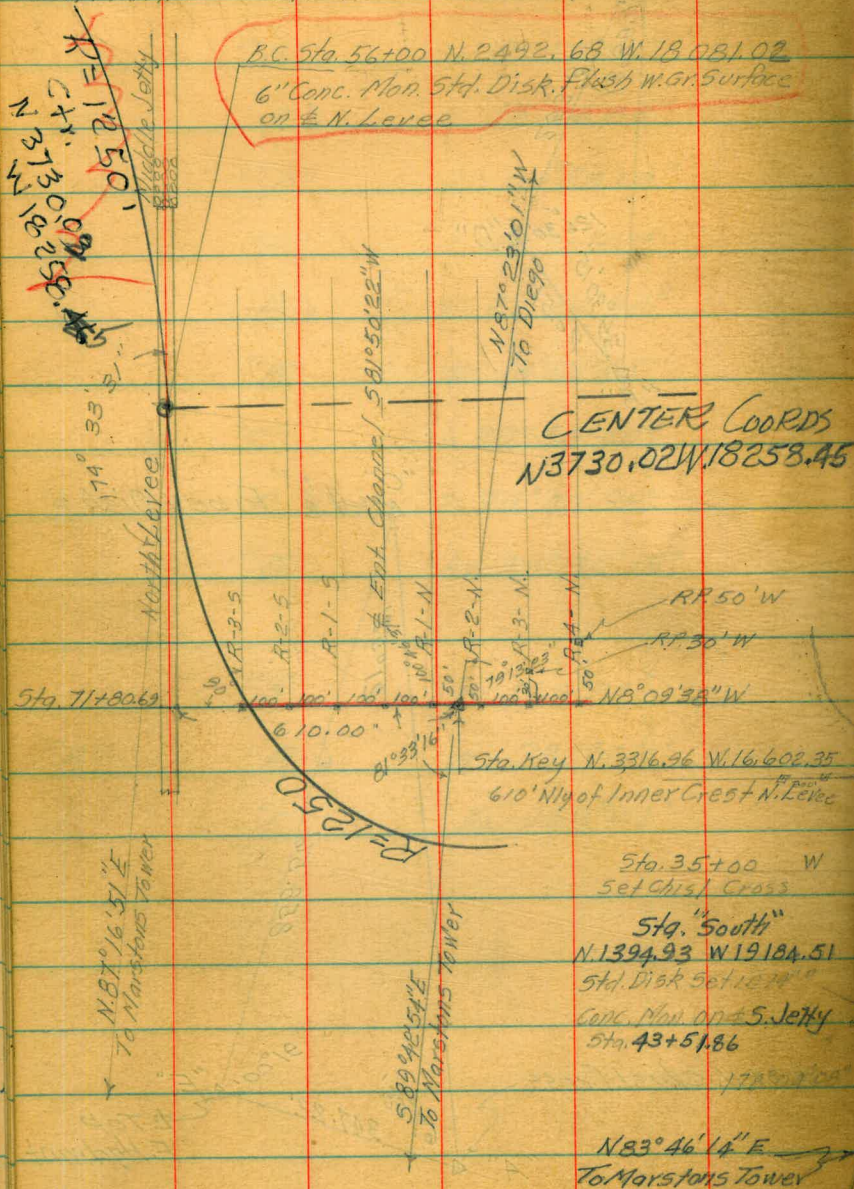


± M.H. Chisl. Cross

± Top F. Hydrant

BASELINE FOR SOUNDINGS OF MISSION BAY

ENTRANCE CHANNEL W.O. 64010



BC Sta. 56+00 N. 2492.68 W. 18081.02
6" Conc. Mon. Std. Disk. Flush w. gr. Surface
on N. Levee

CENTER COORDS
N3730.02 W 18258.45

Sta. 35+00 W
Set Chis. Cross
Sta. "South"
N. 1394.93 W. 19184.51
Std. Disk Set in
Conc. Mon. on S. Jetty
Sta. 43+51.86

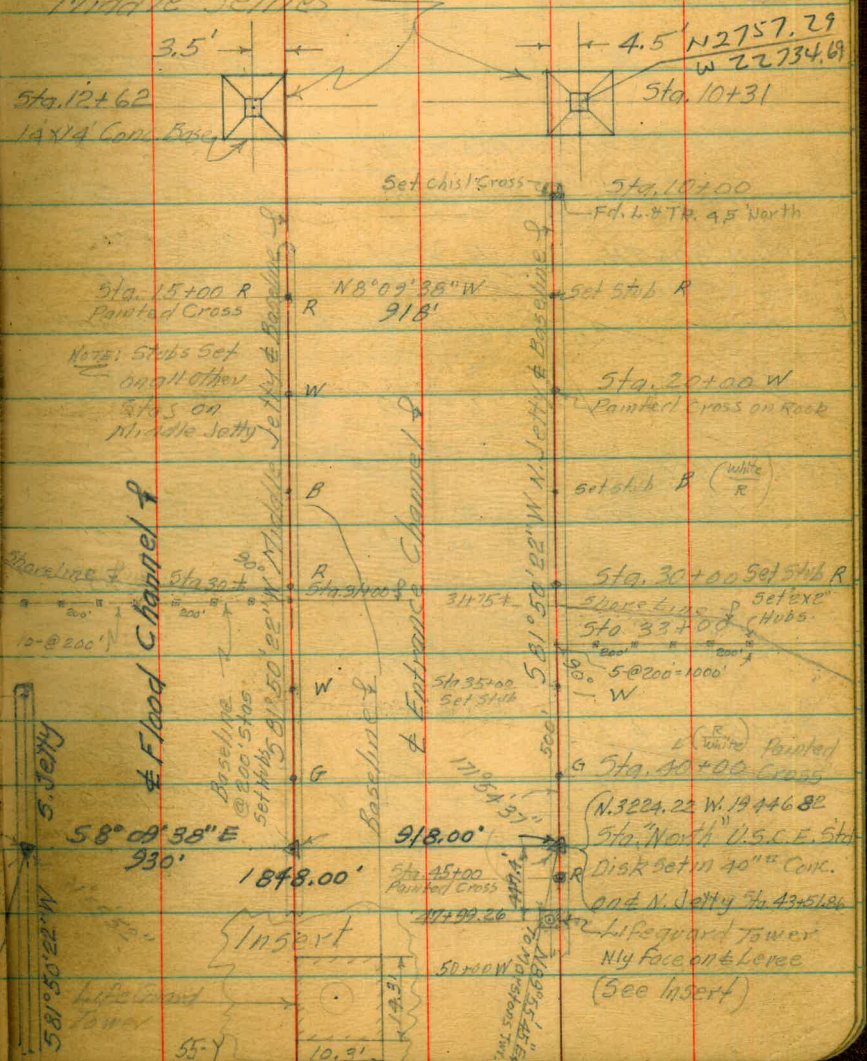
N83°46'14"E
To Marston's Tower

1-26-53

Stamper
Hoffman
Nordahl
Sherry

Ref. Dwg. M.B. 4-572
M.B. 6374
M.B. 4-554
M.B. F.B. No 553

Location of Channel Towers on North &
Center of 19" Conc. Base on North
Middle Settles



4.5' N27°57.29
W 22734.69
Sta. 10+31

Set chis. Cross Sta. 10+00
F.L. & TR. 45 North

Sta. 15+00 R
Painted Cross
N8°09'38"W
918'

Set Sta. R

Sta. 20+00 W
Painted Cross on Rock

Set Sta. B (white)
R

Sta. 30+00 Set Sta. R
Share Line
Sta. 33+00
Set ext. Hubs

(white) Painted
G Sta. 40+00 Cross
N. 3224.22 W. 19446.82

Sta. North U.S.C.E. Sta.
Disk set in 40" Conc.
on N. Jetty Sta. 43+51.86

Life Guard Tower
Nly face on Levee
(See Insert)

Insert

55-Y

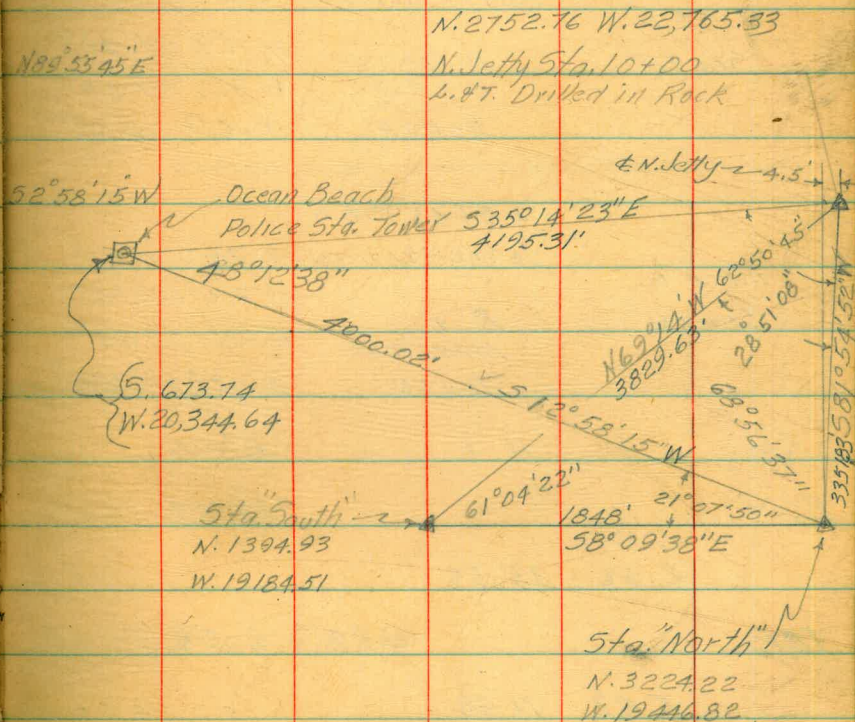
Δ OF POLICE STA IN OCEAN BEACH

2-5-54

Stampert
Huffman
Nordahl
Sherry

W.O. 64010

STA	OBJECT	ANGLES	BEARING
U.S.E.D.	"S. PALMER"	1. 21° 08' 00"	58° 09' 38" E
		2. 42° 15' 45"	
MON. "NORTH"	R 7	6. 126° 47' 00"	
	"OCEAN BEACH POLICE TOWER"	AV. 21° 07' 50"	
U.S.E.D.	"MARSTONS TOWER"	1. 103° 02' 30"	N 89° 53' 45" E
		2. 206° 05' 00"	
MON. "NORTH"	R 7	6. 618° 15' 00"	
	"OCEAN BEACH POLICE TOWER"	AV. 103° 02' 30"	
L. & T. 4.5' NLY & N.	USED		
	"NORTH"	1. 62° 51' 00"	
JETTY "STA 10+00"	R 7	2. 125° 41' 00"	
	"OCEAN BEACH POLICE TOWER"	AV. 62° 50' 45"	
L. & T. 4.5' NLY & N.	"MARSTONS TOWER"	1. 56° 09' 00"	
		2. 112° 17' 30"	
JETTY "STA 10+00"	R 7	6. 336° 51' 00"	
	"OCEAN BEACH POLICE STA"	AV. 56° 08' 30"	



4 OCEAN BEACH POLICE STA CONTD

2-05-54

STA	OBJECT	ANGLES	BEARING
	U.S.E.D.		
	"S. PALMER"	1. 90° 04' 00"	58° 09' 38" E
U.S.E.D.		2. 180° 08' 00"	
"NORTH"	R ↓		
	L. & T. 4.5' N. & N.	6. 540° 27' 00"	
	JETTY STA 10+00	AV. 90° 04' 30"	

L. & T. 4.5' N. & N.

U.S.E.D.	JETTY STA 10+00	1. 61° 05'	
"SOUTH"	R ↓	2. 122° 08' 40"	12.77
	U.S.E.D.	6. 366° 27' 00"	2.40
	NORTH	AV. 61° 04' 30"	15.17

12.77

2.40

15.17

8

1.17

L. & T. 4.5' N. & N.

U.S.E.D.	JETTY STA 10+00	1. 153° 00' 00"	
"SOUTH"	R ↓	2. 306° 00' 00"	
	MARSTONS TOWER	6. 918° 07' 45"	
		AV. 153° 00' 175"	N 83° 16' 14" E

Sta + H.I. - Elev.

B.M. 12.77

U.S.E.D. Key

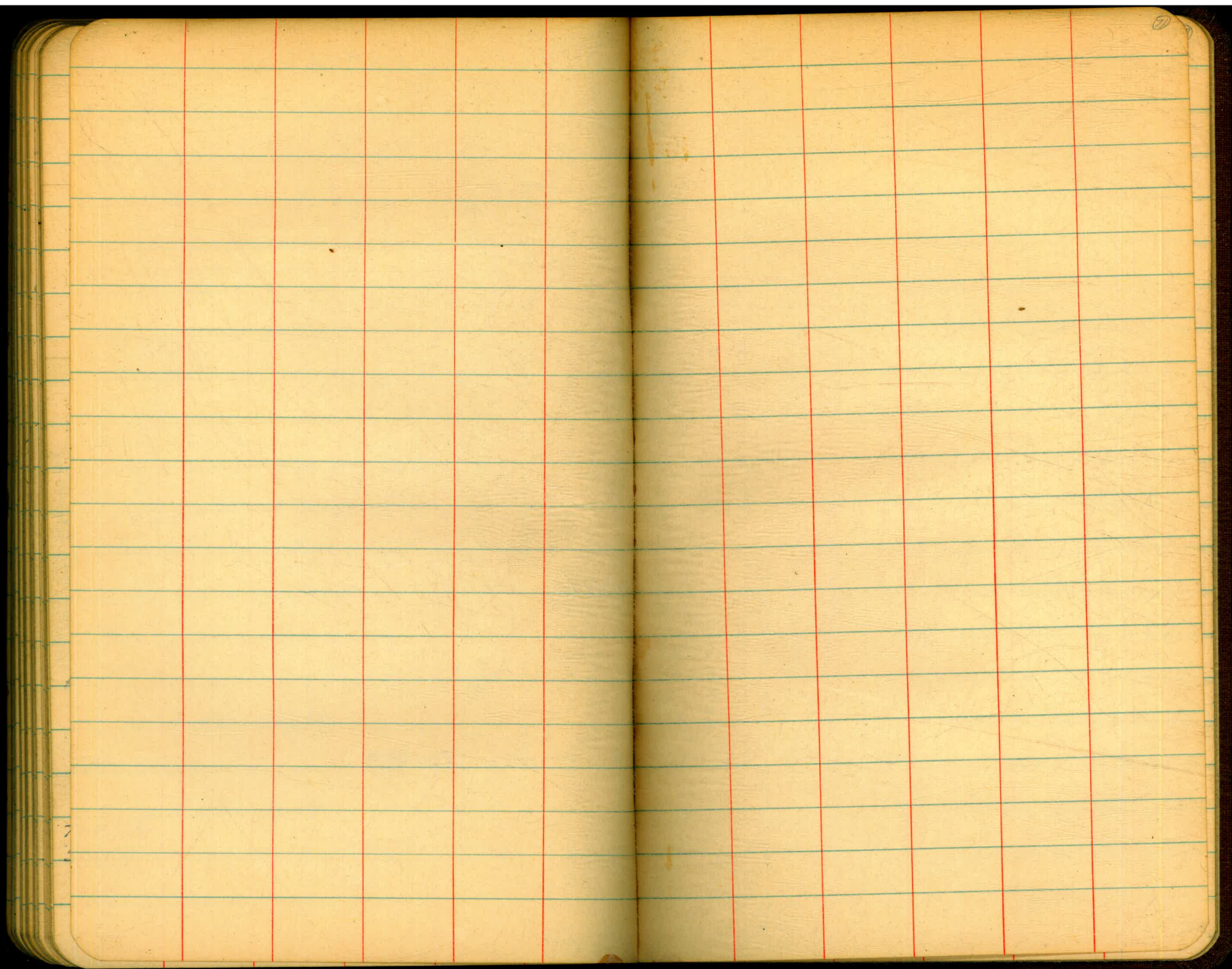
2.56 15.33

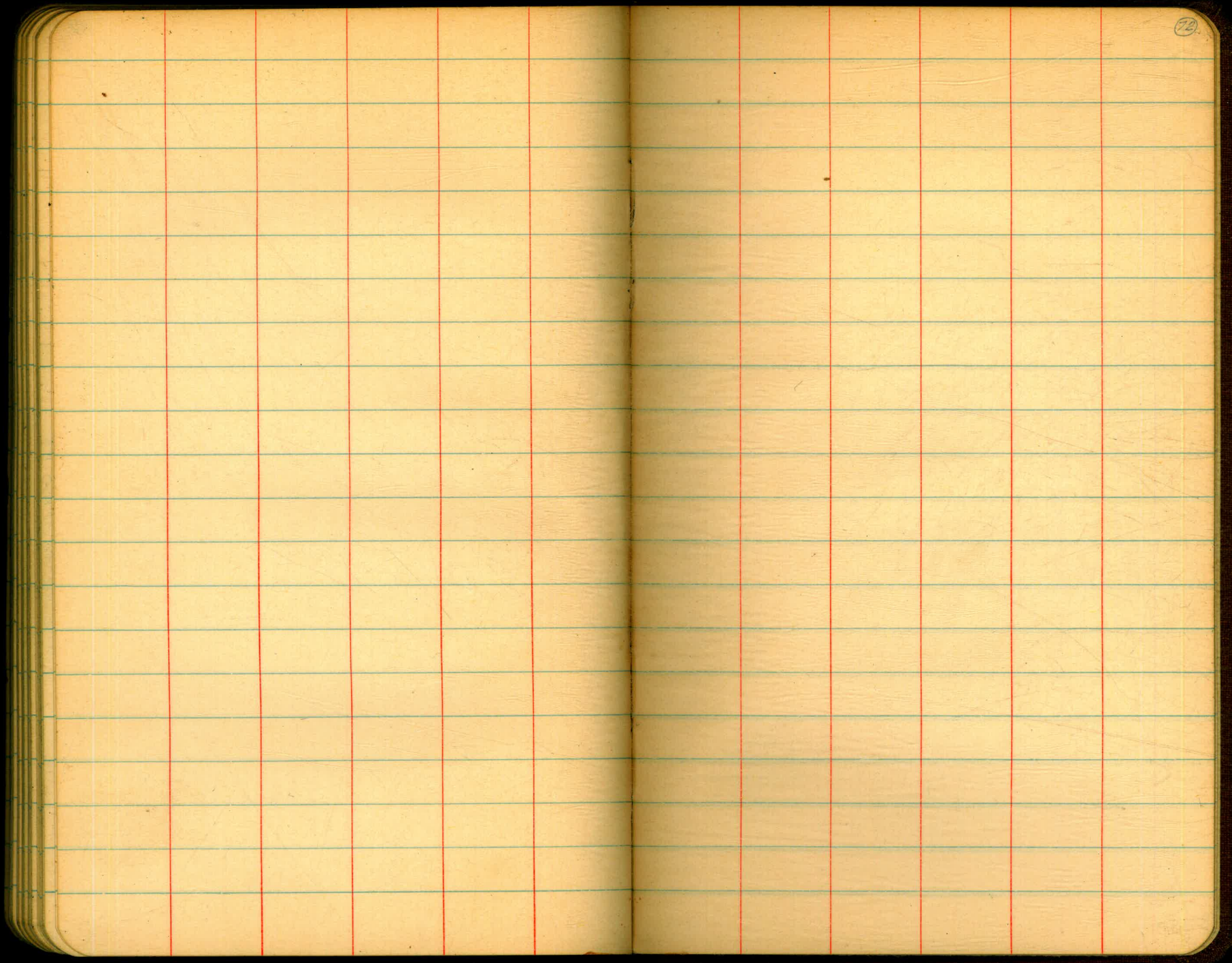
TBM 9.28 6.05

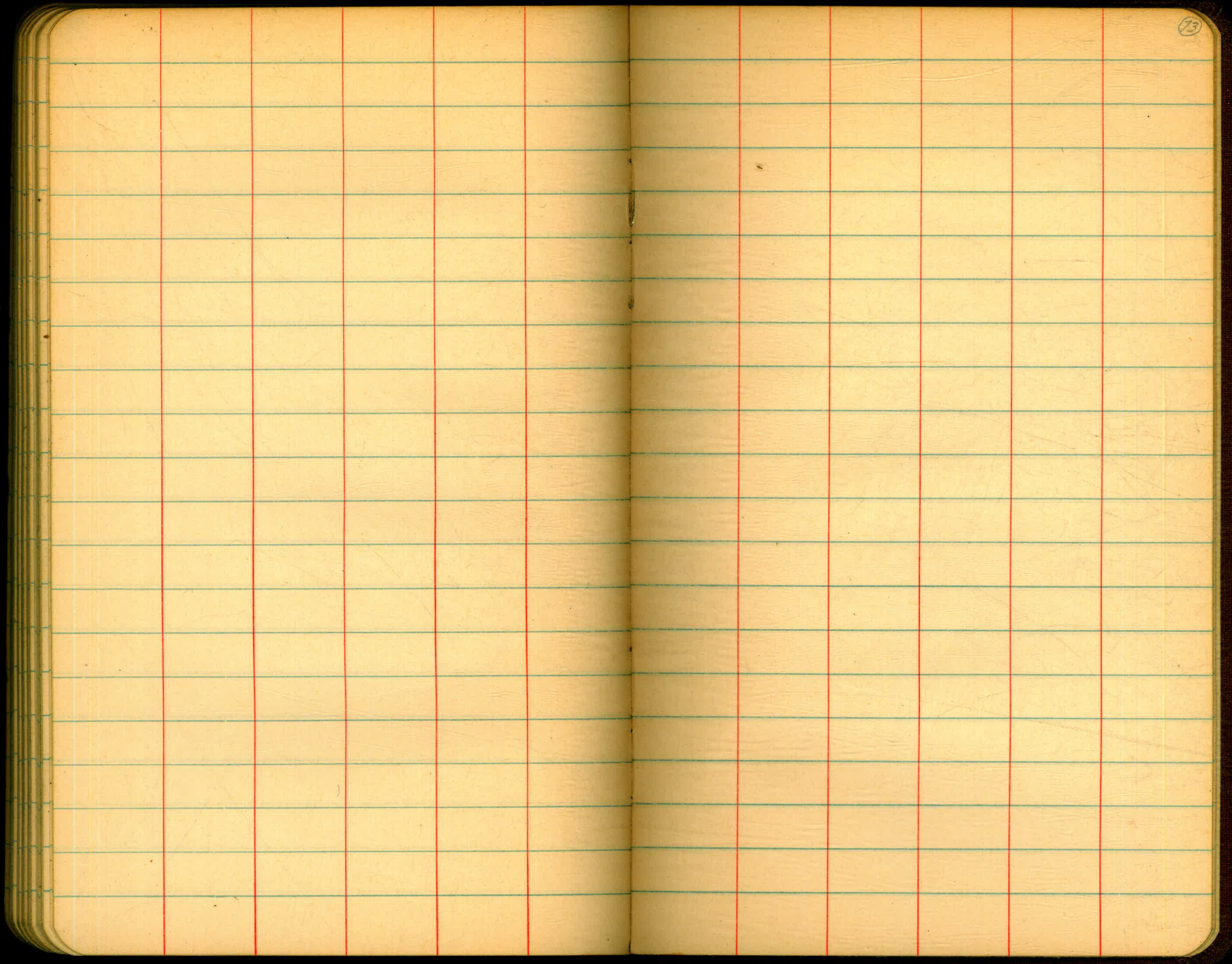
Top Rock on Riprap

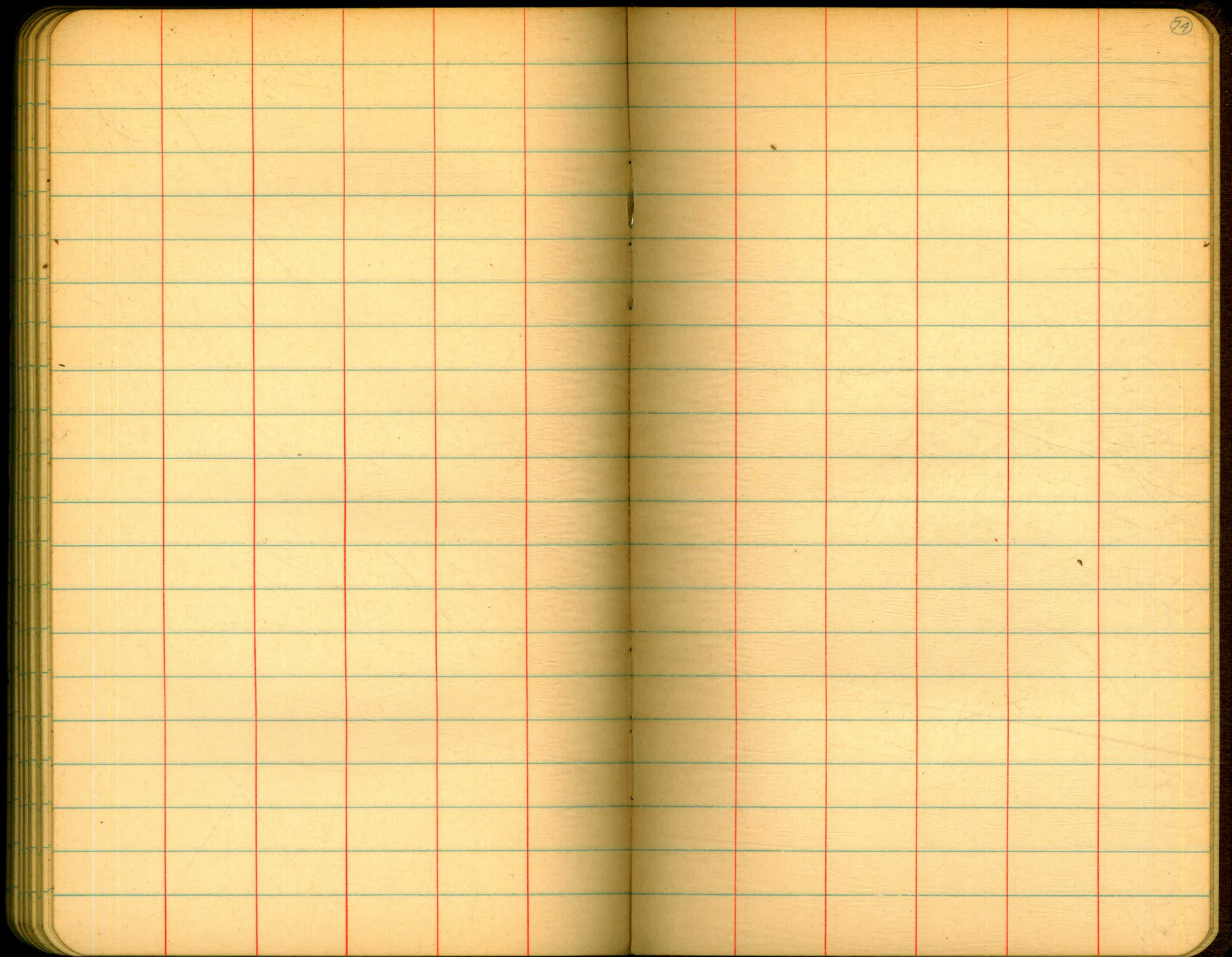
5.93 11.98

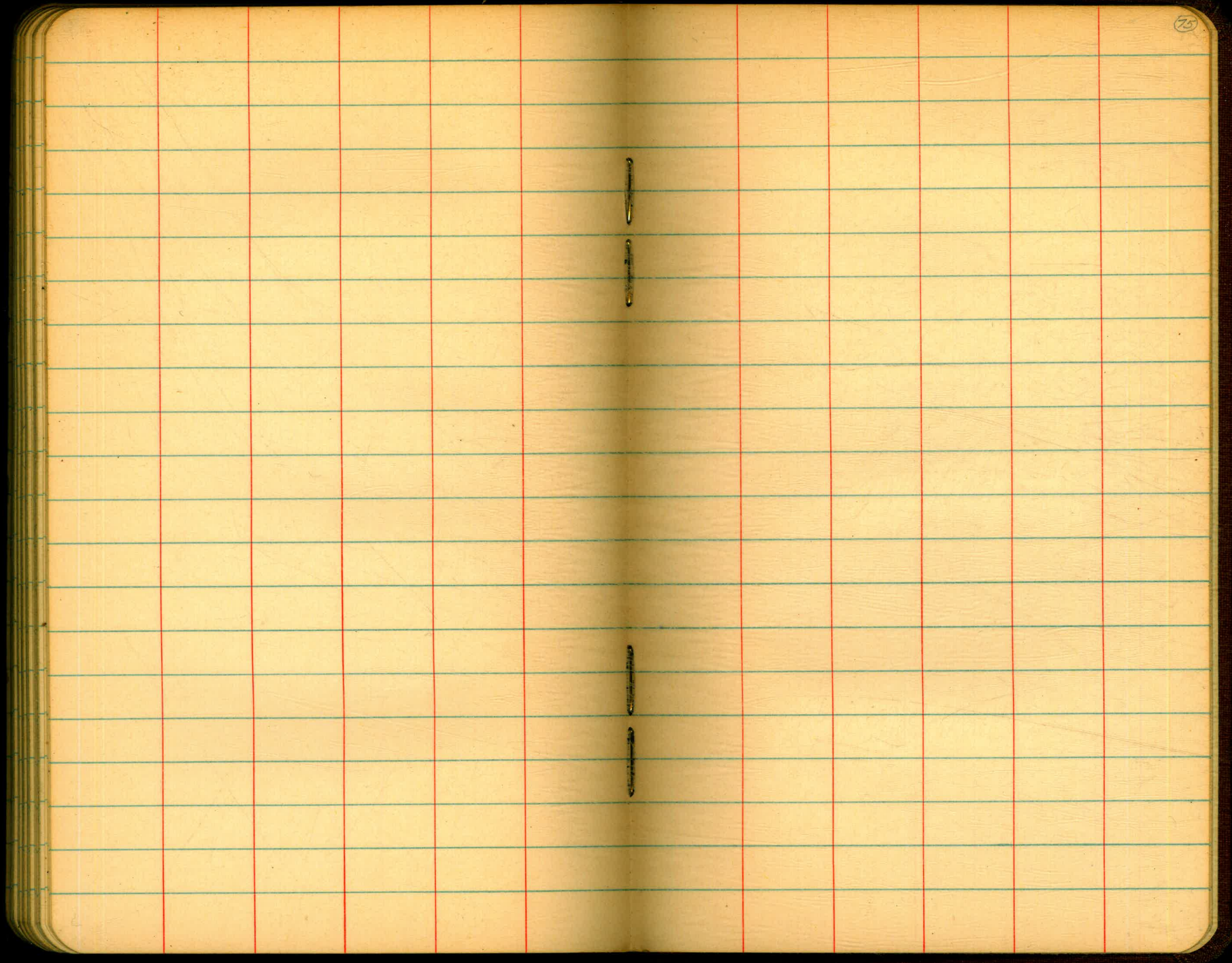
Top Tide Staff 3.98 8.00

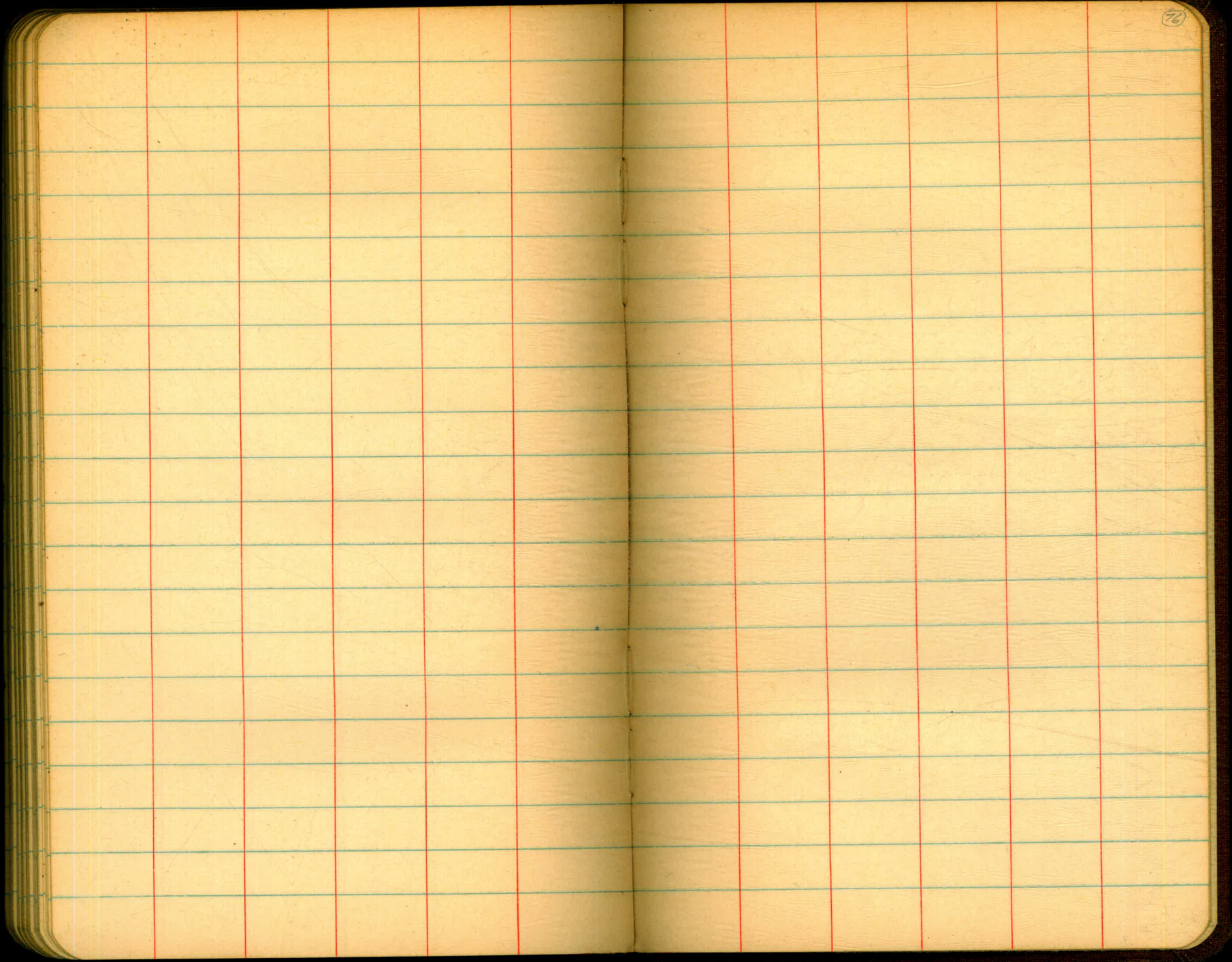












The image shows an open notebook with two facing pages. The pages are cream-colored and feature a grid of green horizontal lines and red vertical lines, creating a ledger-style layout. Each page has 20 horizontal lines and 6 vertical lines, dividing the page into columns of varying widths. The notebook is bound in the center, and the dark cover is visible at the edges. The page number '77' is written in the top right corner of the right page.

The image shows an open notebook with two facing pages. The pages are cream-colored and feature a grid of horizontal light blue lines and vertical red margin lines. The notebook is bound in the center, and the dark cover is visible at the edges. The pages are blank, with no writing or markings other than the page number '78' in the top right corner of the right page.

8.75 00
 53.75
 21.25

11.48
 + 3.28
 14.76

Elev. B/2
 STA 52 10.48
 58 10.30
 START 56 10.33
 48 10.43
 46 10.49
 44 10.28
 40 10.90

14.76
 - 6.04
 8.72

10.0

To Lead Plug Elev. 8.72

STA 38+00 = { 3800.00 N
 13405.16 W

56 100
 12 162
 43 38

SECTION SOUTH STA 35+00 N.

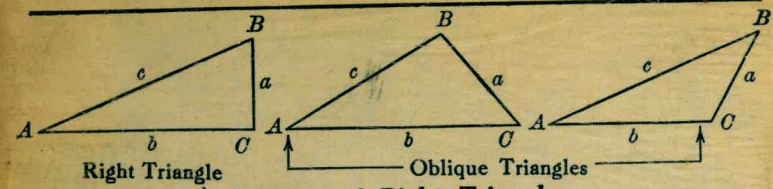
15.60
 4.58
 11.02
 4.76
 15.78

13405
 12700
 705

86 23 36
 53 48 30
 32 35 06
 86 23 36

105 1 East STA 36
 127.00 W
 N 35 SOUTH

TRIGONOMETRIC FORMULÆ



Solution of Right Triangles

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

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

Solution of Oblique Triangles

Given	Required	Formula
A, B, a	b, c, C	$b = \frac{a \sin B}{\sin A}$, $C = 180^\circ - (A + B)$, $c = \frac{a \sin C}{\sin A}$
A, a, b	B, c, C	$\sin B = \frac{b \sin A}{a}$, $C = 180^\circ - (A + B)$, $c = \frac{a \sin C}{\sin A}$
a, b, C	A, B, c	$A + B = 180^\circ - C$, $\tan \frac{1}{2}(A - B) = \frac{(a - b) \tan \frac{1}{2}(A + B)}{a + b}$ $c = \frac{a \sin C}{\sin A}$
a, b, c	A, B, C	$s = \frac{a + b + c}{2}$, $\sin \frac{1}{2}A = \sqrt{\frac{(s - b)(s - c)}{bc}}$ $\sin \frac{1}{2}B = \sqrt{\frac{(s - a)(s - c)}{ac}}$, $C = 180^\circ - (A + B)$
a, b, c	Area	$s = \frac{a + b + c}{2}$, $\text{area} = \sqrt{s(s - a)(s - b)(s - c)}$
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 × .9959 = 318.09 ft. Horizontal distance also = Slope distance minus slope distance times (1 - cosine of vertical angle) With the same figures as in the preceding example, the following result is obtained. $\cos 5^\circ 10' = .9959$. $1 - .9959 = .0041$. $319.4 \times .0041 = 1.31$. $319.4 - 1.31 = 318.09$ ft. When the rise is known, the horizontal distance is approximately:—the slope distance less the square of the rise divided by twice the slope distance. Thus: rise = 14 ft., slope distance = 302.6 ft. Horizontal distance = $302.6 - \frac{14 \times 14}{2 \times 302.6} = 302.6 - 0.32 = 302.28$ ft.

