

MISSION BAY

GENERAL

BOOK 65

13+10.55

297

23+47.76

195.00

50.11

140.89

2-2

1
2

MICROFILMED

JAN 7 1965

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning Roadway 16 feet wide. Side Slopes 1 on 1. For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6 + (20 - 16) ÷ 2 or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1½ see inside of back cover.

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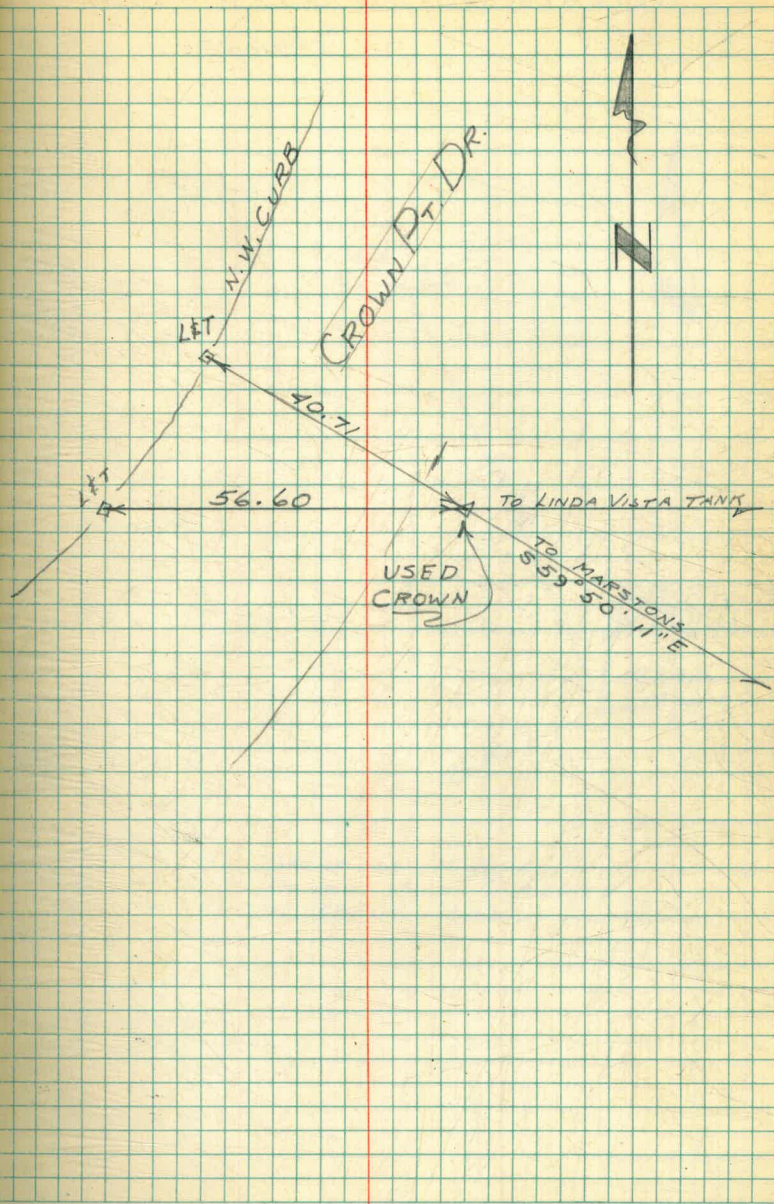
✓ 66-70 Landscaping Tierra del Fuego 2-5-52

REFERENCES TO USED MON.
"CROWN"

WATSON
A BROWN
SHERRY

2-26-51

①



REFERENCES TO USED MON.
"MORRELL"

2-27-51

(2)

GAP
S. E.
COR



56.85'

N. 15.371.30
W. 13.841.10

USED
MORRELL

54.35'

SPIKE ON N. SIDE
POWER POLE # A3945
1' ABOVE GRD.

TRIANGULATION OF CONTROL

POINTS FOR MISSION BAY

RACE COURSE JUNE 10, 1951

STA	OBJECT	ANGLES	VERNIER	MEAN
-----	--------	--------	---------	------

TIERRA

N.W.LY TIP 1. 85° 26' 00"

"B" N.E. TIP

GLEASON PT. R	2. 170° 52' 00"	0° 00' 00"	85° 26' 00"
---------------	-----------------	------------	-------------

"C" S.E.LY TIP

VENTURA 6. 512° 36' 00"

"B" N.E. TIP

GLEASON PT. 1. 27° 40' 00"

"C" S.E.LY TIP

VENTURA PT. R	2. 55° 20' 00"	0° 00' 00"	27° 40' 00"
---------------	----------------	------------	-------------

TIERRA

N.W.LY TIP 6. 166° 01' 00"

④

June 4, 1951

T. Stamper

E. Watson

R. Shorey

Visibility - Poor

TOPOGRAPHIC FEATURES

WLY SIDE OF DANA BASIN

Zero Azim = North

Sta 0+ H.I. - Elev
B.M. 3.6

12.3 15.9

Sta Dist Azim Rod Elev

At "M" Center 100' R Wly Side Dana Basin

"A" 330°56'30"

1 197 289°40' 11.9 4.0

2 178 295°20' 11.9 4.0

3 161 301°50' 11.9 4.0

4 145 310°15' 11.9 4.0

5 133 320°15' 11.9 4.0

6 128 331°20' 11.9 4.0

7 124 343°00' 11.9 4.0

8 121 355°10' 11.9 4.0

9 123 7°30' 11.9 4.0

10 130 19°05' 11.9 4.0

11 136 30°35' 11.9 4.0

12 145 41°00' 11.9 4.0

13 153 49°40' 11.9 4.0

14 164 58°25' 11.9 4.0

15 167 66°30' 11.9 4.0

16 146 71°30' 11.9 4.0

17 137 79°50' 11.9 4.0

18 148 88°55' 11.9 4.0

19 163 99°15' 11.9 4.0

N. Side
L. Ramp
S. Side
L. Ramp

5-8-51

H₂O Level @ 3:10 P.M.

TOPOGRAPHIC FEATURES CONTD

H.I. = 15.9

Sta	Dist	Azim	Rod	Elev.
20	153	109°00'	11.9	4.0
21	162	117°55'	11.9	4.0
22	175	125°45'	11.9	4.0
T.B.M.			5.52	10.38
T.B.M.			5.54	10.36

5-8-51

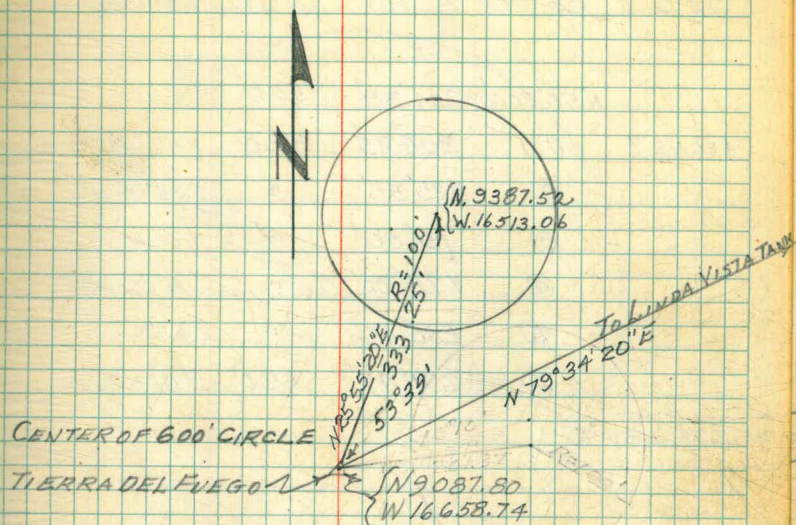
N.W. Cor. Top W. Curb Launching Ramp

Top 2x2 Guinea Center 100' Radius Wly Side
Damp Basin

LOCATION OF MODEL AIR-
PLANE FIELD TIERRA DEL FUEGO
WLY PORTION FROM NWLY RADIUS

7-9-51

7
T. Stamper
A. Sherry
R. Shorey
E. Watson

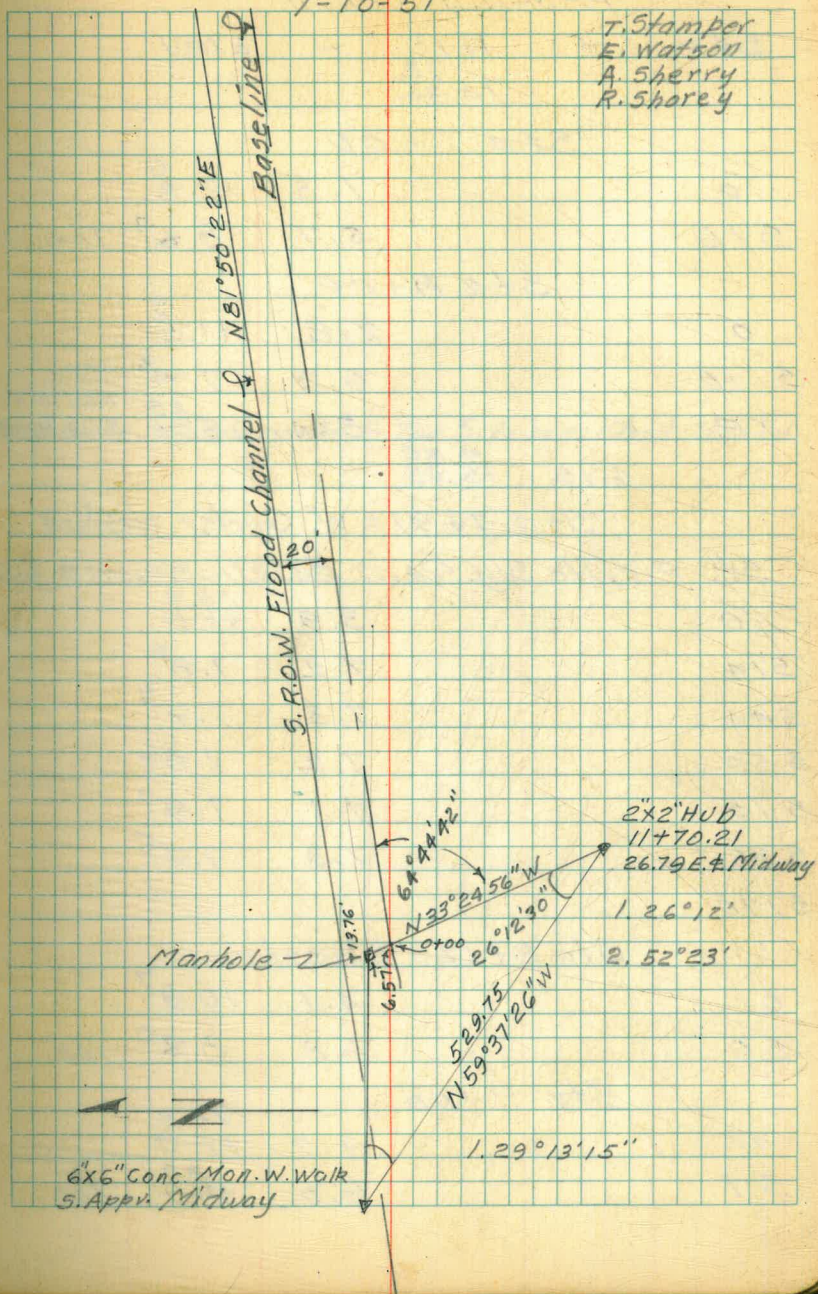


PROFILE ALONG SOUTH R.O.W. OF
FLOOD CHANNEL FOR DRAINAGE

PX

Sta	+	H.I.	-	Elev.	
B.M.				25 11.48	S.W. Cor Top Step A B C Plumbing
	4.77	16.25 ⁰²			
T.B.M.			3.84	12.41 ¹⁸	TOP M.H. 0+00
	1.30	13.71 ⁴⁸			
0+00			10.00	3.71 ⁴⁸	F.L. 36" RCP
0+14			2.5	11.20	
0+25			3.8	9.27	
1+00			4.7	8.8	
2+00			4.8	8.27	
2+00.59			5.8	7.27	
3+00			5.8	7.27	
4+00			4.9	8.86	
T.P.			4.31	9.40 ¹⁷	
+	4.95	14.35 ¹²			
+	4+54		4.7	9.4	+
		Sta 4+54		9.6	Lasalle
5 9			5.8	8.5	Toe
5 30			7.0	7.1	W Guffey Lasalle
		Sta 5+00		9	
0			3.2	10.1	
5 14			5.9	8.4 ²	Toe
		Sta 6+00		11.8	
0			2.3	12.0	
5 18			5.1	9.2 ⁰	Toe

7-10-51



PROFILE CONTD

7-10-51

10

PX

Sta	H ₁	Elev	
	¹² 14.35		
Sta 7+00			
0	1.5	12.8 ⁶	
516	5.7	8.6 ⁴	Toe
Sta 8+00			
0	2.8	11.5 ³	
510	6.9	7.4 ²	Toe
TP.	5.44	8.9 ⁶⁸	Nail in N. Side P.P.
6.12	^{7.80} 15.83		

West Side Western St. & Toe 5. Levee Flood Channel

Sta. 7+91 = W. Gutter Western

St. Profile Sly. from Baseline along W. gutter

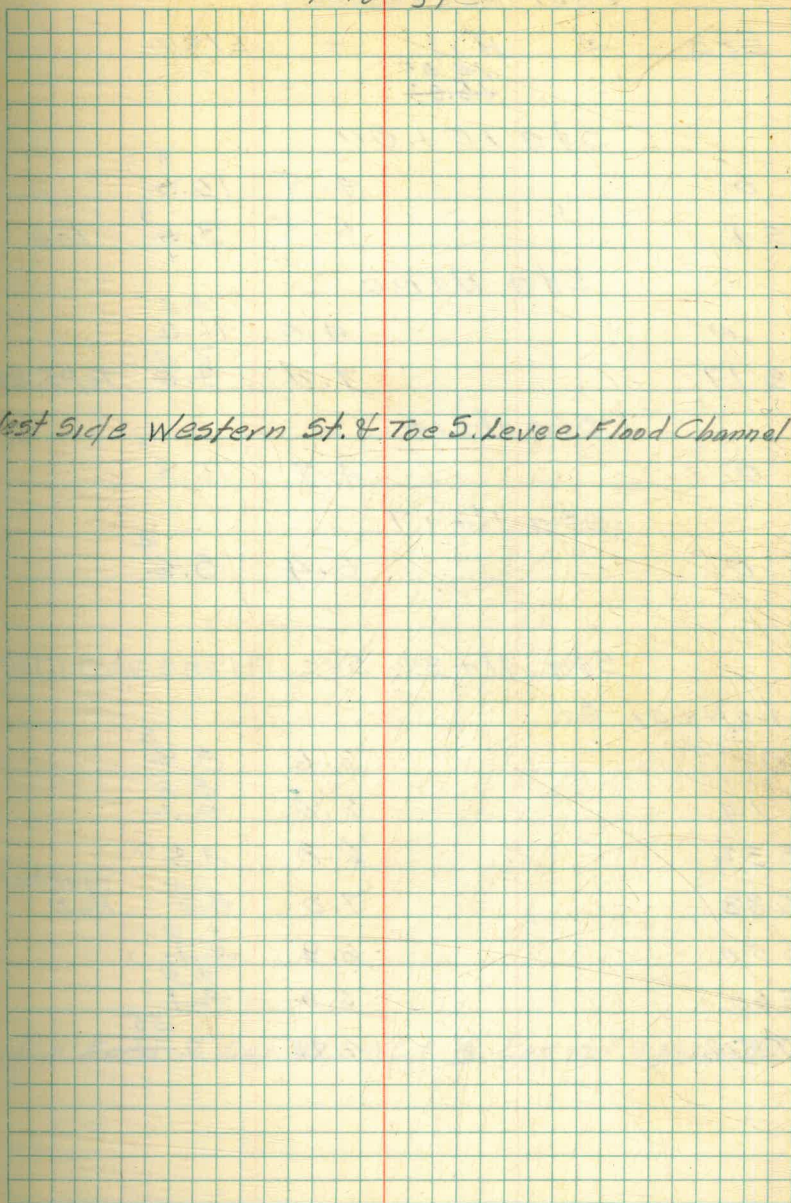
0	3.9	10.9 ⁷ 11.7	
514	7.2	7.8 ⁶	
544	7.3	7.7 ⁵	
550	7.2	7.8 ⁶	
575	7.1	7.9 ⁷	
586	7.3	7.7 ⁵	
5170			

Sta 8+12 & Western

0	4.1	10.9 ⁷	
56	6.8	8.8 ⁰	Toe

Sta 9+00

0	4.0	10.8 11.0	
57	6.0	9.8 ⁸ 9.0	Toe



PROFILE CONTD

7-10-51

11

Sta	H.I.	Elev.	
	14.80 +5.03		PX
Sta 10+00			
0	4.5	10.5 ³	
54	5.5	9.5 ³	Toe
Sta 11+00			
0	4.0	10.8 11.0	
517	7.0	7.8 8.8	Tops. Walk
Sta 11+14			
0	4.7	10.3'	
Sta 11+17			
0	6.4	8.6 ⁴	
Sta 11+34. Sec. along w. gutter			
Lapwai St.			
0	6.6	8.4 ²	
514	6.0	8.8 9.0	
532	6.8	8.20	
533	7.0	7.8 8.6	Trapped H ₂ O
550	6.9	7.9 8.7	
560	6.9	7.9 8.1	
TBM.	4.25	10.78 ^{.55}	

Top Rock N. Cor. Blk. No 1 @ Lapwai & Nashville

PROFILE CONTD

PX

Sta	+	H.I	-	Elev.
T.B.M.				⁵⁵ 10.78 See Pg 11
	3.10	⁶⁵ 13.88		
TP.			5.30	³⁵ 8.58
	6.26	⁶¹ 14.84		
TP.			5.71	^{8.90} 9.13
	6.36	^{.26} 15.49		
B.M.			4.58	⁶⁸ 10.91 10.72 ✓
B.M.				10.72
	5.45	16.17		
B.M.			4.93	²⁵ 11.24 11.48
B.M.			3.98	12.19

7-11-51

(12)

Top 1" I.P @ S.W. Cor. Boat Co. of S.D.

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

Top M.H @ Sta. 0+00

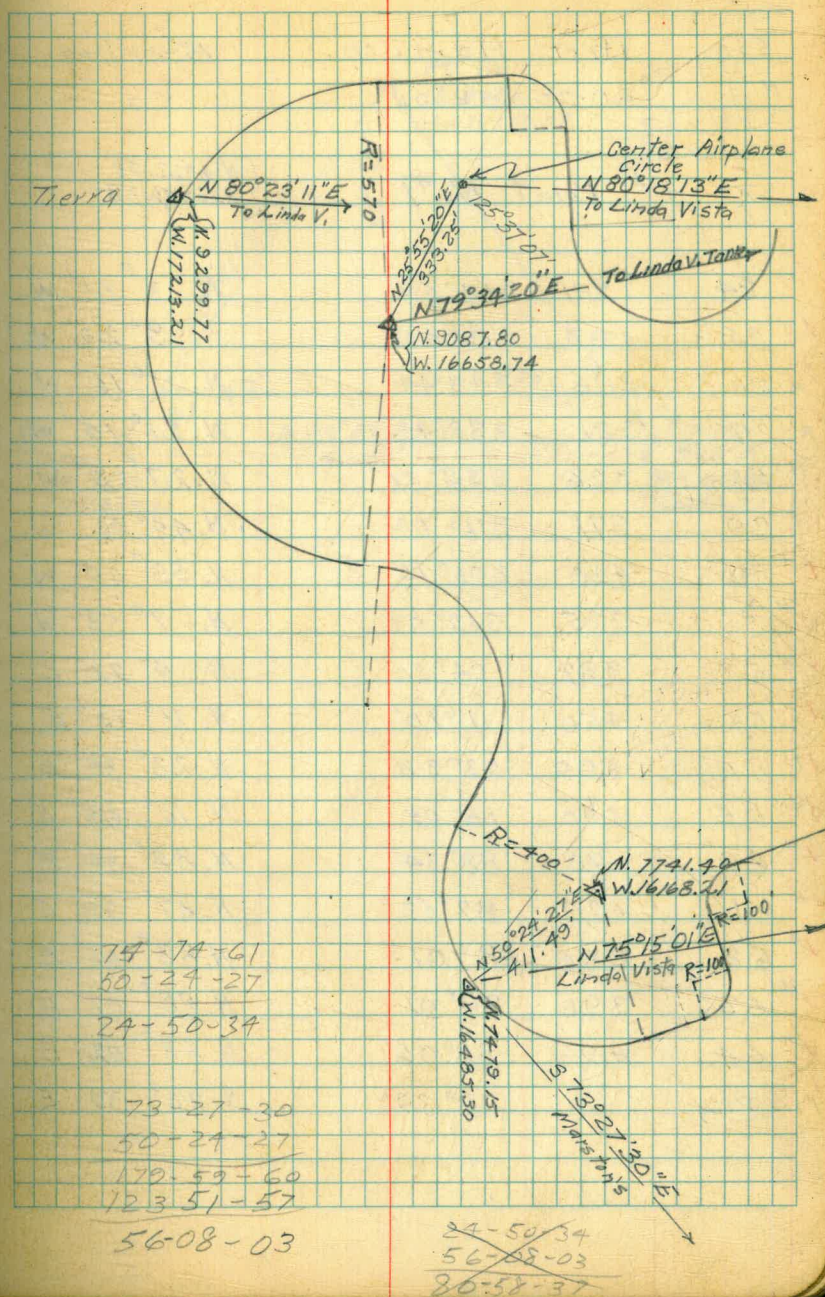
7-20-51

LOCATION OF OILED ROADS
TIERRA DEL FUEGO WLY. AREA PX

Sta	Dist.	Azimuth	Bearing
	X at Center of 400' Radius { N. 7741.40 W. 16,168.21		
✓ # 4	343	311° 23'	N. 48° 37' W.
✓ # 5	321	295° 20'	N. 64° 40' W.
✓ # 6	322	282° 45'	N. 77° 15' W.
✓ # 7	323	276° 10'	N. 83° 50' W.
✓ # 8	328	257° 43'	S. 77° 43' W.
✓ # 9	335	237° 40'	S. 57° 40' W.
✓ # 10	338	219° 26'	S. 39° 26' W.
✓ # 11	332	201° 16'	S. 21° 16' W.
✓ # 12	335	182° 27'	S. 2° 27' W.
✓ # 13	345	166° 18'	S. 13° 42' E.
✓ # 14	370'	150° 00'	S. 30° 00' E.
✓ # 15	345	134° 37'	S. 45° 23' E.
✓ # 16	270	120° 40'	S. 59° 20' E.
✓ # 17	222	98° 36'	S. 81° 24' E.
✓ # 18	212	84° 06'	N. 84° 06' E.
✓ # 19	169	53° 36'	N. 53° 36' E.
✓ # 20	135	34° 29'	N. 34° 29' E.
✓ # 21	119	18° 55'	N. 18° 55' E.
✓ # 22	131	328° 42'	N. 31° 18' W.
✓ # 23	210	303° 02'	N. 56° 58' W.
✓ # 3	422'	331° 01'	N. 28° 59' W.
✓ # 2	510	338° 25'	N. 21° 35' W.

25 149

(13)



7-20-51

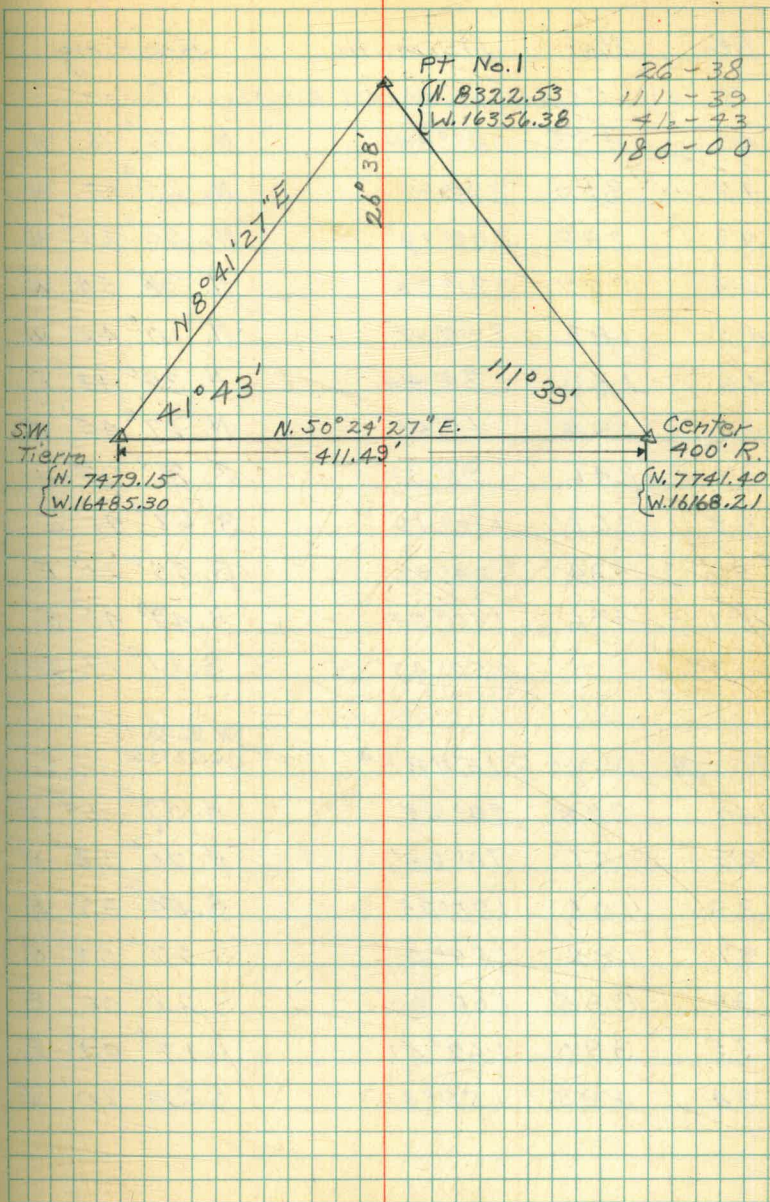
Sta.	Dist	Azimuth	Bearing
# 1	605	342° 01'	PX

π of Point No #

{ N. 8322.53
W. 16356.38

✓ ^H 24	74	352° 59'	N. 7° 01' W.
✓ ^H 25	183	350° 40'	N. 9° 20' W.
✓ ^H 26	286	348° 44'	N. 11° 16' W.
✓ ^H 27	321	338° 45'	N. 21° 15' W.
✓ ^H 28	326	332° 31'	N. 27° 29' W.
✓ ^H 29	371	316° 00'	N. 44° 00' W.
✓ ^H 30	460	306° 15'	N. 53° 45' W.
✓ ^H 59	335	352° 07'	N. 7° 53' W.
✓ ^H 58	387	04° 20'	N. 4° 20' E.
✓ ^H 57	450	11° 10'	N. 11° 10' E.
✓ ^H 56	500	23° 38'	N. 23° 38' E.
✓ ^H 55	540	16° 05'	N. 16° 05' E.
✓ ^H 60	70	88° 34'	N. 88° 34' E.
✓ ^H 61	179	87° 53'	N. 87° 53' E.
✓ ^H 62	286	88° 01'	N. 88° 01' E.
✓ ^H 63	390	88° 01'	N. 88° 01' E.
✓ ^H 64	493	88° 02'	N. 88° 02' E.
✓ Fire Plug		20° 39'	N. 20° 39' E.

79



7-20-51

PX

(15)

Sta.	Dist	Azimuth.	Bearing
N at Center of Model Airplane Circle.			
✓ # 41	433	283°44'	N. 76° 16' W.
✓ # 42	355	294°40'	N. 65° 20' W.
✓ # 43	282	309°39'	N. 50° 21' W.
✓ # 44	227	331°06'	N. 28° 54' W.
✓ # 45	182	359°18'	N. 0° 42' W.
✓ # 46	168	34°44'	N. 34° 44' E.
✓ # 47	194	67°45'	N. 67° 45' E.
✓ # 48	241	93°32'	S. 86° 28' E.
✓ # 49	306	112° 19'	S. 67° 41' E.
✓ # 50	384	124°40'	S. 55° 20' E.
✓ # 51	436	130°20'	S. 49° 40' E.
✓ Fire Plug		152°43'	S. 27° 17' E.

Sta.	Dist	Azimuth.	Bearing
N.W. TIERRA. $\left\{ \begin{array}{l} N. 92.93.77 \\ W. 172.13.21 \end{array} \right.$			
✓ # 40	228	52°25'	N. 52° 25' E.
✓ # 39	131	70°28'	N. 70° 28' E.
✓ # 38	106	125°25'	S. 54° 35' E.
✓ # 37	182	157°05'	S. 22° 55' E.
✓ # 36	285	160°00'	S. 20° 00' E.
✓ # 35	390	162°51'	S. 17° 09' E.
✓ # 34	495	159°40'	S. 20° 20' E.

7-23-51

(16)

Sta Dist. Azimuth Bearing

π at Center 570' R North Tierra

N. 9087.80
W. 16658.74

✓ 31	500'	200° 28'	S. 20° 28' W.
✓ 32	500'	212° 33'	S. 32° 33' W.
✓ 33	501'	225° 10'	S. 45° 10' W.
✓ F.H.		124° 47'	S. 55° 13' E.
✓ 52	490'	96° 31'	S. 83° 29' E.
✓ 53	491'	102° 20'	S. 77° 40' E.
✓ 54	505'	114° 33'	S. 65° 27' E.

π at Point 150' Due West Causeway Sta 81400

✓ 71	282'	337° 55'	N. 22° 05' W.
✓ 72	271'	345° 52'	N. 14° 08' W.
✓ 73	264'	2° 41'	N. 2° 41' E.
✓ 74	222'	12° 15'	N. 12° 15' E.
✓ 75	151'	23° 39'	N. 23° 39' E.
✓ 76	87'	67° 26'	N. 67° 26' E.
✓ 77	124'	126° 14'	S. 53° 46' E.
✓ 78	208'	145° 34'	S. 34° 16' E.
✓ 79	320'	154° 41'	S. 25° 19' E.
✓ 80	425'	174° 44'	S. 5° 16' E.
✓ 81	401'	189° 23'	S. 9° 23' W.
✓ 82	320'	200° 02'	S. 20° 02' W.

7-23-51

PK

Sta	Dist.	Azimuth	Bearing
✓ 83	248'	206° 18'	S. 26° 18' W
✓ 84	190'	215° 01'	S. 35° 01' W
✓ 85	120'	246° 05'	S. 66° 05' W
✓ 86	120'	295° 12'	N. 64° 48' W.
✓ 87	190'	324° 47'	N. 35° 13' W
✓ 88	455'	346° 24'	N. 13° 36' W
✓ 70	300'	328° 45'	N. 31° 15' W
✓ 69	327'	321° 14'	N. 38° 46' W
✓ 68	401'	308° 56'	N. 51° 04' W
✓ 67	485'	300° 41'	N. 59° 19' W
✓ 66	582'	295° 01'	N. 64° 59' W
✓ 65	675'	291° 00'	N. 69° 00' W.

π at Sta 90+00 W. Causeway B/L

✓ 89	346'	195° 22'	S. 15° 22' W
✓ 90	198'	198° 03'	S. 18° 03' W
✓ 91	162'	230° 16'	S. 50° 16' W
✓ 92	188'	265° 28'	S. 85° 28' W
✓ 93	263'	285° 02'	N. 74° 58' W
✓ 94	388'	297° 05'	N. 62° 55' W

13400

4400

9000

(17)

7-23-51

PX

Sta Dist. Azimuth Bearing
 X at Point 400' W. of Sta 90+00 W Cause Blk

✓ 95	208'	1° 13'	N. 1° 13' E
✓ 96	195'	343° 00'	N. 17° 00' W
✓ 97	167'	310° 15'	N. 49° 45' W
✓ 98	226'	284° 41'	N. 75° 19' W
✓ 99	331'	278° 17'	N. 81° 43' W
✓ 100	440'	277° 58'	N. 82° 02' W
✓ 101	565'	278° 35'	N. 81° 25' W

Location of Palms

✓ 2+67 ⁵	Left	5 ³ '
✓ 3+37	Left	7'
✓ 4+07	Left	6 ⁸ '
✓ 4+75	Left	7'
✓ 5+43 ⁵	Left	7 ⁸ '
✓ 6+10 ⁵	Left	6 ⁴ '
✓ 6+80	Left	7 ⁵ '

(18)

RECHECK ON OILED ROAD

PX

LOCATION NWLY TIERRA

Sta	Dist	AZimuth	BEARING
X @ Center 570' Radius N.W. L.Y. Tierra			
		79° 34' 20"	N 79° 34' 20" E
✓ 34	500'	237° 33'	S 57° 33' W
✓ 35	500'	249° 54'	S 69° 54' W
✓ 36	500'	261° 58'	S 81° 58' W
✓ 37	500'	³⁵⁹ 274° 14'	N 85° 46' W
✓ 38	495'	286° 45'	N 73° 15' W
✓ 39	490'	299° 52'	N 60° 08' W
✓ 40	490'	312° 39'	N 47° 21' W

7-26-51

To Linda Vista H₂O Tank

7-30-51

LOCATION & SITUATION

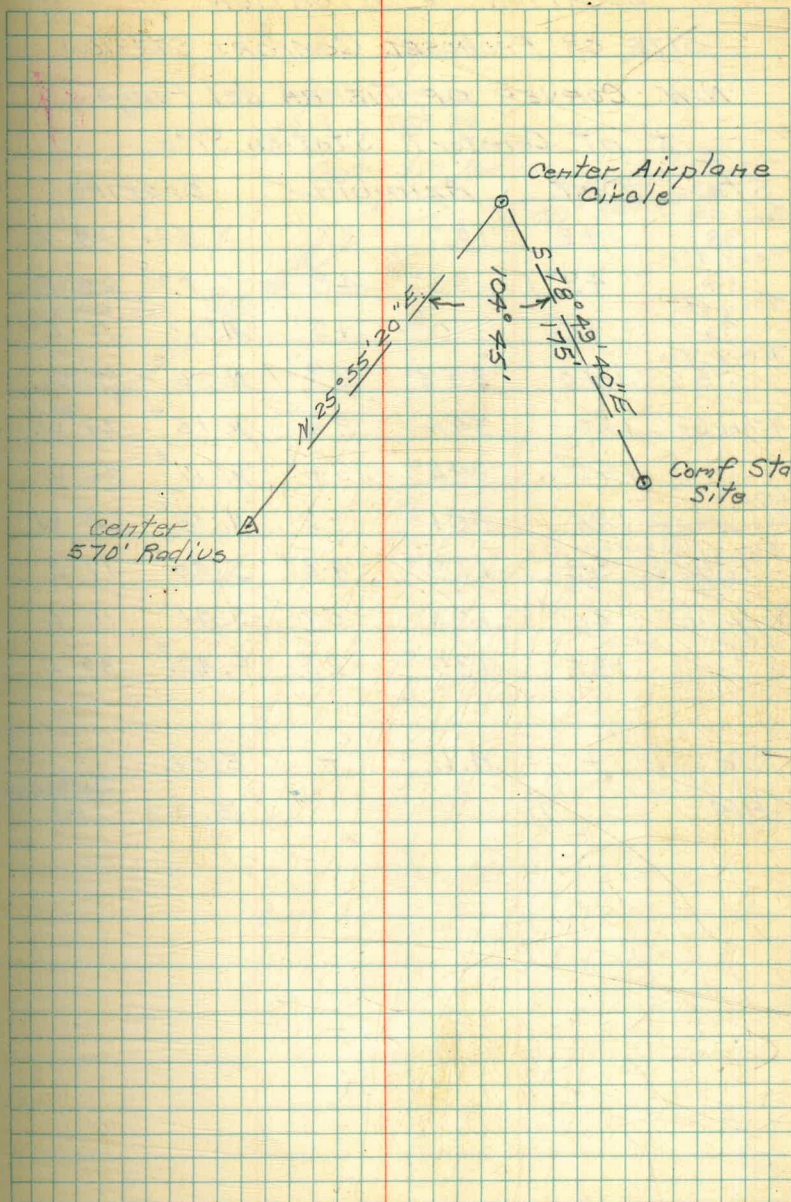
SITE OF PROPOSED COMFORT STATION

N.E. CORNER TIERRA del Fuego

PX
at Comfort Station Site

Sta	Dist	Azimuth	Bearing
✓ Road Sta. 49	138'	126° 24'	S. 53° 36' E.
✓ Road Sta 48	72'	74° 57'	N. 74° 57' E
✓ Road Sta 47	109	05° 04'	N. 05° 04' E
✓ Road. Sta. 46	189'	336° 44'	N. 23° 16' W
✓ Schrubbs	121'	326° 25'	N. 33° 35' W
✓ "	75'	338° 03'	N. 21° 57' W
✓ "	38'	11° 57'	N. 11° 57' E
✓ "	41'	90° 59'	S. 89° 01' E
✓ "	82'	122° 18'	S. 57° 42' E
"	130'	134° 48'	S. 45° 12' E
Fire Plug	165°	42'	S. 14° 18' E

(20)



7-30-51

LOCATION & SITUATION

SITE OF PROPOSED COMFORT STATION

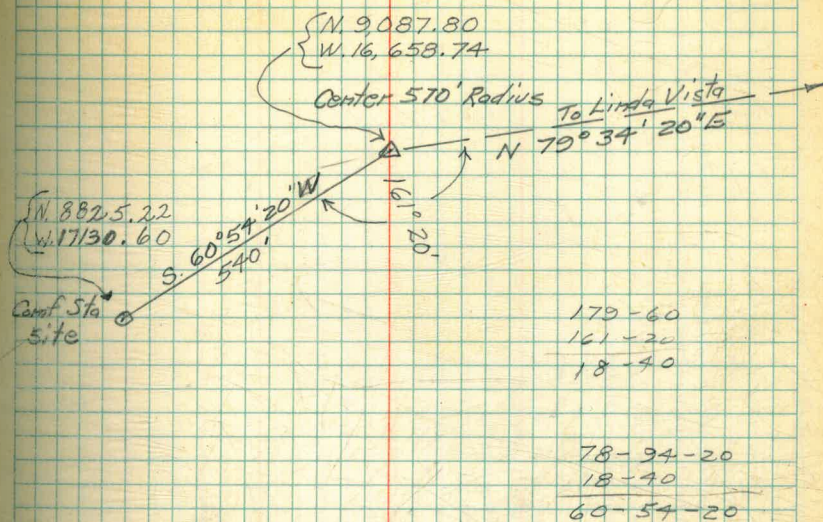
N.W. CORNER OF TIERRA del Fuego

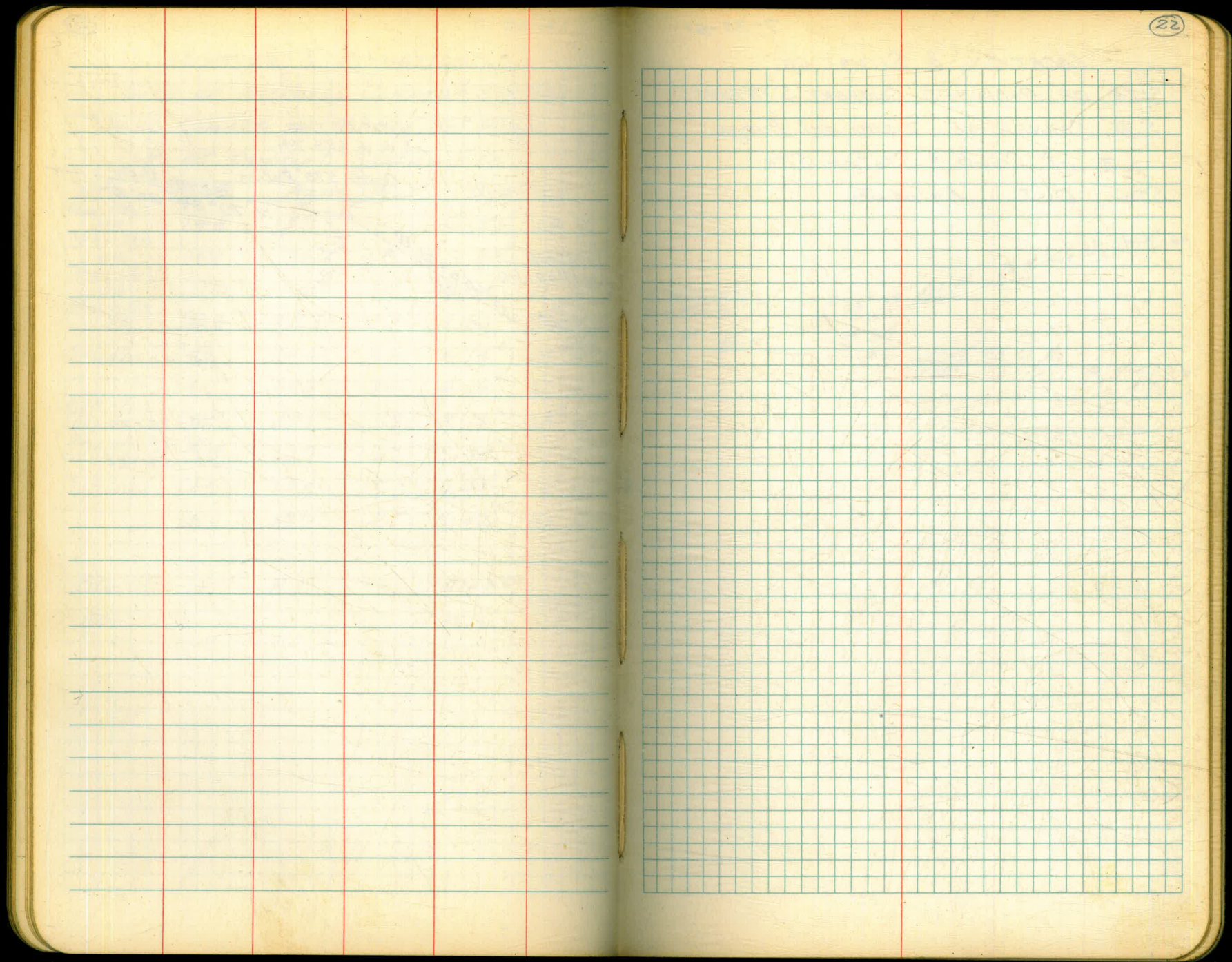
at Comfort Station Site

Sta	Dist.	Azimuth	Bearing
Road Sta. 33	148'	127° 31'	S. 52° 29' E
Road Sta. 34	49'	96° 40'	S. 83° 20' E
Road Sta. 35	90'	0° 10'	N. 0° 10' E
Road Sta. 36	193'	353' 23'	N. 06° 37' W.
Schrubs.	190'	344° 36'	N. 15° 24' W.
"	140'	342° 34'	N. 17° 26' W
End of Schrubs. N.	100'	341° 32'	N. 18° 28' W
End of Schrubs. S	93'	139° 43'	S. 40° 17' E
Schrubs.	140'	138° 50'	S. 41° 10' E
"	189'	137° 25'	S. 42° 35' E

Sta	+	H.I.	-	Elev.	Barbecue Pit
BM				15.213	

(21)





7-30-51

LOCATION & SITUATION

SITE OF PROPOSED COMFORT STATION

S.W. CORNER OF Tierra del Fuego

π at Comfort Station Site

Sta Dist Azimuth

23

138

N. 7479.15 }
W. 16,485.30 }

PT "A"

N. 75° 15' 01" E.

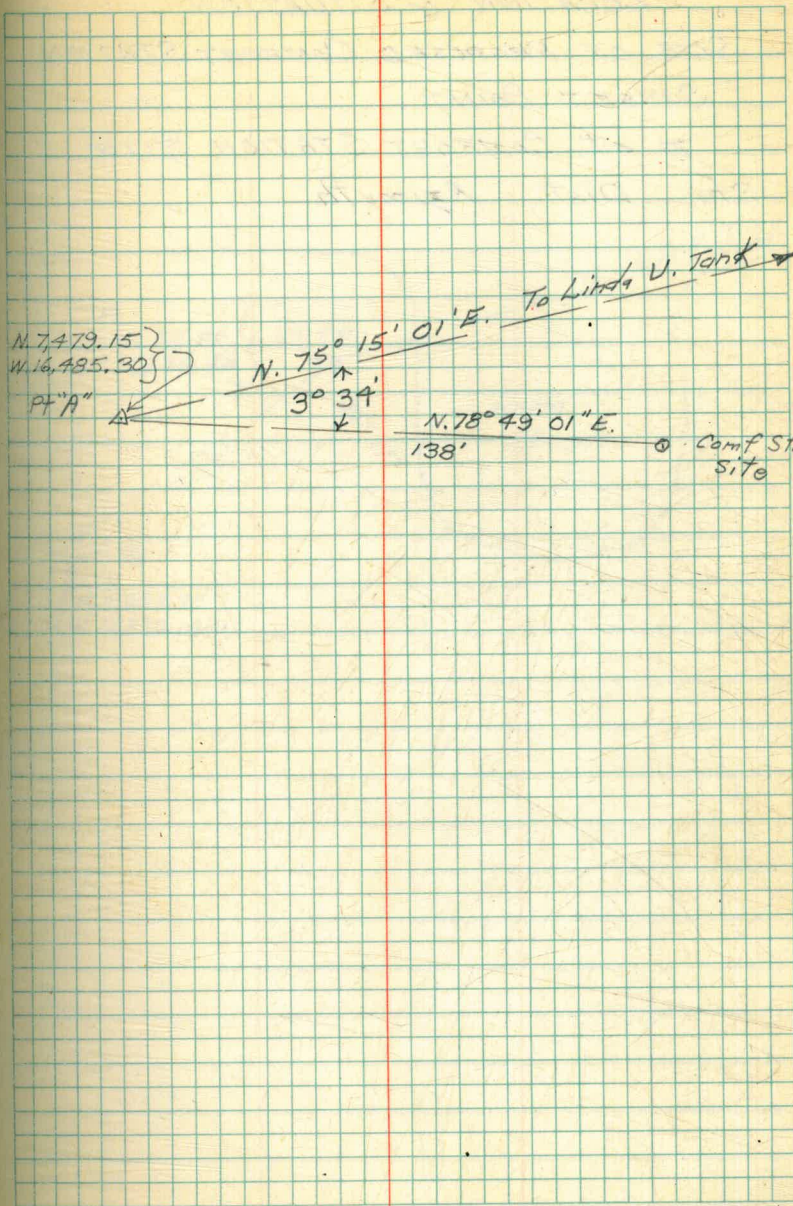
3° 34'

N. 78° 49' 01" E.

138'

o. Camp Sta
Site

To Linda V. Tank



7-30-51

LOCATION & SITUATION

SITE OF PROPOSED COMFORT STATION

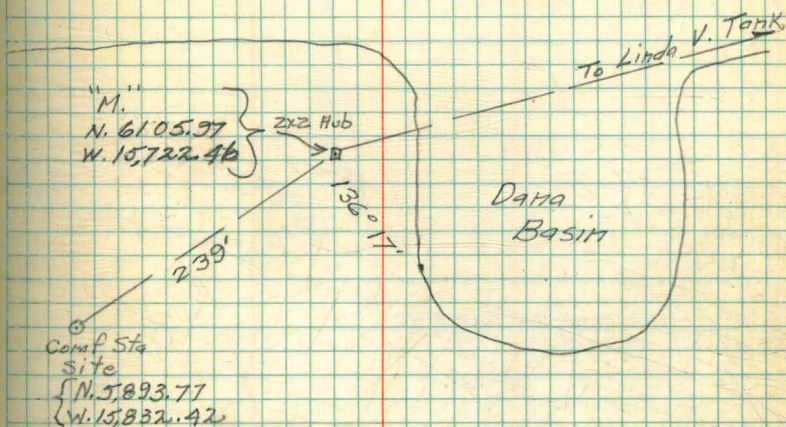
SUNSET POINT

A at COMFORT STATION SITE

Sta Dist Azimuth

239

(23)

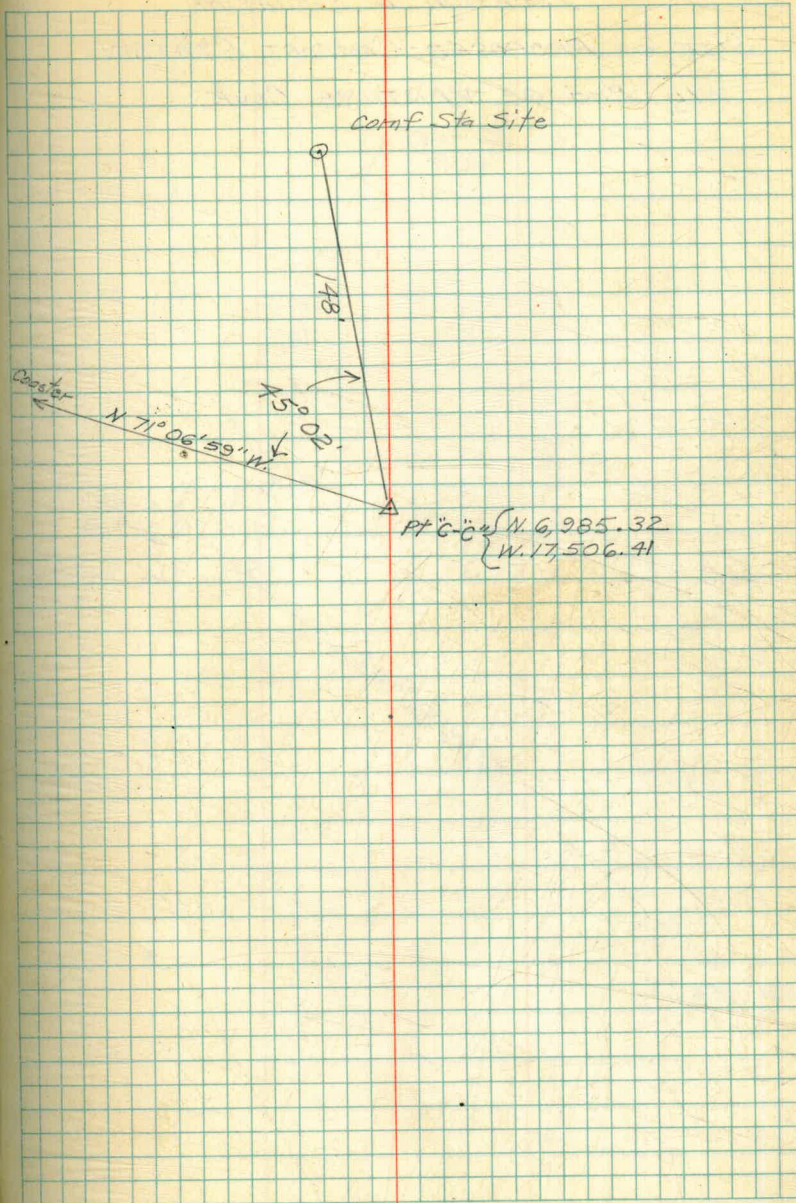


7-30-51

LOCATION & SITUATION

SITE OF PROPOSED COMFORT STATION
VENTURA POINT SLY END OF COVE

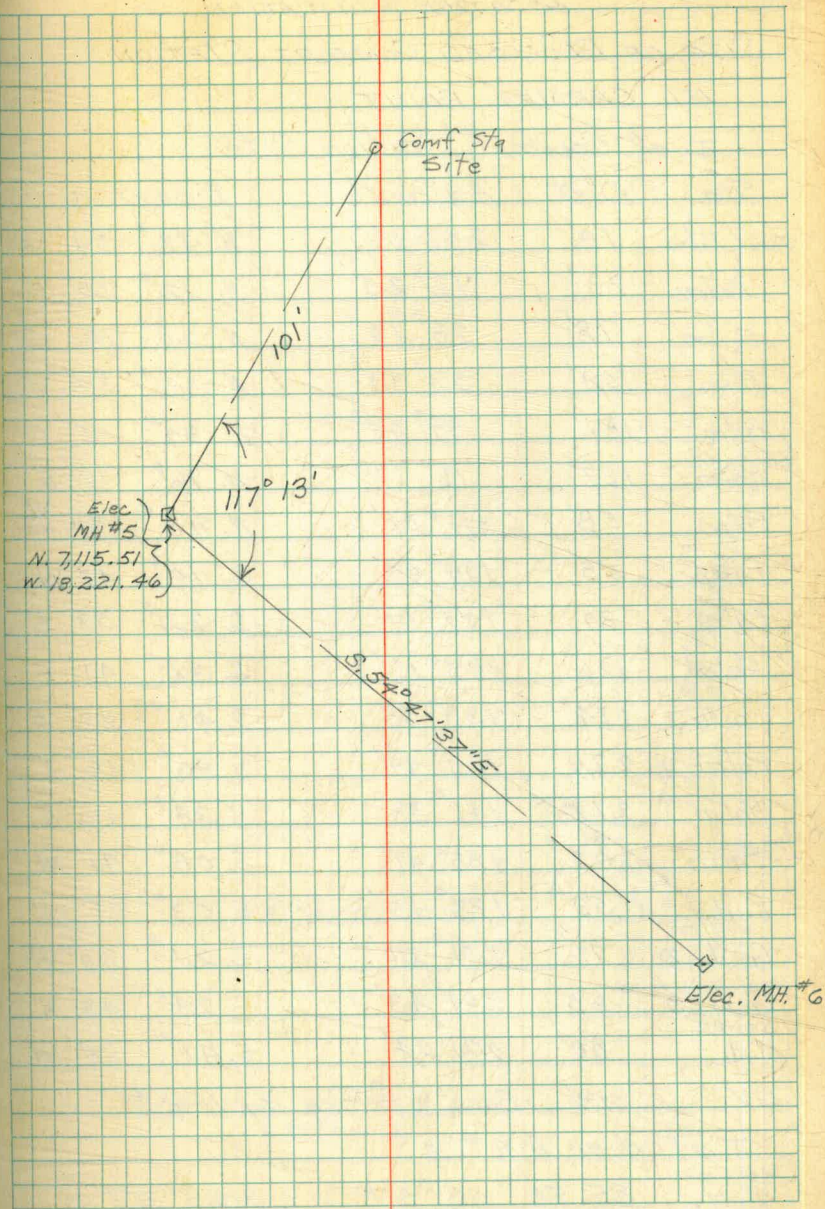
(25)



7-30-51

LOCATION & SITUATION
SITE OF PROPOSED COMFORT STATION
W/4 END OF VENTURA COVE

(26)



7-30-51

LOCATION & SITUATION

SITE OF PROPOSED COMFORT STATION

EL CARMEL POINT

 π at Comfort Station Site

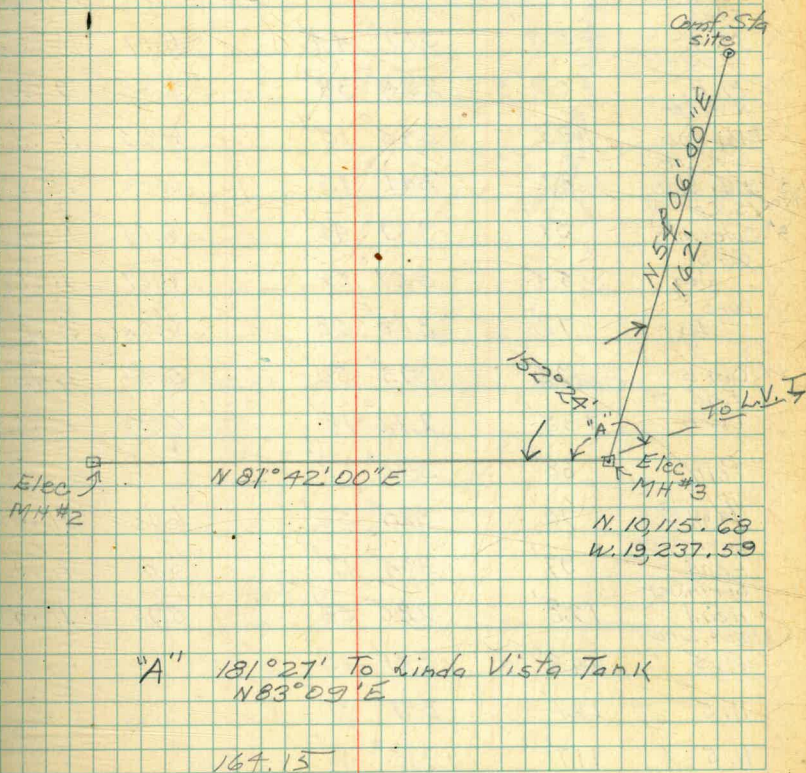
Sta	Dist.	Azimuth	Bearing
✓ Dead Palm	14'	282° 06'	N. 77° 54' W.
✓ Palm	33'	12° 25'	N. 12° 25' E
✓ Palm	78'	28° 10'	N. 28° 10' E
✓ Palm	129'	33° 39'	N. 33° 39' E
Palm	187'	34° 05'	N. 34° 05' E
Palm	167'	16° 17'	N. 16° 17' E
✓ Palm	58'	311° 01'	N. 48° 59' W
✓ Palm	58'	190° 43'	S. 10° 43' W.
✓ Palm	84'	157° 07'	S. 22° 53' E
✓ Palm	126'	143° 19'	S. 36° 41' E
Palm	174'	138° 38'	S. 41° 22' E
Palm	220'	133° 44'	S. 46° 16' E
Palm	272'	141° 38'	S. 38° 12' E
✓ Palm	105'	188° 41'	S. 08° 41' W.
F. H.	59'	183° 15'	S. 03° 15' W
✓ G. V. ⊗	71'	201° 20'	S. 21° 20' W
✓ G. V. ⊗	65'	204° 43'	S. 24° 43' W
✓ Sewer M. H.	80'	221° 24'	S. 41° 24' W
GV	19'	Back of Fire Hydrant	
π at elec MH #3			
sewer M. H.	85.58	65° 57'	N 65° 57' E

(27)

Bearing to Monterey S 76° 27' 04" W

179-60	179° 40'
164-15	152° 24'
15-45	27-36
80-102	81-42
15-45	27-36
65-57	54-06

81-42
1-27
83-09



LOCATION & SITUATION

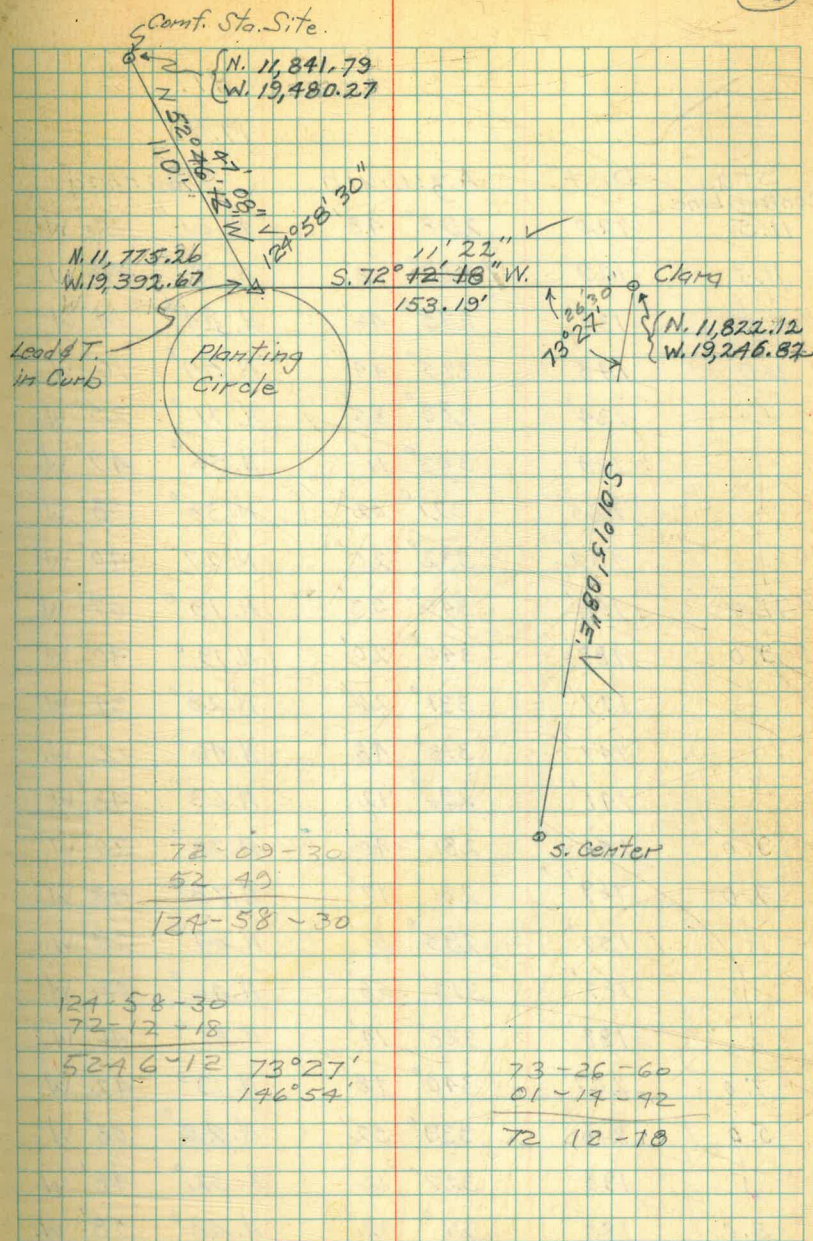
SITE OF PROPOSED COMFORT STATION

SANTA CLARA POINT

X at Lead of Tack N. end of Planting circle

Sta.	+ H.I.	-	Elev. Top F.H.
BM.	1.98	17.79	15.81

Sta.	Dist.	Azimuth	-	Elev.
F.H.	92'	222° 40'		
"CLARA"	153.19'		6.13	11.66
Elec.				
M.H. sewer	35'	319° 44'	6.17	11.62
M.H. N.W. Cor.	109.5'	294° 38'	5.53	12.26
Bldg Slab S.W. Cor.	137'	343° 15'	6.09	11.70
1.8' intro Bldg Slab S. Cor. of	87'	341° 15'	6.10	11.69
8' Sidewalk curb	51'	339° 41'	6.07	11.72
Jog curb	53'	327° 06'	6.07	11.72
Jog curb	72'	318° 08'	6.02	11.77
curb	92'	293° 50'	5.55	12.24
End of curb	135'	272° 18'	5.36	12.43
Palm	68'	330° 03'		
Valve	70'	324° 56'	6.13	11.66
Sprinkler Head	97'	304° 17'	5.86	11.93
Sprinkler Head	128'	280° 58'	5.90	11.89
Contour Line				
11.5	143'	341° 05'		
11.5	127'	331° 31'		
11.5	117'	315° 46'		



H.I.

17.79

Sta. Contour Line	Dist	Azimuth	Bearing
✓ 11.5	120'	298° 48'	N. 61° 12' W
✓ 11.5	129'	✓ 287° 08'	N. 72° 52' W
✓ 11.5	138'	275° 46'	N. 84° 14' W
✓ 11.0	148'	275° 44'	N. 84° 16' W
✓	134'	288° 35'	N. 71° 25' W
✓	129'	303° 11'	N. 56° 49' W
✓	125'	321° 02'	N. 38° 58' W
✓	152'	332° 20'	N. 27° 40' W
✓ 11.0	163'	340° 53'	N. 19° 07' W
✓ 9.0	189'	340° 20'	N. 19° 40' W
✓	177'	331° 26'	N. 28° 34' W
✓	147'	313° 48'	N. 46° 12' W
✓	141'	296° 12'	N. 63° 48' W
✓ 9.0	156'	281° 40'	N. 78° 20' W
✓ 7.0	169'	281° 17'	N. 78° 43' W
✓	157'	295° 31'	N. 64° 29' W
✓	167'	313° 58'	N. 46° 02' W
✓	188'	328° 14'	N. 31° 46' W
✓ 7.0	207'	340° 18'	N. 19° 42' W
✓ 5.0	216'	339° 52'	N. 20° 08' W
✓	198'	327° 12'	N. 32° 48' W
✓ 5.0	180'	311° 02'	N. 48° 58' W

Cont.

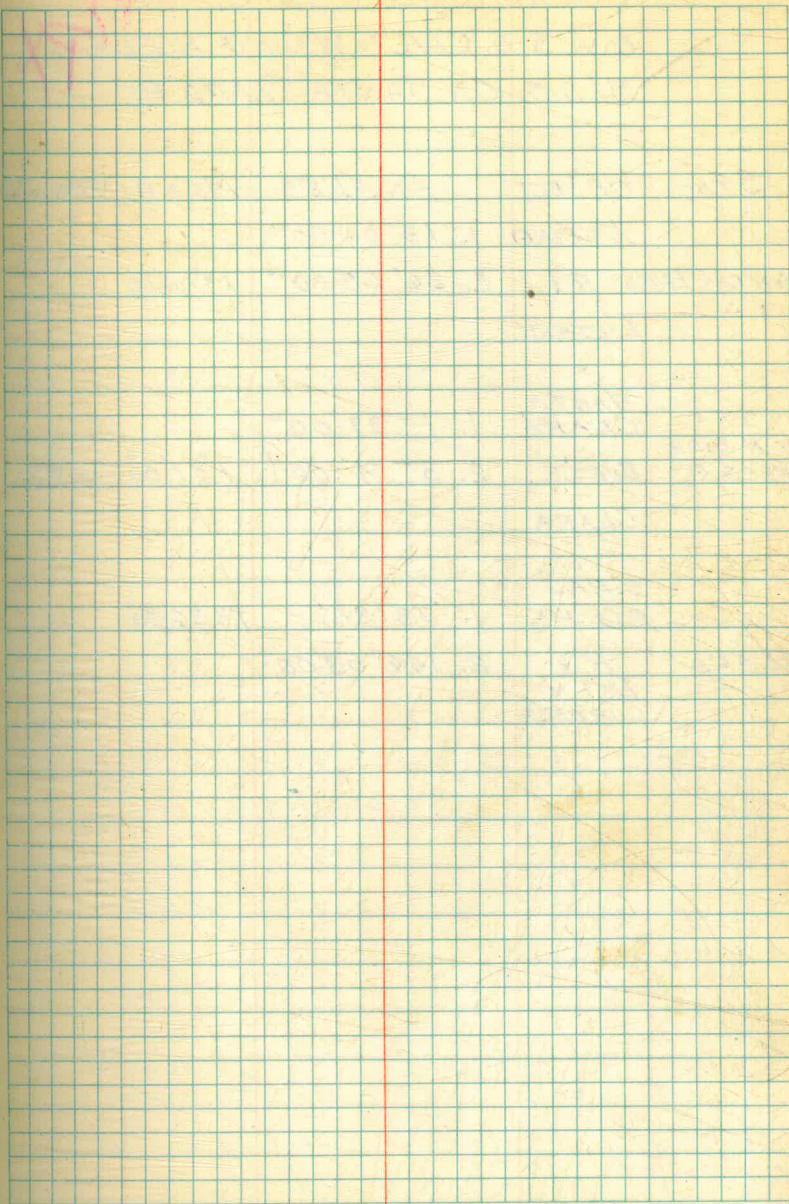
PK

H.L.

17.79

Sta.	Dist.	Azimuth	Bearing
✓ Contour Line 5.0	173'	293° 15'	N. 66° 45' W.
✓ 5.0 Sewer	183'	289° 02'	N. 75° 58' W.
✓ M.H.	90'	28° 02'	N. 28° 02' E.
✓ H2O M.H.	105'	210° 37'	S. 30° 37' W.
1 FT. Sewer So. M.H.	154'	231° 37'	S. 51° 37' W.

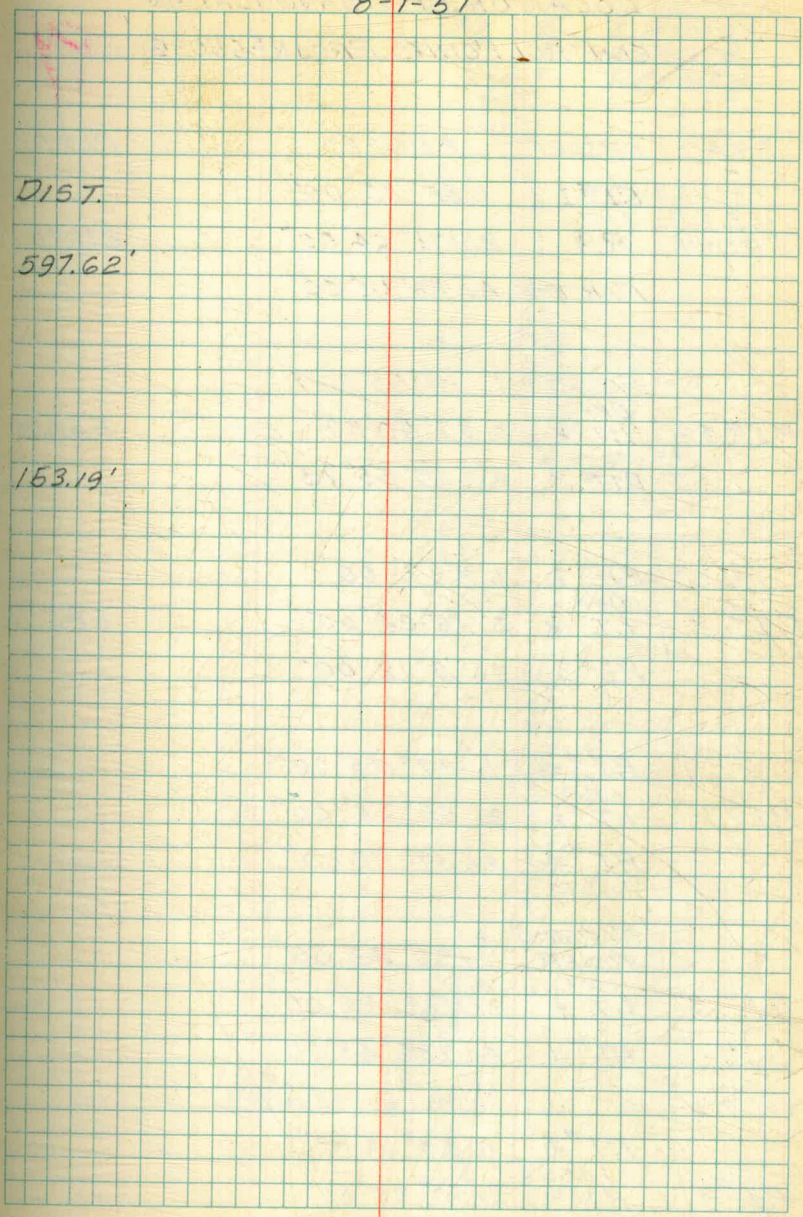
(30)



LOCATION OF STA "CLARA"
 ON S.E. COR. S. WALK @ N. ELY. **PX**
 BLDG ON SANTA CLARA PT.

8-1-51

STA	OBJECT	ANGLES	MEAN VERNIER,	DIST.
	L&T.ING	1. 13° 04' 00"		
SANTA CLARA RY.	L.V.TANK.	2. 26° 08' 00"	13° 04' 00"	597.62'
	SANTA CLARA	1. 1° 37' 00"		
L&T. N. SIDE CURBED @	CLARA	DEF LT.	2. 3° 14' 00"	1° 37' 00"
	S. RAD S. CL. PT.	1. 73° 26'	73° 26' 30"	
CLARA	R7	2. 146° 53' 00"		
	L&T N. CURBED @			



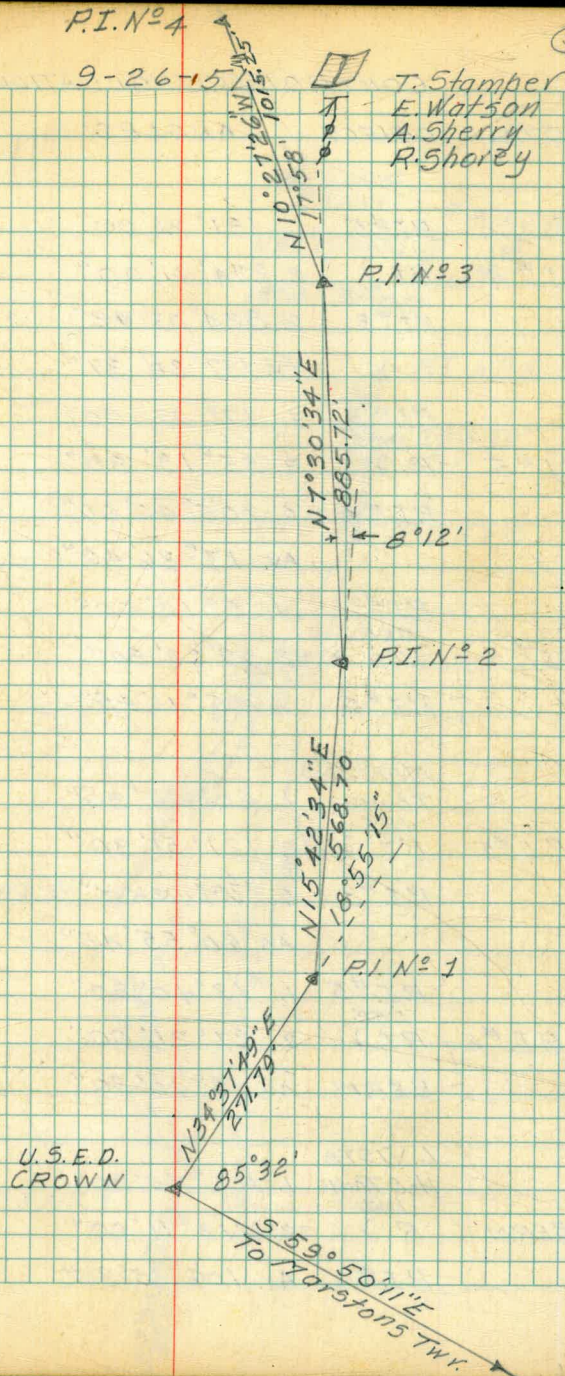
LOCATION OF TRIANGULATION
CONTROL POINTS PROJN°65036

STA	OBJECT	ANGLES	DIST
	PI#1	1. 85° 32' 00"	
U.S.E.D. CROWN	INT. RT	2. 171° 04' 00"	271.79
	MARSTONS AV.	85° 32' 00"	
	DIEGO	1. 18° 55' 30"	
PI#1	DEF. LT	2. 37° 50' 30"	568.70
	PI#2	AV. 18° 55' 15"	
	PI#1	1. 8° 12' 00"	
PI#2	DEF. LT	2. 16° 24' 00"	885.72
	PI#3	AV. 8° 12' 00"	
	PI#2	1. 17° 58' 00"	
PI#3	DEF. LT	2. 35° 56' 00"	
	PI#4	AV. 17° 58' 00"	
	MARSTONS TOWER	1. 136° 43' 00"	
PI#3	INT. LT	2. 273° 26' 00"	
	PI#4	AV. 136° 43' 00"	
	PI#4	1. 25° 03' 00"	
PI#3	INT. RT	2. 50° 05' 30"	
	PI#5	6. 150° 16' 00"	
		AV. 25° 02' 40"	

PI. N°4

9-26-15

(32)

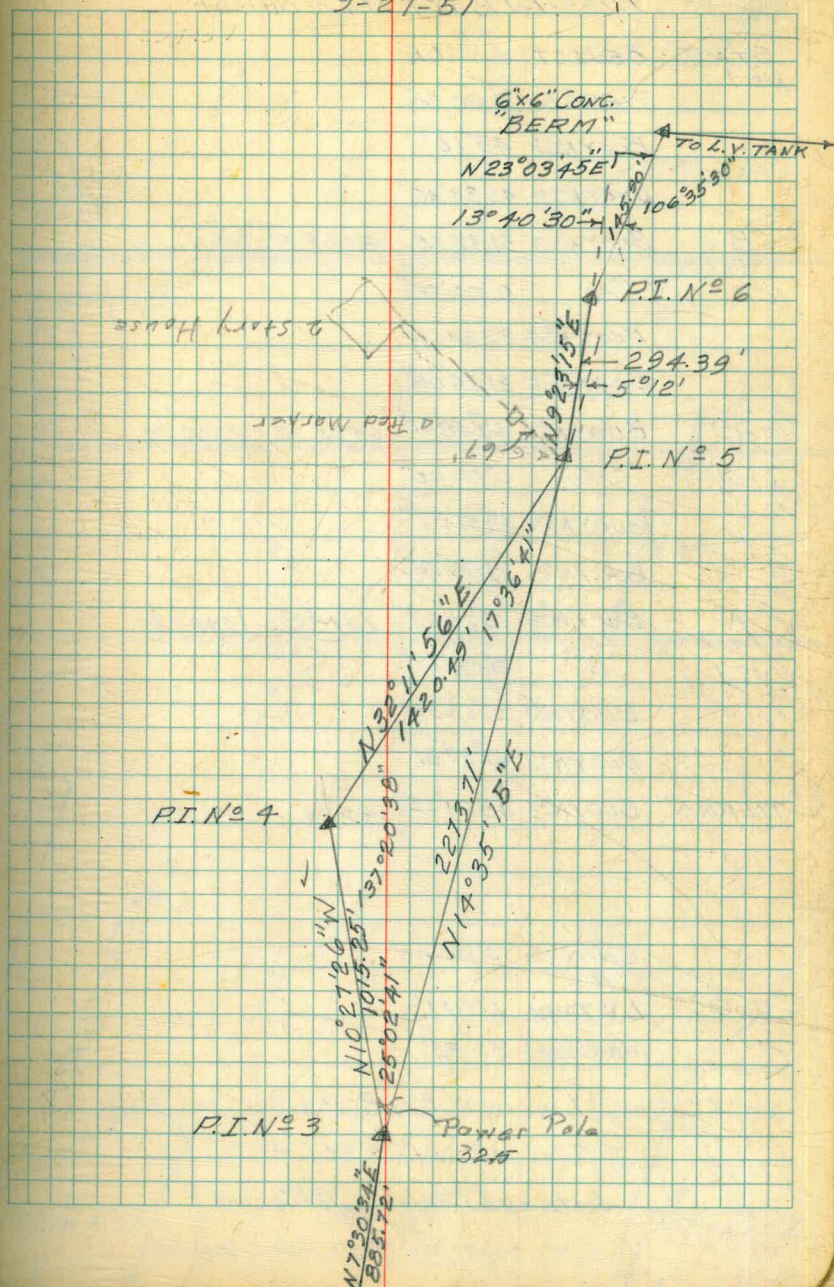


CONTROL TRIANGULATION CONTD

STA.	OBJECT	ANGLES	DIST.
	PI#5	1. 137° 21' 00"	
PI#4	INT.		
	RT. ↘	2. 274° 41' 00"	
	PI#3	6. 824° 03' 42"	
		AV. 137° 20' 37"	
	PI#3	1. 17° 37' 00"	
PI#5	INT.		
	R ↘	2. 35° 13' 30"	
	PI#4	6. 105° 40' 00"	
		AV. 17° 36' 40"	
	PI#3	1. 5° 12' 00"	
PI#5	DEF.		
	LT. ↘	2. 10° 23' 30"	294.39'
	PI#6	AV. 5° 11' 45"	
	MARSTONS		
	TOWER	1. 60° 55' 30"	
PI#5	INT.		
	RT. ↘	2. 121° 51' 30"	
	PI#3	6. "MURKY"	
		AV. 60° 55' 45"	
	PI#5	1. 13° 40' 30"	
PI#6	DEF.		
	RT. ↘	2. 27° 21' 00"	145.90'
	BERM	AV. 13° 40' 30"	
	L. VISTA		
	H ₂ O TANK	1. 106° 35' 30"	
BERM	INT.		
	R ↘	2. 213° 11' 00"	
	PI#6	AV. 106° 35' 30"	

9-27-51

33



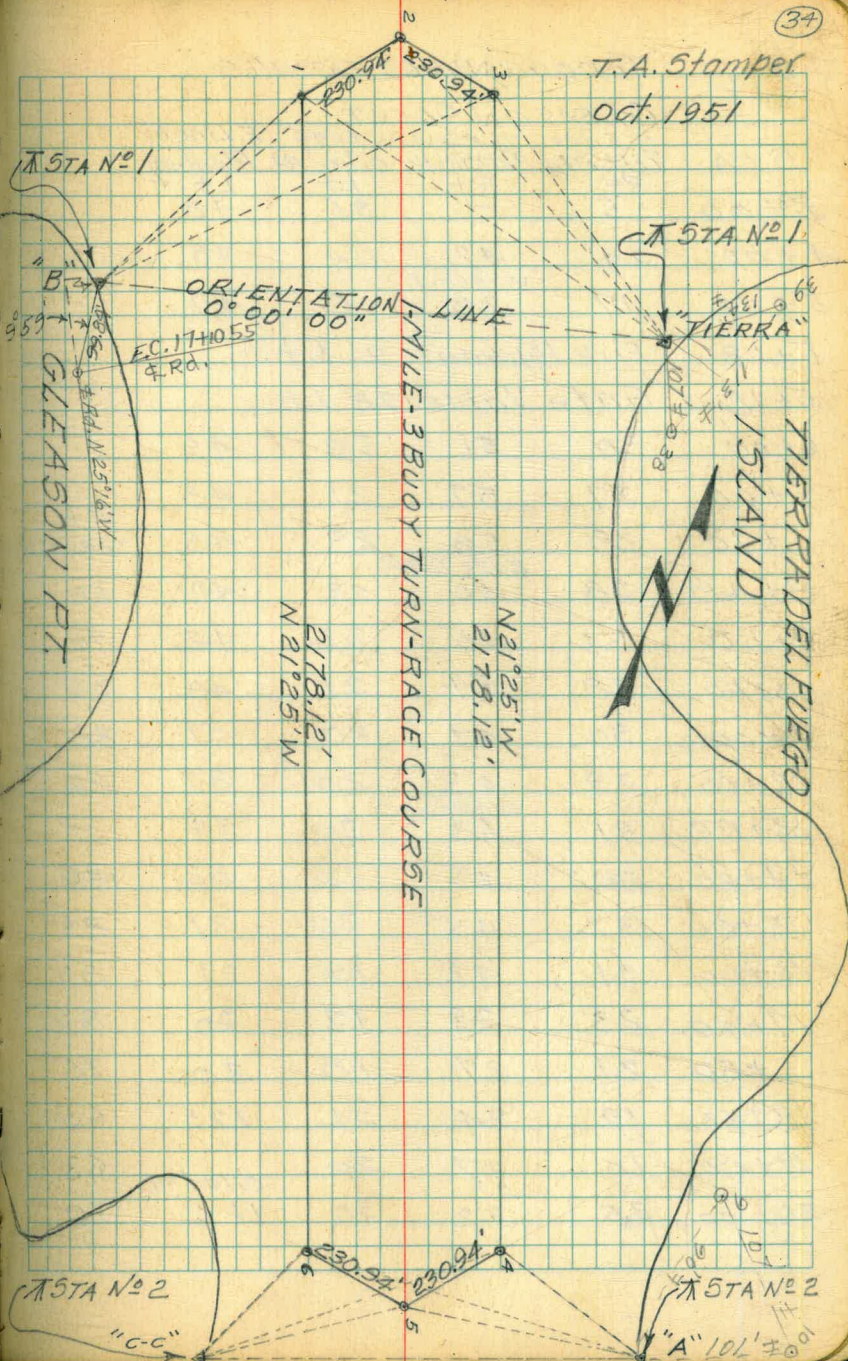
MISSION BAY RACE COURSE

STA	OBJECT	ANGLE		
N ^o 1	TIERRA	0°00'00"		
	BUOYN ^o 1	49°10'		
	BUOYN ^o 2	45°33'30"	N.	W.
"B"	BUOYN ^o 3	31°37'18"	9002.47	18356.68
N ^o 2	"A"	0°00'00"		
	BUOYN ^o 4	22°34'14"		
	BUOYN ^o 5	21°26'08"		
"C-C"	BUOYN ^o 6	42°48'40"	6985.32	17506.41
N ^o 2	"C-C"	0°00'00"		
	BUOYN ^o 4	42°51'57"		
	BUOYN ^o 5	21°59'36"		
"A"	BUOYN ^o 6	25°25'07"	7479.15	16485.30
N ^o 1	"B"	0°00'00"		
	BUOYN ^o 1	27°13'32"		
	BUOYN ^o 2	41°27'31"		
"TIERRA"	BUOYN ^o 3	48°04'22"	9299.77	17213.21

CHIMNEY 0°00'00"
RT."C-C" L.V. TANK 21°41'
MARSTONS 50°45'

NOTE: C-C (Line N.W. Cor Bldg & Marstons Tower
S.E. Cor Comfort Sta. &
between bellers N-G in
SKATING @ 5/4 End Amusement
Center

VENTURA PT.



TOPOGRAPHIC FEATURES

PX

GLEASON POINT

STA	E. Edge Oiled Rd RT	To Psoil Top Shldr RT	W. Edge Oiled Rd LT	E. Line of Planting LT	
3+00	5'	-	35'	48	
4+00	24'	12'	14	48	
5+00	17	Washout 28	0	47	
5+18	Fire Hydrant		2' Lt.		
5+18	Gate Valve		28' Lt.		
6+00	30	51	20	46	
7+00	27	57	21	45	
+70	28	50	23	45	RT TOP Shldr
8+40	28	Edge To Psoil 40	23	44	68
9+50	27	45	22	42	76
10+00	28	54	21	40	85
11+00	30	47	20	37	80
12+00	29	43	20	37	66
13+00	31	63 slope →	20	34	-
14+00	30	45	20	32	90
15+00	32	45	20	31	85
16+00	31	42	19	31	85
17+00	23	33	17	30	82
+50	21	27	18	30	75
18+00	19	24	94	125	65
19+00	10	27	20		63
20+00	35	32	30	Oiled Rd Lt 6	70

10-26-51

(35)

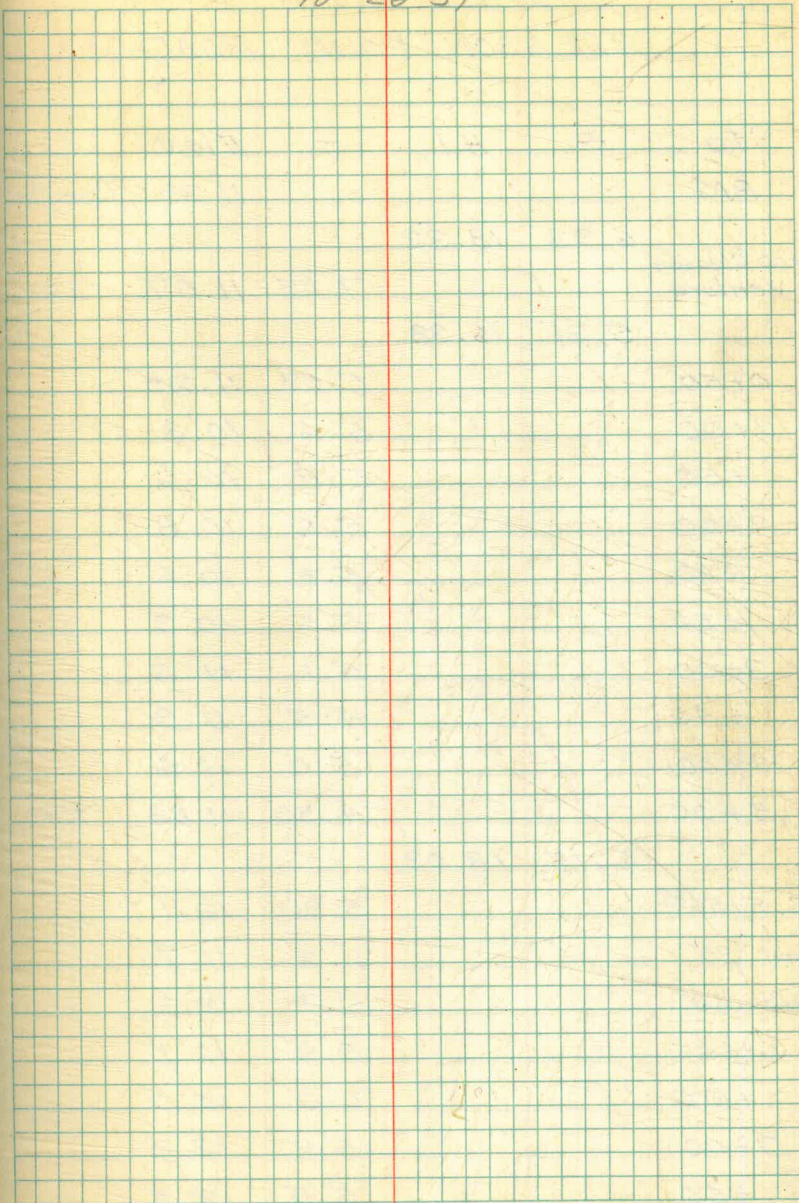
TOPOGRAPHIC FEATURES

CONTD

STA	LT Edge Rd Oiled	Lt Edge Oiled Rd	RT TOP Shldr	RT Planting
2400	31		66	
22+00	69	109	60	
22+71.26				33
24+00	24		19	33
25+00	21		RT 13	32

10-26-51

(36)



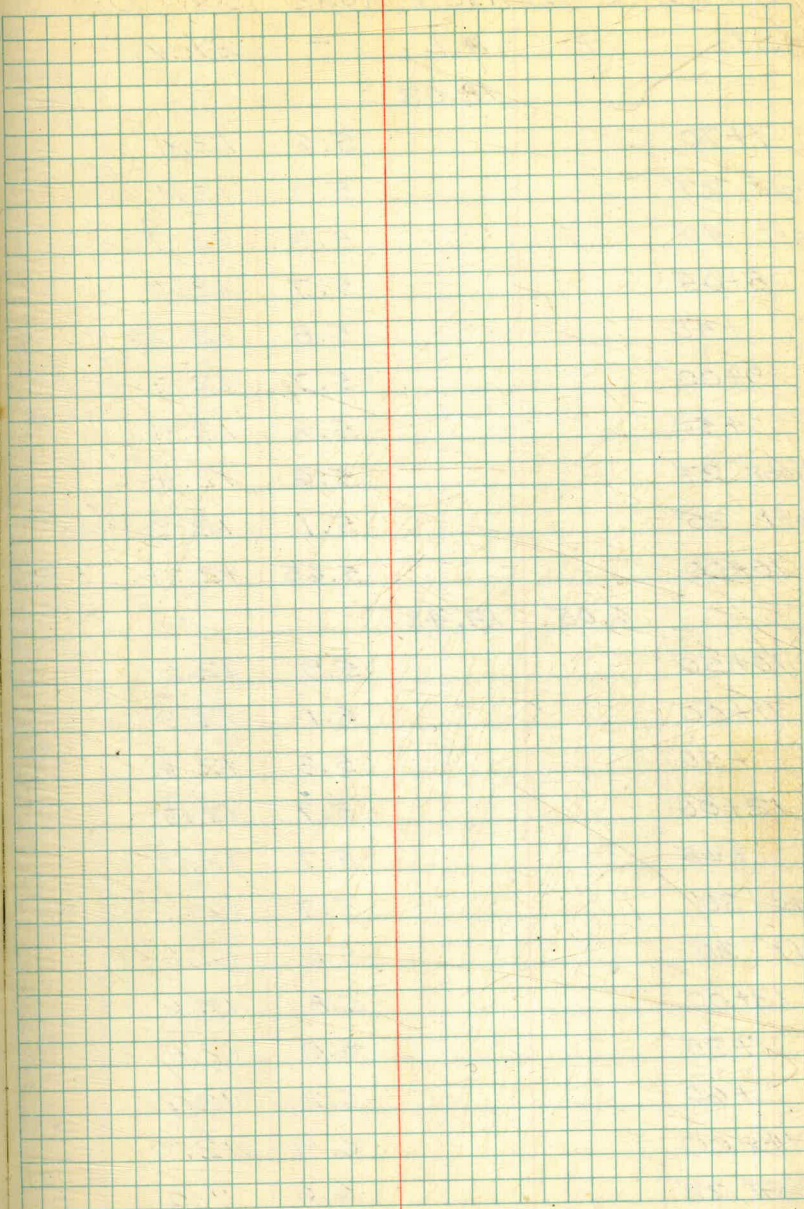
10-26-51 E. Watson
T. Allen

(37)

PROFILE ALONG ϕ
GLEASON POINT ROAD PX

Sta	+	H.I.	-	Elev.
BM				11.39 Coaster
	6.93	18.32		
0+00 Gleason & Ventura			7.25	11.07 T.P.
	5.31	16.38		
0+50			5.09	11.29
1+00			5.6	10.8
+50			5.8	10.6
2+00			5.6	10.8
+20			5.8	10.6
+50			5.5	10.9
3+00			5.1	11.3
+40			4.5	11.9
4+00			5.0	11.4
5+00			4.50	11.88 T.P.
	6.15	18.03		
BC, 5+56 ⁶⁰			5.90	12.1
Right 30'			6.3	11.7
Left 40'			5.7	12.3
6+00			5.9	12.1
+50			6.0	12.0
7+00			5.8	12.2
+50			5.5	12.5

AVIN



10-26-51

38

PROFILE @ GLEASON ROAD CONT'D

Sta	+	H.I.	-	Elev
		18.03		
7+70			5.6	12.4
Right 27'			5.9	12.1
Left 40'			5.3	12.7
8+05			5.7	12.3
+40			5.8	12.2
9+00			5.7	12.3
+50			5.6	12.4
Right 27'			5.6	12.4
Left 35'			5.1	12.9
10+00			5.65	12.38 T.P.
	6.05	18.43		
10+50			5.9	12.5
11+00			6.1	12.3
+50			5.8	12.6
12+00			5.7	12.7
+45			5.7	12.7
Right 30'			5.7	12.7
Left 30'			5.6	12.8
13+00			5.8	12.6
+35			6.0	12.4
+60			6.2	12.2
14+00			6.4	12.0
Right 22'			6.6	11.8
Left 27'			6.2	12.2

10-26-51

PROFILE OF GLEASON ROAD CONT'D

Sta.	+	H.I.	-	Elev.
		1843		
E.C. 14+25			6.4	12.0
15+00			6.35	12.08 T.P.
	5.87	17.95		
16+00			5.7	12.2
17+00			5.8	12.1
Right 20'			5.8	12.1
Left 25'			5.7	12.2
17+25			5.8	12.1
+50			5.8	12.1
+73			5.7	12.2
18+00			5.7	12.2
Right 18'			5.6	12.3
18+30			5.6	12.3
+50			5.7	12.2
+70			5.7	12.2
19+00			5.6	12.3
Right 10'			5.7	12.2
Left 20'			5.6	12.3
+25			5.6	12.3
+50			5.8	12.1
+75			6.1	11.8
20+00			6.0	11.9
Right 18'			6.2	11.7
Left 30'			6.0	11.9

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PROFILE @ GLEASON ROAD Cont'd.

Sta	+	H.I.	-	Elev.
		17.95		
20+30			6.2	11.7
+50			6.2	11.7
+62			6.1	11.8
+75			6.5	11.4
21+00			6.6	11.3
+27			7.1	10.8
+47			6.5	11.4
+60			6.9	11.0
+80			6.4	11.5
22+00			6.7	11.2
+25			6.4	11.5
+71			6.1	11.8
23+00			5.6	12.3
24+00			5.4	12.5
Right 28'			5.3	12.6
Left 30'			5.7	12.2
25+00			5.5	12.4
+20			5.5	12.4
+45			5.7	12.2
T.P.			5.12	12.83
	5.03	17.86		
T.P.			5.67	12.19
	5.70	17.89		
B.M.			6.55	11.34 Coaster
			<u>11.39</u>	(.05)

CROSS SECTIONS GLEASON

PX

ROAD MISSION BAY

STA + H.I. - ELEV.

B.M. 11.39

6.93 18.32

TR 7.25 11.07

5.26 16.33

STA 0+33

¢ 5.05 11.28

LT 32 4.84 11.49

RT 32 5.33 11.00

STA 0+41

RT 32 5.47 10.86

¢ 5.07 11.26

LT 32 4.80 11.53

STA 0+50

¢ 5.4 10.9

LT 32 5.3 11.0

RT 32 5.3 11.0

STA 1+00

RT 32 5.6 10.7

¢ 5.6 10.7

LT 32 5.2 11.1

STA 1+50

LT 32 5.6 10.7

¢ 5.5 10.8

RT 32 5.4 10.9

11-18-51

T. Stampel
E. Watson
A. Sherry
R. Shaley

U.S.C. & G.S. Conster

0+00 ¢ Ventura

East Edge Paving

" " "

" " "

East Edge Shoulder

" " "

" " "

PX GLEASON RD'X-SEC. CONTD

STA + H.I. - ELEV.
16.33

STA 2+00

RT32 5.4 10.9
5.5 10.8
LT32 5.6 10.7

STA 2+50

LT32 5.3 11.0
5.4 10.9
RT32 5.3 11.0

STA 3+00

RT32 5.0 11.3
5.0 11.3
LT32 4.8 11.5

STA 3+50

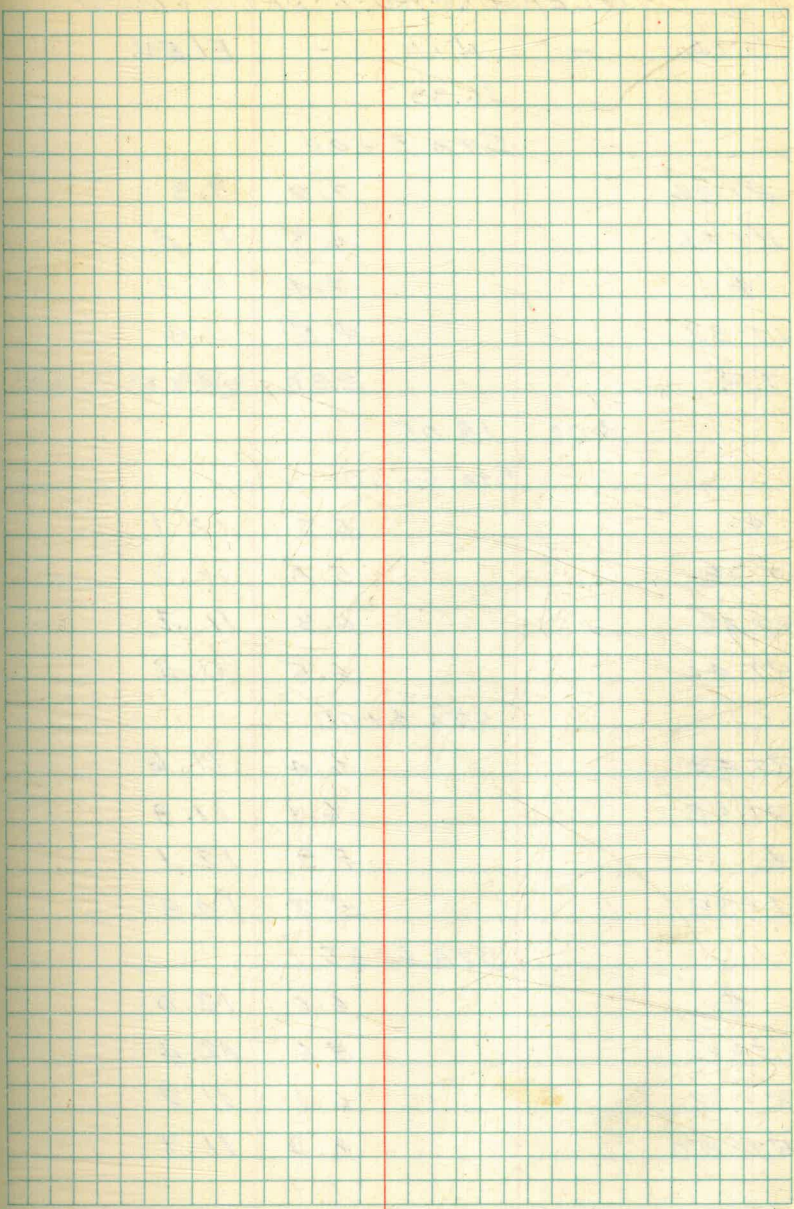
LT32 4.5 11.8
4.5 11.8
RT32 4.8 11.5

STA 4+00

RT32 5.0 11.3
4.9 11.4
LT32 4.7 11.6

STA 4+50

LT32 4.7 11.6
4.6 11.7
RT32 4.7 11.6



PX GLEASON RD X-SEC'S CONTD

STA + H.I. - ELEV.

16.33

STA 5+00

RT 32 7.0 9.3

RT 26 4.5 11.8

⊕ 4.4 11.9

LT 32 4.5 11.8

T.P. 2.30 14.03

4.02 18.05

STA 5+50

⊕ 5.9 12.1

LT 32 5.8 12.2

RT 32 6.3 11.7

RT 46 6.5 11.5

STA 6+00

RT 49 6.4 11.6

RT 32 6.1 11.9

⊕ 5.9 12.1

LT 32 5.7 12.3

STA 6+50

⊕ 6.0 12.0

LT 32 5.6 12.4

RT 32 6.1 11.9

RT 50 6.3 11.7

11-13-51

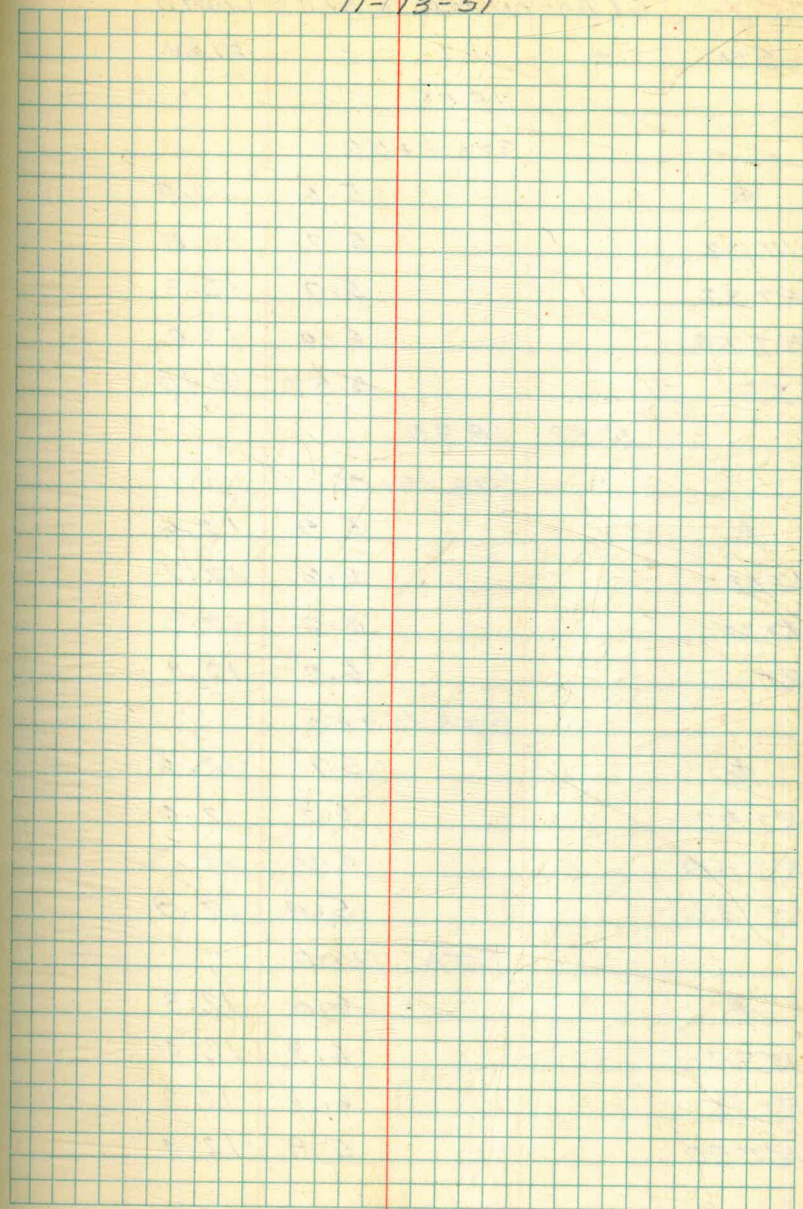
73

Top Fire Plug

PX GLEASON RD. X-SECTIONS CONTD

11-13-51

STA	+	H. I.	-	ELEV.
		18.05		
STA 7+00				
±		5.8		12.2
RT 32		6.0		12.0
RT 50		6.0		12.0
LT 32		5.6		12.4
STA 7+50				
±		5.5		12.5
LT 32		5.5		12.5
RT 32		5.8		12.2
RT 50		6.2		11.8
STA 8+00				
±		5.7		12.3
RT 32		6.2		11.8
RT 50		6.8		11.2
BLT 32		5.4		12.6
STA 8+50				
LT 32		5.5		12.5
±		5.7		12.3
RT 32		6.2		11.8
RT 50		6.7		11.3
STA 9+00				
±		5.7		12.3
RT 50		6.6		11.4
RT 32		5.9		12.1
LT 32		5.4		12.6



PX GLEASON RD. X-SEC'S CONTD

STA + H.I. - ELEV.

18.05

STA 9+50

±	5.6	12.4
LT 32	5.2	12.8
RT 32	5.7	12.3
RT 50	6.0	12.0
TP	5.57	12.48

5.82 18.30

STA 10+00

±	5.9	12.4
LT 32	5.6	12.7
RT 32	6.0	12.3
RT	6.2	12.1

STA 10+50

±	5.7	12.6
RT 32	5.9	12.4
RT 50	6.0	12.3
LT 32	5.4	12.9

STA 11+00

±	6.0	12.3
LT 32	5.9	12.4
RT 32	6.1	12.2
RT 50	5.9	12.4

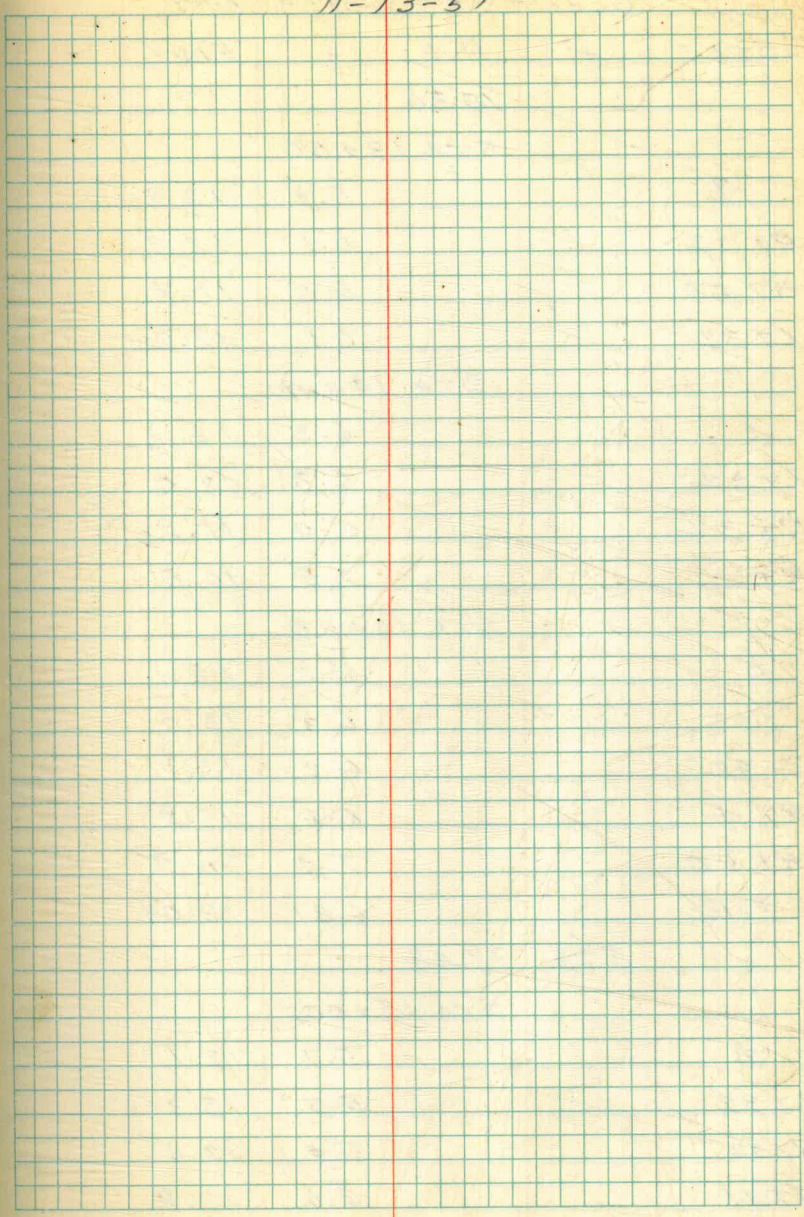
11-13-51

(95)

PX GLEASON RD X-SEC'S CONTD

11-13-51

STA	+	H.I.	-	ELEV.
		18.30		
STA 11+50				
£		5.6		12.7
RT 32		5.6		12.7
RT 42		5.5		12.8
RT 50		6.4		11.9
LT 32		5.6		12.7
STA 12+00				
£		5.5		12.8
LT 32		5.3		13.0
RT 32		5.6		12.7
RT 43		6.0		12.3
RT 50		6.5		11.8
STA 12+50				
£		5.4		12.9
RT 32		5.5		12.8
RT 45		5.8		12.5
RT 50		6.4		11.9
LT 32		5.3		13.0
STA 13+00				
£		5.6		12.7
LT 32		5.5		12.8
RT 32		5.8		12.5
RT 50		6.0		12.3
RT				



PX

GLEASON RD. X-SEC'S CONTD

11-13-51

(47)

STA	+	H.I.	-	ELEV.
		18.30		
STA 13+50				
±		5.9		12.4
RT 32		6.1		12.2
RT 50		6.6		11.7
LT 32		6.1		12.2
STA 14+00				
±		6.2		12.1
LT 32		6.3		12.0
RT 32		6.4		11.9
RT		7.5		10.8
STA 14+50				
±		6.2		12.1
LT 32		6.3		12.0
RT 32		6.2		12.1
RT 41		6.4		11.9
RT 50		7.4		10.9
T.P.		6.21		12.09
	5.73	17.82		
STA 15+00				
±		5.7		12.1
LT 32		5.5		12.3
RT 32		5.4		12.4
RT 41		5.6		12.2
RT 50		7.1		10.7

11-13-56

~~PX~~ GLEASON RD. X-SEC'S CONTD

STA	+	H.I.	-	ELEV.
		17.82		
STA 15+50				
£		5.5		12.3
RT 32		5.4		12.9
RT 38		5.7		12.1
RT 50		7.3		10.5
LT 32		5.6		12.2
STA 16+00				
£		5.4		12.4
LT 32		5.6		12.2
RT 32		5.4		12.4
RT 38		5.8		12.0
RT 50		7.0		10.8
STA 16+50				
£		5.6		12.2
RT 50		7.1		10.7
RT 32		6.9		10.9
RT 28		6.1		11.7
LT 32		5.7		12.1
STA 17+00				
£		5.4		12.4
LT 32		5.6		12.2
RT 24		5.6		12.2
RT 32		6.1		11.7
RT 50		6.7		11.1

PX GLEASON RD X-SEC'S CONTD

STA + H.I. - ELEV

17.82

STA 17+50

£	5.6	12.2
RT 50	6.3	11.5
RT 32	6.0	11.8
LT 32	5.4	12.4

STA 18+00

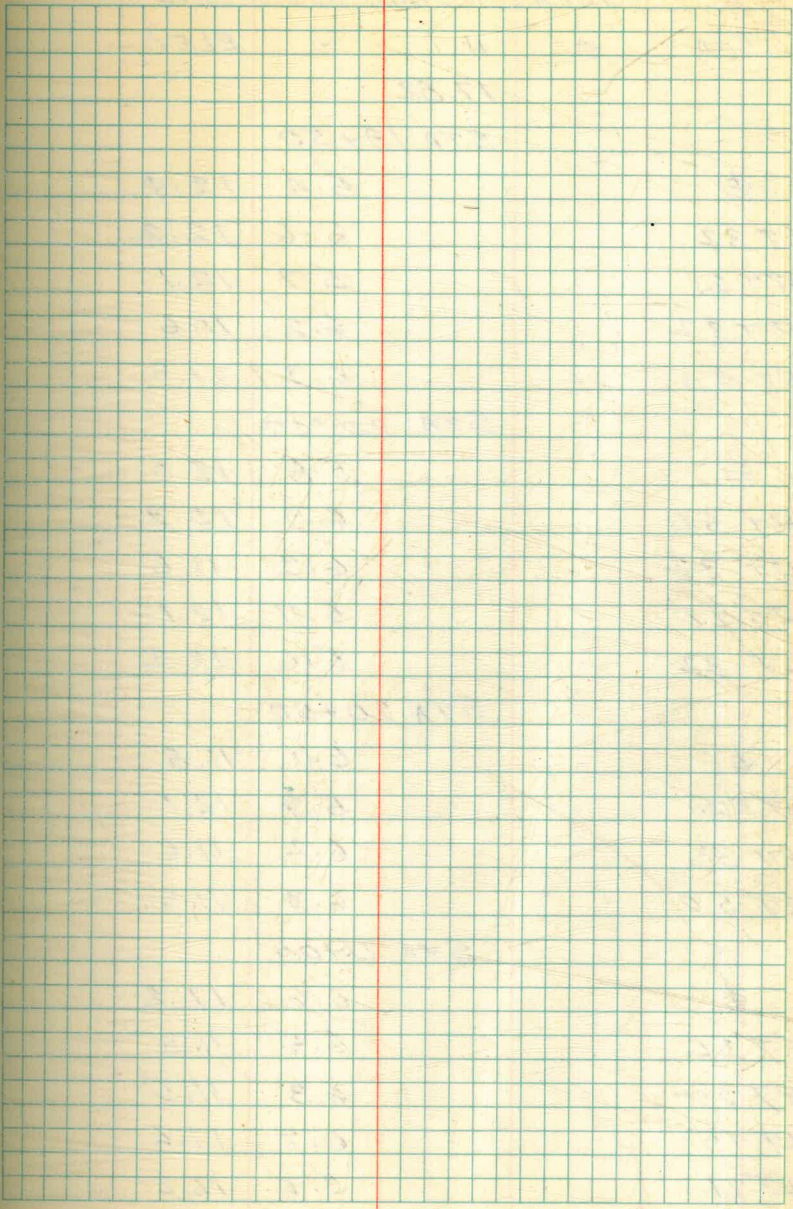
£	5.5	12.8 ³
LT 32	5.3	12.5
RT 10	5 4	12.4
RT 15	6.0	11.8
RT 32	6.1	11.7
RT 50	6.7	11.1

STA 18+50

£	5.6	12.2
RT 50	6.6	11.2
RT 32	5.9	11.9
LT 32	5.3	12.5

STA 19+00

£	5.6	12.2
LT 32	5.3	12.5
RT 18	5.8	12.0
RT 32	6.4	11.4
RT 50	7.0	10.8

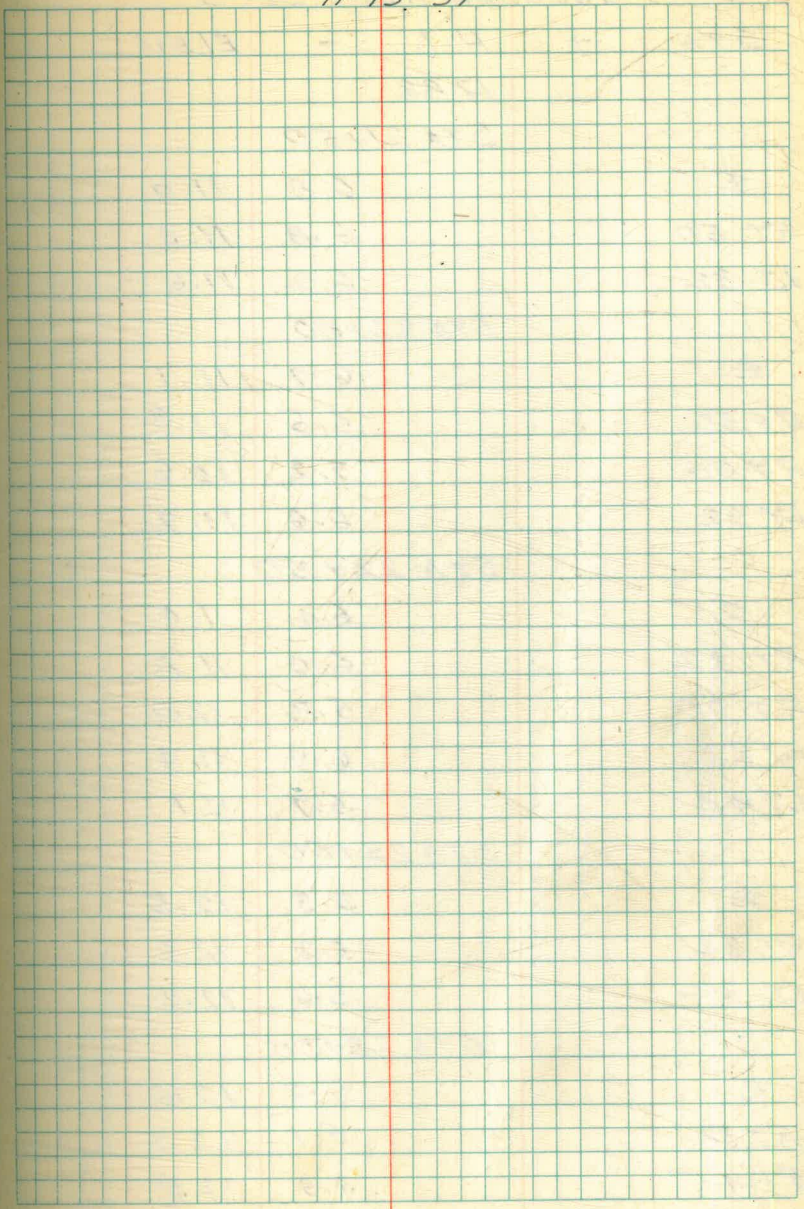


PX

GLEASON RD. X-5 SEC'S CONTD

11-13-51

STA	+	H.I.	-	ELEV.
		17.82		
STA 19+50				
⊕		5.4		12.4
LT 32		5.6		12.2
RT 21		5.7		12.1
RT 32		6.2		11.6
RT 50		6.3		11.5
STA 20+00				
⊕		5.8		12.0
RT 50		6.9		10.9
RT 32		6.2		11.6
RT 20		5.7		12.1
LT 32		5.6		12.2
STA 20+50				
⊕		6.0		11.8
LT 32		5.7		12.1
RT 32		6.2		11.6
RT 50		6.3		11.5
STA 21+00				
⊕		6.6		11.2
RT 50		6.5		11.3
RT 32		6.3		11.5
LT 15		6.2		11.6
LT 21		5.6		12.2
LT 32		5.9		11.9



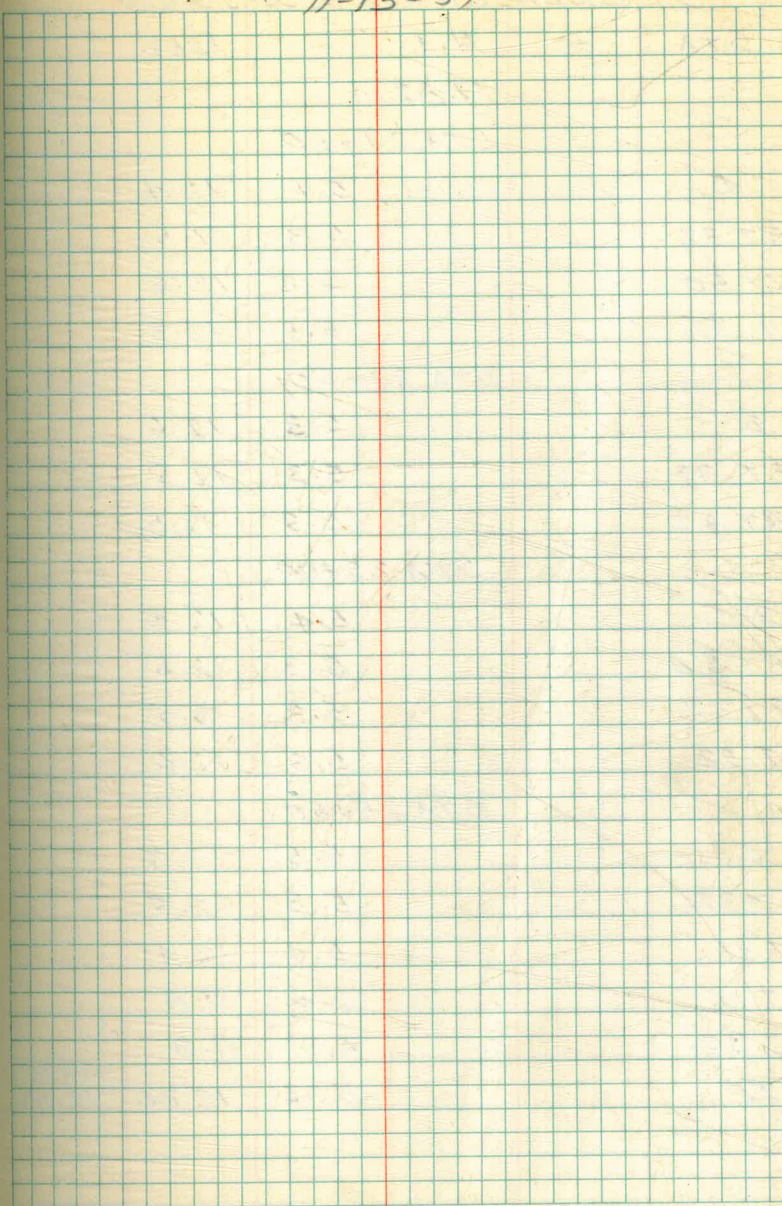
PX

GLEASON RD. X-SEC'S

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(51)

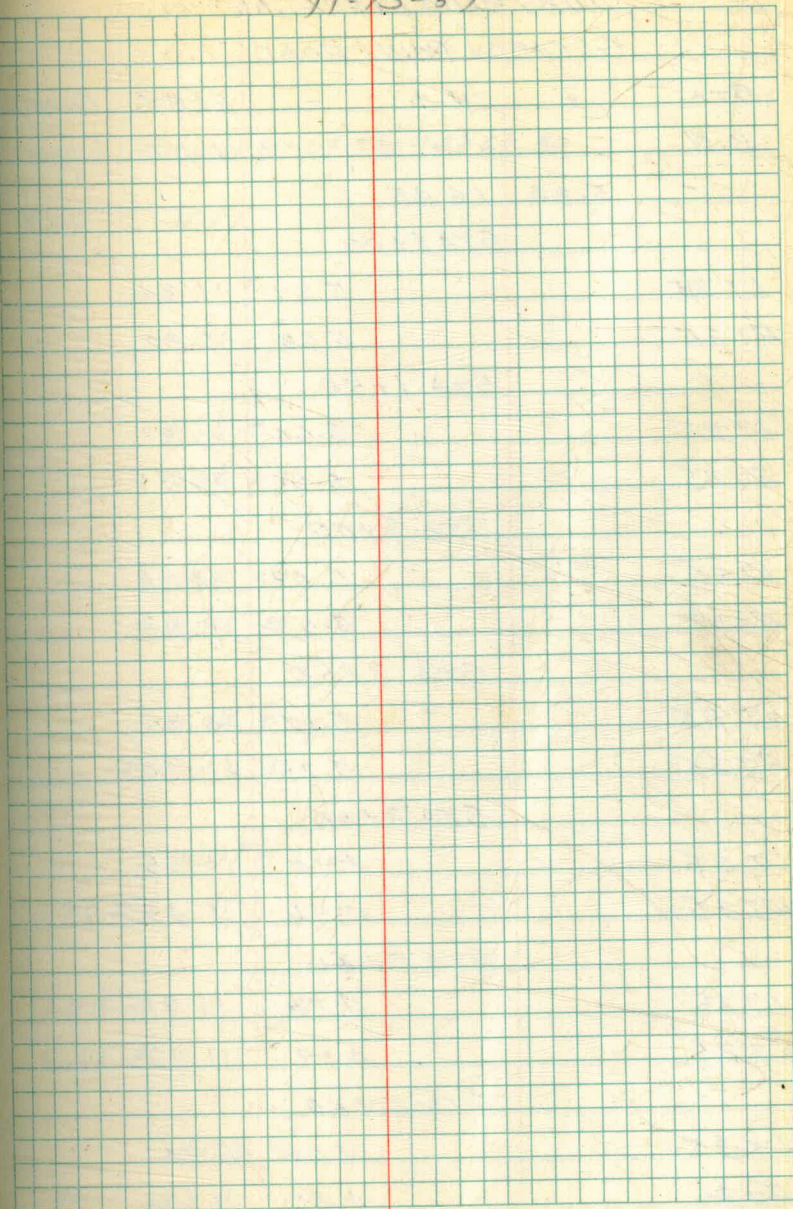
STA	+	H.I.	-	ELEV
		17.82		
STA 21+50				
±		6.8		11.0
RT 50		6.8		11.0
LT 32		6.2		11.6
STA 22+00				
±		6.7		11.1
RT 32		6.5		11.3
RT 50		7.2		10.6
LT 32		6.6		11.2
STA 22+50				
±		6.4		11.4
RT 32		6.0		11.8
RT 50		5.8		12.0
LT 32		6.4		11.4
LT 44		5.7		12.1
STA 23+00				
±		5.3		12.5
RT 32		5.2		12.6
LT 32		5.6		12.2
STA 23+50				
±		5.2		12.6
RT 32		5.1		12.7
RT 45		4.9		12.9
LT 32		5.3		12.5



PX GLEASON RD X-SECS CONTD

11-13-51

STA	+	H.I.	-	ELEV.
		17.82		
STA 24+00				
±		5.4		12.4
RT 32		5.3		12.5
RT 50		5.2		12.6
LT 32		5.5		12.3
STA 24+50				
±		5.2		12.6
LT 32		5.3		12.5
RT 32		5.3		12.5
STA 25+00				
±		5.4		12.4
RT 50		5.3		12.5
RT 32		5.3		12.5
LT 32		5.6		12.2
STA 25+50				
±		5.5		12.3
RT 32		5.3		12.5
LT 11		5.4		12.4
LT 16		6.0		11.8
LT 32		6.2		11.6
TP		5.76		12.06
			STA 15	12.08



SUBGRADE ELEVATIONS

GLEASON POINT ROAD

STA	+	H.I.	-	ELEV.	GRADE
B.M.				11.07	
	5:38	16.45			
STA 1+00					
LT 35			5.21	11.24	
RT 35			5.63	10.82	
STA 1+50					
LT 35			5.64	10.81	
RT 35			5.50	10.95	
STA 2+00					
LT 35			5.59	10.86	
RT 35			5.53	10.92	
STA 2+50					
LT 35			5.47	10.98	
RT 35			5.25	11.20	
STA 3+00					
LT 35			4.90	11.55	
RT 35			4.96	11.49	
STA 3+40					
LT 35			4.54	11.91	
RT 35			4.69	11.76	
STA 4+00					
LT 35			4.69	11.76	
RT 35			4.80	11.65	
Z.P.			4.69	11.76	

11-14-51

0+00 ~~to~~ Ventura Blvd Sta. 14+62.89

CUT

FILL

0.21 ✓

0.12 ✓

0.75 ✓

0.08 ✓

0.78 ✓

0.23 ✓

0.74 ✓

Grade ✓

0.24 ✓

0.20 ✓

0.03 ✓

0.37 ✓

0.22 ✓

0.14 ✓

SUBGRADES GLEASON RD. CONT'D.

STA	+	H.I.	-	ELEV.	GRADE
	5.91	17.67		11.76	
STA 4+50					
LT 35		6.06		11.61	
STA 5+15					
LT 35		5.65		12.02	
B.C. STA 5+56					
LT 35		5.32		12.35	
RT 35		5.90		11.77	
		3.67		14.00	
STA 6+00					
LT 35		5.22		12.45	
RT 35		5.59		12.08	
STA 6+50					
LT 35		5.24		12.43	
RT 35		5.54		12.13	
STA 7+00					
LT 35		5.21		12.46	
RT 35		5.57		12.10	
STA 7+40					
LT 35		5.03		12.64	
RT 35		5.30		12.37	
STA 7+70					
LT 35		5.11		12.56	
RT 35		5.49		12.18	

11-14-51

CUT FILL

0.46 ✓

0.18 ✓

0.10 ✓

Grade ✓

Top Five Plug

0.10 ✓

0.25 ✓

0.05 ✓

0.21 ✓

0.05 ✓

0.10 ✓

0.08 ✓

0.30 ✓

0.05 ✓

0.08 ✓

SUBGRADES GLEASON RD. CONTO

11-14-51

55

STA	+	H.I.	-	ELEV.	GRADE
		17.67			
STA 8+05					
LT 35		4.93		12.74	
RT 35		5.67		12.00	
STA 8+40					
LT 35		5.04		12.63	
RT 35		5.80		11.87	
STA 9+00					
LT 35		4.98		12.69	
RT 35		5.66		12.07	
TP		4.98		12.69	
	5.66	18.35			
STA 9+50					
LT 35		5.48		12.87	
RT 35		6.03		12.32	
STA 10+00					
LT 35		5.50		12.83	
RT 35		5.94		12.41	
STA 10+30					
LT 35		5.34		13.01	
RT 35		5.86		12.49	
STA 11+00					
LT 35		5.81		12.54	
RT 35		6.06		12.29	

CUT

FILL

0.07 ✓

0.18 ✓

0.10 ✓

0.35 ✓

0.07 ✓

0.26 ✓

0.08 ✓

0.07 ✓

Grade

0.12 ✓

0.05 ✓

0.35 ✓

0.30 ✓

SUBGRADES GLEASON RD. CONTD.

11-14-51

STA	+	H.I.	-	ELEV.	GRADE
		18.35			
		STA 11+50			
LT	35		5.63	12.72	
RT	35		5.55	12.80	
		STA 12+00			
LT	35		5.45	12.90	
RT	35		5.65	12.70	
		STA 12+45			
LT	35		5.60	12.75	
RT	35		5.56	12.79	
		STA 13+00			
LT	35		5.78	12.57	
RT	35		5.80	12.55	
		STA 13+35			
LT	35		5.93	12.42	
RT	35		5.95	12.40	
		STA 13+60			
LT	35		6.01	12.34	
RT	35		6.05	12.30	
		STA 14+00			
EC.					
LT	35		6.23	12.12	
RT	35		6.60	11.75	
T.P.			6.23	12.12	

Cut

Fill

		0.22 ✓
0.12 ✓		
		0.07 ✓
		0.05 ✓
		0.25 ✓
		Grade -
		0.26 ✓
		Grade -
		0.28 ✓
		Grade -
		0.28 -
		Grade -
		0.37 ✓
		0.30 ✓

SUBGRADES GLEASON RD. CONTD.

11-14-51

STA	+	H.I.	-	ELEV.	GRADE
T.P.				12.12	
14+05	5.89	18.01			
EC RT35		?	6.60	11.41	
STA 14+50					
LT35			5.83	12.18	
RT35			5.90	12.11	
STA 15+00					
LT35			5.58	12.43	
RT35			5.52	12.49	
STA 15+50					
LT35			5.98	12.03	
RT35			5.69	12.32	
STA 16+00					
LT35			5.93	12.08	
RT35			5.83	12.18	
STA 16+50					
LT35			5.75	12.26	
RT35			6.95	11.06	
STA 17+00					
LT35			5.62	12.39	
RT35			6.30	11.71	
B.C. STA 17+10					
LT35			5.65	12.36	
RT35			6.43	11.58	

Cut	Fill
	0.32 ✓
0.06 ✓	
	0.07 ✓
0.45 ✓	
	0.47 ✓
0.28 ✓	
	0.42 ✓
0.13 ✓	
	0.24 ✓
1.00 ✓	1.00 ✓
	0.11 ✓
	0.34 ✓
	0.14 ✓
	0.47 ✓

SUBGRADES GLEASON RD. CONTD

STA	+	H.I.	-	ELEV.	GRADE
		(18.01)			
		STA 17+45			
LT 35		5.44		12.57	
RT 35		6.00		12.01	
		STA 17+75			
RT 35		6.25		11.76	
LT 35		5.41		12.60	
		STA 18+00			
RT 35		6.15		11.86	
		STA 18+25			
RT 35		6.28		11.73	
		STA 18+50			
RT 35		6.13		11.88	
		STA 18+75			
RT 35		6.41		11.60	
		STA 19+00			
LT 35		5.59		12.42	
RT 35		6.68		11.33	
		STA 19+35			
LT 35		5.63		12.38	
RT 35		6.66		11.35	
		STA 19+50			
LT 35		5.71		12.30	
RT 35		6.38		11.63	

11-14-51

CUT	FILL
0.07 ✓	
	0.04 ✓
	0.29 ✓
0.10 ✓	
	0.19 ✓
	0.32 ✓
	0.17 ✓
	0.45 ✓
	0.08 ✓
	0.72 ✓
	0.12 ✓
	0.70 ✓
	0.20 ✓
	0.42 ✓

SUBGRADES GLEASON RD. CONTD

STA	+	H.1	-	ELEV
		18.01		
STA 19+75				
LT 35		5.95		12.06
RT 35		6.42		11.59
STA 20+00				
LT 35		5.84		12.17
RT 35		6.45		11.56
STA 20+25				
LT 35		5.78		12.23
RT 35		6.39		11.42
STA 20+40				
LT 35		5.82		12.19
RT 35		6.47		11.54
STA 20+60				
LT 35		5.85		12.16
RT		6.46		11.55
STA 20+75				
LT 35		5.96		12.05
RT 35		6.33		11.08
STA 21+00				
LT 35		5.98		12.03
RT 35		6.51		11.50

Cut	Fill
	0.44 ✓
	0.46 ✓
	0.33 ✓
	0.49 ✓
	0.27 ✓
	0.63 ✓
	0.31 ✓
	0.51 ✓
	0.34 ✓
	0.50 ✓
	0.45 ✓
	0.97 ✓
	0.47 ✓
	0.55 ✓

STA	+	H.I	-	ELEV
		10.01		
STA 21+34.27				
LT 35		6.35		11.66
RT 35		7.21		10.80
STA 21+60				
LT 35		6.30		11.71
RT 35		6.92		11.09
STA 21+75				
LT 35		6.35		11.66
RT 35		6.99		11.02
STA 22+00				
LT 35		6.70		11.31
RT 35		6.71		11.30
STA 22+25				
LT 35		6.65		11.36
RT 35		6.10		11.91
STA 22+55				
LT 35		6.55		11.46
RT 35		6.16		11.85
STA 22+73				
LT 35		6.02		11.99
RT 35		5.85		12.16

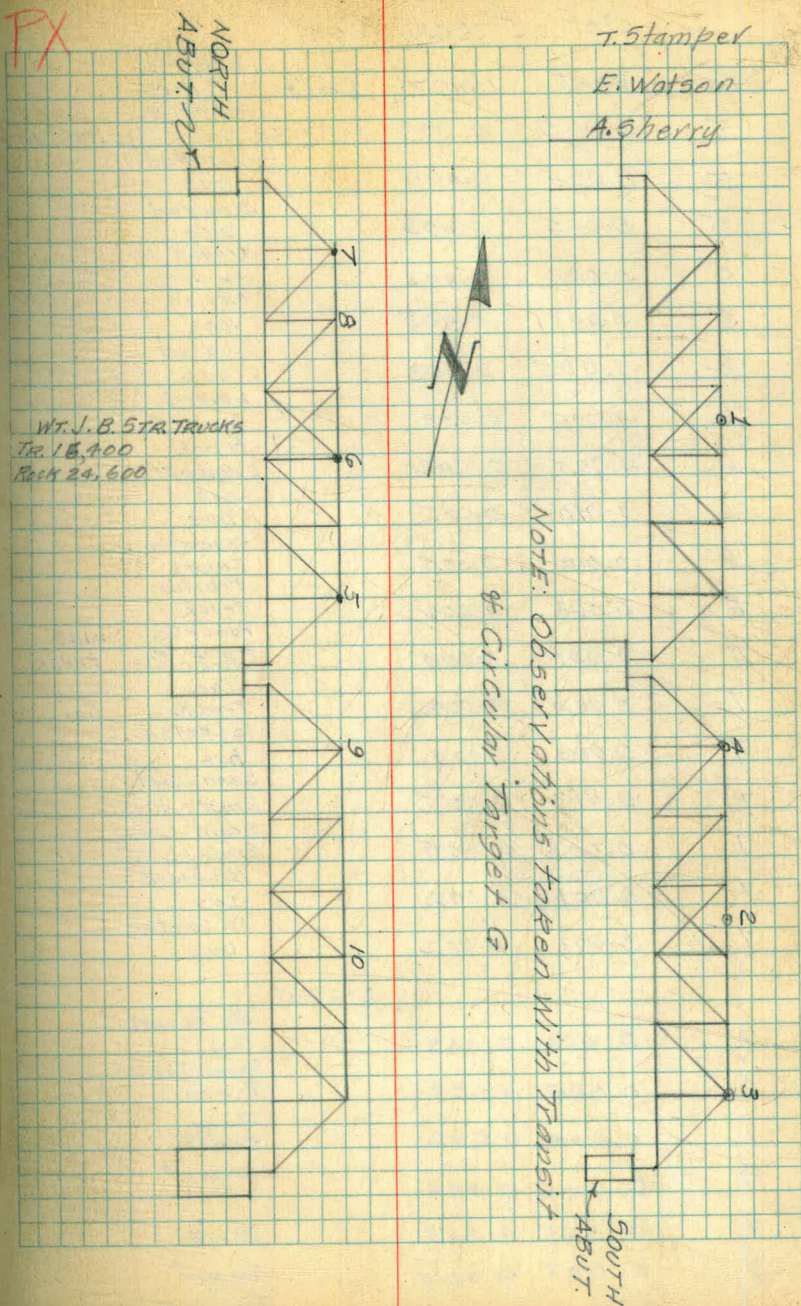
Cut	Fill
	0.84 ✓
	1.25 ✓
	0.79 ✓
	0.96 ✓
	0.84 ✓
	1.03 ✓
	1.19 ✓
	0.75 ✓
	1.14 ✓
	0.27 ✓
	1.04 ✓
	0.45 ✓
	0.51 ✓
	0.22 ✓

STA	+	H.I	-	ELEV	GRADE
		18.01			
		STA 23+04.99			
LT35		5.84		12.17	
RT35		4.96		13.01	
		STA 23+15			
LT35		5.65		12.36	
RT35		5.30		12.71	
		STA 23+50			
LT35		5.55		12.46	
RT35		5.23		12.78	
		STA 24+00			
LT35		5.75		12.26	
RT35		5.50		12.51	
		STA 24+50			
LT35		5.47		12.54	
RT35		5.50		12.51	
		B.C. STA 24+79.09			
RT35		5.48		12.53	
		STA 25+00			
RT35		5.45		12.56	
		STA 25+25			
RT35		5.40		12.61	
		STA 25+50			
RT35		5.41		12.60	
TP		5.79		12.22	12.3 18+00

Cut	Fill
	0.33 ✓
0.50 ✓	
	0.14 ✓
0.14 ✓	
	0.04 ✓
0.08 ✓	
	0.14 ✓
	0.15 ✓
0.24 ✓	
	0.11 ✓
	0.09 ✓
	0.02 ✓
	0.05 ✓
0.10 ✓	
	Elev. TBM. Top Hub #195 R. 5.52 12.49

CHECK ON UPPER CHORD
DEF. L. OLD MORENA ST. BRIDGE

STA	VERTA	HORIZA	DATE	VEHICLE TYPE	
1	0.0167	0.005	11-30-51	ACETALENE TRUCK-LOADED	
1	0.01	0.002	"	SAND LOADED	
1	0.01	0.002	"	BUS	
1	0.01	0.003	"	TR. LOAD LUMBER	
1	0.01	0.002	"	TR. LOAD SALT (SACKS)	
2	0.015	0.005	"	LOADED ROCK TR. 20 TONS.	TOTAL WT. 20 TONS.
2	0.015	0.003	"	SEMI-TR. LOADED-CATTLE	
2	0.01	0.002	"	LOADED BUS	
2	0.01	0.003	"	LOADED BUS	APPROX. 60 PASS.
2	0.015	0.005	"	ROCK TR. 20.5 TONS ±	TOTAL WT. CYBARR
2	0.01	0.002	"	TR. LOAD CONC. BLOCK TRANSIT MIX	
3	0.004	0.003	"	TR. 4 YDS LOADED	
3	0.003	0.002	"	BUS 21 TO	
3	0.003	0.002	"	TR. LOAD FERTILIZER	
3	0.004	0.003	"	LOADED BUS	
3	0.005	0.004	"	TR. LOAD ROCK	TOTAL WT. 20 TONS.
4	0.005	0.003	"	LOADED BUS	APPROX 60 PASSENGERS
4	0.005	0.003	"	"	"
4	0.006	0.004	"	TR. LOAD ROCK	TOTAL WT. 20 TONS.
4	0.004	0.003	"	LOADED BUS	60-PASS
4	0.005	0.003	"	"	"
4	0.005	0.003	"	"	"



OLD MORENA BRIDGE

Def Check Cont

Sta	Vert.	Horiz	Date	Vehicle Type	Notes
5	0.005	0.003	1-22-52	truck - acetolene	Loaded
5	0.005	0.003	"	Loaded bus	
5	0.005	0.003	"	Loaded bus	
5	0.004	0.003	"	transit mix tr. 4 yd moving	
5	0.008	0.005	"	Van	
6	0.005	0.003	"	Loaded bus	
6	0.005	0.003	"	Loaded bus	
6	0.005	0.002	"	truck Lumber	
6	0.010	0.005	"	loaded bus	
6	0.010	0.005	"	transit mix Empty trailer	
6	0.008	0.006	"	truck	
7	0.001	0.003	"	Power Co. trailer tr. wire cable	Line truck
7	0.002	0.004	"	Line truck	Power Co.
7	0.003	0.003	"	1/2 Loaded bus	
7	0.003	0.005	"	Semi-Load Empty bbls.	
7	0.003	0.005	"	Semi-Load Empty bbls.	
7	0.001	0.002	"	1/2 Loaded bus	
7	0.001	0.002	"	1/2 Loaded bus	
2-27-52					
7	0.003	0.002	"	No. Pound Bus	
7	0.005	0.003	"	Semi-Trailer Truck	
7	0.004	0.002	"	Beer Truck	
7	0.006	0.004	"	Transit mix	
7	0.005	0.003	"	Bus	
7	0.007	0.003	"	Semi Trailer	

OLD MORENA BRIDGE

Def. Check Contd.

Sta.	Vert.	Horiz.	Date	Vehicle type	Remarks
6			2-27-52		
6	0.005	0.002		Small Truck	
6	0.008	0.003		Truck	
6	0.009	0.003		Truck	
6	0.009	0.003		Bus	
6	0.010	0.004		Semi Truck	
6	0.004	0.002		Truck	Roofing
6	0.008	0.004		Two Trucks	
6	0.008	0.003		Bus	
6	0.003	0.002		Truck	North B,
6	0.007	0.004		Truck	
6	0.007	0.004		Bus	
6	0.007	0.004		Bus	
6	0.005	0.005			North B
6	0.020	0.005		Cattle Truck & Tr	
6	0.008	0.003		Truck	Pepsi-Cola
6	0.0	0.00			

PROFILE OF PROPOSED
DRAINAGE DITCH GLEASON
& VENTURA ROADS ELY.

STA	+ H.I.	-	ELEV.	
B.M			11.07	10d Nail to Ventura Sta 14+62.89
	6.03	17.10		GRADE
0+00	6.6	6.70	10.40	10.40
+25		6.80	10.30	10.30
+50		6.90	10.20	10.20
+75		7.00	10.10	10.10
B.C. 1+00		7.10	10.00	10.00
+25		7.20	9.90	9.90
+50		7.30	9.80	9.80
+75	.4%	5.90	11.20	9.70
2+00		5.80	11.30	9.60
E.C.+11 +25		5.90	11.20	9.50
+50		6.20	10.90	9.40
+75		6.00	11.10	9.30
3+00		5.80	11.30	9.20
+25		5.70	11.40	9.10
+50		5.70	11.40	9.00
+75		6.50	10.60	8.90
4+00		7.50	9.60	8.80

12-18-51

PX

CUT

1.5

1.7

1.7

1.5

1.8

2.1

2.3

2.4

1.7

0.8

LANDSCAPING TIERRA DEL FUEGO

N.E.L.Y. AREA PROJ. N° 64082

STA DEF L CHORD

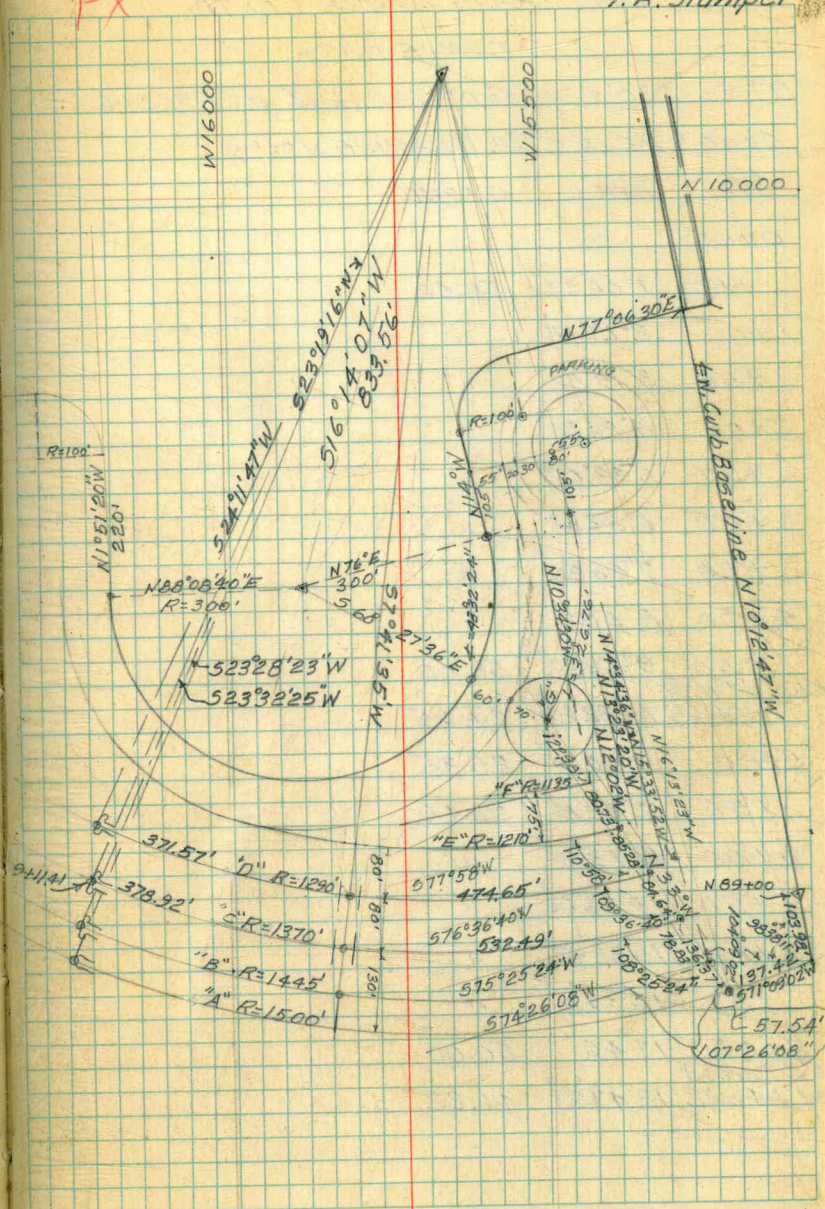
"C" R=1370' Δ = 38° 07' 01" L=911.41' d=1.25465211

0+00 = PT. IN Φ RD. BEARING N33°W

0+00	0	0	
+50	1° 02' 44"	50.00	179-59-60
1+00	2° 05' 26"	"	108-25-30
+50	3° 08' 12"	"	71° 34' -30
2+00	4° 10' 56"	"	70-23-20
+50	5° 13' 40"	"	
3+00	6° 16' 24"	"	179-60
+50	7° 19' 08"	"	107-26
4+00	8° 21' 52"	"	72-34
+50	9° 24' 36"	"	
5+00	10° 27' 20"	50.00	
Φ RD N74°35'E	+32.49	11° 08' 05"	32.49
6+00	12° 32' 47"	67.51	
+50	13° 35' 31"	50.00	
7+00	14° 38' 15"	"	
+50	15° 41'	"	
8+00	16° 43' 43"	"	
+50	17° 46' 27"	"	
9+00	18° 49' 11"	50.00	
+90'R. Tierra+	End+11.41	19° 03' 30"	11.41

PX

T.A. Stamper



LANDSCAPING TIERRA CONTO

CURVE DATA

"D" $R=1290'$ $\Delta=37^{\circ}35'07''$ $L=846.22'$ $d=1.33246$

0+00 = PT. IN Δ RD. BEARING $N33^{\circ}W$

STA	DEFL	CHORD
0+00	0	0
+50	$1^{\circ}06'37''$	50.00
1+00	$2^{\circ}13'15''$	"
+50	$3^{\circ}19'52''$	"
2+00	$4^{\circ}26'30''$	"
+50	$5^{\circ}33'07''$	"
3+00	$6^{\circ}39'45''$	"
+50	$7^{\circ}46'22''$	"
4+00	$8^{\circ}53'$	"
+50	$9^{\circ}59'37''$	50.00
Δ Rd. $N74^{\circ}13'55''E$		
+74.65	$10^{\circ}32'27''$	24.65
5+00	$11^{\circ}06'14''$	25.35
+50	$12^{\circ}12'51''$	50.00
6+00	$13^{\circ}19'29''$	"
+50	$14^{\circ}26'06''$	"
7+00	$15^{\circ}32'43''$	"
+50	$16^{\circ}39'21''$	"
8+00	$17^{\circ}46'$	50.00
$490'R$ Tierra. +		
End +46.22	$18^{\circ}47'33''$	46.22

LANDSCAPING TIERRA CONTD.

CURVE DATA.

"B" $R=1445'$ $\Delta=39^{\circ}02'15''$ $L=984.53$ $d=1.18953176$

0+00 = PT. IN Δ RD. BEARING $N33^{\circ}W$

STA	DEF. L	CHORD
0+00	0	0
+50	$0^{\circ}59'29''$	50.00
1+00	$1^{\circ}58'57''$	"
+50	$2^{\circ}58'26''$	"
2+00	$3^{\circ}57'54''$	"
+50	$4^{\circ}57'23''$	"
3+00	$5^{\circ}56'52''$	"
+50	$6^{\circ}56'20''$	"
4+00	$7^{\circ}55'49''$	"
+50	$8^{\circ}55'17''$	"
5+00	$9^{\circ}54'46''$	"
+50	$10^{\circ}54'14''$	50.00
Δ RD. $N74^{\circ}35'E$ +86.55	$11^{\circ}37'43''$	36.55
6+00	$11^{\circ}53'43''$	13.45
+50	$12^{\circ}53'12''$	50.00
7+00	$13^{\circ}52'40''$	"
+50	$14^{\circ}52'09''$	"
8+00	$15^{\circ}51'37''$	"
+50	$16^{\circ}51'06''$	"
9+00	$17^{\circ}50'35''$	"
+50	$18^{\circ}50'03''$	50.00
500' R. Tierra + End +84.53	$19^{\circ}31'08''$	34.53

LANDSCAPING TIERRA CONTO

CURVE DATA

"E" $R=1210'$ $\Delta=16^{\circ}40'14''$ $L=352.06$ $d=1.42055652$

0+00 = PT. IN Δ RD. BEARING $N33^{\circ}W$

STA	DEF L	CHORD
0+00	0	0
+50	$1^{\circ}11'02''$	50.00
1+00	$2^{\circ}22'04''$	"
+50	$3^{\circ}33'05''$	"
2+00	$4^{\circ}44'07''$	"
+50	$5^{\circ}55'08''$	"

3+00 $7^{\circ}06'10''$ 50.00

W. Curb Profile

End @ 52.06 $8^{\circ}20'07''$ 52.06

"F" $R=1135'$ $\Delta=8^{\circ}40'17''$ $L=171.78$ $d=1.51442590$

0+00 = PT. IN RD. BEARING $N33^{\circ}W$

0+00	0	0
+50	$1^{\circ}15'43''$	50.00
1+00	$2^{\circ}31'26''$	50.00
+50	$3^{\circ}47'10''$	50.00
W. Curb Profile		
End @ 71.78	$4^{\circ}20'08''$	21.78

LANDSCAPING TIERRA CONTO

CURVE DATA

"G" $R=430'4"=4332'24"$ $L=326.76'$ $d=3.99738$

0+00 = PT. IN CENTER TO 'R. O

STA DEFL. CHORD

0+00 0 0

+25 $1^{\circ}39'56"$ 25.00

+50 $3^{\circ}19'52"$ "

+75 $4^{\circ}59'48"$ "

1+00 $6^{\circ}39'44"$ "

+25 $8^{\circ}19'40"$ "

+50 $9^{\circ}59'36"$ "

+75 $11^{\circ}39'32"$ "

2+00 $13^{\circ}19'28"$ "

+25 $14^{\circ}59'25"$ "

+50 $16^{\circ}39'20"$ "

+75 $18^{\circ}19'17"$ "

3+00 $19^{\circ}59'13"$ 25.00

+26.76 $21^{\circ}46'12"$ 26.76

Watson
Sisson
Sherry
Shorey

ELEVATIONS OF TEST HOLES
NLY OF FLOOD CHANNEL & ELY
FROM MIDWAY DRIVE

STA	+	H.I.	-	ELEV.	
B.M.				27.043	
B.M.				10.72	←
	4.19	14.91			
T.P.			5.39	9.52	
	5.02	14.54			
T.P.			4.90	9.64	
	4.45	14.09			
T.P.			5.44	8.65	
	3.85	12.50			
T.P.			5.05	7.45	
	4.52	11.97			
T.P.			4.59	7.38	
	4.73	12.11			
T.B.M.			4.15	7.96	Test Hole No. 2
	3.89	11.85			
T.P.			4.74	7.11	
	4.92	12.03			
T.P.			5.08	6.95	
	4.39	11.34			
T.B.M.			4.01	7.33	Test Hole No. 1
T.P.			4.52	6.82	
	4.55	11.37			

6-5-52

ELEV. 20.945 Top S.E. Cor. Conc. base light post
N^o 4522 on west side N. approach
Midway drive Bridge

Top Brass Plug in 6" Conc. Mon. in E. West
Walk & N. Levee Midway drive Bridge

Elev. 10.72 Conc Nail
Top Lead Plug in S.W. Cor. H₂O Vault
@ N. end of N. Approach & on East
Side Midway drive Bridge

6-5-52

Sta	+	H.I.	-	Elev.	
		11.37			
T.P.			4.18	7.19	
	4.24	11.43			
T.P.			4.74	6.69	
	5.29	11.98			
T.P.			3.73	8.25	
	5.86	14.11			
T.P.			3.62	10.49	
	4.07	14.56			
B.M.			3.85	10.71	10.72 see Page 72
TBM			7.96		Test hole No. 2 Page 72
	4.17	12.13			
T.P.			3.98	8.15	
	5.17	13.32			
T.P.			4.09	9.23	
	6.62	15.85			
TBM			5.98	9.87	Test Hole No. 3
T.P.			6.56	9.29	
	4.15	13.44			
T.P.			5.31	8.13	
	4.02	12.15			
TBM			4.17	7.98	Test Hole No. 2

6-5-52

(73)

Location of test holes

test #1	①	44° 55'
Isle Rt.)	②	89° 50'
30+00	(AV)	44° 55'
test #2	①	29° 06'
Isle Rt.)	②	58° 12'
30+00	(AV)	29° 06'
test #3	①	30° 10'
Isle Rt.)	②	60° 20' 30"
30+00	(AV)	30° 10' 15"
Isle	①	86° 15'
30+00 Rt.)	②	172° 22' 30"
test #1	(AV)	86° 14' 45"
Isle	①	110° 35'
30+00 Rt.)	②	221° 10'
test #2	(AV)	110° 35'
Isle	①	125° 22'
30+00 Rt.)	②	250° 43'
test #3	(AV)	125° 21' 30"

Contd Pg 76

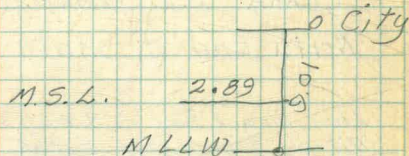
ELEVATIONS Cont'd 6-5-52

9.01

Test Holes

Sta	+	H.I.	-	Elev	
TBM				7.33	Test Hole No 1
	4.05	11.38			
Water Elev.			5.0	6.4	6-11-52
Top Ground			5.0	6.4	9:20 AM
Bottom of Hole			9.0	2.4	
BM			1.95	9.43	Set Lead
TBM				7.96	Test Hole No 2
	4.13	12.09			
Top of Ground			4.7	7.4	
Bottom of Hole			8.8	3.3	
Water Elev.			8.2	3.9	6-11-52
					9:20 AM
TBM				9.87	Test Hole No 3
	3.89	13.76			
Top of Ground			4.80	9.0	
Bottom of Hole			8.3	5.5	

Plug in of old Conc Floor in 8' from Wly edge - old Radar Station



NOTE: HOLE NO 3 IS DRY

BENCHES

<u>Location</u>	<u>Elev.</u>
Top of Fire Hydrant on Santa Clara Pt.	15.81
Top of Fire Hydrant on El Carmel Pt.	14.15
N.W. Corner Tide Water Control Structure Man Hole on Tierra del Fuego	14.00
S.E. Corner Water M.H. in ϕ of Ventura at Sta 46+36.6	13.05
"CLARA" S.E. Corner Bldg. Slab @ North End of Santa Clara Pt.	11.66
Lead Plug & Tack in S Wly Corner of Barbecue Pit on Tierra del Fuego Island.	15.213

CHAIN CHECK

(75)

Chaining When Suspended with 40#
Pull at 200 feet add 0.065

When Suspended Pull 40# for 100'

When laying flat Pull 30# for 100'

When laying flat Pull 31# for 200'

CHECK ANGLES 7-23-51
RACE COURSE

	"A" ①	23° 27'
CC.	Lt ②	46° 55'
	#4 AV.	23° 27' 30"
	"A" ①	22° 44'
C-C	Lt ②	45° 27'
	#5 AV.	22° 43' 30"
	"A" ①	43° 35'
CC	Lt ②	87° 11'
	#6 AV.	43° 35' 30"
	Tierra ①	
"B"	Lt ②	
	#1 AV.	
	Tierra ①	
"B"	Lt ②	
	#2 AV.	
	Tierra ①	
B	Lt ②	
	#3 AV.	

LOCATION OF TEST HOLES
CONTD

Sta	Object	Angles
	Isle	1. 110° 22' 30"
30+00	Rt	2. 220° 45'
	Test Hole No 4	AV. 110° 22' 30"
	Isle	1. 112° 37'
30+00	Rt	2. 225° 14'
	Test Hole No 6	AV. 112° 37'
	Test Hole No 4	1. 42° 15'
	Isle Rt	2. 84° 30'
30+00		AV. 42° 15'
	Test Hole No 6	1. 44° 24'
	Isle Rt	2. 88° 48'
30+00		AV. 44° 24'

"A" C-C ①
 RT ②
 #4 AV

~~"A" C-C ①
 RT ②
 #5 AV~~

"A" C-C ①
 RT ②
 #6 AV

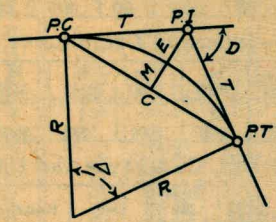
"B" ①
 Tierra RT ②
 #1 AV

"B" ①
 Tierra RT ②
 #2 AV

"B" ①
 Tierra RT ②
 #3 AV

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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CURVE FORMULAS

- Radius= $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve= D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent= $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve= $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$ (5) (6)
- External= $E = T \tan \frac{\Delta}{4} = R \div \cos \frac{\Delta}{2} - R$ (7) (8) = $R \text{exsec} \frac{\Delta}{2}$ (9)
- Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) Δ = Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $+8\frac{1}{3} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. - $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft. = 7.27 ft. Distance = 158 - Sta. P. C. = 54.50, hence offset = $7.27 (54.50 \div 100)^2 = 2.16$ ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2 \div (2 \times 688.26) = 2.16$ ft.

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{3} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 + 8\frac{1}{3} = 115.27$ and from Table V correction = .10 or $E = 115.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $+42 = 5.5$ or $D = 5^\circ 30'$.

11.98 S.W. Coy. Top 5th ABC Plumbing

10.72 Top 1st P. S.W. Coy Boat WAs.

28.17

Lt. 7° 30'

310 - 50
50 24 27

260 - 15 43

50 24 27

310 40 68

LOMOSA

93 60
46 30

W.P.T. LOMOSA

123

18

103-104-60
25-55-20
78-49-40

70-77-73

25-55-20

179-59-60

54-22-53

125-37-07

75-15-01

73-27-30

50-84-27

41-43

~~207-27~~

8-41-27

179-59-60

148-42-31

31-17-29

24

80-18-13

25-55-20

179-59-60

106-13-33

73-46-27

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20 - 16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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