[illegible]th Street Survey
Washington St. Road.
La Jolla R.R. in Old Town

698

TRANSIT

F.B. 131

131

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	2⅓	21	49	41	95⅔
2	4⅔	22	51⅓	42	98
3	7	23	53⅔	43	100⅓
4	9⅓	24	56	44	102⅔
5	11⅔	25	58⅓	45	105
6	14	26	60⅔	46	107⅓
7	16⅓	27	63	47	109⅔
8	18⅔	28	65⅓	48	112
9	21	29	67⅔	49	114⅓
10	23⅓	30	70	50	116⅔
11	25⅔	31	72⅓	51	119
12	28	32	74⅔	52	121⅓
13	30⅓	33	77	53	123⅔
14	32⅔	34	79⅓	54	126
15	35	35	81⅔	55	128⅓
16	37⅓	36	84	56	130⅓
17	39⅔	37	86⅓	57	133
18	42	38	88⅔	58	135⅓
19	44⅓	39	91	59	137⅔
20	46⅔	40	93⅓	60	140

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

TABLE FOR RUNNING ON SLOPES.

MICROFILMED

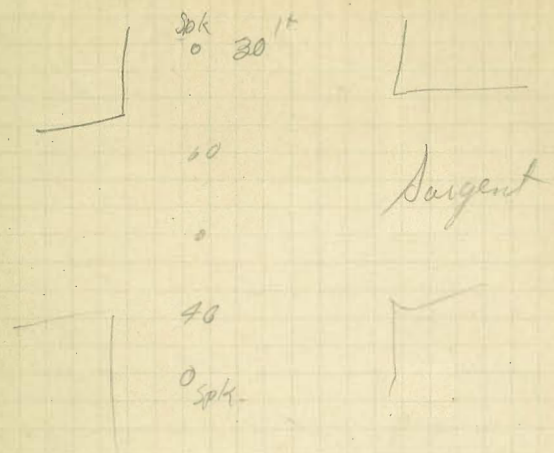
In the following table the first column shows the angle, the second the number of links to be added to a chain on the slopes, to make one chain horizontal measurement.

DEC 7 1964

Angle	Cor. in Links	Angle	Cor. in Links	Angle	Cor. in Links	Angle	Cor. in Links
o		o		o		o	
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

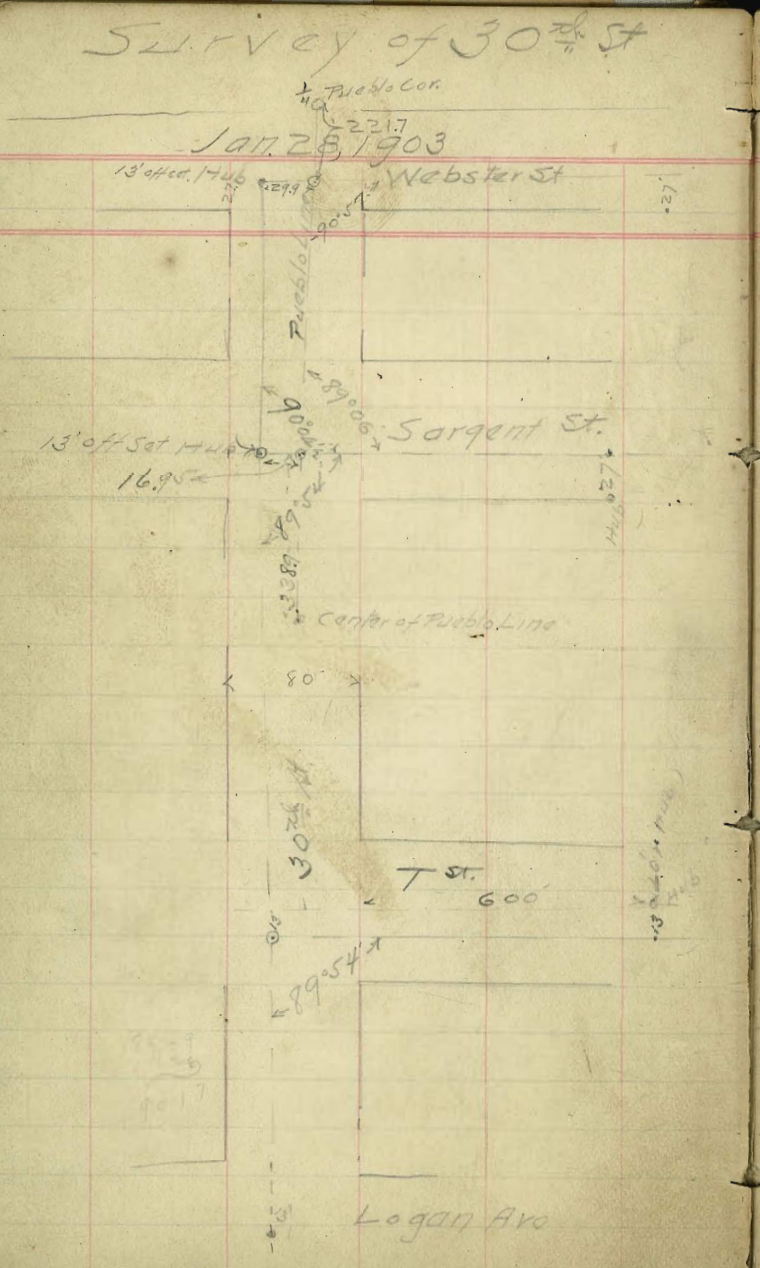
131

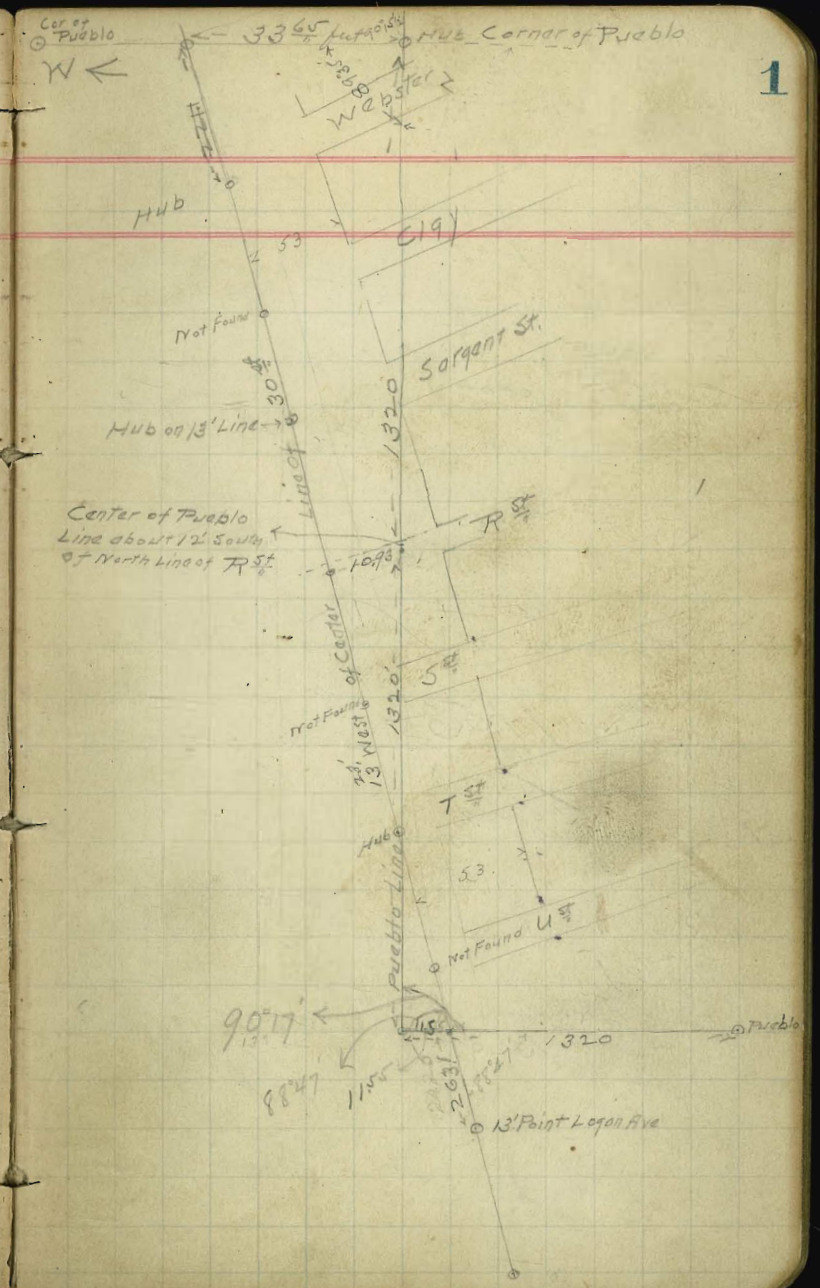
Return to City Engineers Office
City Hall, San Diego, Cal.


Spk
0 30 lt
60
Sargent
0
40
0 Spk

Survey of 30 7/11 St

Jan. 28, 1903





2/1/04

1480
371.15
1108.85
347.3

973
371.15
601.85

2650
1325

702.5
620.5
1323.0
661.5
20.5
41

188.85
180
368.85

761.55
190
571.55
1320.3
951.55
368.75

Pueblo Cor — ~~1320~~

90°06'

1325

1300.3

28th St

89°03'

1153

90°57'

K St.

P.L.

1322.8
661.45

30th

1325

1340.35

89°44'

90°15½'

Pueblo Cor

619.5

1325

661.5

1323

Hub 53.7

89°02'

Hub

L St

90°58'

L St

601.85
371.15
973.00

1320.3
973
347.3

Pueblo Line

371.15

49.05

Hub

91°00'

M St.

30th St.

601.85

973' to NL L St.
seems to be right.

See book 37 P 23

N St

Pueblo Cor

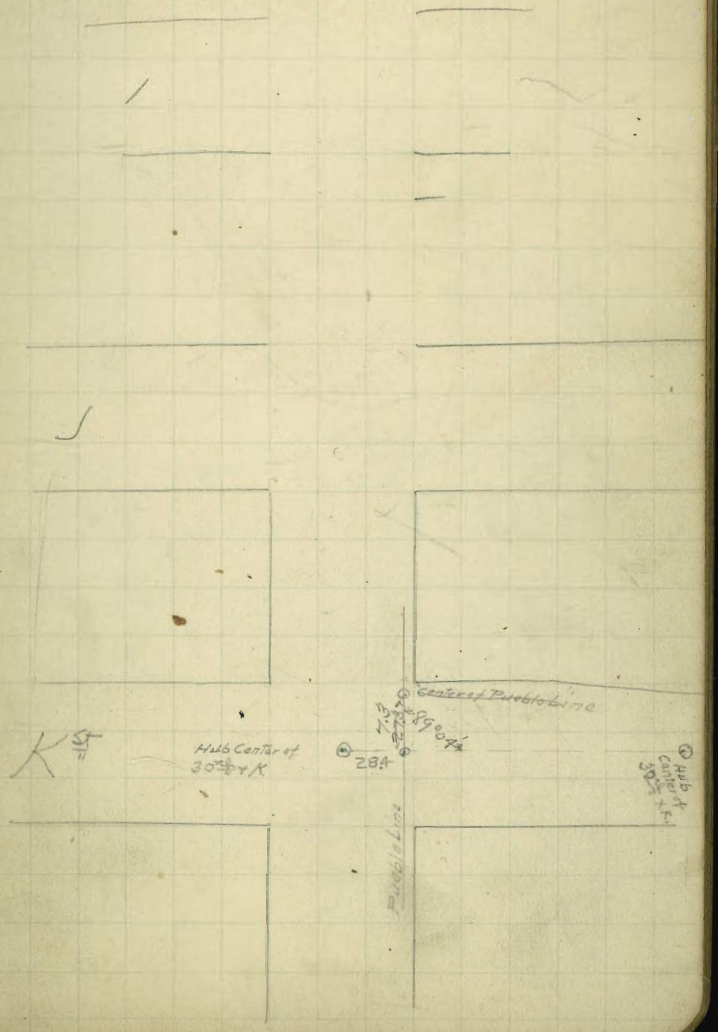
90°15½'

Hub Pueblo Cor.

89°03'

7/2

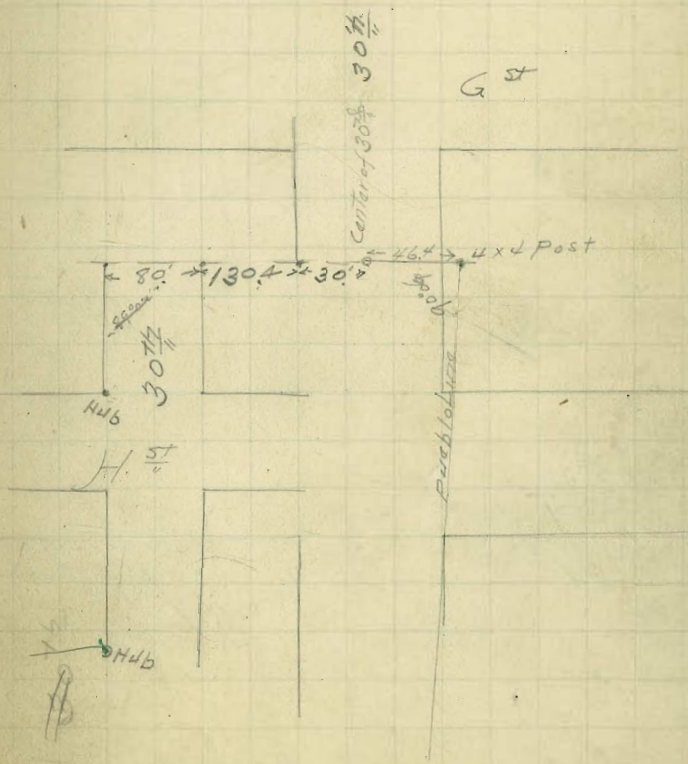
1320



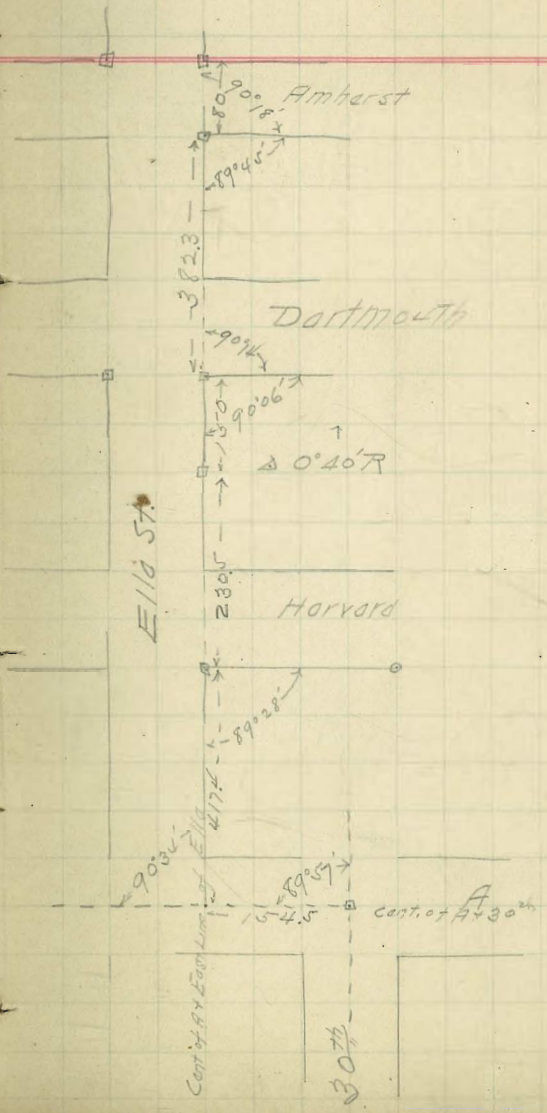
2/3/04

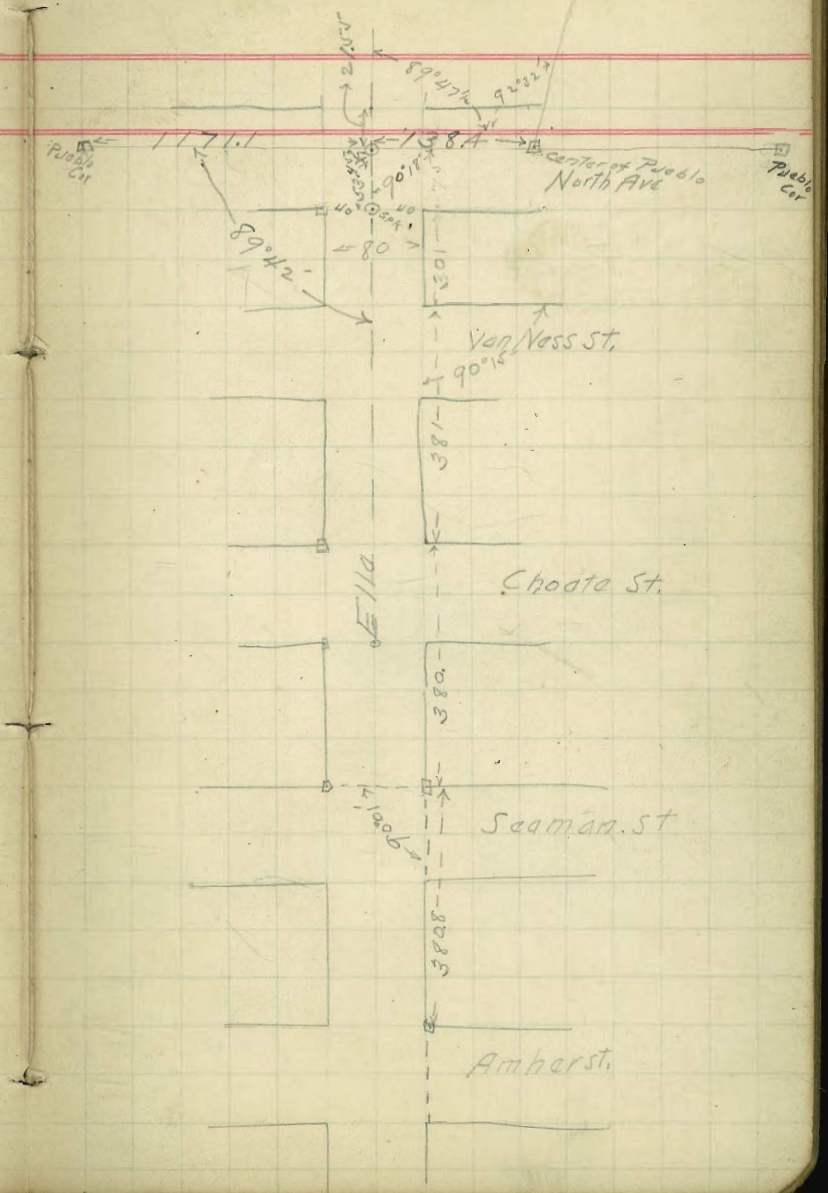
70.2

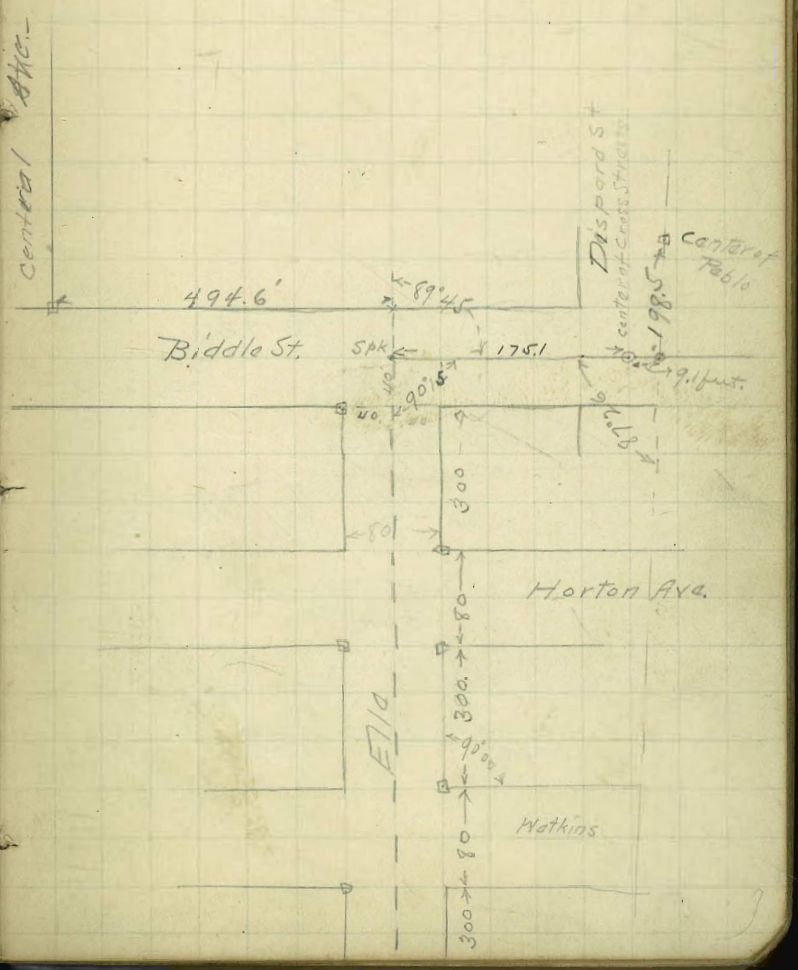
1718
30
1748



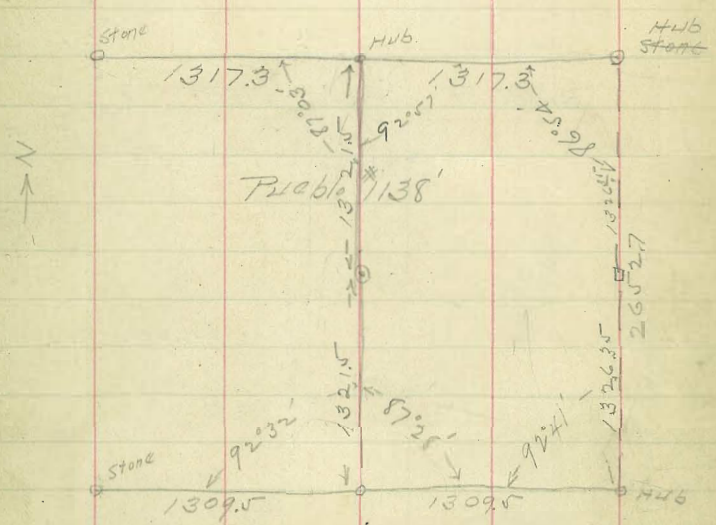
2/3/04


Amherst
Dartmouth
Harvard
Ella St.
Cent. of A+30th
30th
382.3
230.5
154.5
90°18'
89°45'
90°14'
90°06'
Δ 0°40'R
89°28'
90°34'
89°57'

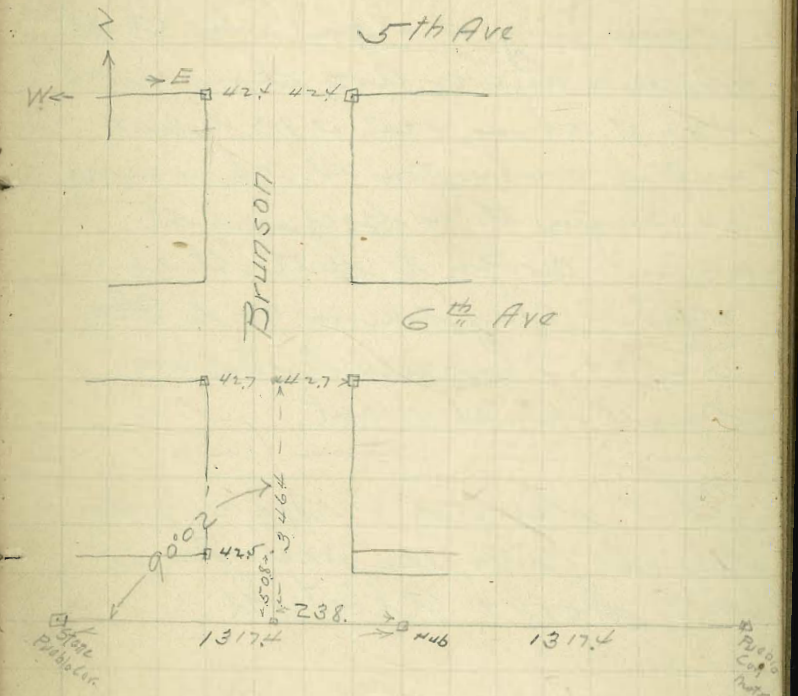

1171.1
138.4
Pueblo Cor
Center of Pueblo
North Ave
Pueblo Cor
89°47½
92°32'
21.55
90°18'
89°42'
80
301
Van Ness St.
90°15'
381
Choate St.
Ella
380
Seaman St
380.8
Amherst.


Central Ave.
494.6'
89°45
Biddle St.
Spk
175.1
Dispard St
center of Cross Streets
198.5
Center of Pablo
9.1 feet
87°26
90°15
40
40
300
80
Horton Ave.
80
300
90°00
Ella
Watkins
80
300

2/6/04


Stone
Hub
Hub
~~Stone~~
1317.3
1317.3
87°03'
92°57'
86°54'
Pueblo 1138'
1321.5
1326.35
2652.7
1321.5
87°28'
92°32'
92°41'
Stone
1309.5
1309.5
Hub
N

2/8/04 { Hutchison
Ripley



Joint Resolution # 1866

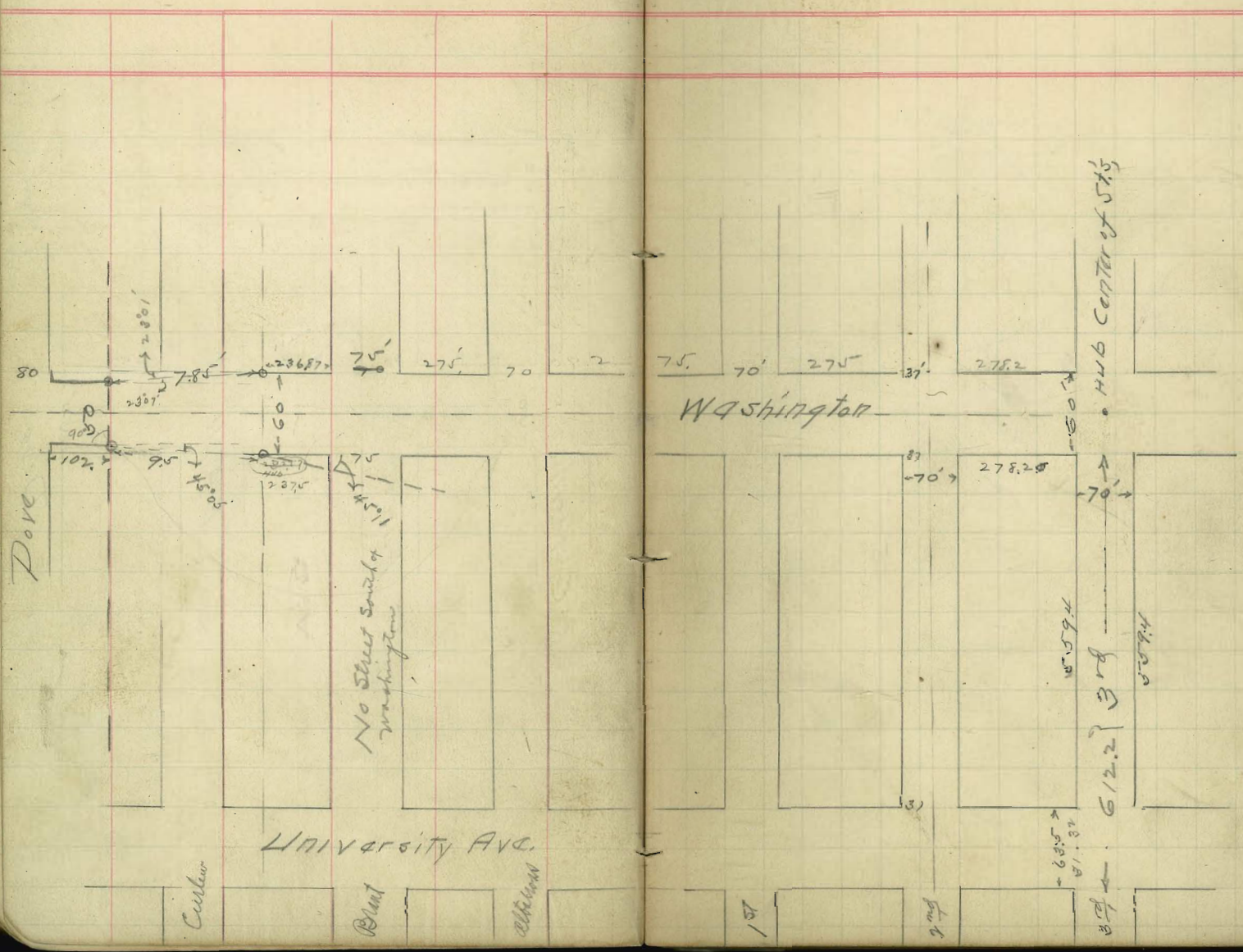
Commencing at a point where 3rd St. intersects Univer. Ave, thence north 612.2 ft. thence west at 90° to East end of Washington St. thence along Washington St. to Goldfinch St, thence north to Getti St. thence west to Clay, thence no to ~~Clay~~ Lewis, thence west to Stephens thence South 200 feet.

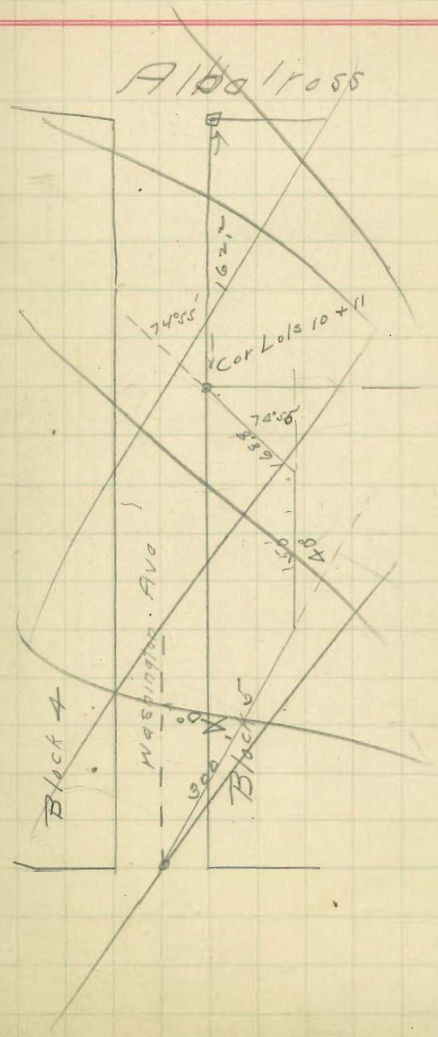
Also, Survey a road around the the Canon on Washington St. bet. Dora + Albatross

Joint. Resolution #1866

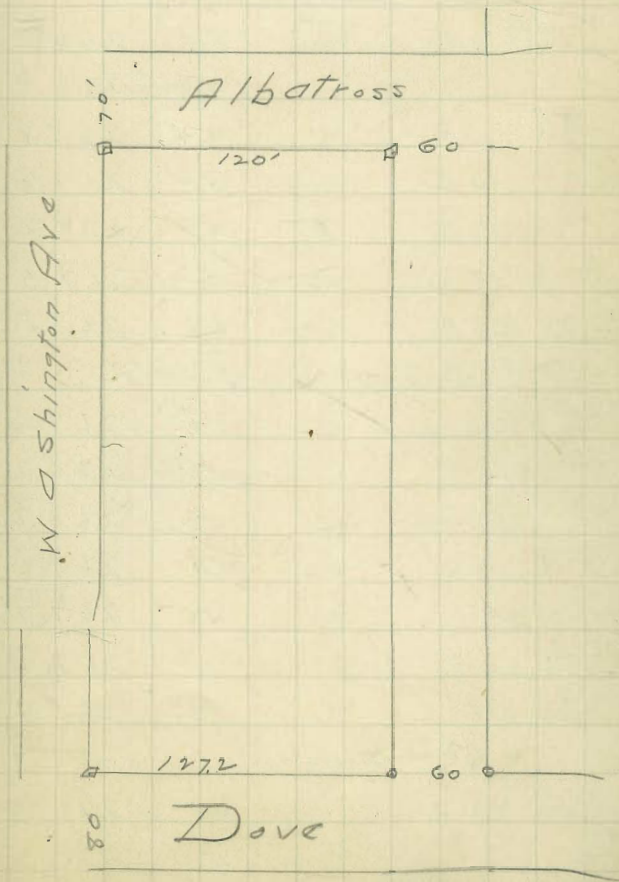
200
80
200
80
200
80
200
California
Jackdaw
Ibis
Hawk
Washington
80
Gatti
300
200
80
200
80
200
Goldfinch
Falcon
Eagle
Duke

2/8/05
Hutchison
Evans
Wetmore




Albatross
74°55'
Cor Lots 10 + 11
74°56'
Block 4
Washington Ave
300'
Block 5

Line No. 2



Line No. 2

Dove Street.

	6.80	273.24		266.44
	So line of Washington			
East L			3,9	269.3
—			4,3	268.9
4			5,4	267.8
Ct			5,4	267.8
4			5,4	267.8
—			5,7	267.5
W.L.			6.1	267.1
	25' So of Washington			
W.L			6,0	267.2
—			5,1	268.1
4			5,0	268.2
Ct			5,6	267.6
4			5,5	267.7
—			6,2	267.0
E.L.			5,8	267.4
	50' So of			
E.L.			6,4	266.8
—			6,7	266.5
4			6.5	266.7
Ct			6,2	267.0
4			5,8	267.4
—			6,5	266.7
W.L.			6,5	266.7
	75' So of			
W.L.			7,5	265.7
—			7,5	265.7
4			7,3	265.9
Ct			7,4	265.8
4			7,5	265.7
—			7,5	265.7
E.L.			7,3	265.9
	100' So of			
E.L.			7,4	265.8
—			7,4	265.8
4			7,2	266.0
Ct			7.2	266.0
4			6,7	266.5
—			6,0	267.2
W.L.			6.5	266.7

	(127.2 So of Washington)			No Line of Proposed St
W.L.		273.24	8,6	264.6
—			7,2	266.0
4			7,0	266.2
Ct.			7,2	266.0
4			5,4	267.8
—			6,4	266.8
E.L.			7,4	265.8
	No Curb Line			
E.L.			7,0	266.2
—			6,8	266.4
4			6,8	266.4
Ct.			7,3	265.9
4			6,8	266.4
—			6,9	266.3
W.L.			8,4	264.8
	No 1/4 Line			
W.L.			8,0	265.2
—			8,1	265.1
4			7,0	266.2
Ct.			7.1	266.1
4			6,9	266.3
—			7,2	266.0
East L			6,5	266.7
	Center Line of proposed St,			
East L			6,4	266.8
—			7,1	266.1
4			7,0	266.2
Ct.			6,9	266.3
4			7,1	266.1
—			8,4	264.8
W.L.			8,2	265.0
	So 1/4 Line			
W.L.			9,0	264.2
—			8,7	264.5
4			7,9	265.3
Ct.			6,5	266.7
4			6,8	266.4
—			7,2	266.0
E.L.			6.8	266.4

Dover St.

So Curb Line

East L		273.24	6,9	266.3
—			7,3	265.9
4			6,6	266.6
Ct			6,0	267.2
4			7,6	265.6
—			8,4	264.8
W.L.			8,4	264.8

So Line

W.L			8,2	265.0
—			8,6	264.6
4			7,0	266,2
Ct.			6,4	266,8
4			6,7	266.5
—			6,5	266.7
East L			7,0	266,2

Proposed Street #2

East Line of Dover (695.5 Westerly of Albatross)

N° Line	273.24	7,4	265.8
—		7,0	266.2
4		6,5	266.7
Ct.		6,4	266.8
4		6,8	266.4
—		6,9	266.3
So Line		7,0	266.2

675 West of Albatross

So L.		6,5	266.7
—		7,0	266.2
4		6,5	266.7
Ct.		5,4	267.8
4		4,8	268.4
—		6,8	267.4
N° Line.		6,9	266.3

650' West of Albatross			
Mo Lme	273.24	6,7	266.5
—		6,9	266.3
4		6,8	266.4
Ct.		6,8	266.4
4		6,8	266.4
—		6,7	266.5
So Lme		5,4	267.8
625' West of			
So L.		5,7	267.5
—		6,5	266.7
4		6,2	267.0
Ct.		5,4	267.8
4		5,9	267.3
—		6,2	267.0
Mo Lme		5,2	268.0
600' West of			
Mo Lme		6,2	267.0
—		6,2	267.0
4		5,8	267.4
Ct.		5,5	267.7

4	5,7	267.5
—	6,4	266.8
So Lme	6,4	266.8
575' West of		
So L	6,3	266.9
—	5,9	267.3
4	4,8	268.4
Ct	4,5	268.7
4	5,2	268.0
—	5,3	267.9
Mo Lme	5,4	267.8
550 West of		
Mo Lme	4,8	268.4
—	4,0	269.2
4	4,6	268.6
Ct.	5,2	268.0
4	6,0	267.2
—	5,3	267.9
So Lme	4,5	268.7

	525' West of			
So L		273,24	5,8	267.4
—			5,9	267.3
4			5,8	267.4
Ct.			5,7	267.5
4			5,4	267.8
—			5,6	267.6
No L.			5,8	267.4
	500' West of			
No Line			6,2	267.0
—			5,9	267.3
4			5,6	267.6
Ct.			5,7	267.5
4			5,0	268.2
—			5,1	268.1
So L			5,7	267.5
	475' West of			
So Line			5,6	267.6
—			5,3	267.9
4			4,8	268.4
Ct.			4.6	268.6

4	5,3	267.9
—	6,0	267.2
No Line	6,1	267.1
	450' West of	
No Line	5,7	267.5
—	5,7	267.5
4	4,2	269.0
Ct.	4,1	269.1
4	4,2	269.0
—	4,3	268.9
So L	5,2	268.0
	425' West of	
So Line	5,0	268.2
—	4,5	268.7
4	4,9	268.3
Ct.	5,4	267.8
4	5,8	267.4
—	5,8	267.4
No Line	5,9	267.3

400' West of					
M° Line		773.24	4.9	268.3	
—			5.6	267.6	
4			6.0	267.2	
Ct.			5.8	267.4	
4			5.3	267.9	
—			5.0	268.2	
A. L			5.2	268.0	
	375' West				
A. L			6.1	267.1	
—			6.2	267.0	
4			6.3	266.9	
Ct.			6.5	266.7	
4			6.3	266.9	
—			6.6	266.6	
M° L			6.8	266.4	
	5.92	772.78	6.38	266.86	

350' West of Albatross				
M° Line	772.78	9.5	263.3	
—		8.1	264.7	
4		7.2	265.6	
Ct.		6.9	265.9	
4		6.5	266.3	
—		6.5	266.3	
A. Line		6.5	266.3	
325 West of				
A. Line		6.2	266.6	
—		6.6	266.2	
4		7.5	265.3	
Ct.		8.0	264.8	
4		9.4	263.4	
—		10.4	262.4	
M° Line		11.9	260.9	

	300' West of			
Mo Lm		272.78	14.2	258.6
—			11.7	261.1
4			10.0	262.8
Ct			8.6	264.2
4			7.5	265.3
—			7.2	265.6
So L			6.6	266.2
	275 West of			
So L			6.2	266.6
—			6.7	266.1
4			7.2	265.6
Ct			7.9	264.9
4			9.1	263.7
—			10.6	262.2
Mo Lm			12.8	260.0
	250' West of			
Mo Lm			7.2	265.6
—			7.1	265.7
4			6.4	266.4
Ct			7.0	265.8

4	5.8	267.0
—	5.6	267.2
So L	5.5	267.3
	225' West of	
So L	4.8	268.0
—	5.2	267.6
4	5.0	267.8
Ct	5.0	267.8
4	5.2	267.6
—	4.7	268.1
Mo Lm	5.0	267.8
	200' West of	
Mo Lm	3.6	269.2
—	3.3	269.5
4	3.5	269.3
Ct	3.8	269.0
4	3.6	269.2
—	3.4	269.4
So L	3.3	269.5

		175' West of		
Do Line			1,8	271.0
—			1,6	271.2
4			2,3	270.5
Ct.			2,4	270.4
4			1,7	271.6
—			1,4	271.4
No Line			1,8	271.0
	8,8	279.46	2.22	270.56
		150' West of		
No Line			6,9	272.5
—			7,0	272.4
4			7,1	272.3
Ct.			7,7	271.7
4			7,9	271.5
—			7,5	271.9
Do			7,0	272.4

	125' West of		
Do Line		6,6	272.8
—		6,8	272.6
4		7,3	272.1
Ct.		6,6	272.8
4		6,6	272.8
—		6,9	272.5
No Line		6,7	272.7
	100' West of		
No Line		5,9	273.5
—		6,0	273.4
4		6,0	273.4
Ct.		6,0	273.4
4		5,9	273.5
—		5,9	273.5
Do Line		5,8	273.6

Proposed Street

	75' West of			
Ac L		279.40	5,4	274.0
—			5,5	273.9
4			5,4	274.0
Ct			5,5	273.9
4			5,3	274.1
—			5,2	274.0
N°L			5,3	274.1
	50' West of			
N° Line			5,1	274.3
—			5,2	274.0
4			5,3	274.1
Ct			5,1	274.3
4			5,2	274.2
—			5,1	274.3
Ac Line			5,0	274.4

	25' West of		
Ac Line		4,8	274.6
—		4,9	274.5
4		4,9	274.5
Ct		5,1	274.3
4		5,2	274.2
—		5,0	274.4
N° Line		5,1	274.3
(O) West Line of Albatross			
N°L		4,5	274.9
—		4,5	274.9
4		4,5	274.9
Ct		4,7	274.7
4		5,2	274.2
—		5,1	274.3
Ac Line		5,3	274.1

Albatross Street.

So Line of Proposed St.					
W.L.		279.40	0,3	274.1	
—			0,1	274.3	
4			4,9	274.5	
Ct			0,2	274.2	
4			0,1	274.3	
—			4,9	274.5	
E.L.			4,9	274.5	
So Curb Line					
E.L.			4,4	275.0	
—			4,7	274.7	
4			0,1	274.3	
Ct.			0,3	274.1	
4			4,9	274.5	
—			0,0	274.4	
W.L.			0,1	274.3	

So 14 Line of		
W.L.	0,1	274.3
—	4,9	274.5
4	0,0	274.4
Ct.	0,3	274.1
4	0,0	274.4
—	0,1	274.3
East L	4,9	274.5
Center Line		
East L.	4,6	274.8
—	4,7	274.7
4	4,8	274.6
Ct.	4,9	274.5
4	4,6	274.8
—	4,8	274.6
West L	4,7	274.7

Albatross

No 1/4 Line of				
W.L.			4,5	274.9
—			4,7	274.7
4			4,2	275.2
Ct.			4,5	274.9
4			4,4	275.0
—			4,3	275.1
East Line			4,3	275.1
No Curb Line				
East L			4,0	275.4
—			4,1	275.3
4			4,2	275.2
Ct.			4,2	275.2
4.			4,2	275.2
—			4,6	274.8
W.L.			4,5	274.9

No. Line (120' So of ~~Albatross~~ Washington		
W.L.	4,5	274.9
—	4,5	274.9
4	4,4	275.0
Ct	4,2	275.2
4	4,2	275.2
—	3,9	275.5
W.L.	3,7	275.7
100' So of Washington		
W.L.	3,5	275.9
—	3,9	275.5
4	4,2	275.2
Ct	4,3	275.1
4	4,4	275.0
—	4,5	274.9
E.L.	4,6	274.8

Albatross

75' Line of Washington

M.L.		279.40	4,2	275.2
—			3,8	275.6
4			3,6	275.8
Ct.			3,3	276.1
4			3,4	276.0
—			3,5	275.9
End L			3,4	276.0

50' Roof

End L			2,5	276.9
—			2,5	276.9
4			2,6	276.8
Ct.			2,6	276.8
4			3,1	276.3
—			3,4	276.0
M.L.			3,8	275.6

25' Roof

M.L.		279.40	2,5	276.9
—			2,6	276.8
4			2,4	277.0
Ct			2,1	277.3
4			1,6	277.8
—			1,8	277.6
E.L.			1,3	278.1

50 Line of Washington

E.L.			1,0	278.4
—			1,2	278.2
4			0,9	278.5
Ct.			1,1	278.3
4			1,5	277.9
—			2,1	277.3
West Line			2,2	277.2
			1,4	278,26

305
60
18300

444
232
676

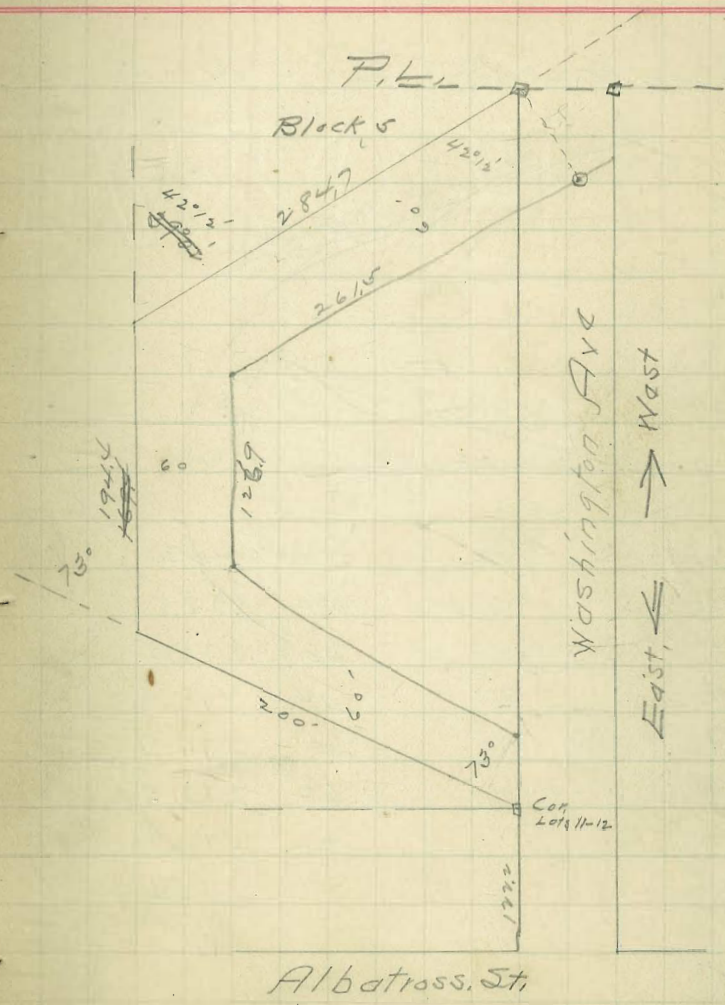
194.4
67.6
1268

261.5
232
2847

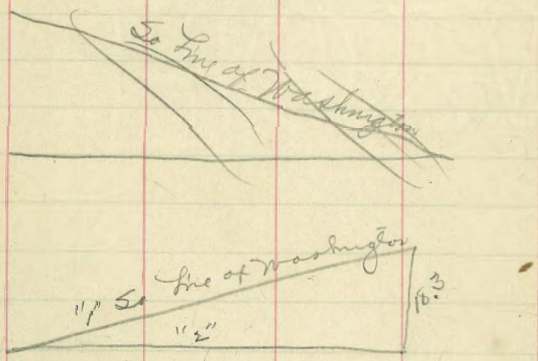
125
444

Canon Line
2/24/05

Hutchison
Evans
Wetmore



	1.52	279.78		278.26



(1) To Line of Washington

E.L.		279.78	5.0	274.8
—			4.3	275.5
4			4.4	275.4
CL			5.1	274.7
4			6.2	273.6
—			7.0	272.8
W.L.			7.7	272.1

"2" Stat 0 on Inside Line

West Line	7.7	272.1
—	7.4	272.4
4	6.9	272.9
CL	6.6	273.2
4	6.0	273.8
—	6.7	273.1
E.L.	5.8	274.0

0+32.7 Measured on Inside Line

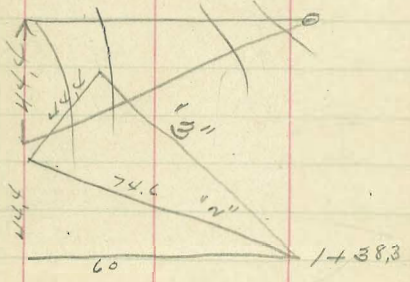
E.L.	6.7	273.1
—	6.3	273.5
4	6.0	273.8
CL	7.3	272.5
4	7.1	272.7
—	6.9	272.9
W.L.	7.0	272.8

	0+57,7				
M.L.		279,78	9,3	270.5	
—			8,0	271.8	
4			6,9	272.9	
Ct.			7,1	272.7	
4			7,7	272.1	
—			7,2	272.6	
~~East~~			6,8	273.0	
	0+82,7		~~6,1~~		
E.L.			~~6,1~~ 6,1	273.7	
—			~~7,4~~ 7,4	272.4	
4			8,0	271.8	
Ct.			8,4	271.4	
4			8,6	271.2	
—			8,6	271.2	
M.L.			9,2	270.6	

	1+07,7			
M.L.		9,9	269.9	
—		8,8	271.0	
4		8,8	271.0	
Ct.		9,4	270.4	
4		8,6	271.2	
—		7,8	272.0	
E.L.		7,6	272.2	
	1+32,7			
E.L.		9,0	270.8	
—		8,4	271.4	
4		8,3	271.5	
Ct.		8,9	270.9	
4		10,4	269.4	
—		11,1	268.7	
M.L.		11,9	267.9	

"1" 1+38,3

W.L.	11,9	267.9
—	11,6	268,2
4	10,8	269,0
Ct.	9,3	270,5
4	8,8	271.0
—	8,9	270.9
E.L.	9,0	270.8



"2" 1+38,3 "74.6 wide ~~across~~"

(E.L.) So Line	279,78	9,1	270.7
—		9,5	270.5
4		9,9	269.9
Ct.		10,5	269.3
4		11,5	268.3
—		11,4	268.4
No Line		11,9	267.9

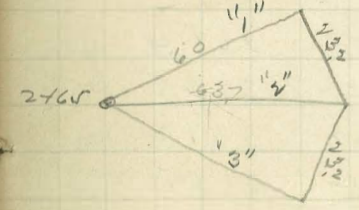
"3" 1+38,3

W.L.		11,9	267.9
—		12,3	267,5
4		11,9	267.9
Ct.		12,2	267.6
4		12,3	267.5
—		11,9	267.9
So L.		11.0	268.8
	3,21 272,24	10,75	269.03

	1+633			
Sa L	272,24	4,4	267,8	
—		4,9	267.3	
4		5,2	267.0	
Ct.		5,4	266.8	
4		5,9	266.3	
—		6,0	266.2	
M° Lm		6,4	265.8	
	1+883			
M° Lm		9,7	262.3	
—		8,2	264.0	
4		7,3	264.9	
Ct.		6,6	265.6	
4		6,3	265.9	
—		5,4	266.8	
Sa. L.		4,6	267.6	

	2+183		
Sa, L,		5,8	266.4
—		6,1	266.1
4		6,4	265.8
Ct,		6,7	265.5
4		7,3	264.9
—		8,7	263.5
M° L		10,6	261.6
	2+383		
M° Lm		8,8	263.4
—		8,4	263.8
4		7,1	265.1
Ct		7,0	265.2
4		6,0	266.2
—		5,6	266.6
Sa Lm		5,2	267.0

	2+633		
Sr L.		5,2	267.0
1 —		5,7	266.5
4		5,9	266.3
Ct.		6,0	266.2
4		6,4	265.8
—		6,6	265.6
No Lm		7,6	264.6
"1"	2+65		
No L		7,3	264.9
—		6,4	265.8
4		6,3	265.9
Ct.		5,7	266.5
4		5,6	266.6
—		5,3	266.9
Sr. L.		4,5	267.7



"2"	2+65		
Sr L.		3,6	268.6
—		4,7	267.5
4		5,3	266.9
Ct.		5,5	266.7
4		6,0	266.2
—		6,1	266.1
No L		7,3	264.9
"3"	2+65		
No L.		7,3	264.9
—		6,1	266.1
4		5,8	266.4
Ct.		5,6	266.6
4		5,1	267.1
—		4,7	267.5
Sr L		4,5	267.7

	2+90			
So L	272.2	3.8	268.4	
—		4.7	267.5	
4		5.0	267.2	
Ct		4.7	267.5	
4		4.8	267.4	
—		6.3	265.9	
No L		6.5	265.7	
	2+15			
No Ln		5.7	266.5	
—		5.0	267.2	
4		4.3	267.9	
Ct		4.5	267.7	
4		4.8	267.4	
—		4.8	267.4	
So L		4.7	267.5	

	3+40		
So L	4.8	267.4	
—	4.0	268.2	
4	4.7	267.5	
Ct	4.9	267.3	
4	5.4	266.8	
—	5.4	266.8	
No L	5.4	266.8	
	3+65		
No L	6.6	265.6	
—	6.0	266.2	
4	5.7	266.5	
Ct	5.3	266.9	
4	4.4	267.8	
—	4.1	268.1	
So L	4.2	268.0	

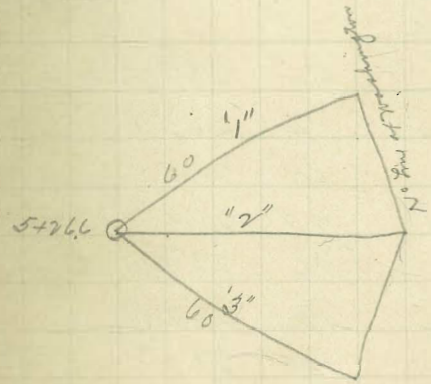
	~~380~~ 390				
So. L.		272.24	4.4	267.8	
—			4.8	267.4	
4			5.4	266.8	
Ct.			5.7	266.5	
4			6.1	266.1	
—			7.1	265.1	
No. L.			7.3	264.9	
	415				
No. L.			8.3	263.9	
—			6.9	265.3	
4			6.0	266.2	
Ct.			6.0	266.2	
4			6.2	266.0	
—			5.7	266.5	
So. L.			5.8	266.4	

	440		
So. L.	5.2	267.0	
—	5.3	266.9	
4	5.7	266.5	
Ct.	6.7	265.5	
4	7.1	265.1	
—	7.8	264.4	
No. L.	9.0	263.2	
	465		
No. L.	10.6	261.6	
—	9.7	262.5	
4	8.1	264.1	
Ct.	7.2	265.0	
4	6.3	265.9	
—	6.1	266.1	
So. L.	6.0	266.2	

	∠90				
So L,			6,3	265.9	
—			6,5	265.6	
4			7,2	265.0	
Ct,			7,8	264.4	
4			8,8	263.4	
—			10,6	261,6	
N° L			11,5	260.7	
	5 15				
N° L			13,0	259.2	
—			10,5	261.4	
4			8,9	263.3	
Ct.			7,7	264.5	
4			7,0	265.2	
—			6,4	265.8	
Au L.			6,4	265.8	

"1" 5+26,6

So. L.	6,1	266.1
—	6,5	265.7
4	6,9	265.3
Ct,	8,2	264.0
4	9,7	262,5
—	11,2	261.0
N° L	14,0	258.2

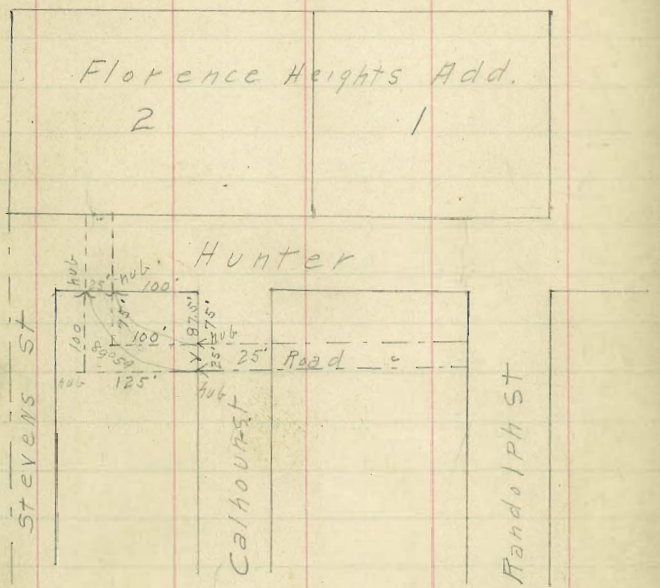


"Canon Line"

"2"	5+2 C.C			
M°L		27.24	13.3	258.9
—			11.2	261.8
4			9.7	262.5
Ct.			7.9	264.3
4			6.9	265.3
—			6.4	265.8
So L			6.2	266.0
	"3" 5+2 C.C			
So L			6.7	266.0
—			6.4	265.8
4			6.7	265.5
Ct.			7.5	264.7
4			8.6	263.6
—			10.1	262.1
M°L			10.9	261.3
			5.8	766.44

Survey for Proposed 25' St extending from W. line Calhoun St To S. line of Hunter

Dunkle
Doppman 1/29/08
Shaw



Xsec of Intersection of Myrtle & Indiana Sts.

B.M. spike SW Cor. Cypress + Indiana 300.98
2.46
303.44
7.06
296.38
7.43
303.81

	Old N.L. Myrtle		
	303.81		
EL		11.0	292.5
Con. Curb		10.77	293.0
Gutter		11.6	292.2
1/4 2'		10.3	293.5
E.R. East Track		10.3	293.5
WRW track		10.24	293.6
1/4 2' from		10.3	293.5
Gutter		10.3	293.5
cb		9.73	294.1
WL		9.1	294.7
	N.L. New Myrtle		
WL		5.2	298.6
cb		9.6	294.2
2' outside R		10.4	293.4
2' E Rail		10.6	293.2
cb		10.0	293.8
E Line		11.0	292.8
	N Curb		
EL		11.5	292.3
cb		10.2	293.6
2' E Rail		10.5	293.3

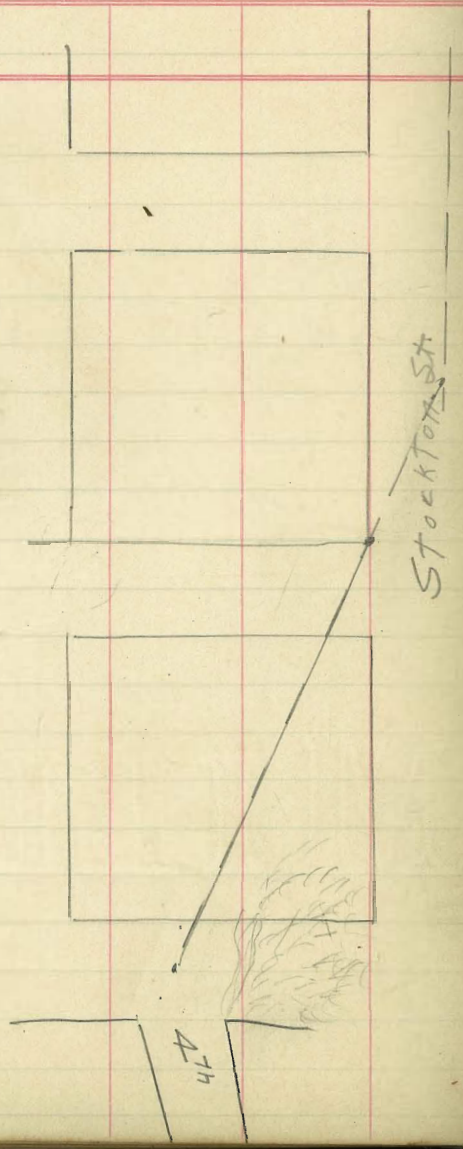
		303.87		
2' W rail			10.4	293.4
℄			9.5	294.3
+5			8.0	295.8
WL			5.0	298.8
		N 1/4		
WL			4.2	299.6
+13			6.1	297.7
℄			9.5	294.3
+2			10.6	293.3
2' W rail			10.4	293.4
2' E rail			10.5	293.3
℄			10.7	293.1
+7			10.2	293.6
EL			11.7	292.1
		Center		
EL			12.1	291.7
+11			10.3	293.5
℄			10.2	293.6
2' E rail			10.3	293.5
2' W rail			10.4	293.4
Curb -3.0			10.3	293.5

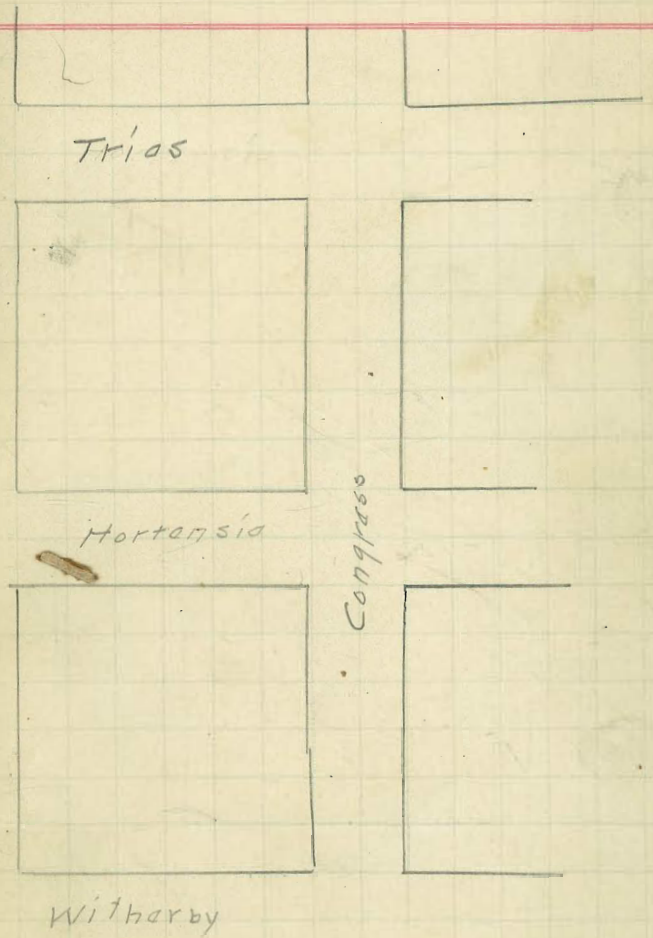
		303.81		
cb			9.5	294.3
+9			3.9	299.9
WL			3.5	300.3
		S 1/4		
WL			3.0	300.8
+1N			3.1	300.7
cb			9.8	294.0
+3'			10.7	293.1
2'W rail			10.4	293.4
2'E rail			10.2	293.6
cb			10.0	293.8
+10			10.5	293.3
EL			12.5	291.3
		S Curb		
EL			12.0	291.8
+8			10.8	293.0
cb			10.4	293.4
2'E rail			10.2	293.6
2W rail			10.3	293.5
Curb -3			10.6	293.2
cb			9.5	294.0

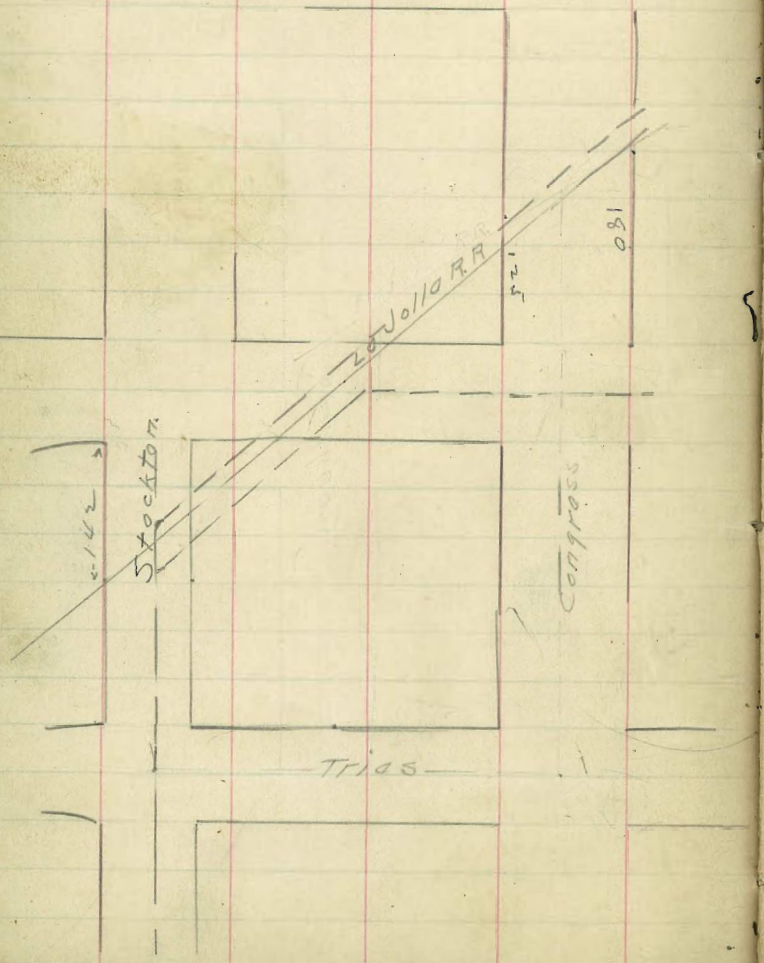
		303.81		
+10			3.1	300-7
WL			2.7	301.1
		South Line		New Myrtle
WL			2.1	301.6
+10			3.1	300.7
cb			9.7	29.4.1
+3			10.9	292.9
2' W rail			10.3	293.5
2' E rail			10.2	293.6
cb			10.3	293.5
+10			11.1	292.7
EL			12.1	291.7
		SL	old Myrtle	
EL			12.5	291.3
+11			10.9	292.9
cb			10.5	293.3
2' E rail			10.4	293.4
E rail E track			10.36	293.4
W rail W track			10.32	293.5
2' W rail			10.4	293.4
+2.5 footwall			11.5	292.3

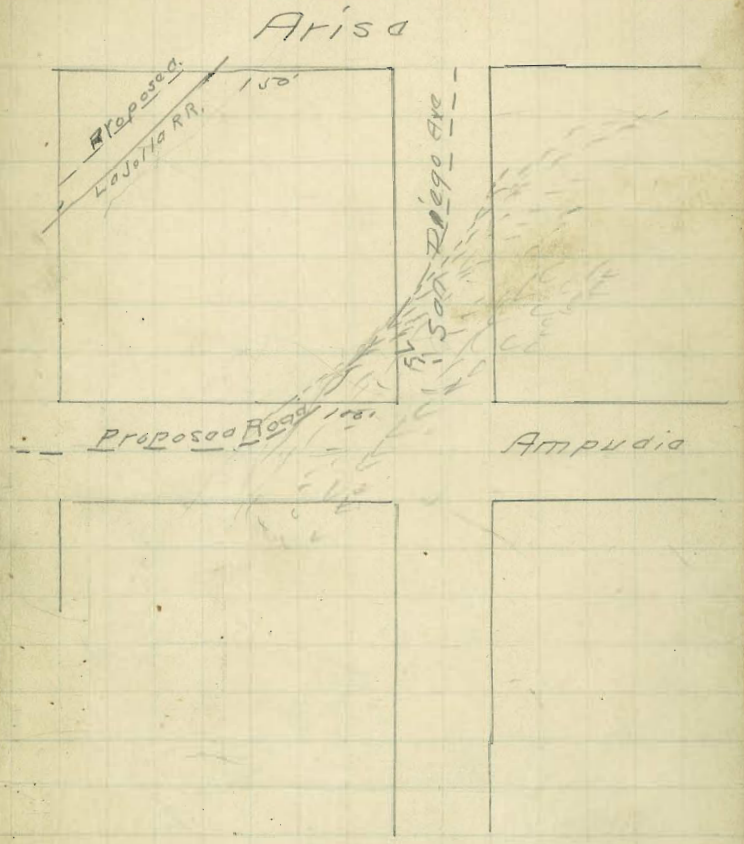
Yardage Figured
Book 7
Pag. 463

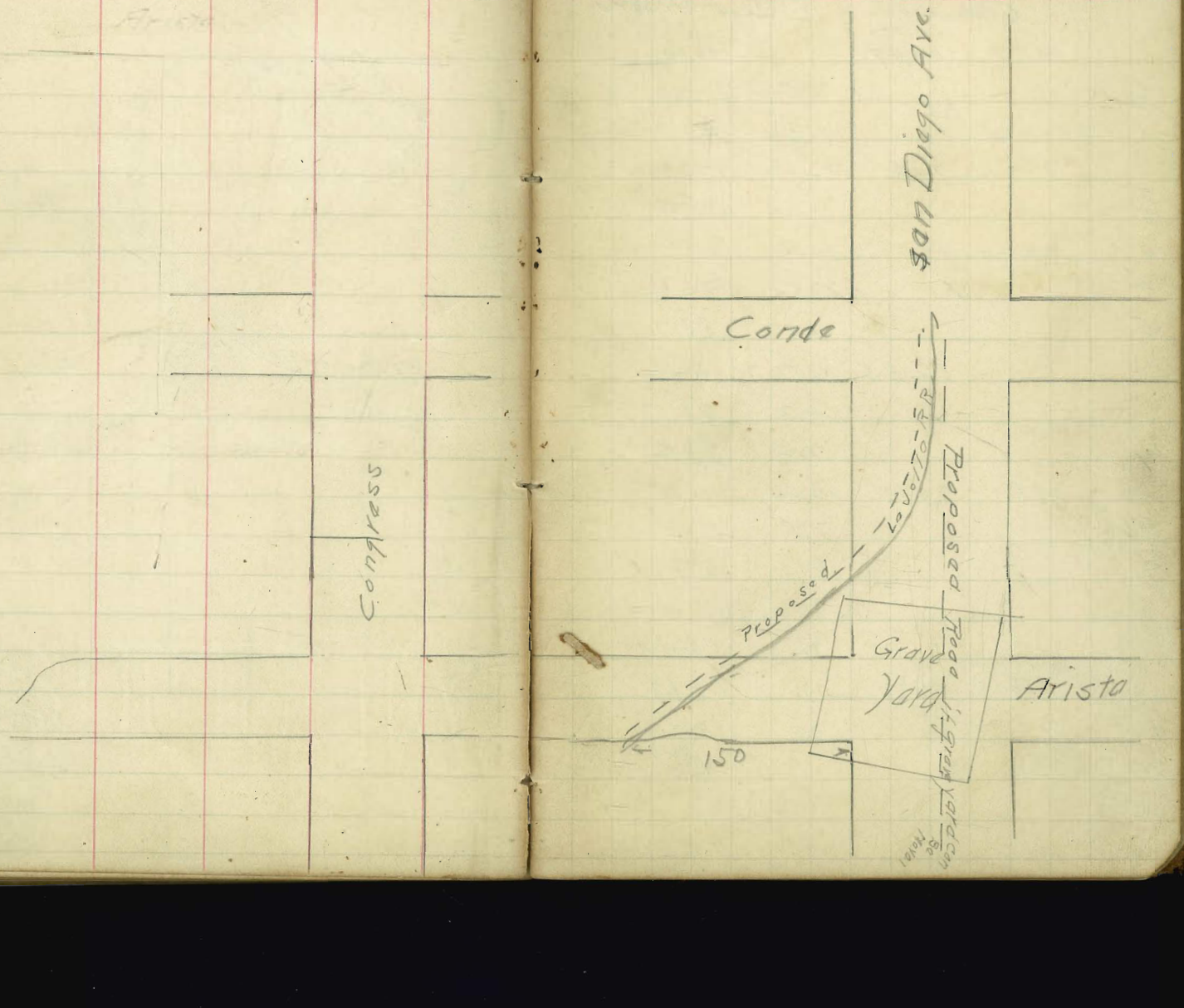
		30387		
A			10.0	293.8
+ 13			3.2	300.6
W L			2.4	301.4
T.P. top	Hydt. N.E. Cor Indiana	Myrtle	8.34	294.47


Stockton St
47th


Trios
Hortensia
Congress
Witherby


La Jolla R.R.
Stockton
Congress
Trias


Arisa
Proposed
La Jolla R.R.
150'
Ft. San Diego Ave
Proposed Road
Ampudia


San Diego Ave.
Conde
Congress
Proposed
Proposed Road if Grave Yard can be Moved
Grave Yard
Arista
150

"C"

Swale

6/14/04

		Assumed Elevation		
	4.49	104.49		100.00
0			2.5	102.0
1			11.3	93.2
	2.14	94.37	12.26	92.23
2			7.0	87.4
3			10.2	84.2
4			10.8	83.5
5			10.7	83.7
	2.49	86.35	10.51	83.86
+6.0			4.3	82.0
6			7.2	79.2
	1.98	76.13	12.20	74.15
+60			7.7	68.4
7			8.1	68.0
8			8.2	67.9
9			8.1	68.0
	4.50	72.67	7.96	68.17
10			4.5	68.2
12			4.7	68.0
14			4.5	68.2
16			5.2	67.5

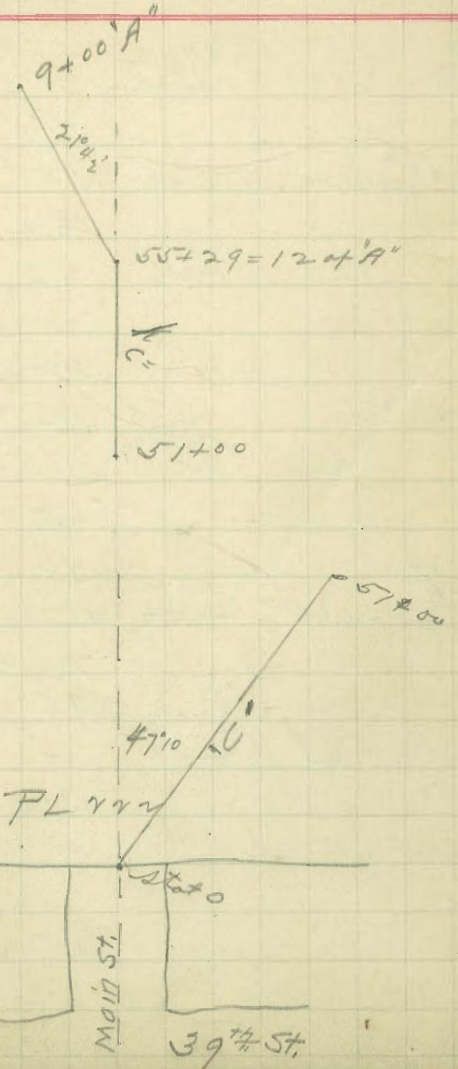
R	L
Slopes Down	
2.0 30' out	
1.0 30'	1.0 30 out
1.0 30'	1.0 30'
0.0 30.	0.0 30.
0.0 30	

18		72,67	4.7	68.0	
			4,45	68.22	

"C"
Alignment
4/14/04

55+29 = Stat 12 of "A" Line

55+29	Δ	21°42	L
51+00	Δ	0°36'	L
16	P.O.T.		
D	Δ	47°10	R



"B" Line

1924

B.M.	6.72	77.02 ~~+06.72~~		70.30 ~~+00.00~~	
0.			9.6	67.40	
Wagon Road.		8' R. to.	5.0	72.0	
+10			12.2	64.8	
		66.76		64.89	
	1.87	~~96.46~~	12.13	~~94.59~~	
+40			2.1	64.7	Slope L Down out 3.7 – 20'
1			6.7	60.1	3.3 – 20'
+70			11.6	55.2	
		~~55.42~~		~~55.02~~	
	0.40	~~85.72~~	11.76	~~84.72~~	
2			4.0	51.4	3.5 – 20'.
+70			9.6	45.8	
B.P.	0.60	44.74 ~~94.14~~	11.28	44.14 ~~73.84~~	
3			7.9	41.8	3.0 – 70.
4			9.5	35.2	7.0 70.
		34.83		32.23	
	7.60	~~64.53~~	12.51	~~61.93~~	
+80			6.6	28.2	
+90			4.5	30.3	Top of Rail La Jolla R.R.
5			8.	26.8	1.0 – 70.
6			13.7	21.1	1.0 – 100.
+50			16.0	18.8	6.0 – 100'
7			15.6	19.2	4.0 – 100,

"B"

8		3483 ~~6453~~	10.5	24.3		L slope, Down Out.
	3.85	27.90 ~~57.60~~	10.78	24.05 ~~53.75~~		4.0 100.
+60			2.3	25.6		
9			3.9	24.0		1.3 - 100.
+60			7.6	20.3		
10			11.9	16.0		
	1.44	17.76 ~~47.46~~	11.58	16.32 ~~46.02~~		0.5 - 100
+25			5.8	12.0		
+55			11.2	6.6		
+65.6			9.46	7.3 ~~38.00~~		Top of Rail St. Fe.
+70			10.7	7.6		
	2.16	10.29 ~~39.99~~	9.63	8.13 ~~37.83~~		
+90			10.2	0.1		
11			10.2	0.1		
12			12.3	-2.0		
B.M.			11.64	-1.35 ~~48.35~~ =	-1.35	on Culvert at stat 105+15 of Wallis notes Check.

"B"

6/14/04

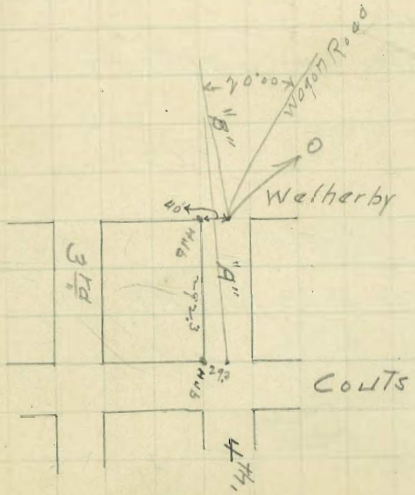
10+ 65.6 Center of St. Fe. RR

14+90.4 Center of La Jolla RR

4 D 54°00 L

0 D 1°00 L

∴ Line Welherby = Sta 0 of "B" Line



Line from Couts St.
"A" June 14.

13+89 Center of Santa Fe.

12 P.O.T.

9 ▷ 32°00 L

7+87.6 Center of La Jolla R.R.

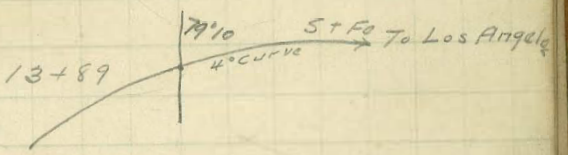
7 ▷ 25°00 L

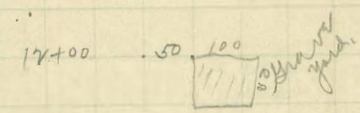
0+07 ▷ 1°26' ~~7°00~~ L

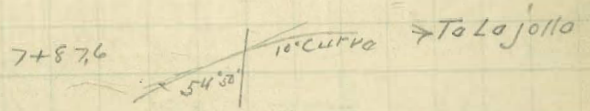
West Line Couts St. 493 Mon. of S.W. Cor. = 0+07

22°00

Hutchison







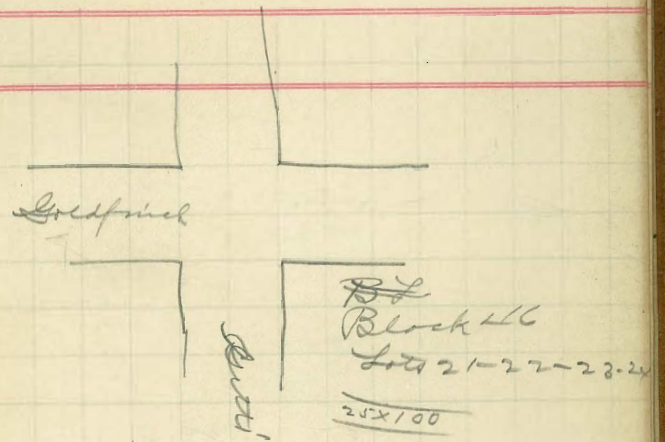
"A"

6/14/04

B.M.	10.46	80.76 ~~+0.46~~		70.30 ~~+80.0~~	Assumed
0			1.7	79.0 ~~+78.8~~	
1			5.2	75.6	
2			11.5	69.3	
	1.99	70.15 ~~79.65~~	12.60	68.16 ~~77.86~~	
3			7.7	62.5	
+35			8.6	61.6	
+85			11.5	58.7	
	0.66	59.60 ~~89.20~~	11.21	58.94 ~~88.62~~	
4			3.1	56.5 ~~86.2~~	
+70			8.4	58.2	
5			11.5	48.1 ~~77.8~~	
	1.00	48.42 ~~78.12~~	12.18	47.42 ~~77.82~~	
6			9.8	38.6	
+20			11.4	37.0	
	1.42	37.25 ~~66.98~~	11.39	36.03 ~~60.73~~	
7			4.1	33.2	
+75			8.7	28.6	
+87			6.8	30.4	Top of Rail.
8			10.1	27.2	
+05			11.2	26.3	

M
Hub S, W. Cor. Center of 7th
Center of Wagon Road

		37.25		
9		~~66.95~~	13.4	23.9
		30.95		25.08
	5.87	~~60.65~~	12.17	~~54.78~~
+60			11.0	20.0
10			9.7	21.3
11			4.6	26.4
+50			3.5	27.5
12			3.5	27.5
13			11.4	19.6
		20.27		19.07
	1.20	~~19.07~~	11.88	~~18.77~~
~~##~~50			7.5	14.8
+60			10.3	12.0
+75			12.2	10.1
		11.35		8.09
	3.26	~~11.15~~	12.18	~~37.79~~
+80			5.3	6.1
+89			3.5	27.9
+95			4.5	6.9
14			6.8	4.6
+10			11.1	00.3
15			12.0	+ 1.6



386
60
23160

.942) 6000 (63,7
5652
3480
2826
6540

39°2'
19°31'

354
60
21240

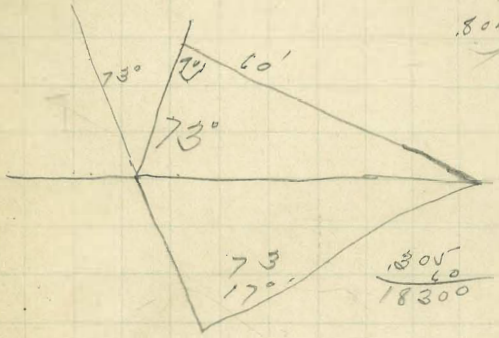
4212
21°06

.933) 6000 (64,3
5598
4020
3732
2880

.74
60
4440

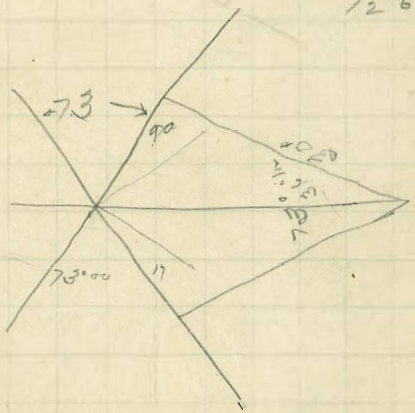
.804) 6000 (7,46
5628
3720
3216
5040

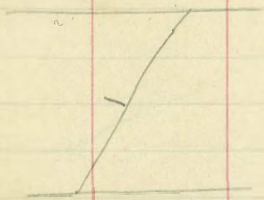
.804) 3000 (37,3
2412
5880
5628
2520

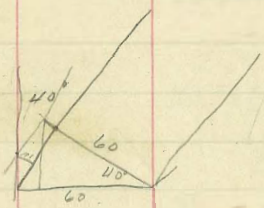


.305
60
18300

90
36,30
53°30'
73
12630







$\frac{P_1}{H_2} = .5$

$\frac{B'}{H_2} = .5$

$\frac{H'}{B_2} = .5$

$\frac{P_2}{P_1} = .5$

.766
60
45960

87,26
90,15
8947½
9232
000

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	96.13	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							
Degrees.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Degrees.
	DEGREES.		¾ DEGREE.		½ DEGREE.		¼ DEGREE.		

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