

F.B. 122

Return to City Engineers Office

City Hall, San Diego, Cal.

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

Degrees	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
0			100.00	0.44	100.00	0.87	99.99	1.31	89
1	99.98	1.75	99.98	2.18	99.97	2.62	99.95	3.05	88
2	99.94	3.49	99.92	3.93	99.91	4.36	99.88	4.80	87
3	99.86	5.23	99.84	5.67	99.81	6.10	99.79	6.54	86
4	99.76	6.98	99.73	7.41	99.69	7.85	99.66	8.28	85
5	99.62	8.72	99.58	9.15	99.54	9.58	99.50	10.02	84
6	99.45	10.45	99.41	10.89	99.36	11.32	99.31	11.75	83
7	99.25	12.19	99.20	12.62	99.14	13.05	99.09	13.49	82
8	99.03	13.92	98.97	14.35	98.90	14.78	98.84	15.21	81
9	98.77	15.64	98.70	16.07	98.63	16.50	98.56	16.93	80
10	98.48	17.36	98.40	17.79	98.33	18.22	98.25	18.65	79
11	98.16	19.08	98.08	19.51	97.99	19.94	97.90	20.36	78
12	97.81	20.79	97.72	21.22	97.63	21.64	97.53	22.07	77
13	97.44	22.50	97.34	22.92	97.24	23.34	97.13	23.77	76
14	97.03	24.19	96.92	24.62	96.81	25.04	96.70	25.46	75
15	96.59	25.88	96.48	26.30	96.36	26.72	96.25	27.14	74
16	96.11	27.56	96.00	27.98	95.88	28.40	95.76	28.82	73
17	95.63	29.24	95.50	29.65	95.37	30.07	95.24	30.49	72
18	95.11	30.90	94.97	31.32	94.83	31.73	94.69	32.14	71
19	94.55	32.56	94.41	32.97	94.26	33.38	94.12	33.79	70
20	93.97	34.20	93.82	34.61	93.67	35.02	93.51	35.43	69
21	93.36	35.84	93.20	36.24	93.04	36.65	92.88	37.06	68
22	92.72	37.46	92.55	37.86	92.39	38.27	92.22	38.67	67
23	92.05	39.07	91.88	39.47	91.71	39.87	91.53	40.27	66
24	91.35	40.67	91.18	41.07	91.00	41.47	90.81	41.87	65
25	90.63	42.26	90.45	42.66	90.26	43.05	90.07	43.44	64
26	89.88	43.84	89.69	44.23	89.49	44.62	89.30	45.01	63
27	89.10	45.40	88.90	45.79	88.70	46.17	88.50	46.56	62
28	88.29	46.95	88.09	47.33	87.88	47.72	87.67	48.10	61
29	87.46	48.48	87.25	48.86	87.04	49.24	86.82	49.62	60
30	86.60	50.00	86.38	50.38	86.16	50.75	85.94	51.13	59
31	85.72	51.50	85.49	51.88	85.26	52.25	85.04	52.62	58
32	84.80	52.99	84.57	53.36	84.34	53.73	84.10	54.10	57
33	83.87	54.46	83.63	54.83	83.39	55.19	83.15	55.56	56
34	82.90	55.92	82.66	56.28	82.41	56.64	82.16	57.00	55
35	81.92	57.36	81.66	57.71	81.41	58.07	81.16	58.42	54
36	80.90	58.78	80.64	59.13	80.39	59.48	80.13	59.83	53
37	79.86	60.18	79.60	60.53	79.34	60.88	79.07	61.22	52
38	78.80	61.57	78.53	61.91	78.26	62.25	77.99	62.59	51
39	77.71	62.93	77.44	63.27	77.16	63.61	76.88	63.94	50
40	76.60	64.28	76.32	64.61	76.04	64.94	75.76	65.28	49
41	75.47	65.61	75.18	65.93	74.90	66.26	74.61	66.59	48
42	74.31	66.91	74.02	67.24	73.73	67.56	73.43	67.88	47
43	73.14	68.20	72.84	68.52	72.54	68.84	72.24	69.15	46
44	71.93	69.47	71.63	69.78	71.33	70.09	71.02	70.40	45
45	70.71	70.71							

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400
300
300
300
300
123
80
1

Tramit Notes. 1
Surveys of Boulevards.

Return to City Engineers Office
City Hall, San Diego, Cal.

122

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10/9/01

Burrman, Trammell
Williams, Ed
HamSurvey of Boulevard
to Knoxville

from the South West cor. of P.L. 102

10

Var 14° 00' E

Sta.	Dist.	Ang.	Bearing	Mag. Dev.
------	-------	------	---------	-----------

16

15

14

13

12

11

+87.430

10

9

8

7

6

5

4

+79.0

3

+88.0

2

1

0

L 77° 08' N 12° 52' N 1° 15' W

L 102° 55' East N 75° 35' E

R 90° 15' S 12° 55' W S 1° 05' E

S 77° 20' E N 88° 30' E

11+87 3" x 3" Post

Plug

40'

40'

24.5. 24.5. 24.5. 24.5.

40'

40'

40'

40'

40'

82" x 2" Plug

82" x 2" Plug

40' Spike

82" x 2" Plug

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

+88.0

LOT. 102

LOT. 66

Reservoir

U.S. Reservation Line

Boulevard from the South West Cor. P.L. 102, to Conville 2

Sta	ang	Bearing	Mag. Bear
-----	-----	---------	-----------

37	+37°	R89°50'	S76°48'E N89°10'E
----	------	---------	-------------------

36			
----	--	--	--

35			
----	--	--	--

34	+07		
----	-----	--	--

33			
----	--	--	--

32			
----	--	--	--

31			
----	--	--	--

30			
----	--	--	--

29			
----	--	--	--

28			
----	--	--	--

27	+36.80	0°30'	N13°22'E N1°0'W
----	--------	-------	-----------------

26			
----	--	--	--

25			
----	--	--	--

24			
----	--	--	--

23			
----	--	--	--

22			
----	--	--	--

21			
----	--	--	--

+78			
-----	--	--	--

20			
----	--	--	--

19			
----	--	--	--

18			
----	--	--	--

+60			
-----	--	--	--

17			
----	--	--	--

x

Plug N.W. COR. LOT 148

LOT 143

Hedge

Hedge

Fence

Hedge

Old Cor. to Lots 143 and 104
Set Plug

LOT 104

Hedge

Hedge

Fence

stake

LOT 102

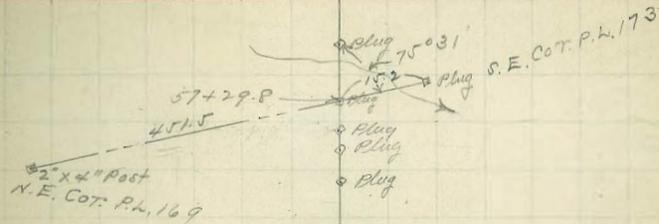
10/16/01

Boulevard from the

South West cor. of P. L. 102 to ³Pro 3

Sta. Ang. Bearing Mag. Rem.

58	+20.20	R 27° 50'	N 55° 31' E	N 41° 15' E
57	+29.80			
57	+20.20	L 22° 34'	N 27° 41' E	N 13° 30' E
56	+30.28	L 24° 41'	N 48° 15' E	N 34° 00' E
55	+50.58	L 19° 29'	N 72° 56' E	N 58° 40' E
54				
53	+103.2	R 14° 54'	S 87° 35' E	N 78° 15' E
52				
51				
50				
49	+194.50	L 75° 44'	N 27° 31' E	N 13° 15' E
48				
47	+169.75			
46				
45	+89.80	R 89° 44'	S 76° 45' E	N 89° 00' E
44	+03.6	L 89° 41'	N 13° 31' E	N 0° 45' W
43				
42				
41				
40				
39				
38				

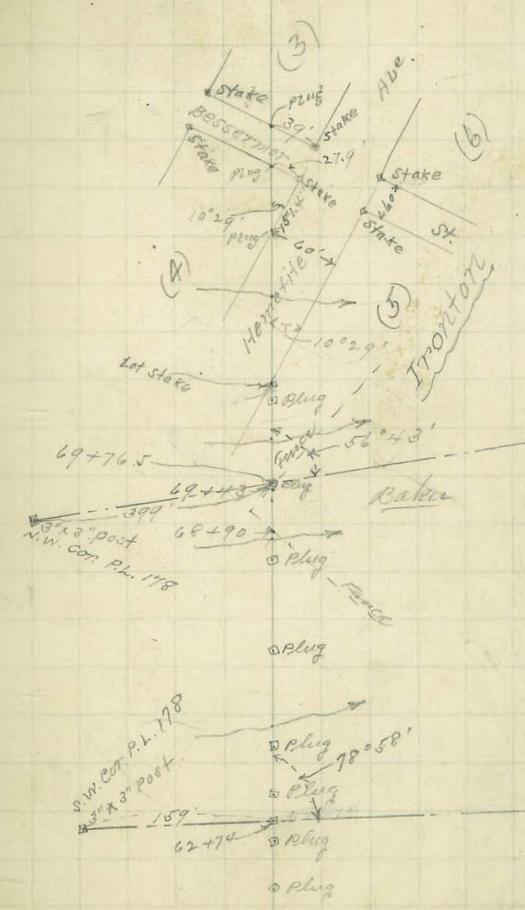


LOT 170

LOT 148

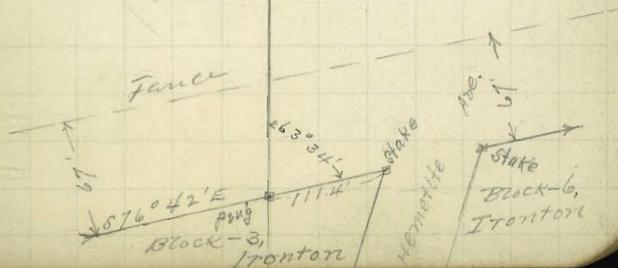
Boulevard from the South West Cor. P.L. 102, to Poriville ⁴

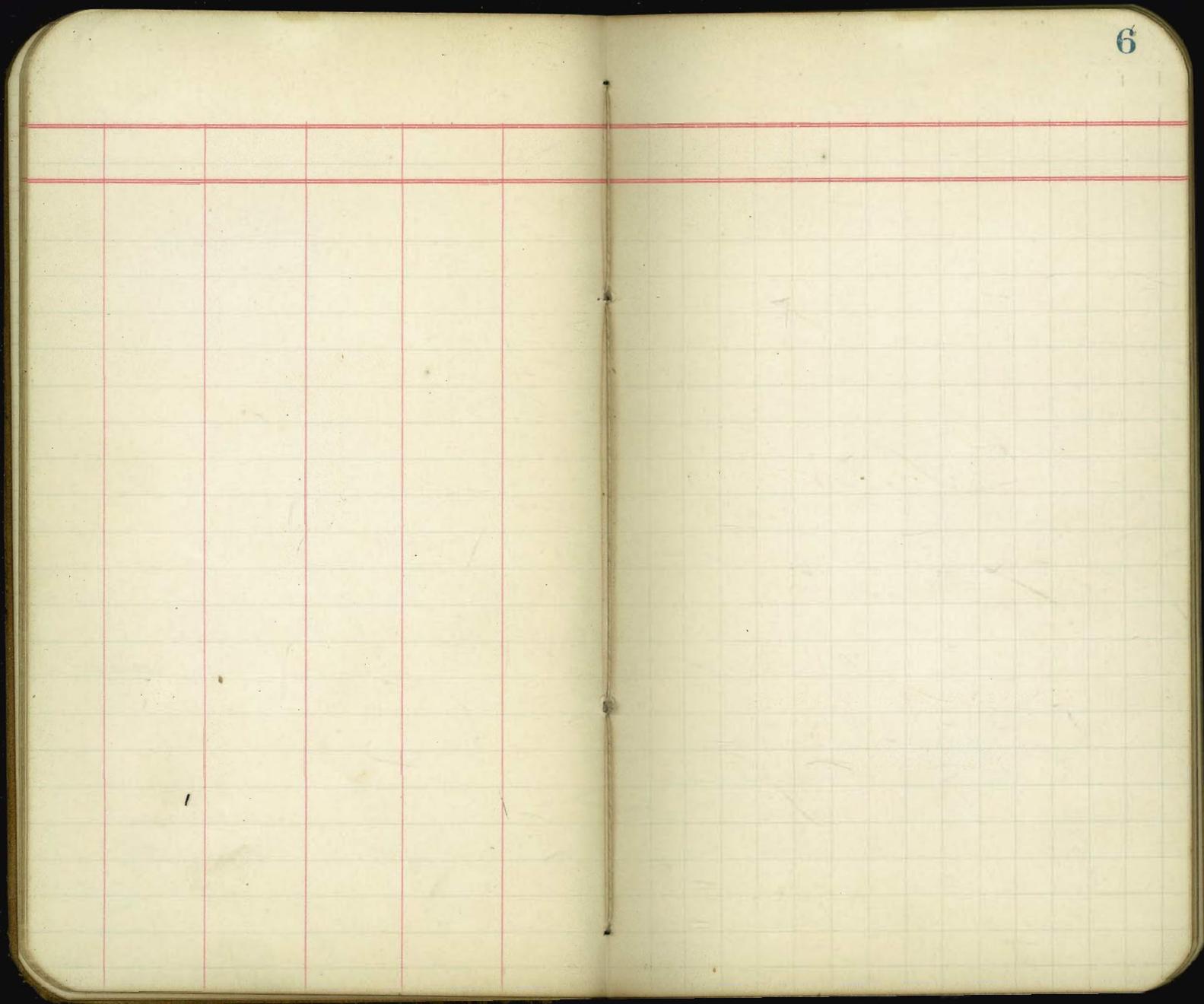
No.	Ang.	Bearing	Mag. Bear.
78			
77	+19.2		
76	+58.3		
75	+24.6		
74			
73			
72			
71	476 156 04 70 00	N 89° 44' E	25° 15' E
70			
69	+76.5		
68	+08.5	R 25° 42'	N 46° 44' E N 32° 20' E
67			
66	+32.5	L 19° 01'	N 21° 02' E N 6° 35' E
65			
64	+23	R 15° 28'	N 40° 08' E N 25° 45' E
63	+26		
62	+174	L 15° 52'	N 24° 35' E N 10° 15' E
61	+11.8	L 15° 04'	N 40° 27' E N 26° 15' E
60			
59			



81
+ 7450
79

Continued on Page 28





10/12/01

Sumner, Transit
Williamson } Chain
Ken

Survey of Boulevard from the S.W. Cor. of P.L. 102, thence through Ocean Beach to the West end of the Geo. Kaye, thence to a connection with the constructed road across the Old Town Flat

Sta	Ang.	Bearing	Mag. Bear.
-----	------	---------	------------

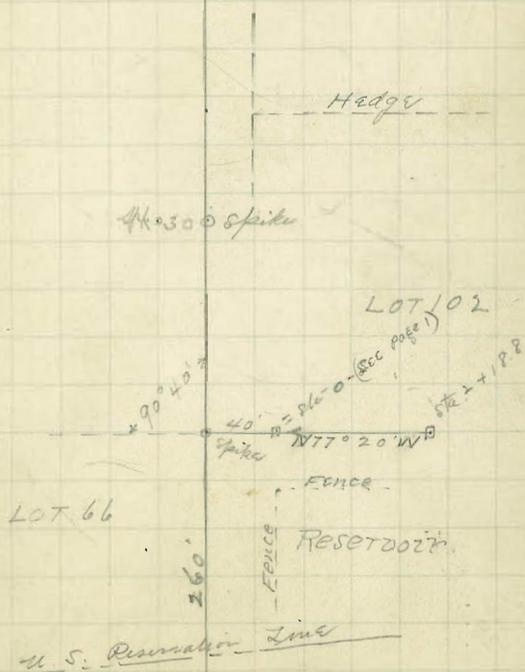
14
13
12
11
10
9
8
7
6 +80
5
4 +280
3
2
1
0

N 13° 20' E NO° 45' W

Set up over spike on line between lots 66 and 102, 200' Northward from Reservoir line, back sight on Sta. 2+18.8 of previous survey, Right 90° 40', thence as follows.

LOT 102

LOT 104

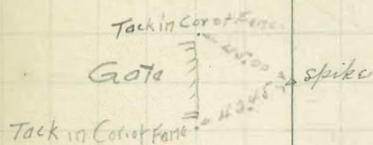


10/18/01

8

Sta.	ang	Bearing	Mag. Dec
35			
34			
33			
32			
31			
30			
29			
28			
27			
26			
25			
24			
23			
22			
21	+76		
20			
19			
18			
17	+23		
	+80		
16	+44		
15			

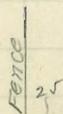
35
34
33
32
31
30
29
28
27
26
25
24
23
22
21 +76
20
19
18
17 +23
+80
16 +44
15



LOT 143

LOT 149

Hedge ---



Hedge ---

Hedge ---
Rack ---
Hedge

LOT 103

LOT 104

1672
1682
1692

Sta. Ang. Bearing Mag. Rem.

56 +720 L 90° 0' N 76° 40' W S 89° 15' W

55

54

53

52 +73+

51

50

49

48

47

46

45

44

43 +58

42

41

40

39

38

37 +10

36 +70

+93 Δ R. 89° 15' 90° 16 See Page 56



Sta. Aug. Bearing Way Bear.

98	244.6				
97+40	R22°44'	S59°06'W	S44°35'W		plug
96					
95	273.8 181.8 173.2	L25°22'	S36°22'W	S22°0'W	plug
94+35.5	R25°03'	S61°44'W	S47°30'W		plug
93					
92+25	R24°22'	S36°41'W	S22°20'W		plug
91+31	R46°45'	S12°19'W	S2°0'E		plug
90					
89	246.5				
88	784.5	L51°26'	S34°26'E	S48°35'E	plug
87	779.2	L32°09'	S17°00'W	S2°45'W	plug
86	704.2	L30°41'	S49°09'W	S35°0'W	plug
85					
84	772.8	L47°09'	S79°50'W	S65°30'W	plug
83	795.5				stone
82					
81	781	R18°06'	N53°0'W	N67°10'W	plug
80					
79	788	L29°53'	N71°07'W	N25°30'W	plug
78	728.3	L45°55'	N41°14'W	N55°40'W	plug

Return

No.	Ang.	Bearing	Mag. Bear.
119	R 17° 19'	N 5° 35' W	N 19° 55' W
118			
117			
116			
115			
114	+017 R 22° 24'	N 22° 54' W	N 37° 05' W
113			
112			
111			
110			
109	+39.5 R 46° 02'	S 68° 42' W	S 54° 20' W
108			
107			
106	+74 L 12° 11'	S 22° 40' W	S 8° 20' W
105			
104	+43 L 41° 14'	S 34° 51' W	S 20° 30' W
103			
102	+72 R 38° 52'	S 76° 05' W	S 61° 35' W
101			
100	+85.4 L 21° 53'	S 37° 10' W	S 22° 50' W
99			

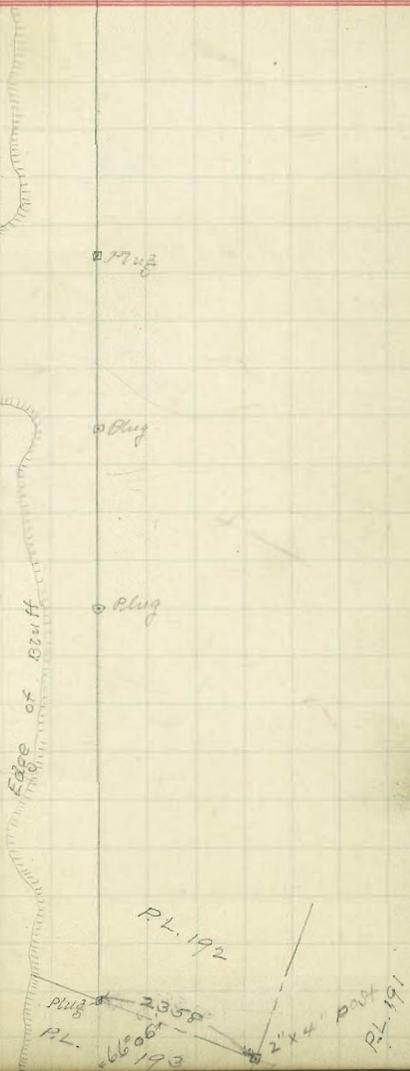


10/25/01

Sta.	Mag.	Bearing	Mag. Bear.
140			
139			
138			
137			
136			
135			
134			
133	+50	OL 50° 23'	N 10° 28' W N 24° 45' W
132			
131			
130			
129			
128	960'		
127			
126			
125			
124			
123	+90	OR 45° 30'	N 39° 55' E N 25° 40' E
122			
121	490'		
120			



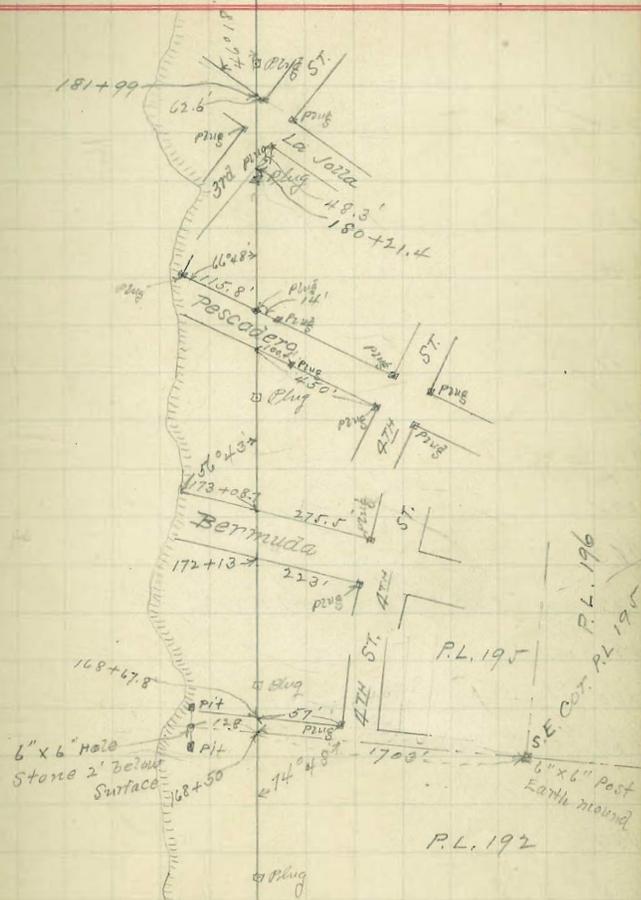
Sta.	Ang	Bearing	Mag. Bear.
161			
160	810'		
159			
158			
157	+40	R 29° 50'	N 17° 31' E N 3° 10' E
156			
155	360'		
154			
153	+80	L 38° 53'	N 12° 19' W N 26° 45' W
152			
151	380'		
150			
149		R 37° 02'	N 26° 34' E N 12° 15' E
148			
147			
146			
145			
144	1650'		
143			
142			
141	+68.7		



10/28/01

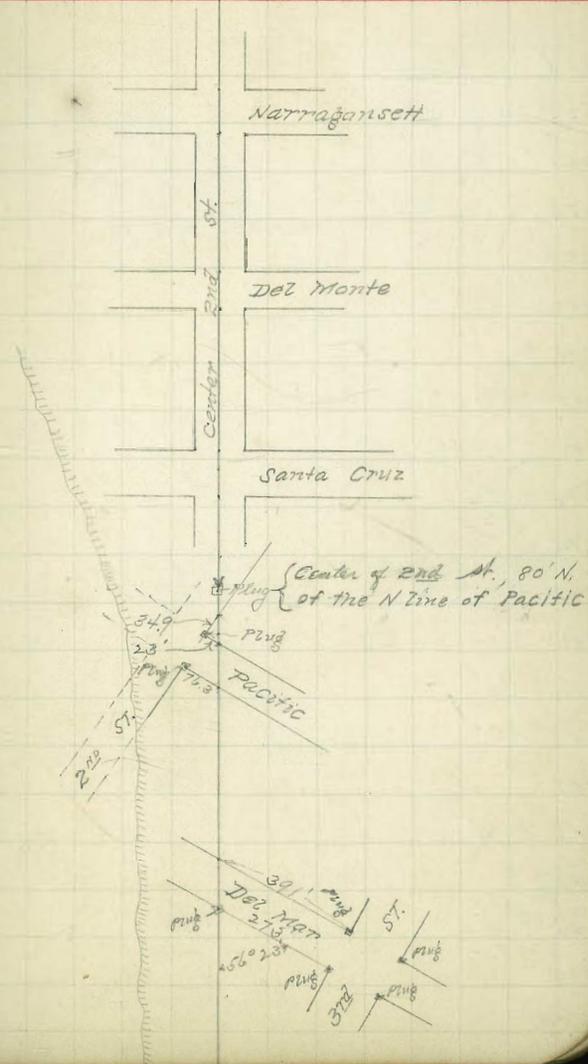
Sta Ang. Bearing Mag. Bear.

182	+50	R	10° 07'	N 3° 02' E	N 11° 15' W
181	+99'				
180	+21.4	L	20° 31'	N 6° 59' W	N 21° 25' W
179					
178					
177	+43				
176	+56.5				
175	+50	R	10° 06'	N 13° 32' E	N 0° 50' W
174					
173					
172					
171					
170					
169	+50	L	18° 08'	N 3° 26' E	N 10° 55' W
168	+50				
167					
166					
165	+50	R	4° 03'	N 21° 34' E	N 7° 15' E
164					
163					
162					



Sta. Avg. Bearing Mag. Res.

203			
202	+70		
201	+90		
200			
199	+90		
198	+10		
197			
196			
195	+10		
194	+30		
193			
192	-10.3	$\text{R } 33^{\circ} 39'$	$\text{N } 36^{\circ} 47' \text{ E } 22^{\circ} 20' \text{ E}$
191	+14.4		
190	+18.5		
189			
188			
187	+61.5		
186	+65.5		
185			
184			
183			

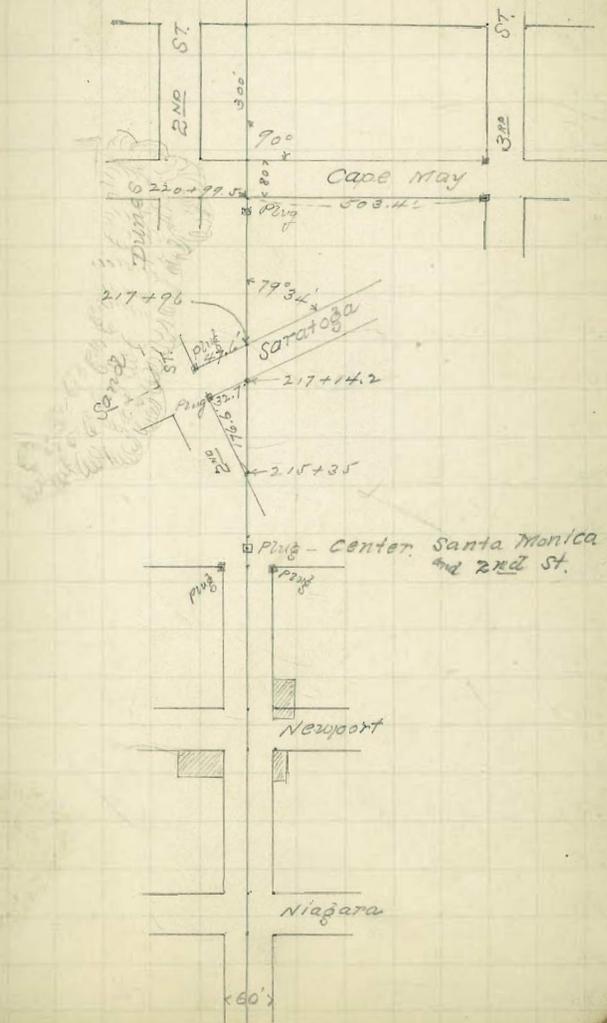


10/30/01

17

Sta. Ang. Bearing Mag. Road.

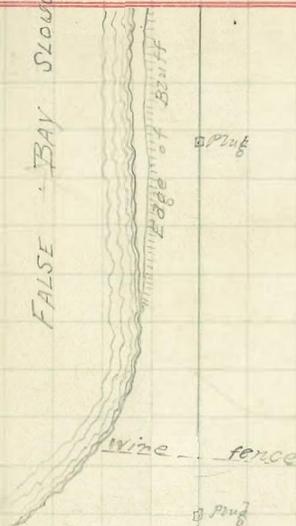
224	
223	
222	
221	
220	+66.5 @ $L 10^{\circ} 28' N 36^{\circ} 47' E$ $N 22^{\circ} 10' E$
219	
218	+96
217	+142
216	
215	+85
214	
213	+69 @ $R 10^{\circ} 28' N 47^{\circ} 15' E$ $N 32^{\circ} 40' E$
212	
211	
210	+30
209	+50
208	
207	
206	+50
205	+70
204	



Sta.	Ang.	Bearing	Mag. Dist.
------	------	---------	------------

245	430'		
244			
243		+75° 0' 17" 15'	S 56° 31' E 571° 15' E
242			
241			
240	775'		
239			
238			
237	+14		
236		S 69° 21'	S 73° 46' E 588° 30' E
235			
234			
233			
232			
231			
230	1533.5		
229			
228			
227			
226			
225	407.6		

FALSE BAY SLOUGH



P.L. 204

P.L. 205

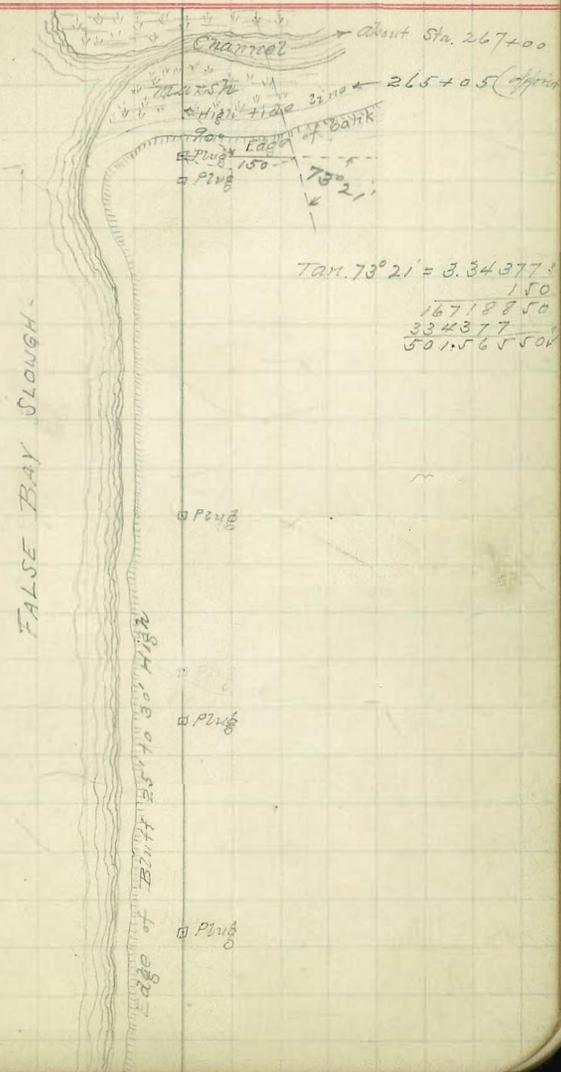
$\times 90^\circ \rightarrow$
 6" x 6" post, S.W. Cor. P.L. 205

2637'

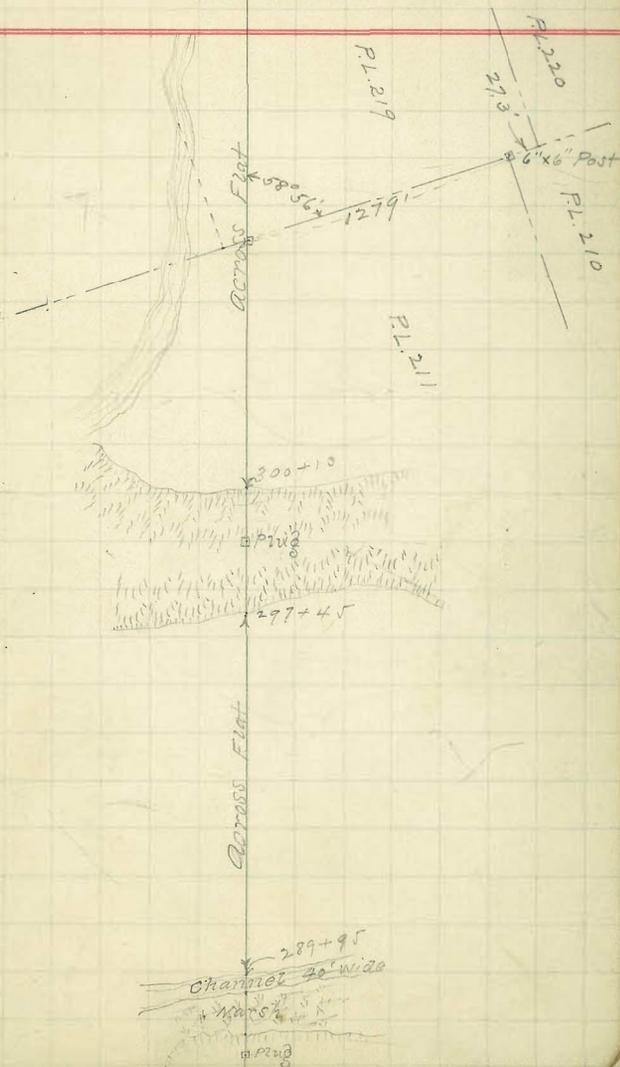
Cor. fence

Sta.	Ang.	Bearing	Mag. Dev.
------	------	---------	-----------

266	501.6'		
265			
264	+50.0	L14°14'	N70°07'E N55°15'E
263			
262			
261			
260	750'		
259			
258			
257		L4°13'	N84°21'E N69°30'E
256			
255	440.5'		
254			
253			
252	+59.50	L17°02'	N88°34'E N73°45'E
251			
250	449.0'		
249			
248	+10.0	L17°53'	S74°24'E S89°10'E
247			
246			



No.	Ang.	Bearing	Mag. Rem.
308			
307			
306			
305	+24.20		
304	8		
303			
302			
301			
300			
299		N 120° 35' E N 67° 51' E N 52° 45' E	
298			
297			
296			
295			
294	10721		
293			
292			
291			
290			
289			
288	+28.64	N 90° 27' E N 65° 30' E	

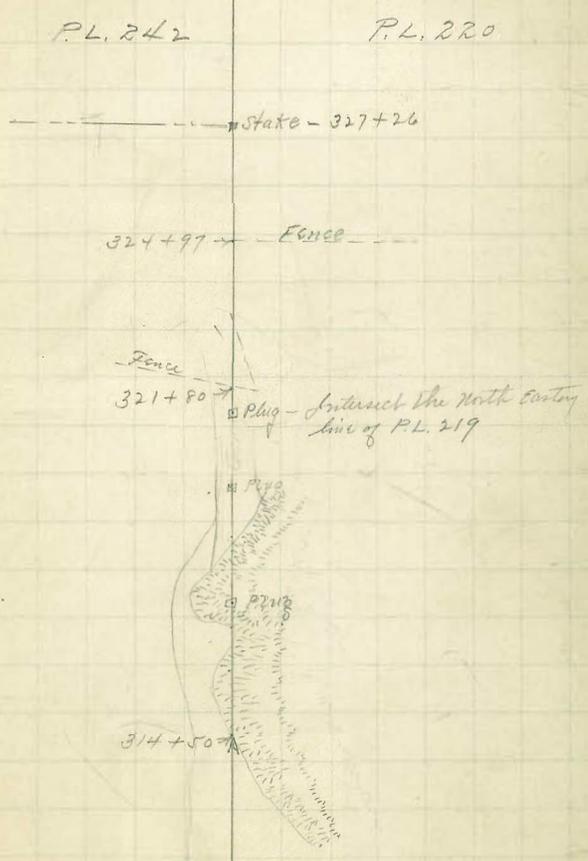


Benjamin
Williams
Surr

Survey for Road from the West end of the Gov. Dyke, to the graded 22
Road across the Old Town State

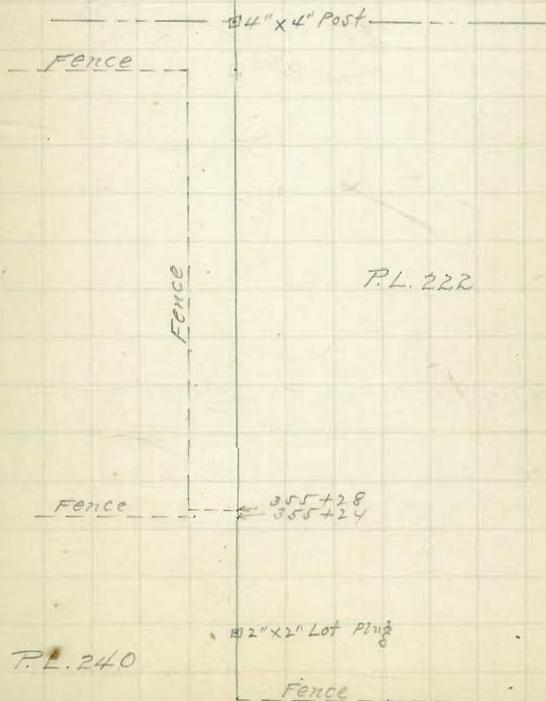
Sta.	Ang.	Bearing	Mag. Bear.
329			
328			
327 +26			
326			
325			
+97			
324			
323			
322			
321 +17	R 68° 06'	S 53° 10'	S 68° 15' E
320			
+61	L 43° 34'	N 58° 44' E	N 43° 35' E
319			
318			
317 +10	R 34° 27'	S 77° 42' E	N 87° 10' E
316			
315			
314			
313			
312			
311			
310			
309			

11/11/01



Sta.	Ang.	Beaming	Mag. Rem.			
350						
349						P.L. 240
348						
347						
346						
345	+87					Fence 345+95 Plug
344						P.L. 221
343						
342						
341						
340						P.L. 241
339						
338	+26					338+26 Fence 3"X3" Post
337						
336						
335						
334						Plug
333						P.L. 242
332						
331						P.L. 220
330						

Sta.	Ang.	Bearing	Mag.	Dist.
371				
370				
369				
368				
367				
366				
365 ⁺⁶⁰				
364 ⁺⁵⁷				
363				
362				
361				
360				
359				
358				
357				
356				
355				
354				
353 ^{+96.5}				
352				
351 ⁺⁴²				



Sta.	Ang.	Bearing	Mag. Sum.
386+87			
385			
384			
383			
382			
381			
380			
379			
378			
377			
376			
375			
374			
373			
372			

386+87

385

384

383

382

381

380

379

+79.5

378

377

376

375

374

373

372

plug

Center of Road
2290'
Sta. 196+27.7 Spike
("Roseville Line")

4" x 4" Post

223"

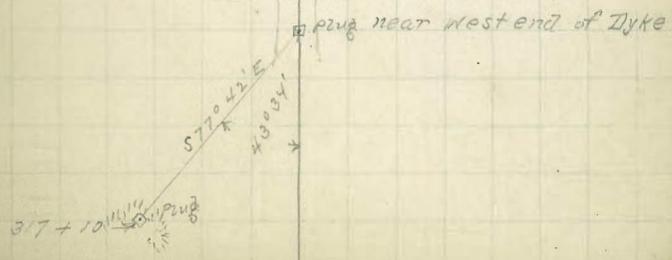
PL. 223

11/5/50
 Jimmy
 Williams
 Ken

Survey of Gov. Dyke

Sta.	Ang.	Bearing	Mag. Bear.	
36+88	R 3°26'		N 59°45'E	
		735		
29+53	R 3°39'		N 56°10'E	
		719		
22+34	R 3°26'		N 52°45'E	
		600		
16+34	R 3°02'		N 49°00'E	
		495		
11+39	R 2°30'		N 46°10'E	
		1139		
0 319+61			N 43°35'E	

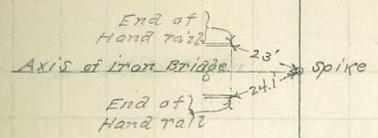
Center line of Dyke (approx)



pin near West end of Dyke

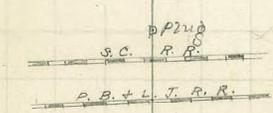
Survey of Mr. Dyke

Sta.	Ang.	Bearing	Mag. Bear.
77+15			
70+72	R 2° 50'		N 77° 45' E
	426'		
66+46	R 2° 27'		N 74° 50' E
	550'		
60+91	R 2° 47'		N 72° 30' E
60+42			
59+39			
55+02	R 3° 50'		N 69° 45' E
	610'		
48+92	R 2° 54'		N 66° 0' E
	540'		
43+47	R 3° 24'		N 63° 0' E
	659'		



Spike

P212



P212

P212

P212

Sta.	Ang.	Bearing	Mag. Bear.
116			
115			
114			
113			
112			
111			
110			
109			
108			
107			
106			
105			
104			
103			
102			
101			
100			
99			
98			
97			
96			
95			

	ST.
9TH	ST.
8TH	ST.
7TH	2 nd ST.
6TH	ST.
5TH	ST.
4TH	ST.
3RD	ST.
2ND	ST.

MAIN

Sta.	Ang.	Bearing	Mag. Bear.			
137						
136						
135					17TH	ST.
134						
133					16TH	ST.
132						
131						
130					15TH	ST.
129						
128						
127					14TH	ST.
126						
125					13TH	ST.
124						
123						
122					12TH	ST.
121						
120						
119					11TH	ST.
118						
117					10TH	ST.

11/8/01

31

Sta.	Ang.	Bearing	Wig. Bear.
------	------	---------	------------

158			
157	+65° 02' 28"	N75° 25' E	N60 30' E

156

155

154

153

152

151

150

149	+83° 02' 43"	N64° 57' E	N50 05' E
-----	--------------	------------	-----------

148

147

146

145

144

143

142

141

140

139

138

D P218

(S21° 20' W Reverse)

D P219 - Center 22nd St.

21ST

ST

20TH

ST

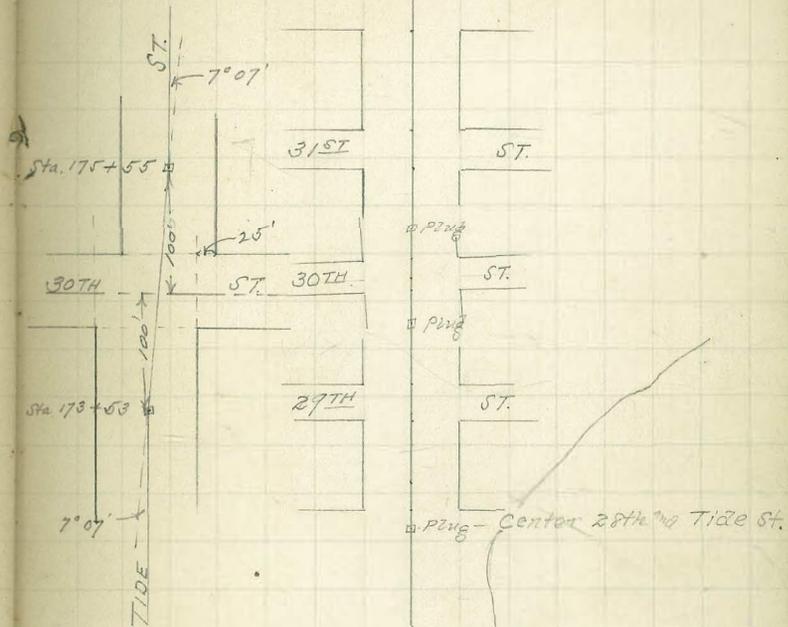
19TH

ST

18TH

ST

Sta.	Ang.	Bearing	Mag. Bear.
179			
178			
177			
176			
175	+55°	L 7° 07'	N 36° 14' E N 21° 25' E.
174	202'		
173	+53°	R 7° 07'	N 43° 21' E N 29° 30' E
172			
171	440		
170			
169	+13°	L 39° 11'	N 36° 14' E N 21° 25' E
168			
167			
166			
165			
164			
163			
162			
161	1148'		
160			
159			



Sta.	Ang	Bearing	Mag. Rem.
196	127.7		
195			
194			
193			
192			
191			
190			
189			
188	2072.7		
187			
186			
185			
184			
183			
182			
181			
180			

196 127.7

195

194

193

192

191

190

189

188

187

186

185

184

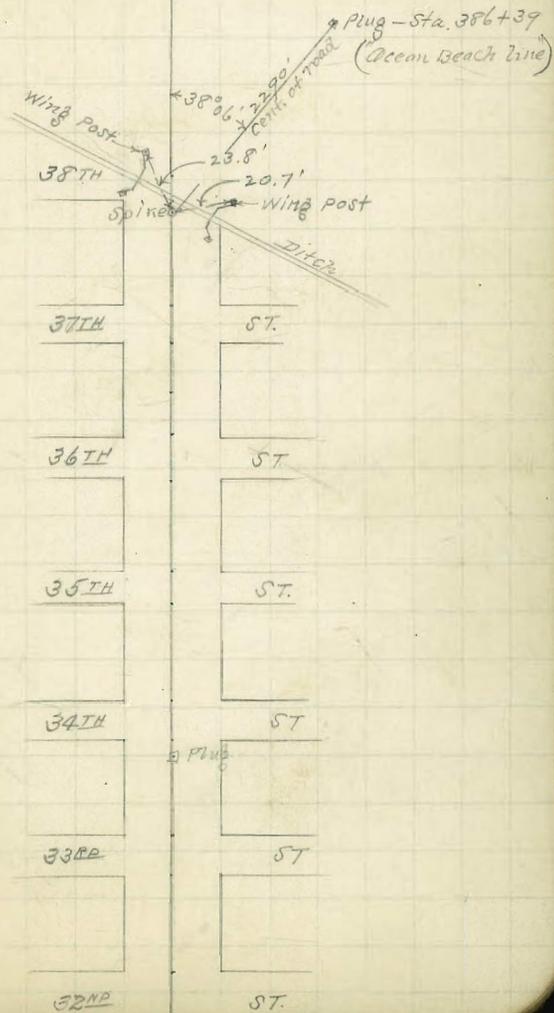
183

182

181

180

2072.7



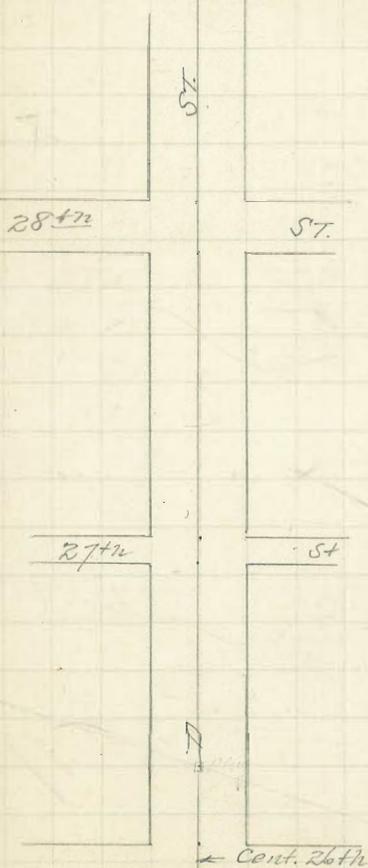
B St.

34

Sta.	Mag	Reading	Mag. Bear
------	-----	---------	-----------

17			
16			
15			
14	+90		
13	+90		
12			
11			
10			
9			
8			
7	+90		
6	+30		
5			
4			
3			
2			
1			
0+30			

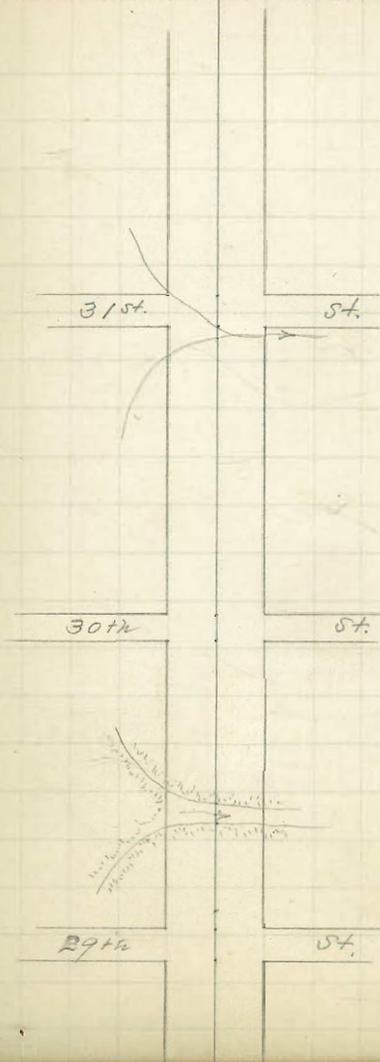
N 75° 50' E



D St.

35

38
37
36
35
34
33 +33
32 +73
31
30
29
28
27 +73
26 +13
25
24
23
22
21 +10
20 +10
19 +50
18



L. St.

36⁶⁾

46 + 53

45 + 93

45

43

42

41

40 + 93

39 + 83

3372

St.

32 no

St.

1/30/02

Survey for Road on
31st St. to City

National ave. from
Limits

37

17

16

15

14

13

12

11

10

9

8

7

469

6+09

5

4

3

2

1

0+60

Cholla

Creek

32nd

St

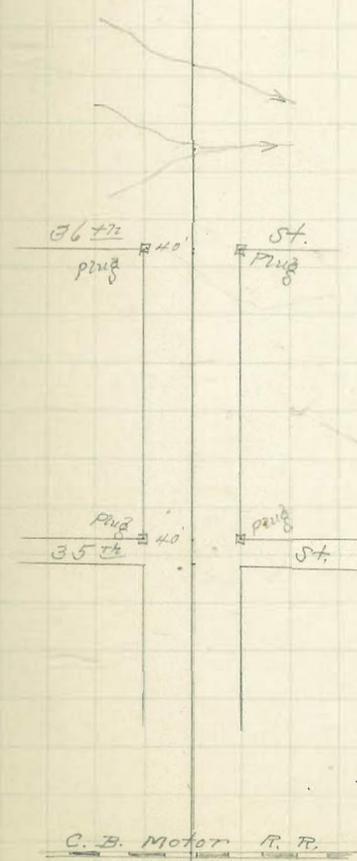
31st

St.

National ave.

38

- 38
- 37
- 36
- 35
- 34
- 33
- 32 + 42
- 31
- 30
- 29
- 28
- 27
- 26 + 42
- 25
- 24
- 23
- 22
- 21
- 20
- 19 + 64.6
- 18



444
 59 +10 090° R.
 58
 57
 56
 55
 54
 53
 52
 51
 50
 49
 48
 47 +60 Δ
 46
 45
 44
 43
 42
 41
 40
 39

1724. Center line 40th St.
 1724 1/2

1/2/02. ✓

Survey for Road from
Penny
Lee
Davis

31st and K to City Limits

41

Sta.	Angle	Bearing	Mag. Bear
17			
16			
15			
14			
13			
12			
11			
10			
9	82° 50'		
8			
7	70°		
6			
5			
4			
3			
2			
1			
0			

17

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

0

82° 50'

70°

31st - Cont. 32nd St. (approx)

St.

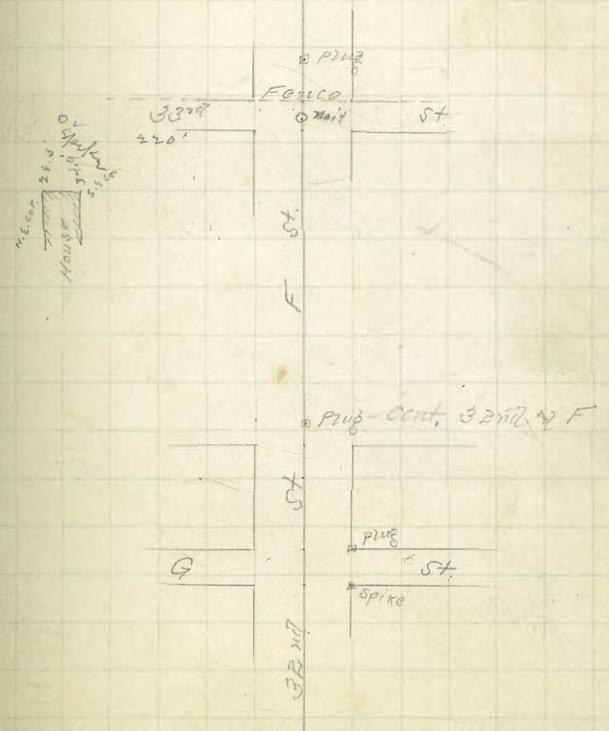
St.

31st

St.

✓ Road from 31st and K to City Limits

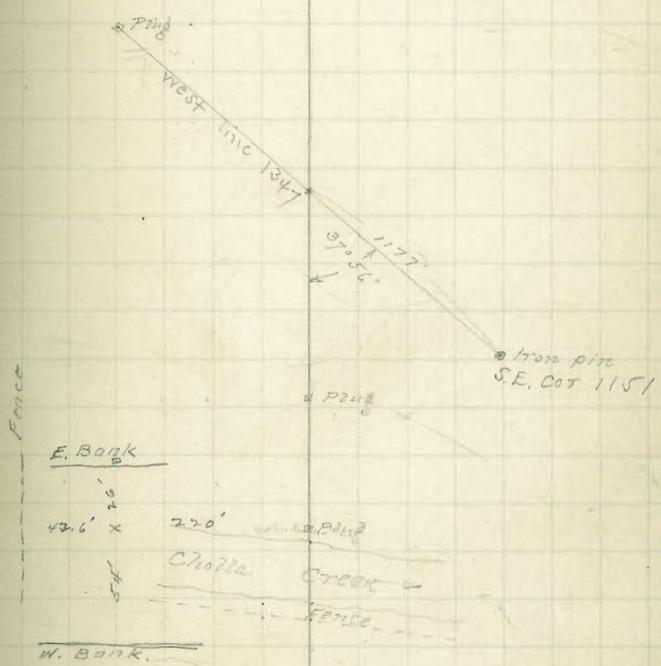
Sto.	Ang.	Beaving	Way	Beav.
39				
38				
37				
36				
35				
34				
33	+68			
32	+98			
31				
30				
29				
28				
27				
26	+07	BR 90°	East	N74° 50' E
25				
24				
22				
21				
20				
19				
18				



Road from 31st and K, to City Limits

Sta. Cont. Bearing Mag. Bear.

60			
59			
58			
57			
56			
55	+47.70		
54			
53	+28	0L19°44'	N38°12'E 123°0'E
52			
51	+14	0R26°33'	N57°56'E 142°45'E
50			
49			
48	+25 +29	0L58°37'	N31°23'E 152°15'E
47	+25		
46	+51		
45			
44			
43			
42			
41			
40			



Pond from 31st and N. to City Limits

44

Sta. ang. Bearing Mag. Dist.

71+02

70

69

68

67

66

65

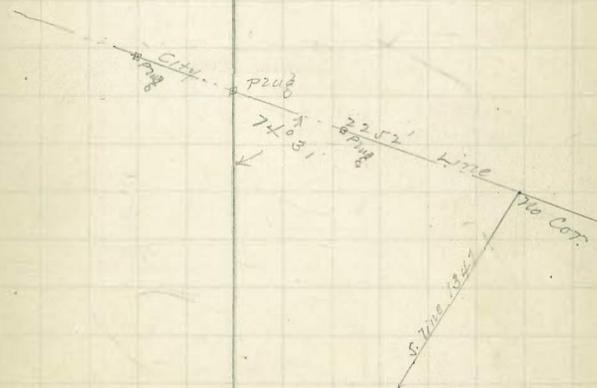
64

63

62

61

$+65^{\circ}R20^{\circ}23'$ $N58^{\circ}35'E$ $N48^{\circ}20'E$



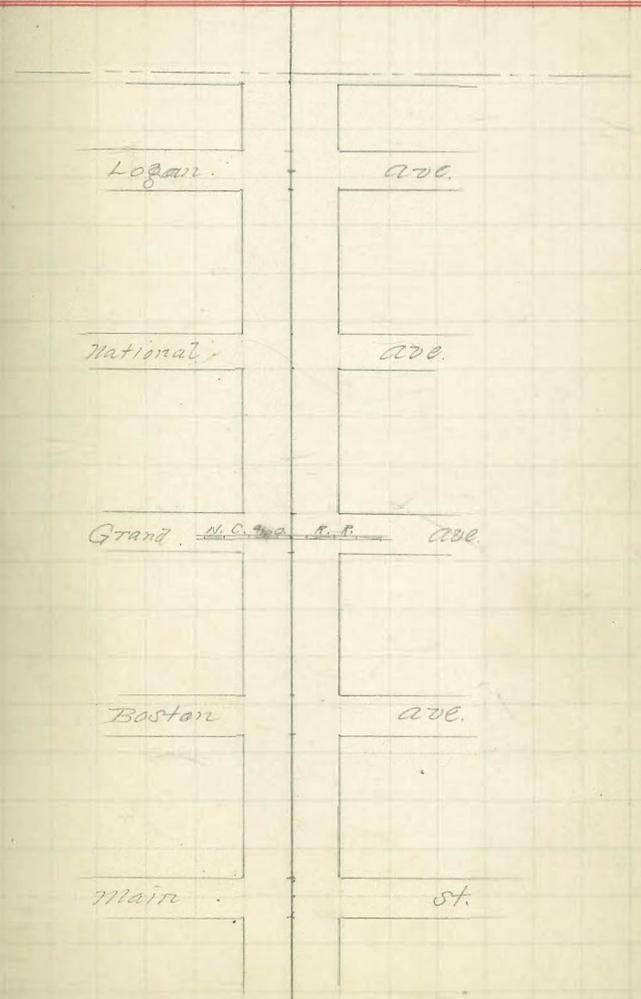
87.18

2/8/02
Penny
Kerr
Davis

Survey for Road from
Cotton Ave.

30th and Main Sts. to
30th St. Road

17
16
15 418 Cent. Logan
14 418
13
12
11
10
9
8
7
6
5
4
3
2
1
0 = Center Main and 30th

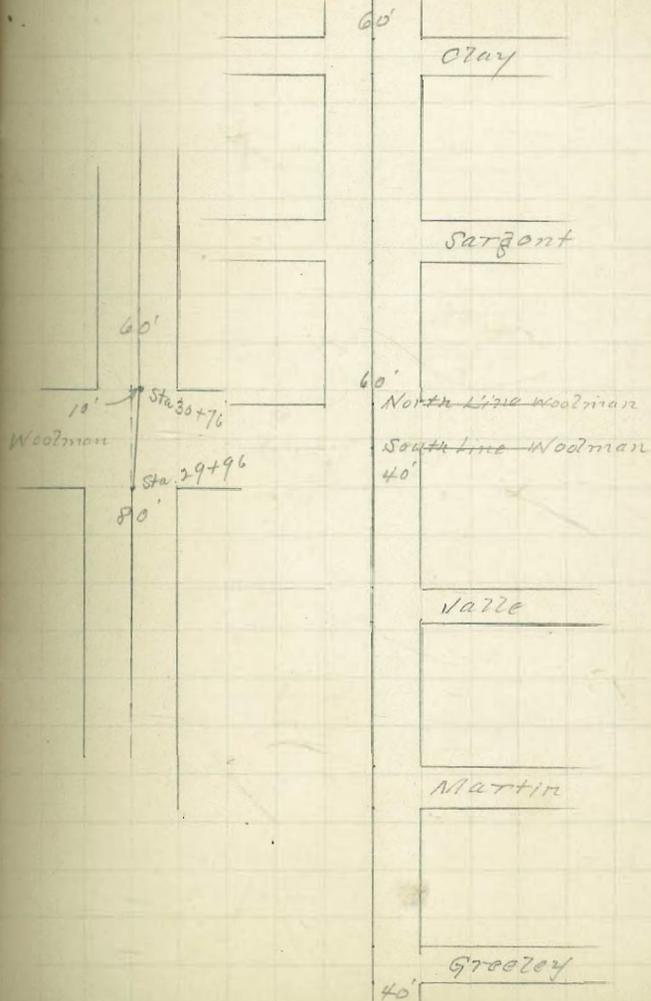


2/10/02

30th St Road

46

38
 37
 36
 35
 34
 33
 32
 31
 30 +76
 +96
 29
 28
 27
 26
 25
 24
 23
 22
 21
 20
 19
 18



59 + 0.7 OR 90°

58

57 + 9.7 OR 90°

56 + 5.7

55

54

53

52

51

50

49

48

47

46

45

44

43

42

41

40

39

Prug - Cent. K and 3200 (Hoits)

Prug - Cent. K and 30th
S. Line K

60

L

st

M

st

N

st

Webster

ave.

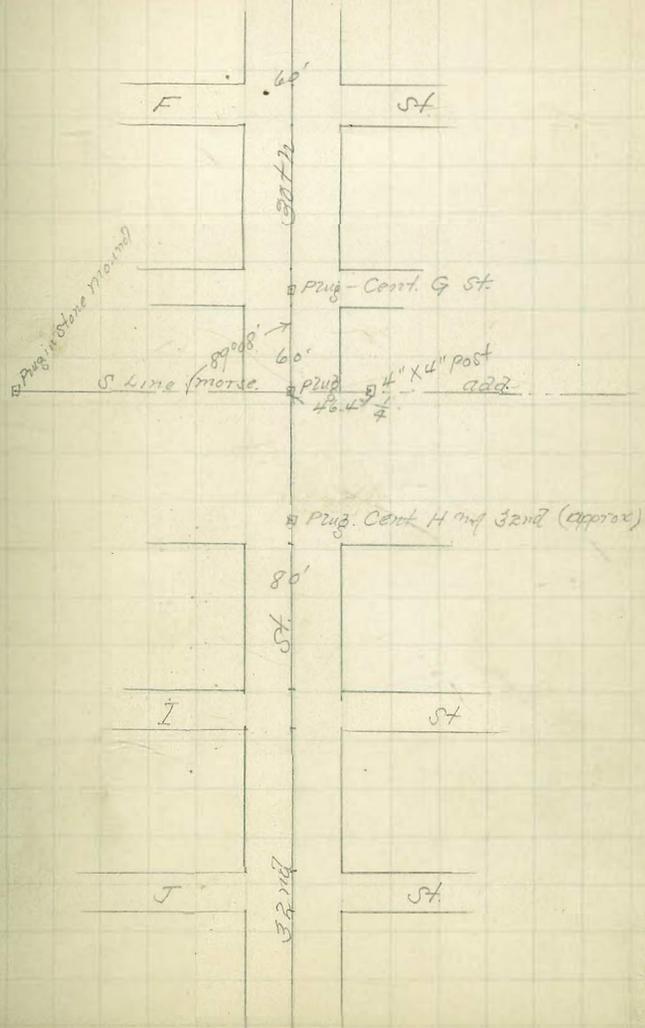
30th

11/2/02

30th St. Road

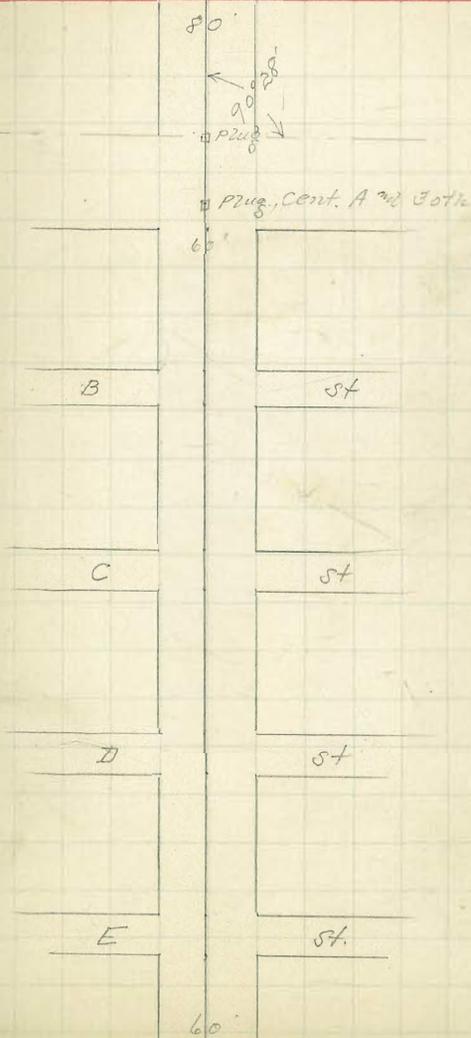
48

60
 679
 578
 577
 576
 575 +46.7
 574
 573 +82.5 $\angle 49^{\circ} 33'$
 572
 571
 470 +57 $OR 49^{\circ} 33'$
 469
 468
 467
 466
 465
 464
 463
 462
 461
 460



30th St. Road

- 101
- 100
- 99 +70 01 31' 47"
- 98 +28 01 07' 02"
- 97
- 96
- 95
- 94
- 93
- 92
- 91
- 90
- 89
- 88
- 87
- 86
- 85
- 84
- 83
- 82
- 81

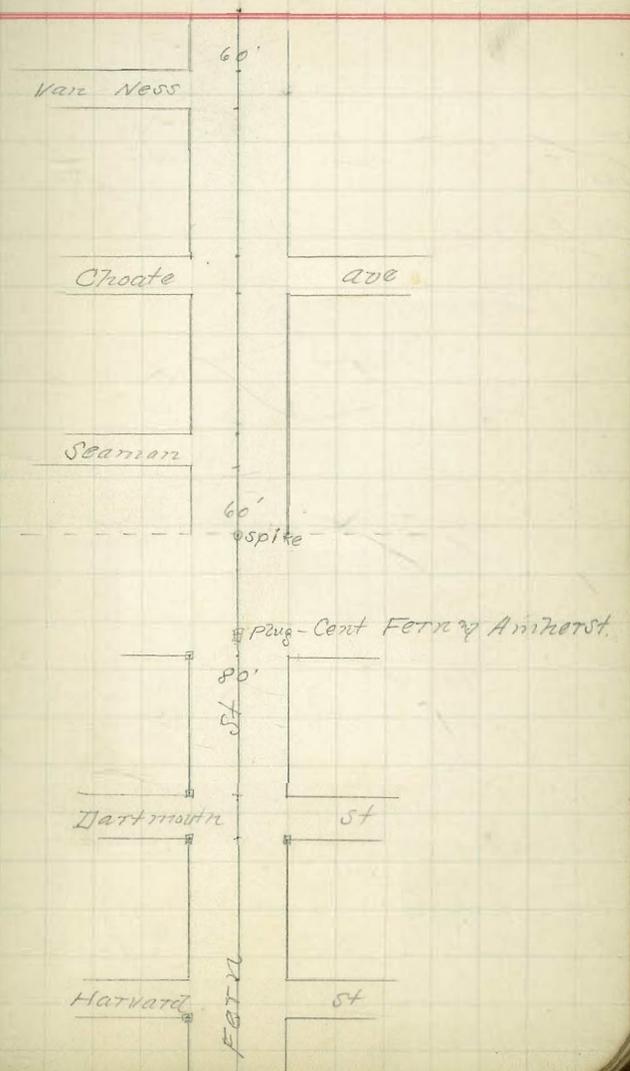


12/2/62

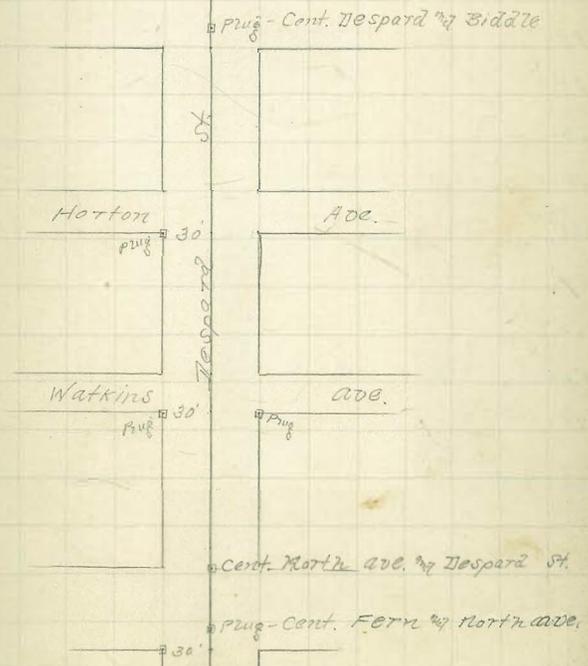
30th St. Road

50

- 122
- 121
- 120
- 119
- 118
- 117
- 116
- 115
- 114
- 113
+87.4 66° 35'
- 112
+70 66° 01'
- 109
- 108
- 107
- 106
- 105
- 104
- 103
+70
- 102

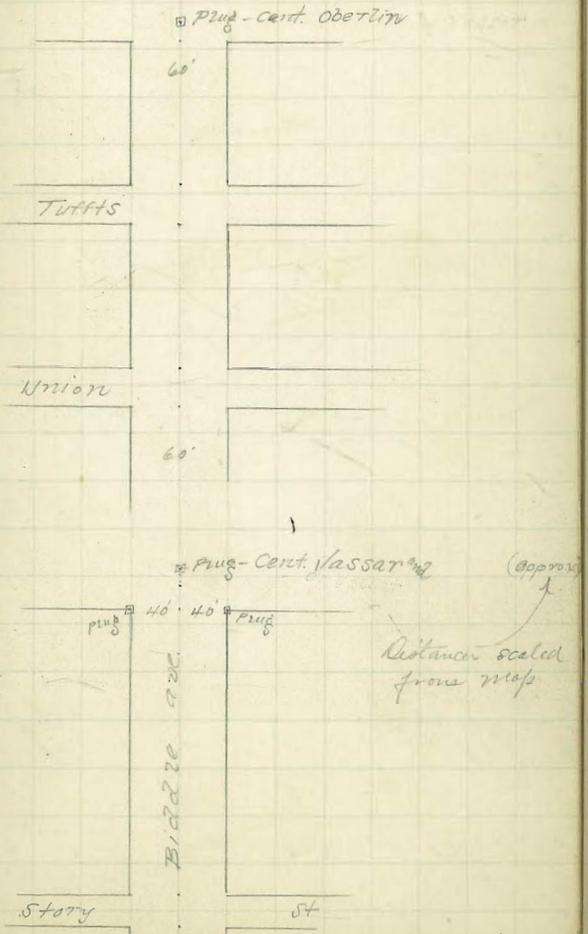


- 143
- 142
- 141
- 140
- 139
- 138 +40.30R90°08'
- 137
- 136
- 135
- 134
- 133
- 132
- 131
- 130
- 129
- 128
- 127 +102.80R89°42'
- 126 +94.02R89°16'
- 125
- 124
- 123



164
163 754 OR 2° 21'

- 162
- 161
- 160
- 159
- 158
- 157
- 156
- 155
- 154
- 153
- 152 + 14 at 90°
- 151
- 150
- 149
- 148
- 147
- 146
- 145
- 144



4185 +88 DL 48° 26'

4184

4183

4182 +25 DR 29° 10'

4181

4180

4179

4178

4177

4176

4175

4174

4173

4172

4171

4170

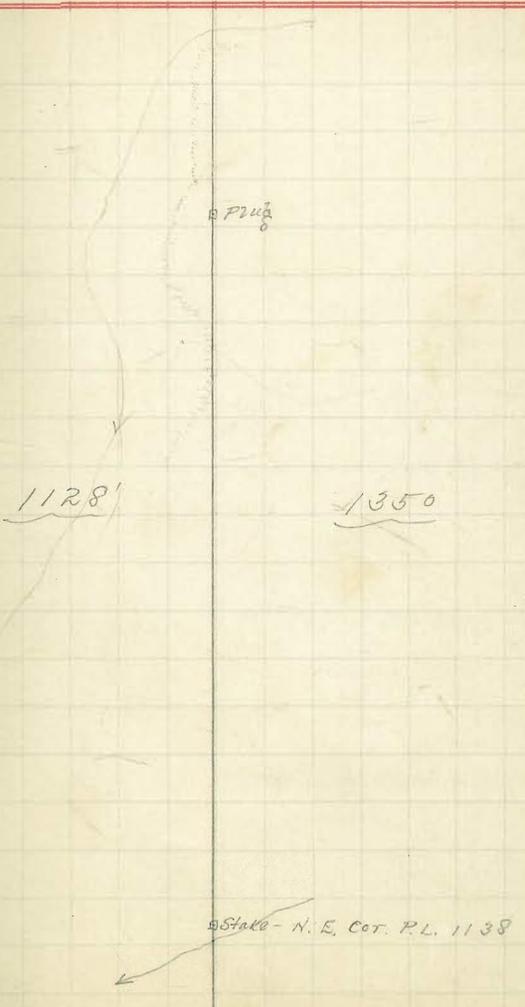
4169

4168

4167 +45 DL 2° 33'

4166

4165



206
 205
 204
 203
 202
 201
 200
 199
 198
 197
 196
 195
 194
 193
 192
 191
 190
 189
 188
 187
 186
 185

+82.7 0L 10 15'

+55 0R 0 55'

+53

+23 0R 17 17'

+30

plug - Cent Wash 92 Coe stc

Fence - N. plug Line 1128 & 1350

1128

1350

plug on West line 1350

30th St. Road

55

250 + P6

225
+93.40 P 90° 04'

225

224

223

222

+52.80 L 90° 05'

221

220

219

218

217

216

215

214

213

212

211

210

209

208

207

Cent. Cal on ave. on Iowa St.

pub - Cent. University on Iowa

University

pub - Cent University on Wash

Wash

Bungalow + Tent Valley Road
March 9, 1904

and Canon Road

56

$\frac{51+20}{77.50}$
 $\frac{77.50}{77.50}$

~~45+10 Δ 72°00 L Backing up.~~

~~48+00 Δ 13°00 R~~

~~↓~~

~~51+20 Δ 93°0' L "~~

~~54+25 Δ 20°00 L~~

~~55+80 Δ 13°00 R Backing up~~

~~57+50 Δ R 20°00 Right Backing UP~~

~~64+39.6 = 60 + 39.8~~

~~↓~~

~~61+38.6 Δ L 90°00~~

~~58 P.P.T.~~

~~52+93 A. R. 90°10'~~

~~52+93 of Survey disc. on Page 7 =
See Page 9.~~

Parallel to and 20' north of fence
52+93 of Road East part Bungalow Valley

Canon Road
Original Line 3/17/04

52+93 = 52+93 Δ 90°10' L Back in up

58+00 P.O.T.

37+13.5 = 61+38.6

37+13.5 Δ R 90°45'

34+26 Δ L 12°54'

32+46 Δ L 10°00'

30+63.2 = 30+86

30+63.2 Δ R 18°59' = 30+86

27+72 Δ R 8°28'

20+00 Δ L 26°30'

14+42.2 Δ L 62°00'

9+51 Δ L 51°08'

0 Δ R 1°32'

14+20 Point by the Wall.

496
987
14837

57

See Page 9.

Parallel to and 20' North of Fence.

14+42.2 = 14+49.4 Δ L 58°03'

9+51 = 24+43 of Book 104 P 118'

3
12
124 { Hutchison
Tanner
Comely

Wagon Road bet. P.L. 183+190

52+93 = 52+93 Δ 90°10' L Backing up

58+00 P.O.T.

37+13.5 = 61+38.6
↑
↓

37+13.5 Δ R 90°45'

34+26 Δ L 123°4'

31+46 Δ L 10°00'

30+86 Δ R 21°00'

27+66 Δ R 8°00'

19+96 Δ L 32°00'

14+49.4 = 14+42.2 on Page 57.

14+36 Δ L 53°30'

9+40 = 9+50
↑
↓ L 57°30'

-0+50 Δ R 3°27'

0 = -0+50

4+20 Point By the well

New Main and Canon St. (Retained)

See Page 9.

Parallel to and 20' North of Fence

486
960
14434
560
29176
270
29446
30486
160
32446
180
34246
2580
37146

58)

Levels for line on
Page 57.

59

B.M.				
37+135		135	20.19	21884
37+135			6.00	
37			6.6	
+50			9.5	
36			12.6	
	1.524	09.81	11.92	0827
+50			4.7	
35			7.70	
+50			11.0	
T.P.	0.99	99.80	11.00	9881
34			3.5	
+50			6.6	
33			10.0	
+50			12.0	
	1.12	89.71	11.21	8859
32			5.1	
+50			7.9	
31.			10.7	
	0.92	78.94	11.69	7802
+50			3.2	
30			5.9	

+50		78.94	8.70	
29			11.60	
	0.02	167.15	11.81	167.13
+50			2.4	
28			5.2	
+50			7.81	
27			1.07	
T.P.	-0.06	57.03	10.06	157.09
+50			3.4	
26			5.80	
+50			7.5	
25			8.50	
+50			9.6	
24			10.8	
	0.06	47.79	10.10	146.93
+50			2.5	
23			3.4	
+50			4.1	
22			4.80	
+50			6.3	
21			7.5	

Levels on proposed
Road change on Page 58.

+50		4779	6.8	
20			6.4	
+50			7.6	
+25			8.5	
19			10.9	
B.M.	1.43	38.15	11.07	136.72
+50			2.8	
18			3.3	
+50			4.8	
17			7.2	
+50			8.8	
16			9.3	
+50			10.1	
15			12.2	
B.M.	1.95	28.93	11.17	126.98
+50			3.4	
14			4.1	
+50			5.4	
13			6.3	
+75			7.2	
+50			6.9	

5' Back of Stat 19 Hub

Hub 10' R of Stat 15

Levels on proposed
Change Canon Road

12		128.93	6.7	
+50			7.6	
11			11.6	
+85			10.1	
+65			10.2	
+60			8.7	
+50			8.7	
	3.25	24.32	7.86	121.07
10			3.0	
+50			0.8	
9			4.6	
+50			8.6	
8			11.40	
B.M.	0.77	13.33	11.76	112.56
+50			2.1	
7			2.1	
+50			2.3	
6			3.8	
+50			6.1	
5			9.5	
+50			11.9	

Hub 20' R 7440

		113.33	+	
	-0.27	101.93	11.13	102.20
4			1.8	
+50			2.9	
3			4.5	
+50			7.0	
2			7.6	
+50			9.0	
1			10.2	
+50			11.0	
	1.05	94.38	8.60	93.33
0			4.5	
0	0.50 = 0		6.2	

Level on Line shown
on page 57.

3/17/04

64

4+20	94.38	14.1		
4		13.4		
3+50		12.6		
3		12.6		
+50		12.5		
2		11.7		
+50		10.7		
+30		10.8		
+20		7.9		
1		7.0		
+50		6.2		
0		6.3		
+50		4.6		
1		3.9		
+50		2.5		
2	10.44	23.77	10.5	93.33
3			10.4	
+25			7.6	
+50			6.3	
4			6.7	
			5.0	

Levels for Line on
Page 57.

65

5		03.77	26	
	11.56	14.43	0.90	102.87
6			9.3	
7			6.0	
+30			5.0	
8			6.0	
+50			3.0	
9			0.7	
	10.47	23.03	1.87	112.56
+15			9.0	
+20			7.5	
+51			5.9	
+80			6.7	
-85			7.3	
10			7.0	
+50			6.2	
+75			6.6	
11			4.6	
+20			5.7	
+50			4.9	
12			3.7	

Levels for line on Page 57.

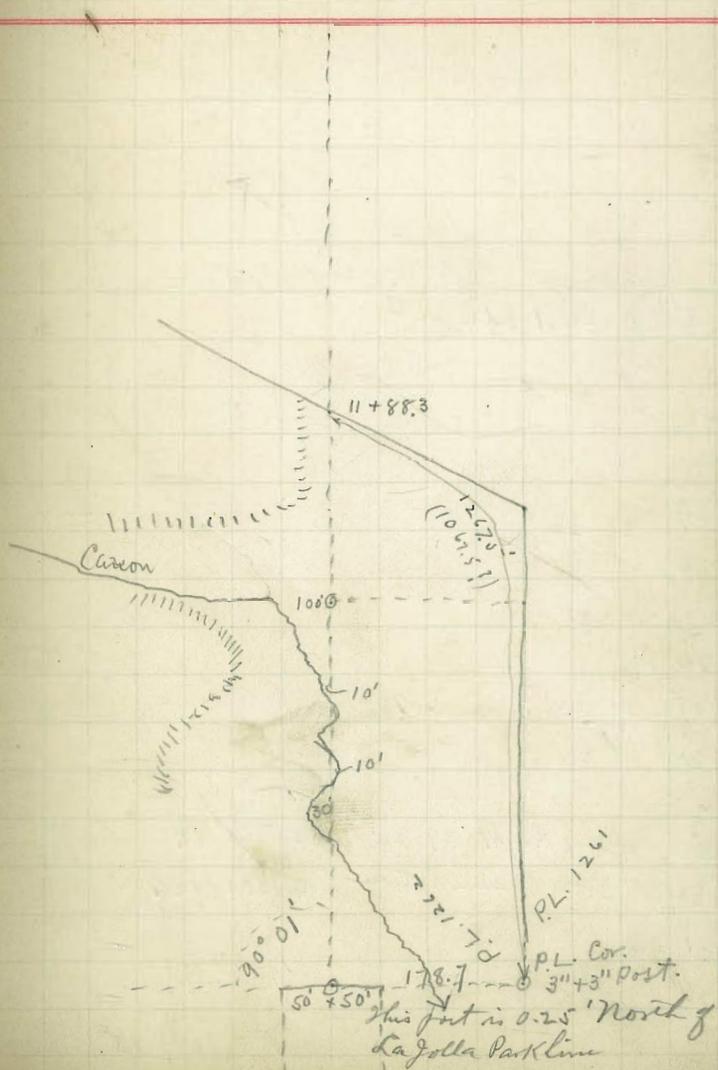
66

450		23.03	15.5	21.48
450	9.83	31.31	9.4	
13			8.2	
450			6.5	
14			5.9	
450			4.8	
	10.17	37.15	3.53	12698 12788
450			11.5	
15			10.9	
16			9.0	
485			7.0	
17			4.8	
18			0.5	
	5.45	42.09	0.51	3664
19			4.9	
20			3.4	
			5.37	13672

Extension South, of
La Jolla Park. to

(Grand) Ave. from the So. line of 67
Sept. 23rd 04

- | | | |
|--------|---|---|
| 18 | | True |
| 17 | | |
| 16 | o | Ang. Left $15^{\circ} 00'$ S. $20^{\circ} 40' E.$ $511.45' E.$ |
| 15 | o | Ang. Left $15^{\circ} 00'$ S. $11^{\circ} 40' E.$ $53^{\circ} 15' W.$ |
| 14 | | |
| 13 | o | Ang. Left. $35^{\circ} 30'$ $518^{\circ} 15' W.$ |
| 12 | | |
| + 88.3 | | cross P.L. line Between 1261 + 1262 |
| 11 | | |
| 10 | o | Ang. Right $69^{\circ} 00'$ $553^{\circ} 45' W.$ |
| 9 | | |
| 8 | o | |
| 7 | | |
| 6 | | |
| 5 | | |
| 4 | | |
| 3 | | |
| 2 | | |
| 1 | | $515^{\circ} 15' E.$ |
| 0+00 | o | Ant. of Grand Ave. at So. line La Jolla Park |



Extension south of

(Grand) Ave. St. Lajolla.

9/21/09
Habel
Tanner
Frank

68

38

37

36

35

34 ○ Angl. Left 26°00' 523°30'E 58°15'E

33 ○ Quit left 22nd

32

31

30

29

28

27

26 ○

25

24

23

22 ○ Ang Right 29°20' to 3°00' W 517°45' W

+02.3 Cross P.L. line between Lots 1259 & 1261

21

20

19

1259

Cor. 279.3'

1261

Estacion South of Grand Ave - La Jolla

9/26/24 { Hotel
Gorham
Evans } 69

- 59 Quit Sept 26th 04 -
- 58
- 57 Angle Left 28°00' S 49°E 533'46"E
- 56
- 55
- 54
- 53
- 52
- 51
- 50 ○ angle Left 31°15' S 21°E 554'0"E
- 49
- 48 ○ angle Left 7°00' S 10°15'W 525'35"W
- 47
- 46 ○ angle Right 17°50' S 17°30'W 532'35"W
- 45
- 44 ○
- 43
- 42
- 41 ○ angle Right 28°00' S 0°30'E 514'45"W
- 40
- 39 ○ angle Left 5°00' S 28°30'E 513'15"E

South Line of 1258 (?)
58+80.5

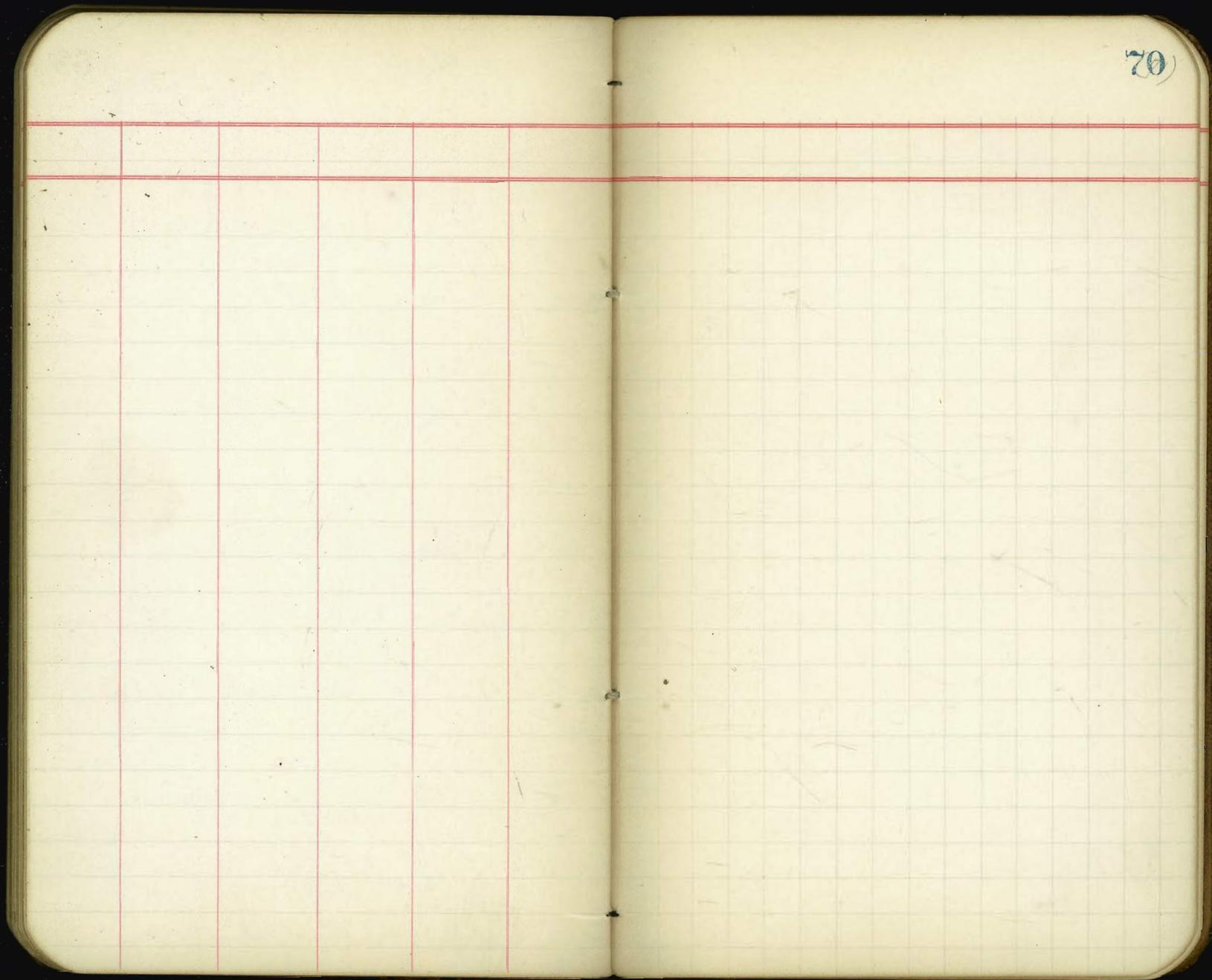
End of R.R. Tie
Tie Notched

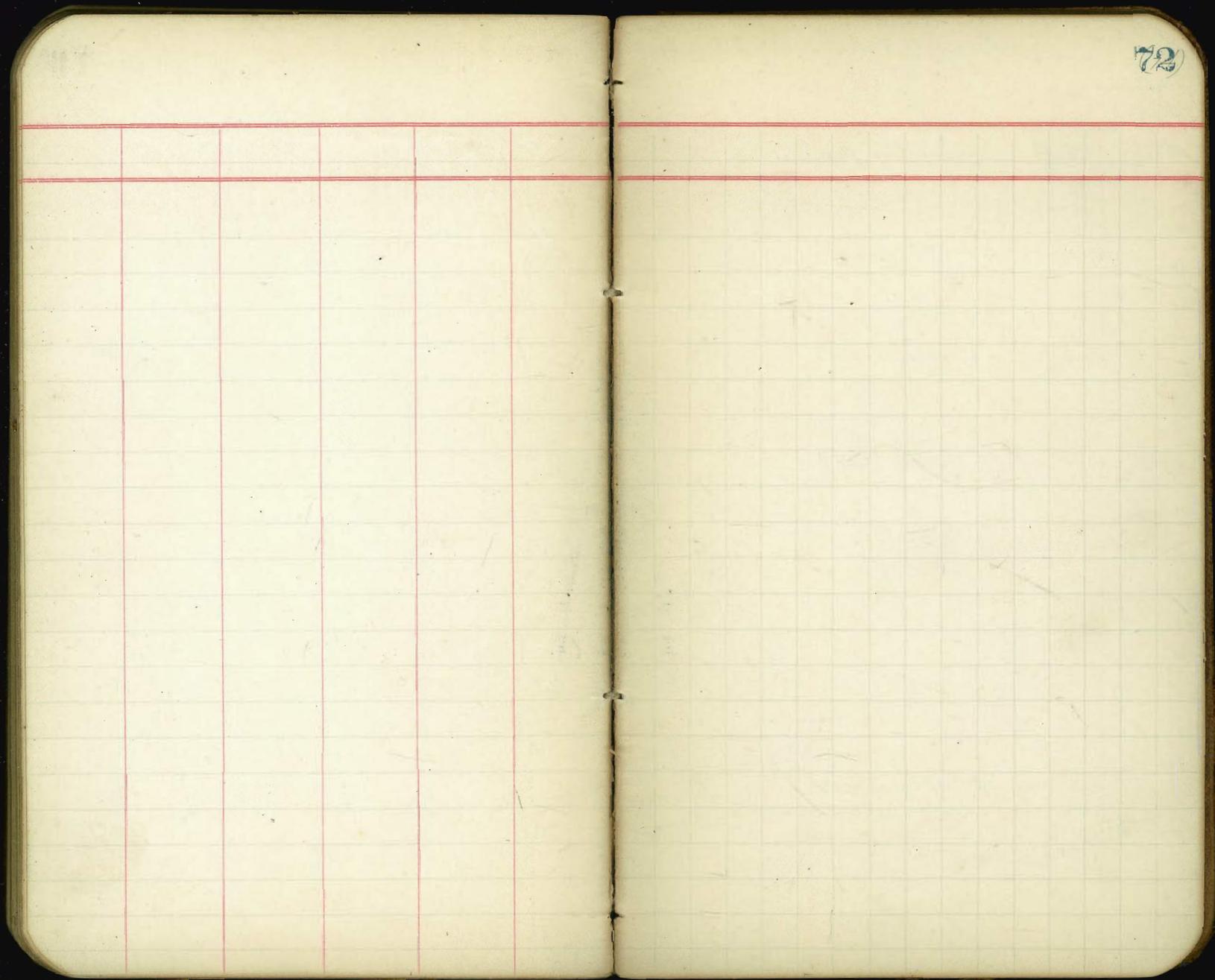
1258

11+179 ○ 870.1

1259

Proble Cor. Proble Stake
Near R.R.





11/8/01
 Punmy
 Williams
 Ken

Survey of Pipe Line for Joseph Kelly, Knoxville

73

Sta.	Ang.	Bearing	Mag. Rem.		
17					
16	+45° 00'	R 89° 38' E	853° 38' E	S 67° 30' E	□ Plug
15					
14					
13	+60° 00'	R 14° 50' E	N 86° 44' E	N 22° 0' E	S 23° 00' W □ Plug
12					
11					
10	+90° 00'	L 13° 51' E	N 21° 54' E	N 6° 50' E	□ Plug
9					
8	+20.50'	L 85° 38' E	N 35° 45' E	N 21° 15' E	□ Plug
7					
6					
5					
4					
3					
2					
1	+65° 00'	L 3° 40' E	S 58° 37' E	S 73° 20' E	□ Plug
0	+40.5 +19'		S 54° 57' E	S 69° 45' E	□ Plug

□ Plug
 Beginning of 3/4" Pipe — End of 1" Pipe
 □ Meter Box
 □ Plug
 MAIN TO POINT LAMA

No.	Ang.	Bearing	Mag. Bear.
-----	------	---------	------------

35 + 2420

34 + 13

33 + 13 $\circ R 1^{\circ} 47'$ $S 60^{\circ} 41' E$ $S 75^{\circ} 15' E$

32

31

30

29

28

27 + 75 $\circ L 8^{\circ} 50'$ $S 62^{\circ} 28' E$ $S 77^{\circ} 0' E$

26

25

24

23

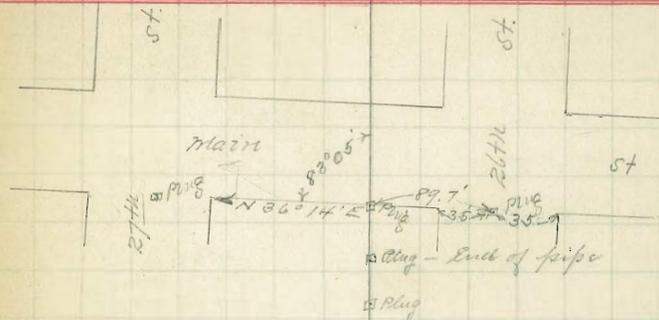
22

21

20

19

18



Plug - End of pipe

Plug

Plug

Plug

Plug

TABLE: Showing Lat. and Dep.
of Courses, from Sta. 0, to
Sta 196+27.7 =

Roseville Line

75

Bearing	Dist	N	S	E	W
S77°20'E	258.8		56.7	252.5	
S12°55'W	160.2		156.2		35.8
EAST	705.3			705.3	
N12°52'E	1652.5	1611.1		367.5	
N13°22'E	1000.2	973.1		231.2	
S76°48'E	666.7		152.2	649.1	
N13°31'E	85.8	83.4		20.0	
S76°45'E	505.0		115.7	491.6	
N27°31'E	338.7	300.4		156.4	
S87°35'E	247.3		10.4	247.1	
N72°56'E	49.7	14.6		47.5	
N48°15'E	50.0	33.3		37.3	
N27°41'E	200.0	177.1		92.9	
N55°31'E	231.6	131.1		190.9	
N40°27'E	125.7	95.7		81.5	
N24°35'E	185.5	168.7		77.2	
N40°03'E	209.5	160.3		134.8	
N21°02'E	176.0	164.3		63.1	
N46°44'E	347.5	238.1		253.1	
N39°44'E	872.0	670.6		557.4	
S76°42'E	458.0		105.3	445.7	
		4821.8	596.5	5102.1	35.8

Bearing	Dist	N	S	E	W
N 36° 14' E	6447.0	5200.3		3810.5	
N 64° 57' E	832.0	352.2		753.7	
N 75° 25' E	1148.0	289.1		1111.0	
N 36° 14' E	440.0	354.9		260.1	
N 43° 21' E	202.0	145.9		138.6	
N 36° 14' E	2072.7	1671.8		1225.1	
N 74° 20' E	2290.0	618.4		2204.8	
		8632.6		9503.8	35.8
		4821.8	596.5	5102.7	
		13454.4	596.5	14605.9	35.8

Table: showing Lat. ^{and} Dep.
of Courses, from Sta. 0
to Sta. 386+39.

Ocean Beach Line

77

Bearing	Dist	N	S	E.	W
N 13° 20' E	5672.0'	5519.1		1308.0	
N 76° 48' W	1320.0'	304.4			1284.4
N 4° 41' E	836.3	833.5		68.3	
N 41° 14' W	159.7	120.0			105.3
N 71° 07' W	193.0	62.5			182.6
N 53° 01' W	291.8	175.5			233.1
S 79° 50' W	231.4		40.8		227.8
S 49° 09' W	75.0		49.0		56.7
S 17° 0' W	105.3		100.7		30.8
S 34° 26' E	246.5		203.4	139.3	
S 12° 19' W	94.0		91.8		20.0
S 36° 41' W	210.5		172.4		128.4
S 61° 44' W	131.8		62.4		116.1
S 36° 22' W	172.7		139.0		102.4
S 59° 06' W	245.6		126.4		211.2
S 37° 13' W	286.4		228.0		173.2
S 76° 05' W	171.0		41.1		166.0
S 34° 51' W	231.0		189.5		132.0
S 22° 40' W	265.5		244.5		102.1
S 68° 42' W	462.2		167.8		430.6
N 22° 54' W	498.3	459.0			193.9
N 5° 35' W	490.0	487.7			47.7
N 39° 55' E	960.0'	736.3		616.0	
		8698.0	1856.8	2131.6	3944.3

Bearing	Dist	N	S	E	W
N10°28'W	1650'	1622.5			299.7
N26°34'E	380'	339.9		170.0	
N12°19'W	360'	351.7			76.8
N17°31'E	810'	772.4		243.8	
N21°03'E	400'	372.0		147.0	
N3°26'E	600'	598.9		35.9	
N13°32'E	450'	437.5		105.3	
N6°59'W	250'	248.1			30.4
N3°08'E	960.3	958.9		52.5	
N36°47'E	2158.7	1689.5		1263.2	
N47°15'E	697.5	473.5		512.2	
N36°47'E	1533.5	1228.2		918.2	
S73°46'E	775.0		216.6	744.1	
S66°31'E	435.0		240.0	362.8	
S74°24'E	449.5		120.9	433.0	
N88°34'E	440.5	11.0		440.4	
N84°21'E	750.0	73.8		746.4	
N70°07'E	501.6	170.6		471.7	
N67°10'E	898.4	348.6		828.0	
S80°00'E	978.0		169.8	963.1	
N80°27'E	1072.0	177.8		1057.1	
		9874.9	747.3	9494.7	406.9

Bearing	Dist	N	S	E	W
N 67° 51' E	1810'	682.4		1676.4	
S 77° 42' E	251'		53.5	245.2	
N 58° 44' E	156'	81.0		133.3	
S 53° 10' E	6522		3909.8	5220.0	
		763.4	3963.3	7274.9	4353.9
		18572.9	2604.1	11626.3	4353.9
		19336.3	6567.4	18901.2	4353.9
		596.5	13454.4	35.8	14605.9
		19932.8	20021.8	18936.0	18958.8
		19932.8			18936.0
		89.0			22.8

80
26
54

122

Handwritten calculations and notes on the left page, including numbers like 76.20, 1.31.40, 6.7.7, 1.2/3, 12/17/29, 2.18.8, 1.60.2, 3.79.10, 7.05.3, 10.84.3, and a note: "Main St. Run N36°14'E".

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City Hall, San Diego, Cal.

79.3

Table showing the difference of latitude and departure in running 80 chains at any course from 1 to 60 minutes.

MINUTES	LKS.	MINUTES	LKS.	MINUTES	LKS.
1	2 1/3	21	49	41	95 2/3
2	4 2/3	22	51 1/3	42	98
3	7	23	53 2/3	43	100 1/3
4	9 1/3	24	56	44	102 2/3
5	11 2/3	25	58 1/3	45	105
6	14	26	60 2/3	46	107 1/3
7	16 1/3	27	63	47	109 2/3
8	18 2/3	28	65 1/3	48	112
9	21	29	67 2/3	49	114 1/3
10	23 1/3	30	70	50	116 2/3
11	25 2/3	31	72 1/3	51	119
12	28	32	74 2/3	52	121 1/3
13	30 1/3	33	77	53	123 2/3
14	32 2/3	34	79 1/3	54	126
15	35	35	81 2/3	55	128 1/3
16	37 1/3	36	84	56	130 2/3
17	39 2/3	37	86 1/3	57	133
18	42	38	88 2/3	58	135 1/3
19	44 1/3	39	91	59	137 2/3
20	46 2/3	40	93 1/3	60	140

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TABLE FOR RUNNING ON SLOPES.

In the following table the first column shows the angle, the second the number of links to be added to a chain on the slopes, to make one chain, horizontal measurement.

Angle	COR. IN LINKS						
0		0		0		0	
4	0.24	11	1.88	18	5.14	25	10.54
5	0.38	12	2.24	19	5.76	26	11.26
6	0.55	13	2.63	20	6.42	27	12.24
7	0.76	14	3.06	21	7.11	28	13.37
8	0.98	15	3.53	22	7.85	29	14.34
9	1.24	16	4.02	23	8.64	30	15.47
10	1.55	17	4.56	24	9.47	35	22.07