

W. H. H. H.  
M. WITZ Blue

TIE POINT 41

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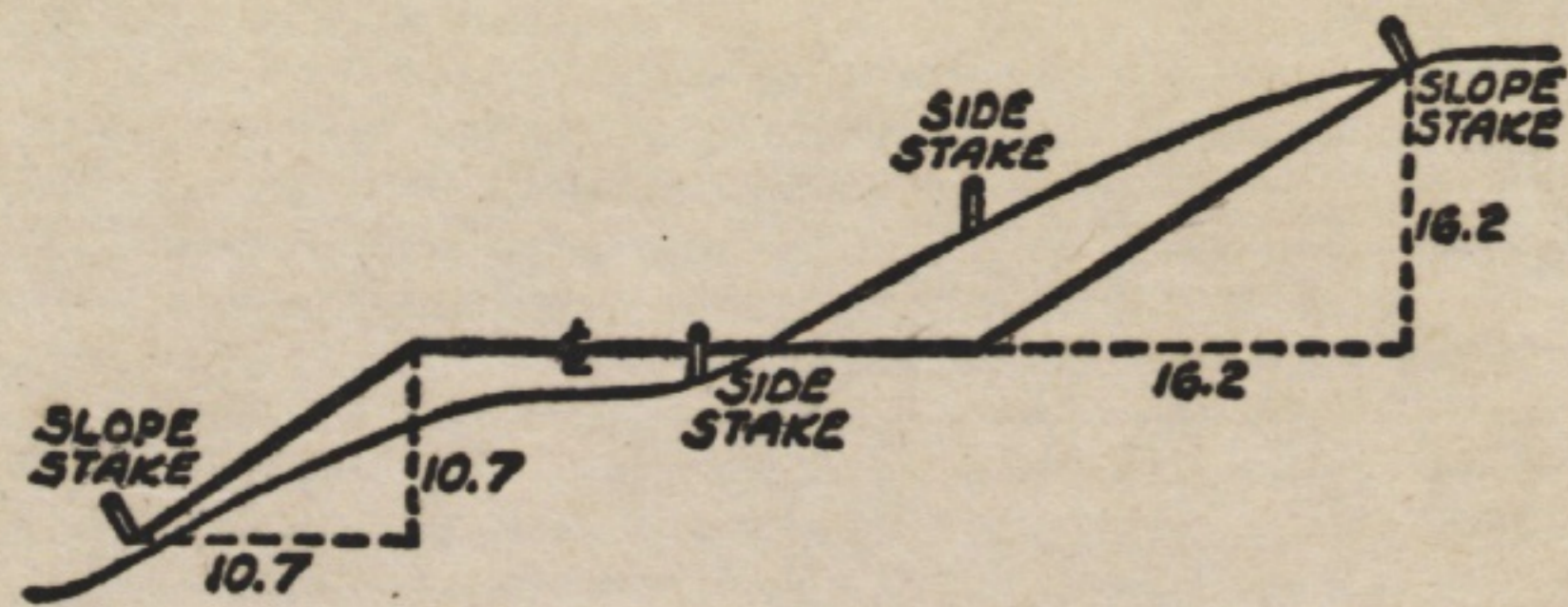
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TRANSIT ONE

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T.P. 41



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

21+34.27  
80.26  
22+14.93  
27.56  
21+86.97

TIE POINT #41

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder  
whichever way with roadway slope 1 1/2 to 1.  
is measured to center line of cut or fill at side

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IMPROVED TABLES  
AND  
INFORMATION

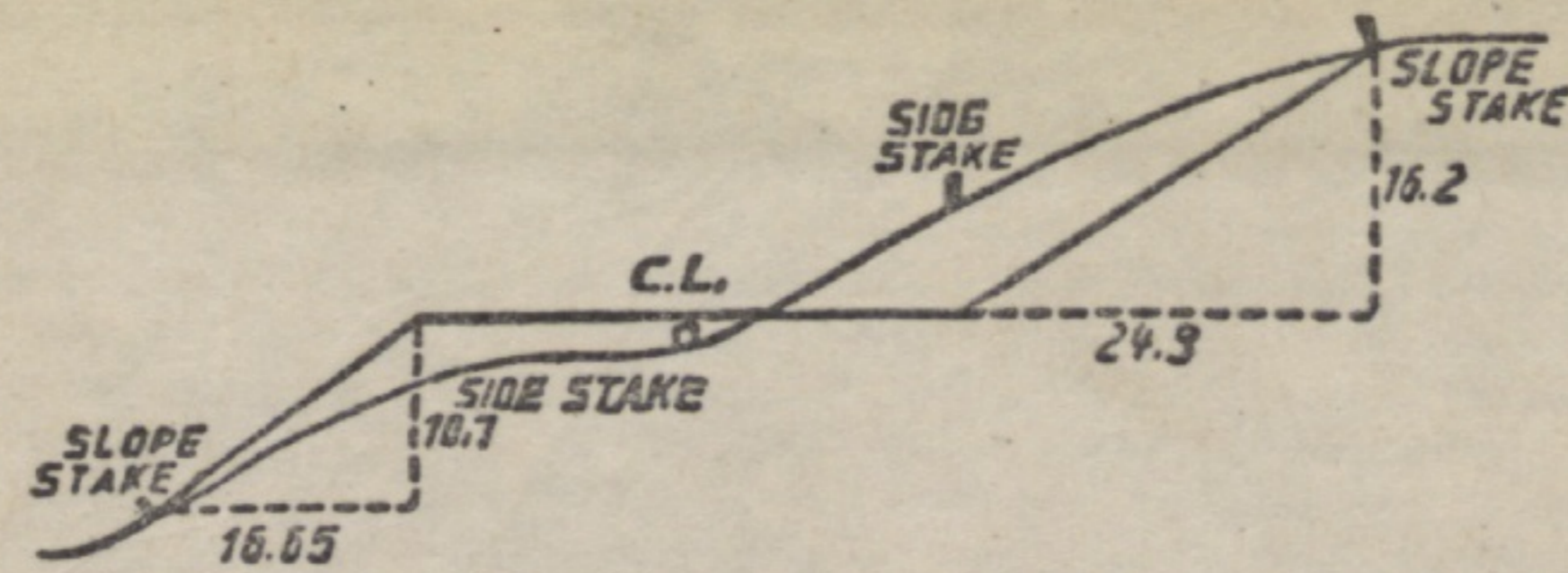
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To find tangent and external for curve of  
any other degree, divide by degree of curve and  
add correction found in column of corrections.  
Degree of curve with a given  $L$  may be found  
by dividing tangent for external opposite  $L$  by  
given tangent (or external).

The distance from a point on the tangent to  
the curve may be found by dividing the tangent  
length divided by twice the radius.

Let  $C$  = Curve  
 $R$  = Radius  
 $L$  = Length of tangent



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
 SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.20	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

Curve # / Nimitz

ℓ

ℓ R = 2000.00  
 Δ = 11° 04' 18" <sub>25' min</sub>

T = 193.84

L = 386.47

d = .85944

d<sub>25'</sub> = 0° 21.486'

4+75	2° 46' 58"	357° 13' 02"			
4+50	2° 25' 29"	357° 34' 31"	6+67 <sup>20</sup> EC	5° 32' 09"	354° 27' 51"
4+30 x	2° 08' 18"		c = 17 <sup>20</sup>		
4+25	2° 04' 00"	357° 56' 00"	6+50	5° 17' 22"	354° 42' 38"
4+00	1° 42' 30"	358° 17' 30"	6+25	4° 55' 53"	355° 04' 07"
3+75	1° 21' 01"	358° 38' 59"	6+00	4° 34' 24"	355° 25' 36"
3+50	0° 59' 32"	359° 00' 28"	5+75	4° 12' 54"	355° 47' 06"
3+25	0° 38' 03"	359° 21' 57"	5+50	3° 51' 25"	356° 08' 35"
c = 25 <sup>20</sup>					
3+00	0° 16' 34"	359° 43' 26"	5+25	3° 29' 56"	356° 30' 04"
c = 19 <sup>27</sup>					
2+80 <sup>23</sup> Ah = 5 2+80 <sup>56</sup> Bk BC Left.	0° 00' 00"	360° 00' 00"	5+00	3° 08' 27"	356° 51' 33"

Note: Run on 2" BK gutter offset

Curve # 1 Nimitz

Right Lane

2" offset R = 1998.00

Right Lane  
island gutter

R = 2000.00  
 $\Delta = 11^\circ 04' 18''$   
 $L = 386.47'$   
 $d_1 = 859.44'$   
 $d_{25} = 0^\circ 21' 48.6''$

5+00	$2^\circ 45' 54''$	$357^\circ 14' 06''$			
			$\approx$	$6+92.56$ Ah EC.	$5^\circ 32' 09''$ $354^\circ 27' 51''$
4+75	$2^\circ 24' 25''$	$357^\circ 35' 35''$		$6+93.43$ BK	
				2" offset c = 18.41	
4+50	$2^\circ 02' 56''$	$357^\circ 57' 04''$		6+75	$5^\circ 16' 19''$ $354^\circ 43' 41''$
4+25	$1^\circ 41' 27''$	$358^\circ 18' 33''$		6+50	$4^\circ 54' 49''$ $355^\circ 05' 11''$
4+00	$1^\circ 19' 58''$	$358^\circ 40' 02''$		6+25	$4^\circ 33' 20''$ $355^\circ 26' 40''$
3+75	$0^\circ 58' 29''$	$359^\circ 01' 31''$		6+00	$4^\circ 11' 51''$ $355^\circ 48' 09''$
3+50	$0^\circ 37' 00''$	$359^\circ 23' 00''$		5+75	$3^\circ 50' 22''$ $356^\circ 09' 38''$
				2" offset c = 24.97	
3+25	$0^\circ 15' 30''$	$359^\circ 44' 30''$		5+50	$3^\circ 28' 53''$ $356^\circ 31' 07''$
				2" offset c = 18.22	
3+06.96 BC. Left,	$0^\circ 00' 00''$	$360^\circ 00' 00''$		5+25	$3^\circ 07' 24''$ $356^\circ 52' 36''$

Curve #2 Nimitz

£

£R = 2000.00  
 $\Delta = 7^{\circ} 21' 40''$   
 $T = 128.65$   
 $L = 256.27$   
 $d_s = 859.44$   
 $d_{25} = 0^{\circ} 21.486'$

3° BK gutter of island  
 Rt. side R = 1996.00  
 Lt. side R = 2004.00

13+00       $2^{\circ} 45' 15''$        $357^{\circ} 14' 45''$

12+75       $2^{\circ} 23' 46''$        $357^{\circ} 36' 14''$

12+50       $2^{\circ} 02' 17''$        $357^{\circ} 57' 43''$

12+25       $1^{\circ} 40' 48''$        $358^{\circ} 19' 12''$

12+00       $1^{\circ} 19' 19''$        $358^{\circ} 40' 41''$

11+75       $0^{\circ} 57' 50''$        $359^{\circ} 02' 10''$        $13+64.54$  Ah       $3^{\circ} 40' 50''$        $356^{\circ} 19' 10''$

11+50       $0^{\circ} 36' 20''$        $359^{\circ} 23' 40''$       £c = 14<sup>69</sup>      Rtc = 14<sup>66</sup>      Ltc = 14<sup>72</sup>

£c = 25<sup>05</sup>      Rtc = 24<sup>25</sup>      Ltc = 25<sup>05</sup>      13+50       $3^{\circ} 28' 14''$        $356^{\circ} 31' 46''$

11+25       $0^{\circ} 14' 51''$        $359^{\circ} 45' 09''$

£c = 17<sup>28</sup>      Rtc = 17<sup>25</sup>      Ltc = 17<sup>31</sup>      13+25       $3^{\circ} 06' 44''$        $356^{\circ} 53' 16''$

11+07<sup>72</sup> Ah BC.       $0^{\circ} 00' 00''$        $360^{\circ} 00' 00''$

11+07<sup>24</sup> BK Right

Q

Curve

# 3 Nimitz

QR = 5000.00  
 $\Delta = 9^{\circ} 00'$   
 $L = 785.40$   
 $T = 393.51$

ex = 15.46  
 $d_1 = .3437747'$   
 $d_{25} = 0^{\circ} 08.5943675'$

19+36<sup>03</sup> <sup>bridge</sup> Famosa

0° 59' 39"

359° 00' 21"

21+50

2° 13' 13"

357° 46' 47"

19+25

0° 55' 52"

359° 04' 08"

21+25

2° 04' 38"

357° 55' 22"

19+00

0° 47' 17"

359° 12' 43"

21+00

1° 56' 02"

358° 03' 58"

18+75

0° 38' 41"

359° 21' 19"

20+75

1° 47' 26"

358° 12' 34"

18+50

0° 30' 05"

359° 29' 55"

20+50

1° 38' 51"

358° 21' 09"

18+25

0° 21' 30"

359° 38' 30"

20+25

1° 30' 15"

358° 29' 45"

18+00

0° 12' 54"

359° 47' 06"

20+00

1° 21' 39"

358° 38' 21"

c = 25<sup>00</sup>

17+75

0° 04' 18"

359° 55' 42"

19+75

1° 13' 04"

358° 46' 56"

c = 12<sup>52</sup>

17+62<sup>48</sup> Ah

BC  
Left

0° 00' 00"

360° 00' 00"

19+50

1° 04' 28"

358° 55' 32"

17+62<sup>08</sup> BK



23+75

3° 30' 34"

356° 29' 26"

23+50

3° 21' 58"

356° 38' 02"

23+25

3° 13' 23"

356° 46' 37"

23+00

3° 04' 47"

356° 55' 13"

25+47<sup>88</sup> E.C. 4° 30' 00" 355° 30' 00"

c=22<sup>88</sup>

22+75

2° 56' 12"

357° 03' 48"

25+25

4° 22' 08" 355° 37' 52"

22+50

2° 47' 36"

357° 12' 24"

25+00

4° 13' 33" 355° 46' 27"

22+25

2° 39' 00"

357° 21' 00"

24+75

4° 04' 57" 355° 55' 03"

22+00

2° 30' 24"

357° 29' 36"

24+50

3° 56' 21" 356° 03' 39"

c=25<sup>20</sup>

21+75

2° 21' 49"

357° 38' 11"

24+25

3° 47' 45" 356° 12' 15"

c=19<sup>82</sup>

21+55<sup>18</sup> Mid Pt. 2

2° 15' 00"

357° 45' 00"

24+00

3° 39' 10" 356° 20' 50"

c=5<sup>18</sup>

Curve #3 Nimitz

Right Lane

3' offset R = 4997  
 Right Lane Island gutter R = 5000  
 Δ = 9°00'      d<sub>r</sub> = .3437747  
 L = 785<sup>40</sup>      d<sub>25'</sub> = 0°08.5943675

19+25	1° 04' 28"	358° 55' 32"	21+50	2° 21' 49"	357° 38' 11"
19+00	0° 55' 53"	359° 04' 07"	21+25	2° 13' 14"	357° 46' 46"
18+75	0° 47' 17"	359° 12' 43"	21+00	2° 04' 38"	357° 55' 22"
18+50	0° 38' 41"	359° 21' 19"	20+75	1° 56' 02"	358° 03' 58"
18+25	0° 30' 06"	359° 29' 54"	20+50	1° 47' 27"	358° 12' 33"
18+00	0° 21' 30"	359° 38' 30"	20+25	1° 38' 51"	358° 21' 09"
17+75	0° 12' 54"	359° 47' 06"	20+00	1° 30' 15"	358° 29' 45" P.C.
3' offset c = 24 <sup>985</sup>			19+75	1° 21' 40"	358° 38' 20"
17+50	0° 04' 19"	359° 55' 41"			
3' offset c = 12 <sup>53</sup>			19+50	1° 13' 04"	358° 46' 56"
17+37 <sup>46</sup> B.C. Left	0° 00' 00"	360° 00' 00"			

Curve #3 Nimitz

Right Lane

3' offset R = 4997  
 Right Lane Island gutter R = 5000  
 Δ = 9°00'      d<sub>r</sub> = .3437747  
 L = 785<sup>40</sup>      d<sub>25'</sub> = 0°08.5943675

19+25	1° 04' 28"	358° 55' 32"	21+50	2° 21' 49"	357° 38' 11"
19+00	0° 55' 53"	359° 04' 07"	21+25	2° 13' 14"	357° 46' 46"
18+75	0° 47' 17"	359° 12' 43"	21+00	2° 04' 38"	357° 55' 22"
18+50	0° 38' 41"	359° 21' 19"	20+75	1° 56' 02"	358° 03' 58"
18+25	0° 30' 06"	359° 29' 54"	20+50	1° 47' 27"	358° 12' 33"
18+00	0° 21' 30"	359° 38' 30"	20+25	1° 38' 51"	358° 21' 09"
17+75	0° 12' 54"	359° 47' 06"	20+00	1° 30' 15"	358° 29' 45" P.C.
3' offset c = 24 <sup>985</sup>			19+75	1° 21' 40"	358° 38' 20"
17+50	0° 04' 19"	359° 55' 41"			
3' offset c = 12 <sup>53</sup>			19+50	1° 13' 04"	358° 46' 56"
17+37 <sup>46</sup> B.C. Left	0° 00' 00"	360° 00' 00"			

3438  
 7.4  
 20628  
 24066  
 26128

36

23+75 . 3° 39' 10" 356° 20' 50"

23+50 . 3° 30' 35" 356° 29' 25"

+3262 3° 24' 35" 356° 35' 25"

23+25 . 3° 21' 59" 356° 38' 01"

23+00 . 3° 13' 23" 356° 46' 37"

22+75 . 3° 04' 48" 356° 55' 12"

22+50 . 2° 56' 12" 357° 03' 48"

22+25 . 2° 47' 36" 357° 12' 24"

22+00 . 2° 39' 00" 357° 21' 00"

diff c. 24985

21+75 . 2° 30' 25" 357° 29' 35"

25+22<sup>07</sup> Ah) EC.

25+22<sup>86</sup> BK) 4° 30' 00" 355° 30' 00"

diff c. 2285

25+00 . 4° 22' 09" 355° 37' 51"

24+75 . 4° 13' 33" 355° 46' 27"

24+50 . 4° 04' 57" 355° 55' 03"

24+25 . 3° 56' 21" 356° 03' 39"

24+00 . 3° 47' 46" 356° 12' 14"

# Curve #3 Nimitz

Left Lane

3' offset R=5003  
 Left island gutter R=5000  
 $\Delta = 9^\circ 00'$   
 $L = 78540$

$d_1 = 3437747'$   
 $d_{25} = 0^\circ 08.5943675'$

19+75	$1^\circ 04' 28''$	$358^\circ 55' 32''$	22+00	$2^\circ 21' 48''$	$357^\circ 38' 12''$ P.O.C.
19+50	$0^\circ 55' 52''$	$359^\circ 04' 08''$	21+75	$2^\circ 13' 13''$	$357^\circ 46' 47''$
19+25	$0^\circ 47' 16''$	$359^\circ 12' 44''$	21+50	$2^\circ 04' 37''$	$357^\circ 55' 23''$
19+00	$0^\circ 38' 41''$	$359^\circ 21' 19''$	21+25	$1^\circ 56' 01''$	$358^\circ 03' 59''$
18+75	$0^\circ 30' 05''$	$359^\circ 29' 55''$	21+00	$1^\circ 47' 26''$	$358^\circ 12' 34''$
18+50	$0^\circ 21' 29''$	$359^\circ 38' 31''$	20+75	$1^\circ 38' 50''$	$358^\circ 21' 10''$
18+25	$0^\circ 12' 54''$	$359^\circ 47' 06''$	20+50	$1^\circ 30' 15''$	$358^\circ 29' 45''$
3' offset C=25 <sup>015</sup>					
18+00	$0^\circ 04' 18''$	$359^\circ 55' 42''$	20+25	$1^\circ 21' 39''$	$358^\circ 38' 21''$
3' offset C=12 <sup>51</sup>					
17+87 <sup>50</sup> BC. Left	$0^\circ 00' 00''$	$360^\circ 00' 00''$	20+00	$1^\circ 13' 03''$	$358^\circ 46' 57''$

24+25

3° 39' 09"

356° 20' 51"

24+00

3° 30' 34"

356° 29' 26"

23+75

3° 21' 58"

356° 38' 02"

23+50

3° 13' 22"

356° 46' 38"

25+73<sup>69</sup> Ah } E.C.

25+72<sup>90</sup> Bk } 4° 30' 00"

355° 30' 00"

3° offset  
C = 22°!

23+25

3° 04' 47"

356° 55' 13"

25+50 . 4° 22' 08"

355° 37' 52"

23+00

2° 56' 11"

357° 03' 49"

25+25 . 4° 13' 32"

355° 46' 28"

22+75

2° 47' 36"

357° 12' 24"

25+00 . 4° 04' 56"

355° 55' 04"

22+50

2° 39' 00"

357° 21' 00"

24+75 . 3° 56' 21"

356° 03' 39"

3 3° offset C = 25° 15'

22+25

2° 30' 24"

357° 29' 36"

24+50 . 3° 47' 45"

356° 12' 15"

$\Delta = 24^\circ 57' 21''$   
 $\frac{1}{2}\Delta = 12^\circ 28' 40''$   
 $T = 91.61$   
 $L = 180.32$

$ER = 414.00$   
 $d = 4.151868$

S.W.O.C. @ West Point

Loma Blvd.

$\Delta = 60^\circ 00' 27''$   
 $\frac{1}{2}\Delta = 30^\circ 00' 14''$   
 $ER = 200.00$   
 $d = 8.594367$   
 $T = 115.49$   
 $L = 209.47$

1+80 <sup>41</sup> P.C.S. plan

1+80 <sup>32</sup> E.C.  $12^\circ 28' 40''$

1+58 <sup>38</sup>  $30^\circ 31'$   $10^\circ 57' 35''$  omit

c=8<sup>38</sup>

1+50  $10^\circ 22' 47''$

1+25  $8^\circ 38' 59''$

1+00  $6^\circ 55' 11''$

0+75  $5^\circ 11' 23''$

0+50  $3^\circ 27' 36''$

0+25  $49^\circ 17'$   $1^\circ 43' 48''$

c=25<sup>00</sup>

0+00  $0^\circ 00'$

3+50  $24^\circ 17' 25''$   $335^\circ 42' 35''$

3+41 <sup>84</sup>  $23^\circ 07' 15''$   $336^\circ 52' 45''$

c=16<sup>83</sup>

3+25  $20^\circ 42' 31''$   $339^\circ 17' 29''$

3+00  $17^\circ 07' 36''$   $342^\circ 52' 24''$

2+75  $13^\circ 32' 41''$

2+50  $9^\circ 57' 47''$

2+25  $6^\circ 22' 53''$

c=24<sup>98</sup>  $49^\circ 17'$

2+00  $2^\circ 47' 58''$

c=19<sup>53</sup>

1+80 <sup>46</sup> B.C.  $0^\circ 00'$

43+05<sup>24</sup> sat Nimitz @ 39° Lt

IS

3+89<sup>88</sup> EC, <sup>SWDC.</sup>

30° 00' 14"

329° 59' 46"

c=39<sup>83</sup>

3+50

3+62<sup>12</sup>

26° 01' 35"

333° 58' 25"

c=12<sup>12</sup>



$\Delta = 60^\circ 35' 25''$   
 $\frac{1}{2}\Delta = 30^\circ 17' 42''$   
 $T = 116.85$   
 $L = 211.50$

S.E.O.C. @ West  
 $QR = 200$   
 $d_c = 8.5944$

Point Loma Blvd.

$\Delta = 6^\circ 33' 22''$  plus  
 $\frac{1}{2}\Delta = 3^\circ 16' 41''$   
 $QR = 17694$   
 $d_c = .9716034$   
 $T = 101.33$   
 $L = 202.43$

$c = 10.33$

8+02  $2^\circ 42''$

6+25

$28^\circ 48' 56''$

8+00  $2^\circ 40' 00''$

7+98  $2^\circ 38'$

6+00

$25^\circ 14' 05''$

7+75  $2^\circ 15' 42''$

5+75

$21^\circ 39' 13''$

7+50  $1^\circ 51' 25''$

5+50

$18^\circ 04' 21''$

7+25  $1^\circ 27' 08''$

5+25

$14^\circ 29' 30''$

7+15  $1^\circ 16' 50''$

4987

$c = 15.4$   
 $15.29$

15.50

5+00

$10^\circ 54' 38''$

7+00  $1^\circ 02' 50''$

$c = 24.98$

4+75

$7^\circ 19' 46''$

6+75  $0^\circ 38' 33''$

$c = 23.39$

$c = 25.00$   
 $24.80$

25.1

4+51.59

$3^\circ 58' 35''$

6+50  $0^\circ 14' 15''$

$c = 27.74$

$c = 14.67$   
 $14.57$

14.76

4+23.83 BC

$0^\circ 00'$

$0^\circ 00'$

6+35.33 P.C.C.  $30^\circ 17' 42''$

↓

8+37<sup>76</sup> E.C.

3° 16' 41"

C-127<sup>76</sup>

8+25<sup>0</sup>

3° 04' 17"

West Point Loma Blvd E

d = 3.960538

32+50 9° 44' 06" 350° 15' 54"

c = 1267

32+37<sup>33</sup> 8° 53' 55" 351° 06' 05"

c = 1233

32+25 8° 05' 05" 351° 54' 55"

32+00 6° 26' 04" 353° 33' 56"

31+75 4° 47' 04" 355° 12' 56"

c = 2500

31+50 3° 08' 03" 356° 51' 57"

c = 585

31+44<sup>15</sup> 2° 44' 53" 357° 15' 07"

c = 1912

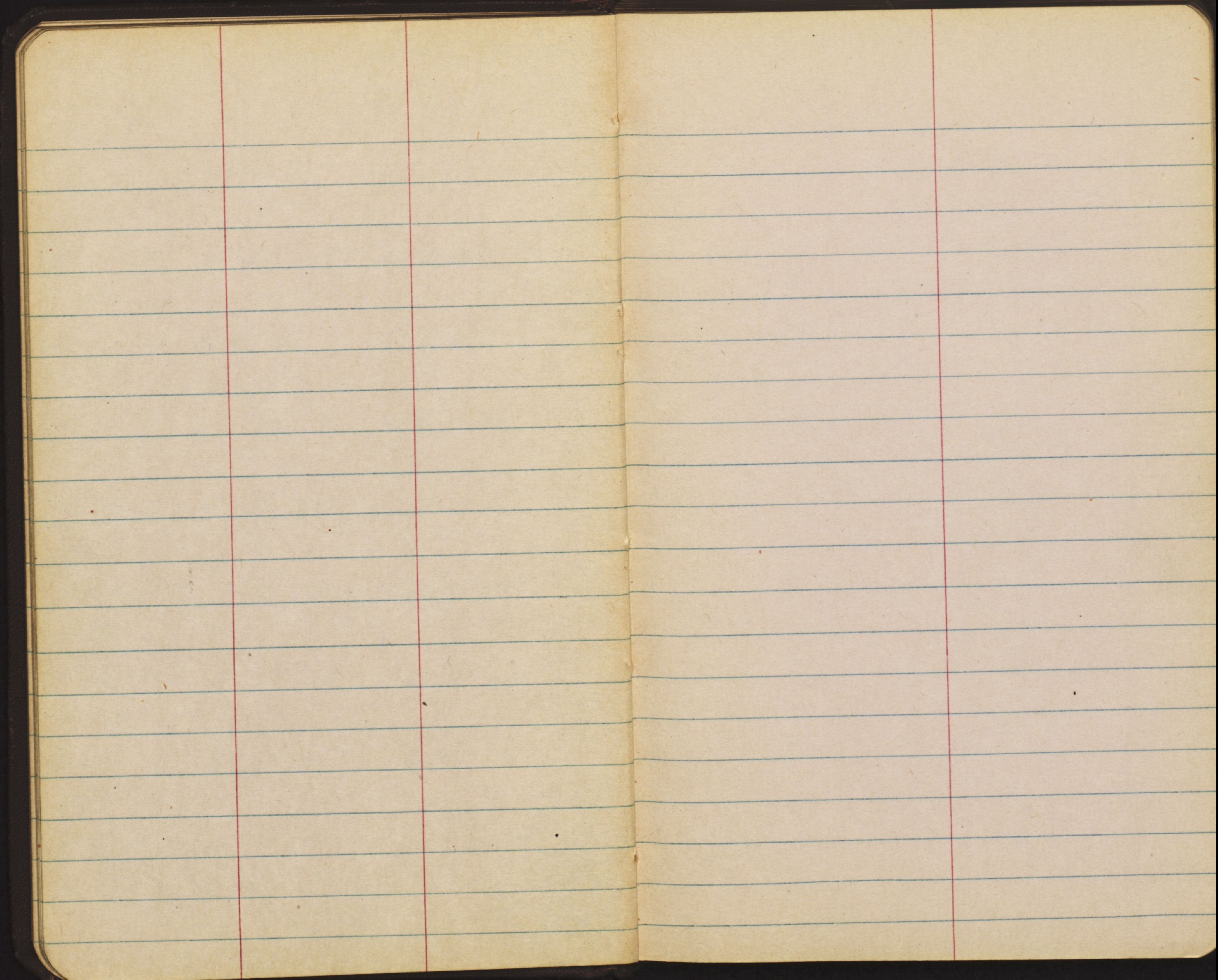
31+25 1° 29' 02" 358° 30' 58"

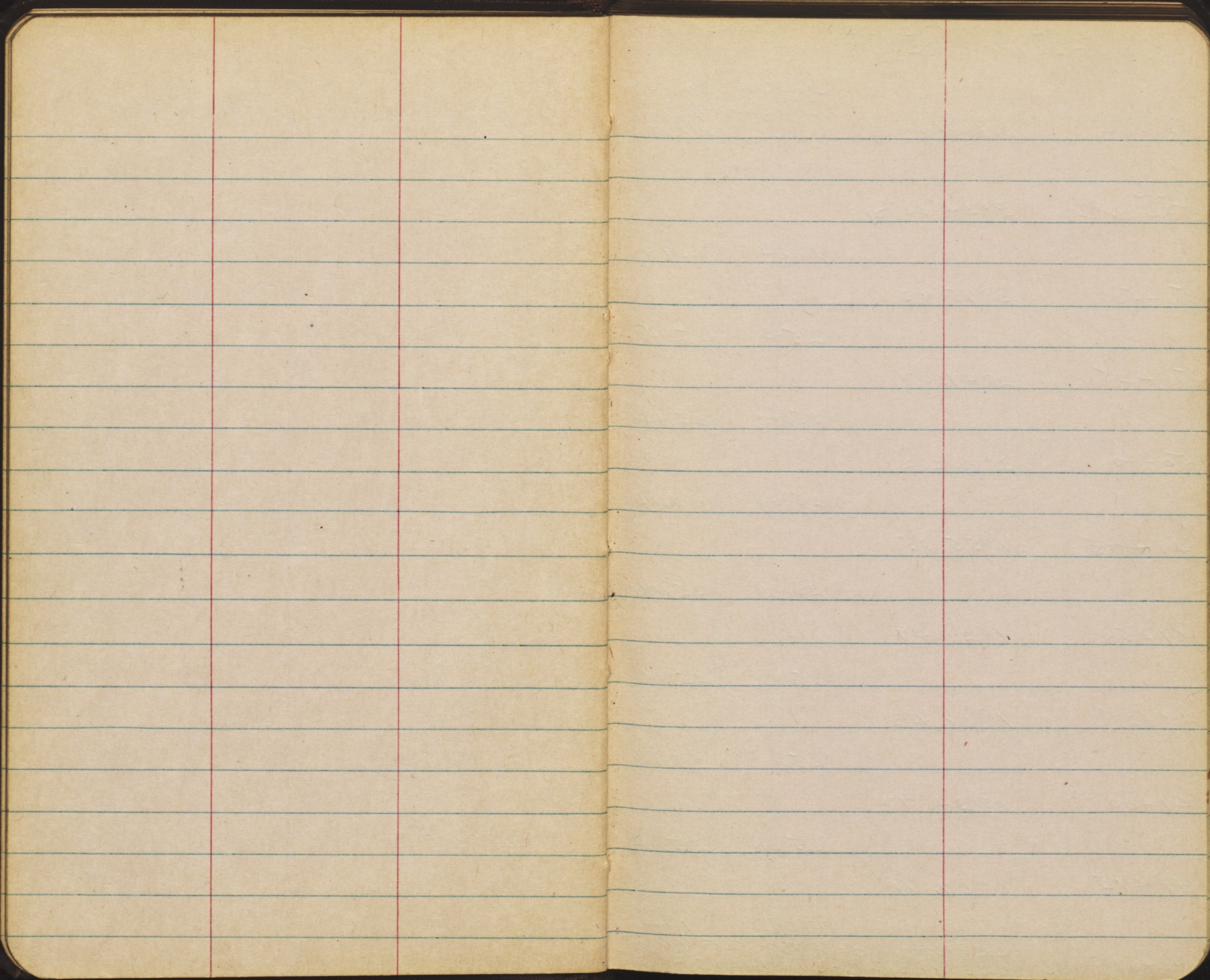
c = 2248

31+02<sup>52</sup> BC. LT 0° 00' 360° 00

32+75<sup>13</sup> EC. 11° 23' 38" 348° 36' 22"

c = 2513





Curve #4, NIMITZ BLVD - SEOC TO  
SUNSET CLIFFS BLVD

Curve #5 NIMITZ BLVD SEOC  
TO SUNSET CLIFFS BLVD

Station	Deflection	Chord on Baseline	Chord on 9' offset line	Station	Deflection	Chord on Baseline	Chord on 9' offset
	0° 00' ↑			52+75	7° 27.21'		
P.C.C. 50+66 <sup>84</sup>	3° 34' 00" ↓					25.00	25.28
		16.84	16.93	52+50	6° 33.50'		
50+50	3° 15.93					25.00	25.28
		25.00	25.14	52+25	5° 39.79		
50+25	2° 49.07					25.00	25.28
		25.00	25.14	52+00	4° 46.08		
50+00	2° 22.21					25.00	25.28
		25.00	25.14	51+75	3° 52.37'		
49+75	1° 55.35					25.00	25.28
		25.00	25.14	51+50	2° 58.66'		
49+50	1° 28.49					25.00	25.28
		25.00	25.14	51+25	2° 04.95'		
49+25	1° 01.63					25.00	25.28
		25.00	25.14	51+00	1° 11.24		
49+00	0° 34.77					25.00	25.28
		25.00	25.14	50+75	0° 17.53'		
48+75	0° 07.91'					8.16	8.25
		7.36	7.40				
48+67 <sup>64</sup> = B.C.	$R=1600' - D=7008 - \Delta T=99.73$ $L=199.20 \Delta \text{Rate } 1.0742958$						
				50+66 <sup>84</sup> = P.C.C.	$\text{Rate} = 2.1485917 - \Delta \text{ datum}$ $R=800' - D=36024'45'' - T=263.12 - L=508.41$		



CURVE # 6, NIMITZ BLVD - SEOC  
TO SUNSET CLIFFS BLVD

CURVE # 7 - SWOC NIMITZ BLVD  
TO SUNSET CLIFFS BLVD

Chord  
on Base  
Line

Chord  
on 9'  
offset

Station

Deflection

Chord on  
Base Line

Chord on  
9' offset

E.C.  
57+74.45 =

3° 34' 00"

24.45 24.59

57+50

3° 07.75'

25.00 25.14

57+25

2° 40.89

" "

57+00

2° 14.03'

" "

56+75

1° 47.17'

" "

P.C.C.  
55+31.96 =

56+50

1° 20.31'

" "

5° 22'

6.96

6.80

56+25

0° 53.45'

25.00 25.14  
25.14

4° 52.08

25.00

24.64

56+00

0° 26.59'

24.75 24.89  
24.93

3° 04.65

25.00

24.64

54+75

54+72

10° 17.22

17.97

17.58

= 130

54+57.03

1° 04.33

R=1600' ΔT=99.73

Δ=7008' ΔL=199.20

Rate(Δ)=1.0742958' per foot

ΔR=400' - Rate=4.29718

35' - Total offset = 36.73



CURVE #8 - SWBC NIMITZ 13 LVD  
 TO SUNSET BLITH BLVD

Station	Deflection	Chord on Base Line	Chord on 9' offset
57+12.18 = P.C.C.	28°48'54"	12.18	11.63
57+00	24.04.20	24.98	23.88
56+75	20°29.34	24.98	23.88
56+50	16°54.48	24.98	23.88
56+25	13°19.62'	24.98	23.88
56+00	9°44.96'	24.98	23.88
55+75	6°09.90	24.98	23.88
55+50			
5 55+47 <sup>2.99</sup>	2°35.04	18.04	17.23
55+31.96 = P.C.C.	2°09.26		

5 Rate = 8.5943670' (on 200 R) Tan 9' offset = 92.39

R=200, Δ=51°37'49" ΔT=96.75

Curve #1.  
Famosa Blvd.

3° BKcb.  
on Lt R = 323

$\Delta = 27^\circ 27'$   
 $ER = 300$   
 $L = 143.72$   
 $T = 73.27$   
 $d_1 = 5.729578$   
 $d_{25} = 2^\circ 23.23945'$

3° BKcb.  
on Rt R = 277

76 16 30

0+83<sup>87</sup> E.C. <sup>87</sup> 13° 43' 30" <sup>59</sup> 346° 16' 30"

LC = 8<sup>87</sup> 3° BK Lt. C = 9<sup>55</sup> 3° BK Rt. C = 8<sup>19</sup>

0+75 12° 52' 38" 347° 07' 22"

0+50 10° 29' 24" 349° 30' 36"

0+40<sup>39</sup> 9° 34' 20"

0+25 8° 06' 09" 351° 53' 51"

0+16<sup>27</sup> <sup>7 16 68</sup> 1° 33' 13"

0+00 5° 42' 55" 354° 17' 05"

0-25 3° 19' 41" 356° 40' 19"

LC = 24<sup>99</sup> 3° BK Lt. C = 26<sup>21</sup> 3° BK Rt. C = 23<sup>07</sup>

0-50 0° 56' 26" 359° 03' 34"

LC = 9<sup>85</sup> 3° BK Lt. C = 10<sup>60</sup> 3° BK Rt. C = 9<sup>09</sup>

0-59<sup>85</sup> B.C. 0° 00' 00" 360° 00' 00"

24° Lt Right

0-47 1° 13' 36"

Curve #2  
Famosa Blvd.

3° BK C6  
ON Lt. R=517

$\Delta = 27^{\circ} 30' 10''$

$\angle R = 540$

$L = 259.21$

$T = 132.15$

3° BK C6  
ON Rt R=563

$d_1 = 3,183.099$

$ex = 15.94$

$d_{25} = 1^{\circ} 19' 57.75''$

14+75	10° 18' 59"	349° 41' 01"
14+50	8° 59' 24"	351° 06' 36"
14+25	7° 39' 50"	352° 26' 10"
14+00	6° 20' 15"	353° 39' 45"
13+75	5° 00' 41"	354° 59' 19"
13+50	3° 41' 06"	356° 18' 54"
13+25	2° 21' 31"	357° 38' 29"
13+00	1° 01' 57"	358° 58' 03"
12+80 <sup>54</sup>	0° 00' 00"	360° 00' 00"

Left BK

15+397 <sup>5</sup> EC.	13° 45' 05"	346° 14' 55"
15+25	12° 58' 09"	347° 01' 51"
15+00	11° 38' 34"	348° 21' 26"

$\angle C = 25^{\circ}$     3° BK Lt. C = 23<sup>94</sup>    3° BK Rt. C = 26<sup>06</sup>

$\angle C = 147^{\circ}$     3° BK Lt. C = 14<sup>12</sup>    3° BK Rt. C = 15<sup>38</sup>

$\angle C = 19^{\circ} 46'$     3° BK Lt. C = 18<sup>63</sup>    3° BK Rt. C = 20<sup>29</sup>

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