353

TRANSIT

398

F.B.353

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

353

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	46.96	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	85.27	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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FB # 353 PAGE

P.L. COR. CTY. HOSP. MARYLAND ST. 33-34

BLDGS AT LA JOLLA DEPOT GROUNDS - 35

UNIVERSITY AVE; PAVING 36-42

K ST; 6th to 7th — PAVING 43-44

HAWK ST; P.L. to BUSH ST. — 45

15th ST. "N." to NATIONAL AVE; OPENING - 46

32nd ST. GRAPE to P.L. NORTH OF "A" ST. 48-56

BROADWAY AT 33rd, 34th & 35th 57

FB # 353 PAGE

THORN ST, BEAN to 29th. - 1

29th ST; THORN to UPAS

MARYLAND ST, MEADE. - 2-4

MARYLAND ST, VAN BUREN 6-8

CROSBY ST, HARRISON - 9
to N. OPENING

4th ST. N. LINE to F. 10-11
GUTTER

1st & GRAPE; DRAIN - 12

H. ST 25th to 16th; LEVELS 13-15

E.L. PL 113B - 16-18

N.E. COR. PL 1151 19-21

1st ST. "I" to LAUREL 23-27
ELEVATIONS

GRAPE; SECOND to FRONT; PIPE LINE - 28-29

K ST. CAR LINE — 32

36443
9627
6.10.70

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CITY OF SAN DIEGO,
CALIFORNIA.

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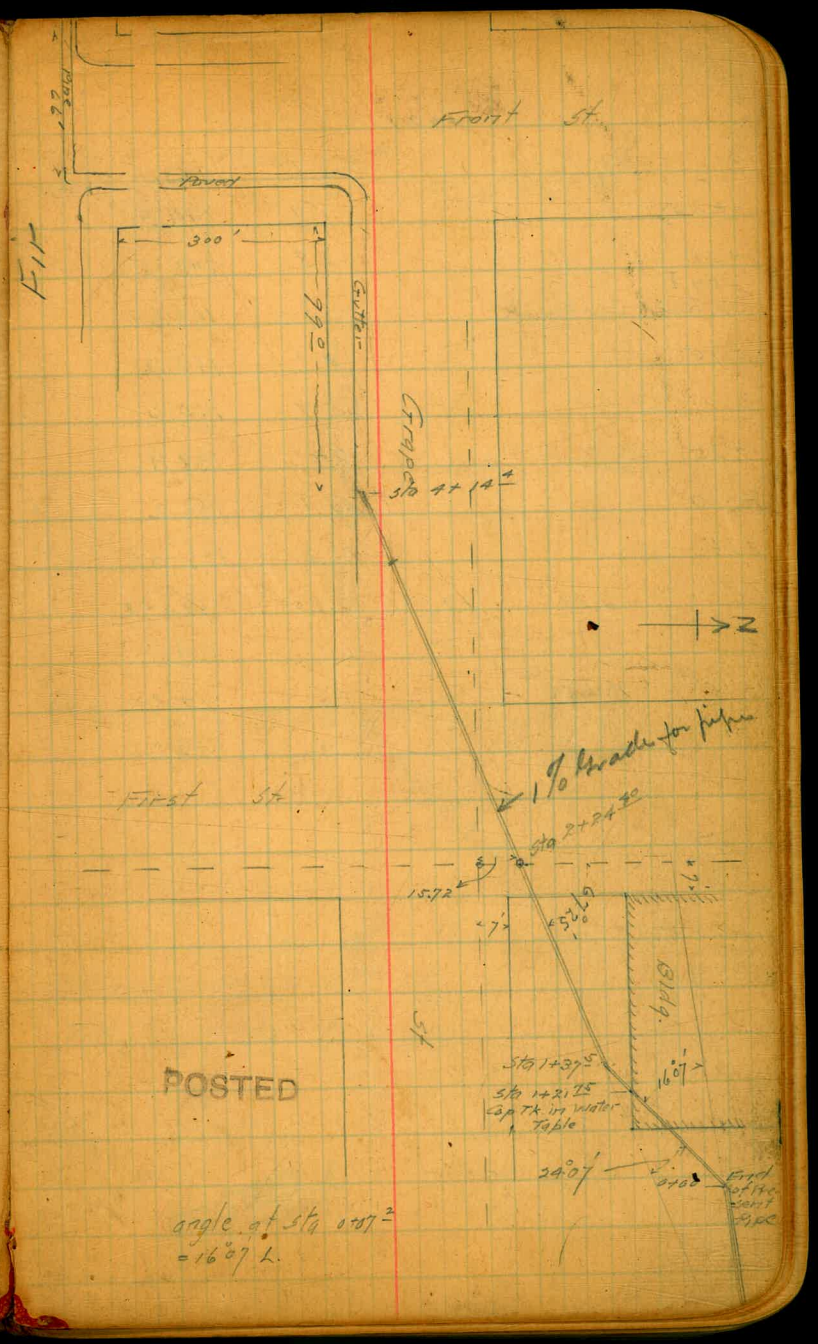
SAN DIEGO, CAL.

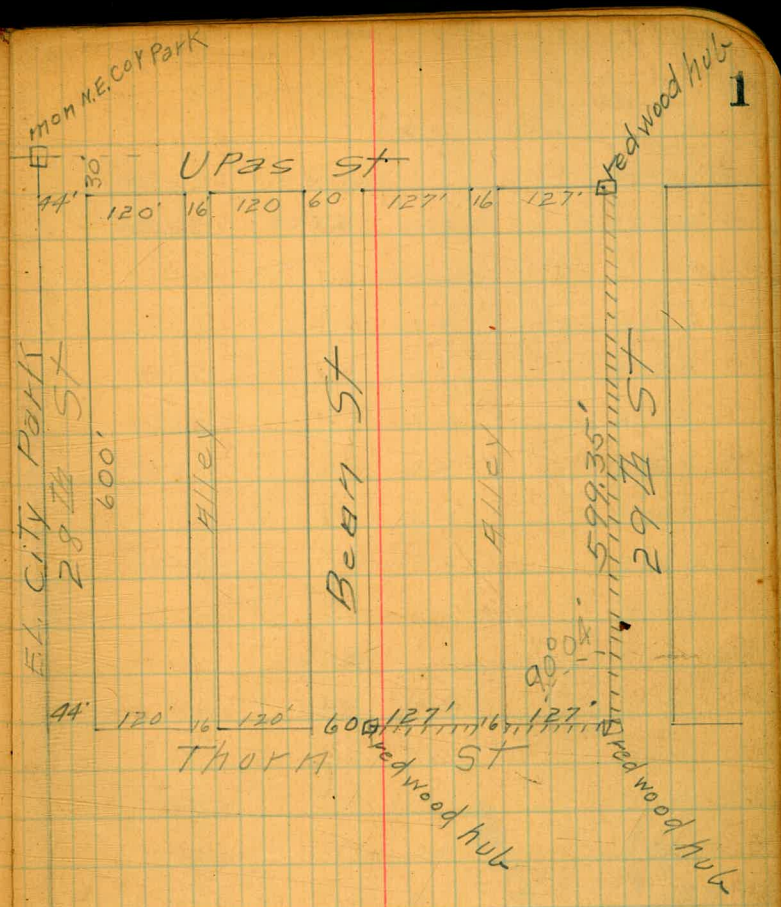
H. 54 B.M.

16th	NE	35.460
17	NW	37.477
18	NE	50.905
19	NW	67.329
20	SW	84.012
21	NW	101.900
22	"	114.929
24	"	127.943
25	"	156.950


Front St.
Paved
300'
99.0
Gutter
Grape
Sta 4+14.4
N
1% Grade for pipe
First St.
Sta 2+24.40
15.72
7'
67°25'
Bldg.
St
Sta 1+37.5
Sta 1+21.75
Cap Tk in Water Table
16°07'
24°07'
0+00
End of Present Pipe
angle at Sta 0+87.2
= 16°07' L.

POSTED

		146.27		
3			3.1	143.2
+25			1.9	144.4
+50			2.8	143.5
+57 I Top Rail	Car track		2.92	143.35
+75			4.1	142.2
3			5.7	140.6
+25			7.9	138.9
+50			10.1	136.2
+75			13.3	133.0
T.P.	2.39	135.81	12.85	133.42
4			6.1	129.7
+14.9	gutter		8.6	127.2
11	Curb-		7.5	128.3



Survey of N.L. Thorn St Bean to 29th & of W.L. 29th Thorn to UPas,

34
22

9/25/08

POSTED

Dunkle
Shaw
Thomas

Cross Section of Maryland St from No line Meade to 100' So of So. line Meade. 9/26/08 { Davis, Denman, Williams

To determine amount of dirt dumped in st.

NW Cl'd & Md

0.91	346.29		345.38 BM
6.37	341.41	11.25	335.04

N. Meade

E	2.4	339.0
ct	3.0	338.4
½	4.2	337.2
c	4.5	336.9
½	5.3	336.1
ct	6.0	335.4
W	6.6	334.8

No ct

W	7.6	333.8
ct	6.6	334.8
¼	6.3	335.1
C	5.4	336.0
½	5.1	336.3
ct	4.4	337.0
E	5.6	335.8

+ 8

E	7.6	334.4
ct	5.6	335.8
¼	5.7	335.7
[illegible]	6.1	335.3
[illegible]	7.0	334.4
ct	7.3	334.1
W	8.2	333.2

POSTED

Posted

341.41

	¼		
W		9.4	332.0
Ct		7.8	333.6
¼		6.8	334.6
C		6.2	335.2
¼		5.6	335.8
Ct		6.0	335.4
E		7.3	334.1
	C		
E		6.8	334.6
Ct		6.2	335.2
¼		5.5	335.9
C		5.2	336.2
¼		5.4	336.0
Ct		6.8	334.6
+7		8.4	333.0
W		9.1	332.3
	¼		
8"W. Toe Slope		10.4	331.0
W		8.2	333.2
+6		6.8	335.6
Ct		4.2	337.2
¼		4.0	337.4
C		3.6	337.8
¼		4.3	337.1

+5		5.4	335.6
Ct		6.4	335.0
E		7.2	334.2
	So Ct.		
E		7.7	333.7
Ct		5.5	335.9
¼		3.7	337.7
C		2.8	338.6
¼		2.8	338.6
Ct		2.3	339.1
W		6.5	334.9
8 W Toe		11.4	330.0
	S.L. Meade		
5 W Toe		10.6	330.8
W		9.4	332.0
Ct		2.6	338.8
¼		2.4	339.0
C		2.9	338.5
¼		2.7	338.7
+10		3.0	338.4
Ct		3.9	337.5
E		6.9	334.5

341.41

9/28/08 { Davis, Dennis, W. [illegible]

25' So Meade

4' E - Toe Slope			8.1	333.3
E			5.7	335.7
+4			3.3	338.1
Ch			2.3	339.1
1/4			1.1	340.3
C			1.0	340.4
1/4			1.0	340.4
Ch			1.7	339.7
+6			4.7	336.7
W			10.1	331.3
3' W Toe Slope			12.1	329.3
T.P.	9.58	344.62	6.37	335.04

50' So

5' W - Toe Slope			16.6	328.0
W			13.7	330.9
Ch			4.0	340.6
+3			2.9	341.5
1/4			3.3	341.3
C			2.6	342.0
1/4			2.5	342.1
Ch			2.5	342.1
+6			4.7	339.9
E			9.7	334.9
4' E - Toe Slope			12.5	332.1

344.6

68' So

2' E Toe Slope			12.6	332.0
E.			12.0	332.6
Ch.			4.4	340.2
+7			1.6	343.0
1/4			1.3	343.3
C			1.6	343.0
1/4			3.6	341.0
Ch			8.2	336.4
W - Toe Slope			16.8	327.8

75' So

W			16.9	327.7
+4			16.9	327.7
Ch			12.0	332.6
1/4			7.2	337.4
C			4.3	340.3
1/4			4.5	340.1
Ch.			6.8	337.8
+11			12.0	332.6
E			12.6	332.0
+3 - Toe Slope			13.3	331.3
T P	3.26	337.75	10.13	334.49

POSTED

337.75

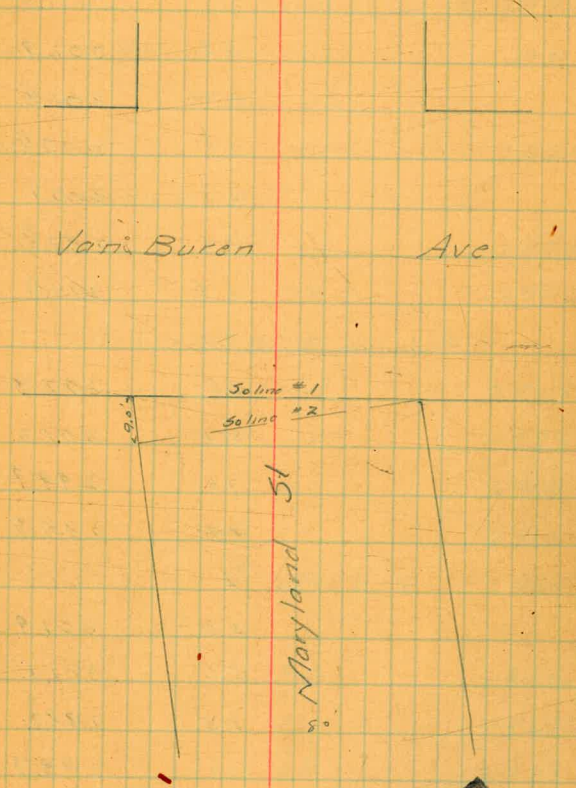
85' So. Meade

E = Too Slope		7.3	330.5
Cl		3.8	334.0
¼		3.0	334.8
C		4.2	333.6
¼		6.2	331.6
Ch. Too Slope		9.7	328.1
W		11.0	326.8
	1+95		
W		11.5	326.3
Ch.		10.4	327.4
¼		10.2	327.6
C		9.1	328.7
¼		7.1	330.7
Cl		8.7	329.1
E		7.6	330.2
	1+00		
E		8.2	329.6
Ch.		9.3	328.5
¼		9.5	328.3
C		9.6	328.2
¼		10.6	327.3
Ch.		10.8	327.0
W		11.5	326.3

Cross Section of Maryland St. from So ¼ of Van Buren to 45' So of So. line of Van Buren to determine amount of dirt dumped in St

9/21/01 { Davis, Williams, Donnan

BS	HI.	FS	
0.73	306.73		306.00 B.M. Cl. stake at N.E. Cor. Md. and Van Buren
	So ¼ Van Buren		
E		2.2	304.5
Cl		2.9	303.8
¼		3.5	303.2
C		3.9	302.8
¼		4.1	302.6
Cl		5.8	300.9
W		8.6	298.1
	So Cl.		
10' W		14.2	292.5
W		11.7	295.0
Cl		7.9	298.8
¼		4.8	301.9
C		3.9	302.8
¼		3.8	302.9
Cl		3.7	303.0
E		3.4	303.3
	7' So of Cl		
E		3.5	303.2
Cl		4.1	302.6
¼		4.1	302.6
C		3.2	303.5
¼		5.6	301.1



POSTED

306.73

7'So of Ck

W Ck.	9.7	307.0
W.	13.8	393.9

So line Van Buren #1

E	3.8	302.9
Ck.	4.9	301.8
¼	5.9	300.8
C	6.0	300.7
¼	8.9	297.8
Ck	12.7	294.0

So line Van Buren #2

E	3.8	302.9
Ck	5.4	301.3
¼	7.0	299.7
C	9.9	295.8

8'So of SL #2

E	1.8	301.9
+10	5.6	301.1
Ck	8.5	298.2
C	13.0	293.7

25'S.

E	5.7	301.0
+8	6.6	300.1
Ck.	10.7	296.0

45'So

E	6.8	299.9
+6	8.7	298.0
Ck.	12.2	294.5
TP 0.41	295.13	12.01 294.72

7'So of Ck

15'W of W.L.	5.1	290.0

So line Van B #1

20 W. of W.L.	7.7	287.4
W.L.	3.9	291.2

So line Van B #2

25 W of W.L.	12.9	282.2
W.L.	6.5	288.6
Ck	4.1	291.0
+9	3.9	291.2
ml ½	1.7	293.4

8'So

W.L.	9.5	285.6
Ck.	8.6	286.5
½	6.4	288.7

25'So

E ¼	7.6	287.5
Ctr.	11.5	283.6

45'So

E ½	5.1	289.4
Ctr.	11.2	283.9

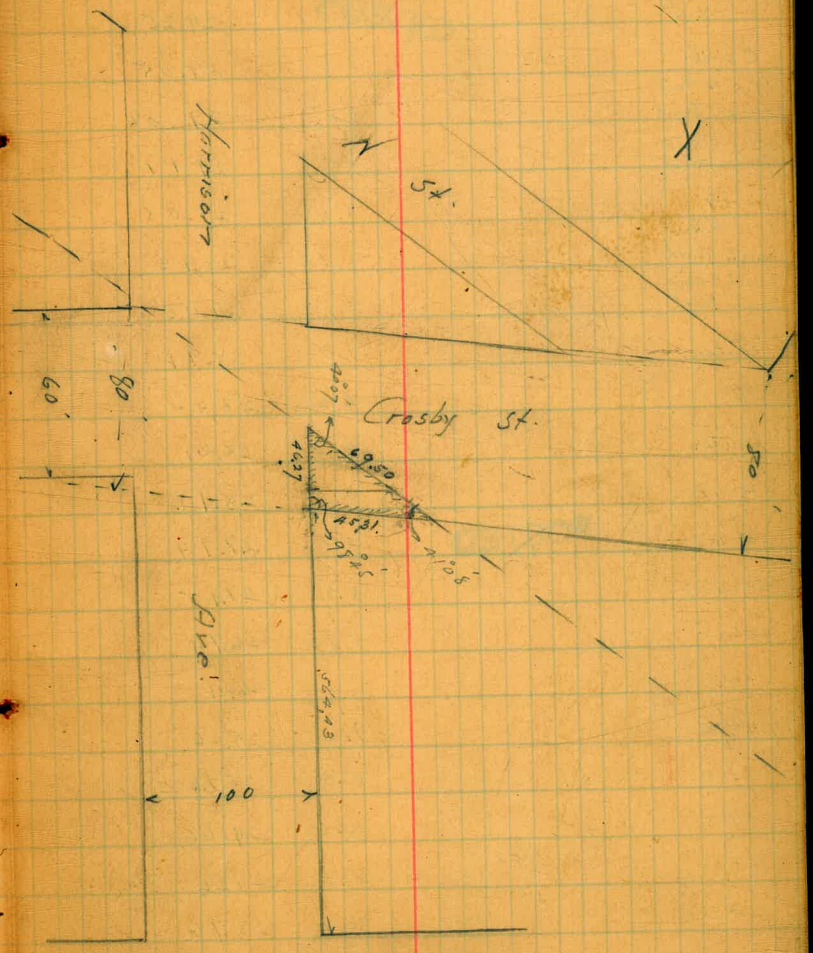
	295.13		
T.P.	0.20	13.06	
	8'S of S.L #2		
30 W of W.L.		4.6	290.5
	25'S		
35 W of W.L.		13.3	281.8
W.L.		5.7	289.4
Ck		4.5	290.6
W 1/4		2.6	292.5
	45 'S		
W 1/4		4.7	290.4
Ck.		9.7	285.4
W.		14.6	280.5
20 W of W.L.		16.6	279.5
40 " " "		19.3	276.8

POSTED

42 Hatch
7 Moore
68 Deziel

Survey of Land to be obtained for opening Crosby St. from Harrison Ave to N St.

POSTED



POSTED

LINE LEVELS on GUTTER on 4st FROM North LINE Ft. south

S.W. Cor 4th & Ft.				
B.M.	4.03	32.66		28.63
N. LINE Ft.			3.41	29.25
Curb			3.61	29.05
15.5 N Rail Inner track			3.60	29.06
22.1 S Rail Inner track			3.55	29.11
0+27			3.61	29.05
30.3 N. Rail South track			3.73	28.93
36.4 S Rail South track			3.66	29.00
0+40 Center			3.75	28.91
S 1/4			4.22	28.44
S Curb LINE Gutter			4.45	28.21
S LINE			4.5	28.16
25' S			4.92	27.74
50' S			5.51	27.15
75' S			5.92	26.74
1+00			6.45	26.21
1+25			7.0	25.66
1+50			7.4	25.26
1+75			8.0	24.66
2+00			8.4	24.26
2+25			8.9	23.76
2+50			9.48	23.18

POSTED

POSTED

	H.J		
2+75	3266	9.96	22.70
3+00		10.57	22.16

12 Hatch 11/8 Moore 9/08 Deziel 08

Drain at 1st and Grape

POSTED

SE 1st Grape.					
BM.	2.98	146.98		144.0	
	0.01	138.68	8.31	138.67	
End of 12" Cement Pipe under 2d			6.90	131.78	75 E of Front St
	0.43	144.43		144.0	
	0.16	131.83	12.76	131.67	
	0.96	119.72	13.07	118.76	
Top of Pipe on S. side Grape.			10.85	108.87	
" " Curb on E side Front 100' S. of Grape			10.82	108.90	
Ground elev. at property line on E side Front 100's. of Grape.			13.80	105.9	
T.P.	6.23	138.01		131.78	grade
0+00			6.4		131.60
0+05			8.9		129.1
0+47			10.5		127.5
0+65			6.4		131.6
0+75			6.2		131.8
0+94			4.2		133.8
1+20 Top of Footing of wall under Bldg.			1.8		
T.P.	9.33	146.27	1.07	136.94	
1+21.75			5.0		141.3
1+37.5 ∠ 240°/ R.			4.8		141.5
+50			4.6		141.7
+75			4.5		141.8

12 Hatch Levels on Curbs on H St.
9 Moore
55 Deziel from 25th - 16th

25th H.				
(B) on NW	0.35	157.30		156.95
WL 25th				
50		Note. from 100' W of 25 To 275' W on North old curb is 8" North and higher than the adjoining curb and has 30" Cement gutter, 10" curb face		
100				
150				
200				
T.P	1.45	146.67	13.08	144.22
250				
300				
350				
400				
450				
500				
T.P	0.55	133.89	12.33	133.34
500				
550				
600 EL 24th				
WL "				
50				
100				
150				
T.P	1.03	122.49	12.43	121.46
150				
200				

POSTED

5 N 13 4

2.36	154.94	0.41	
4.70	152.60	2.66	
7.04	150.26	2.98 4.68	
9.36	147.94	7.10	
11.70	145.60	9.40	
1.37	143.30	0.06	
4.73	140.94	2.52	
7.16	142.51	4.85	POSTED
9.40	136.27	7.18	
11.73	133.94	9.46	
		11.72	
2.32	131.57		
4.62	129.27	2.20	
6.91	126.98	4.55	
8.46	125.43	5.97	127.92
10.68		7.97	
12.80		9.87	
		11.79	
3.54			
4.58		1.74	

12/10/08 Hatch
Moore
Deziel

		122.49		
250				
300				
350				
402.5 EL. 22d				
W.L.				
BM -	0.22	115.15		114.929
50				
100				
150				
200 - EL 21st				
T.P.	0.55	103.59	12.11	103.04
W.L. 21st				
50				
100				
150				
T.P.	0.32	91.77	12.14	91.45
150				
200 = EL 20th				
W.L. 20th				
50				
100				
T.P.	0.39	79.41	12.75	79.02
100				
150				

POSTED

S		N	
5.48		2.92	
6.54		4.17	
7.55		5.48	
8.40		6.54	
	BM	7.54	114.95 · 114.929
9.58		7.61	
4.68		2.86	
7.21		5.28	
9.72		7.75	
12.25 Return			
12.10		10.22	
		1.64 Return	
3.71		1.72	
6.91		4.69	
10.28		7.73	
		10.65	
1.65			
4.85 Return		1.85 Return	
4.80		1.89	
7.76 Return		4.71 Return	87.06
8.01		5.40	86.37
11.80		9.28	
		13.24	
3.14			
3.71			
7.85		5.56	

79.41

200 = EL. 19 1/4

T.P.	0.90	68.00	12.31	67.10

VVL. 19 1/4

60'

100'

150

T.P.	5.35	55.35	18.06	53.00

160

200 = EL. 18 1/4

VVL. 18 1/4

50

100

150

T.P.	2.21	44.57	1299	4236

200 = EL. 17 1/4

VVL. 17 1/4

POSTED

50

100

150

200 = EL. 16 1/4

5

1302 Return
11.96

364
632
986

0.89
4.57
5.38
8.07
10.67
13.20

5.13
7.12
7.70
8.21
8.67
9.16

10.02

060 Return
0.67
4.81
8.90
12.98

4.47
540 Return
5.46
8.98
10.67
13.29

POSTED

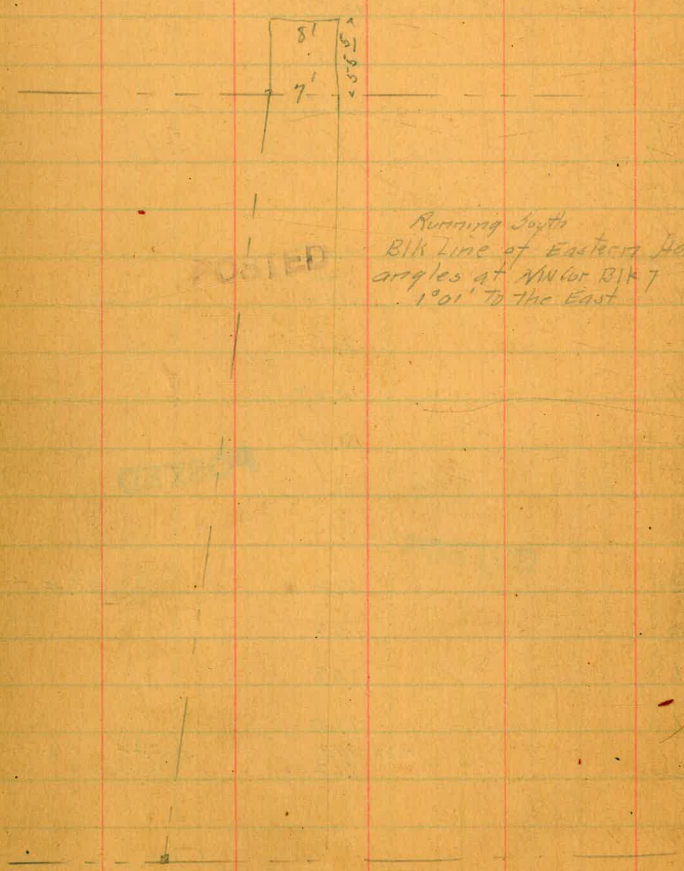
5.15
7.12
7.62
8.08
8.60
BM 9.13
7.12

37.45

35.44
35.45

Survey of E.L. P.L. 1138
P. 16-18

Magnetic bearing of Blk Line of Eastern Addt is N 14°30' E

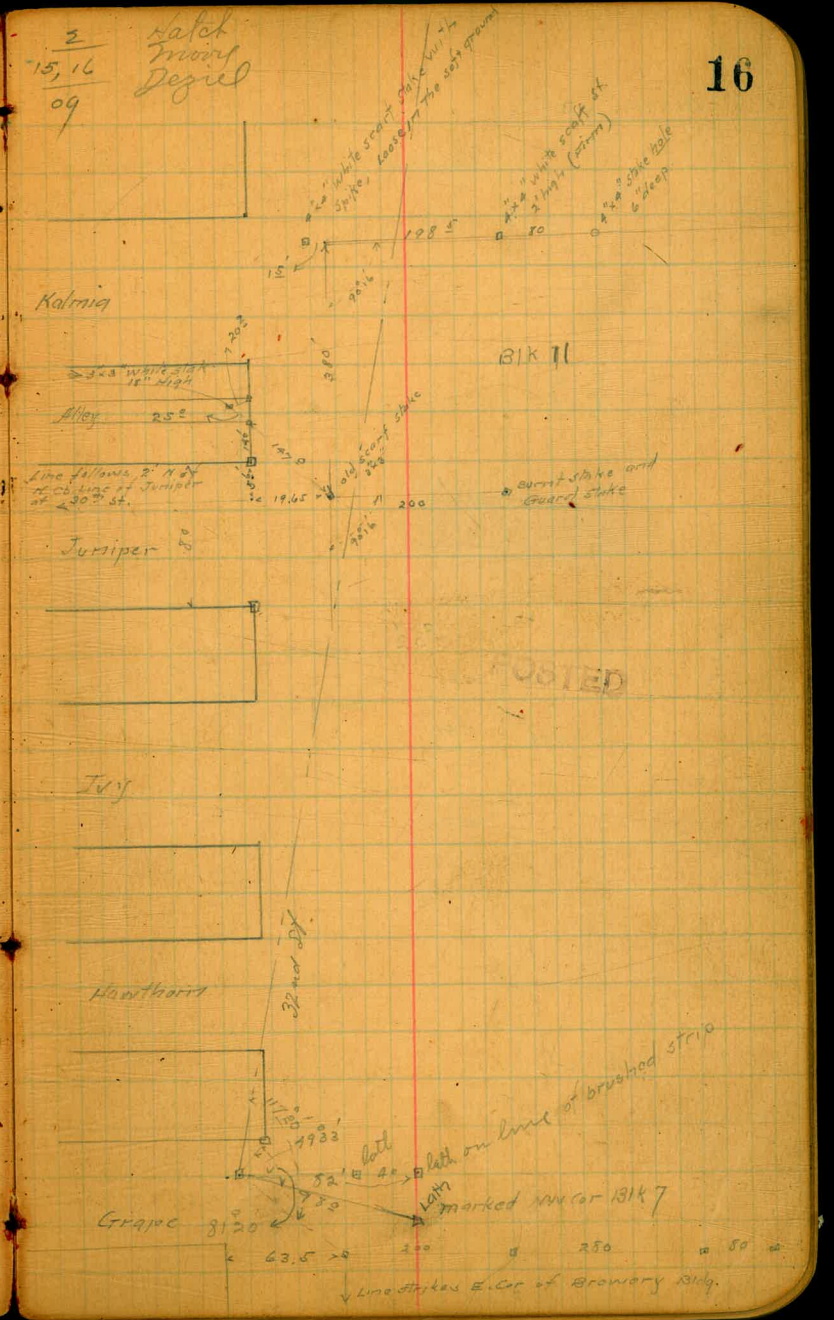


Running South
Blk Line of Eastern Addt
angles at NW Cor Blk 7
1°01' To the East

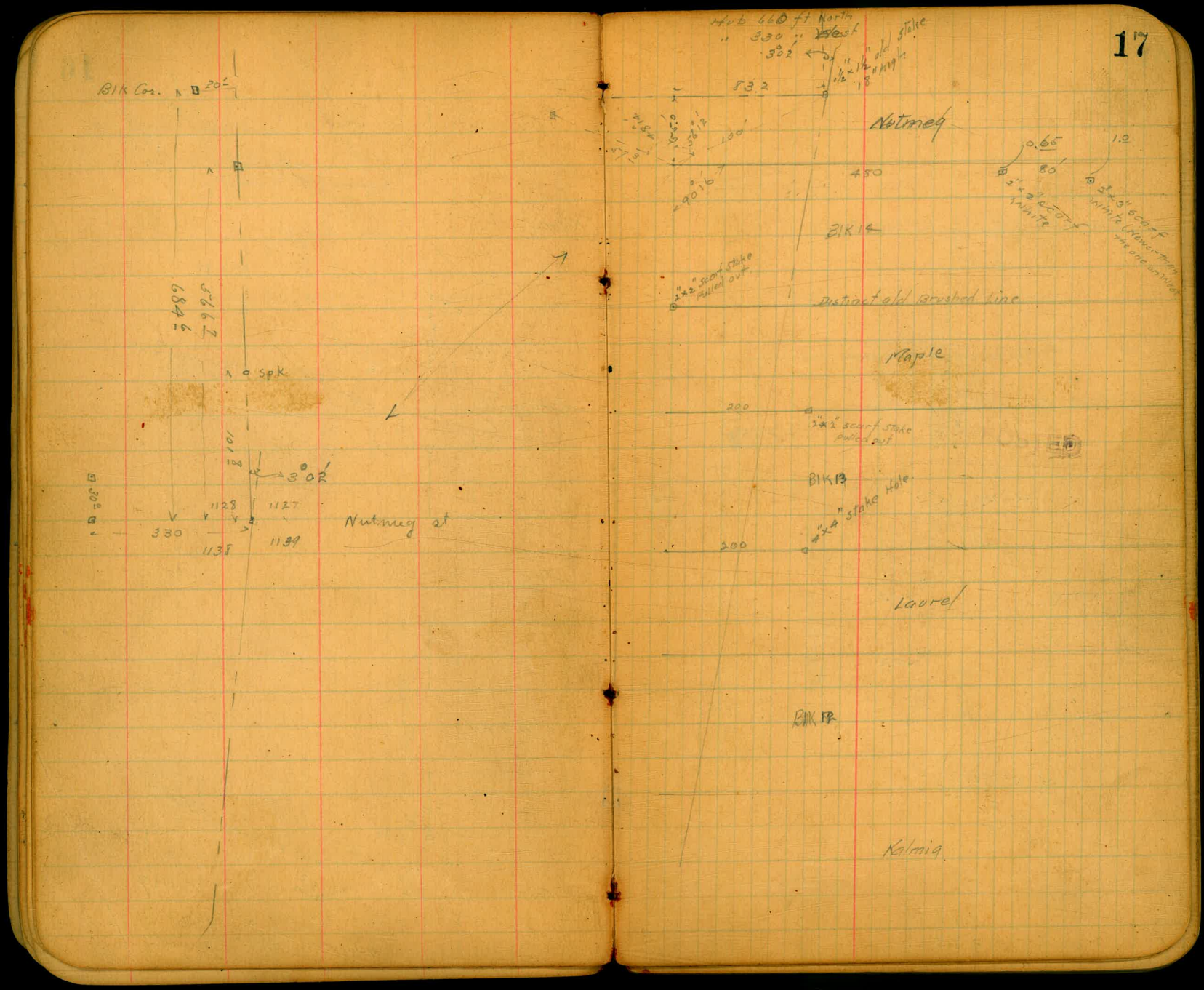
POSTED

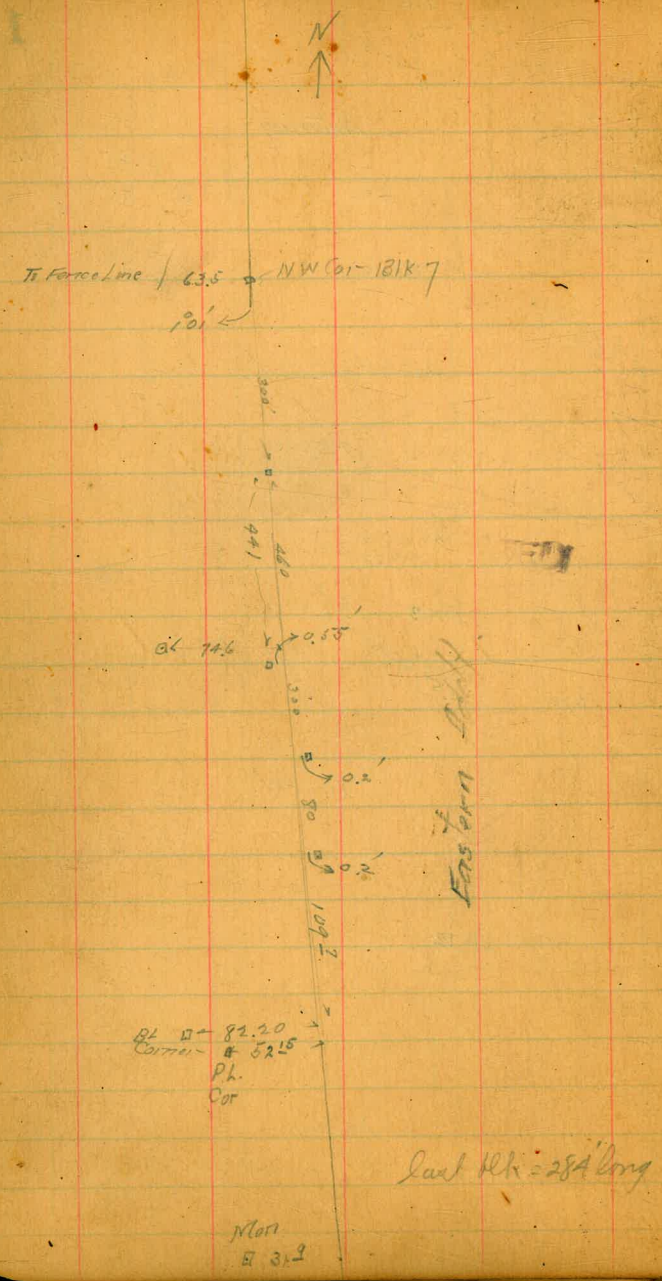
Σ
15, 16
09

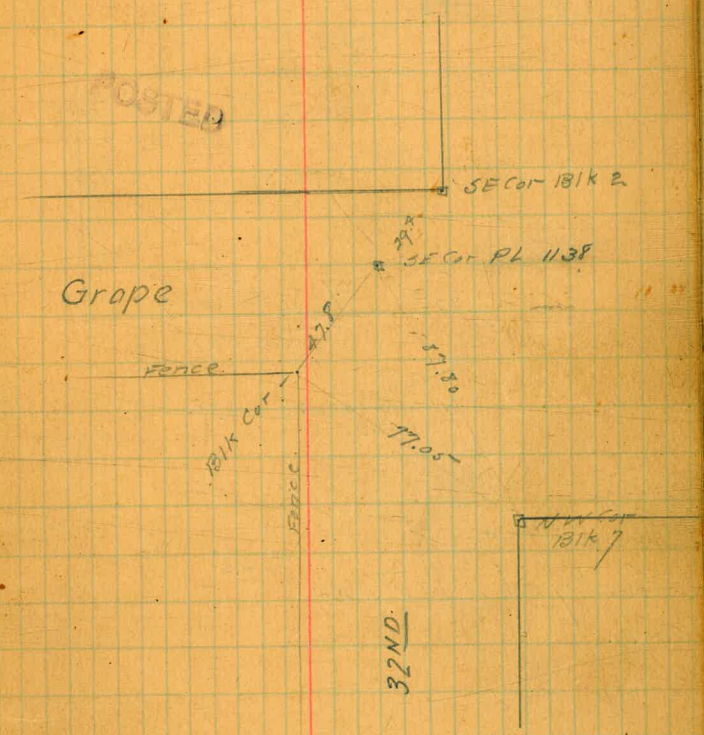
Hatch
Moore
Deziel



POSTED


Blk Cor.
20'
5667
6846
Spk
3°02'
1128
1127
330
1138
1139
Nutmeg st
Hub 660 ft North
" 330 " West
3°02'
1/2"x1 1/2" old stake
18" high
832
Nutmeg
100'
90°16'
480
0.65
80'
1.0
2"x3" scarf
White
2"x3" scarf
White (Newer than the one on West)
Blk 14
2"x2" scarf stake pulled out
Distinct old Brushed Line
Maple
200
2"x2" scarf stake pulled out
Blk 13
4"x4" stake Hole
200
Laurel
Blk 12
Kalmia


N
To Fence Line 63.5
NW Cor Blk 7
101'
300'
441
460
BL 74.6
0.55'
300
0.2'
80
0.2'
109.2
Eastern
BL 82.20
Corner 52.15
Pl.
Cor
last blk = 284' long
Mon
31.9


POSTED
SE Cor Blk 2
29.4
SE Cor PL 1138
Grape
Fence
47.8
87.80
Blk Cor
77.05
Fence
NW Cor
Blk 7
32ND

Survey of NE Cor PL 1151
P 19-21

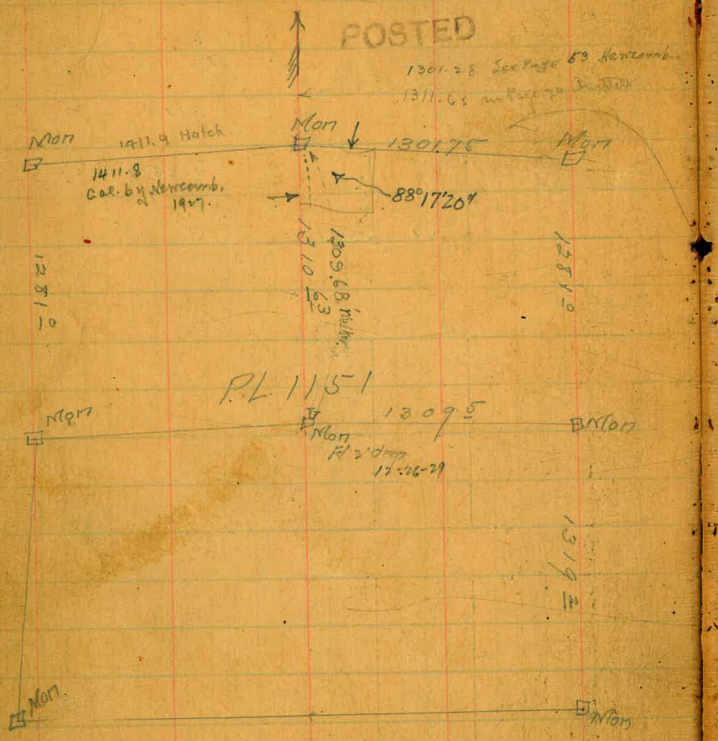
POSTED

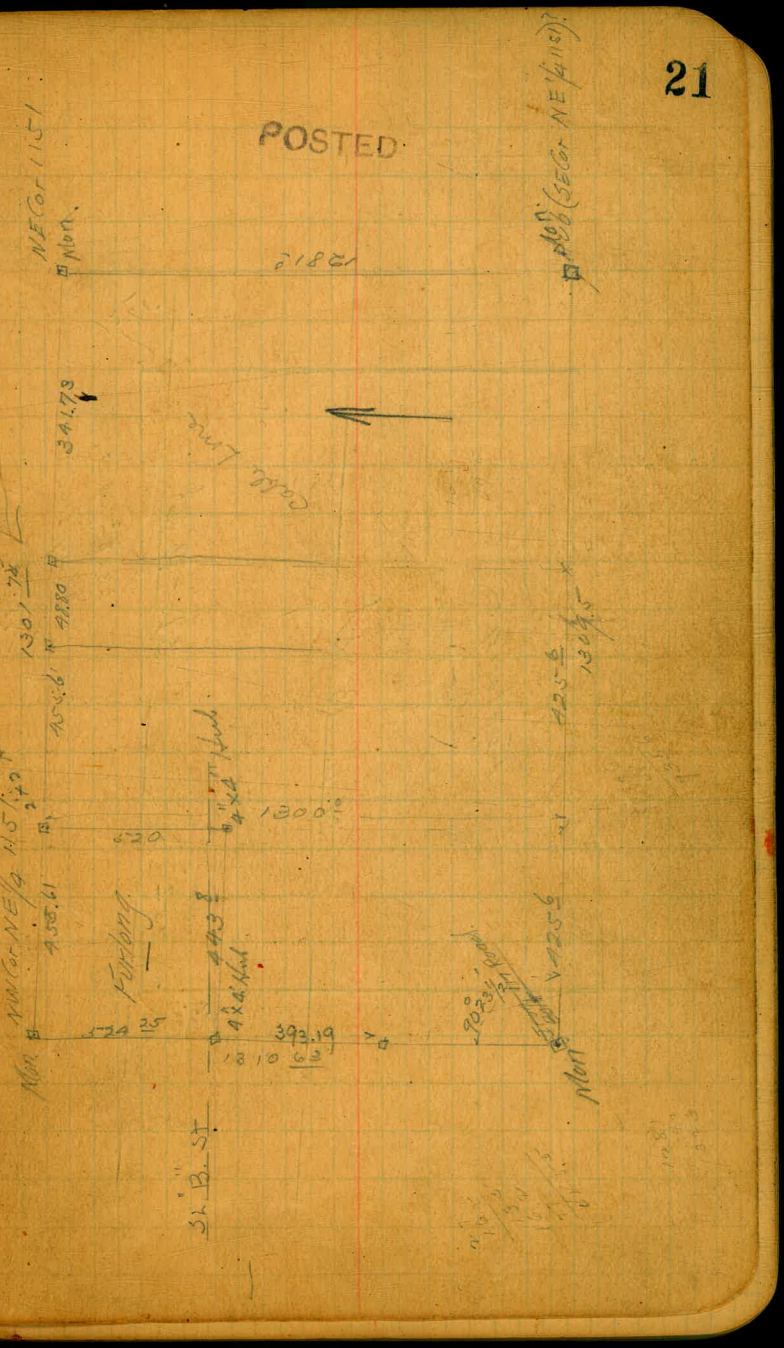
Located cor
finaly at Wheatons
cor.

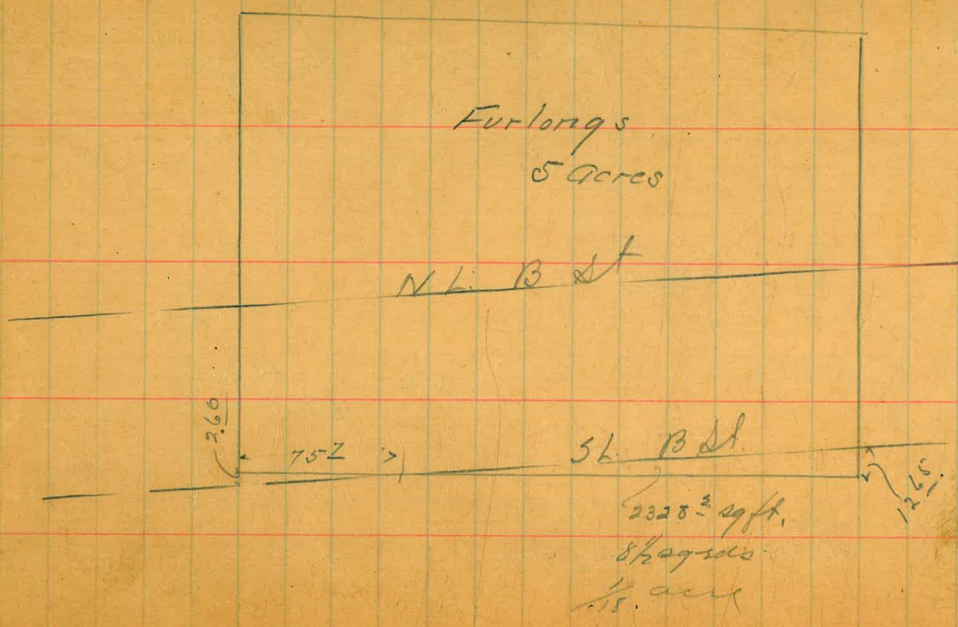
Hatch
Snook
Dezell

2/17-26
09

Calculated by Kaucauf
1411.8
1411.9 Watch.
Capps Stake
487'
Set R.R. nail
New Nail
Cap Tack
44.0
66.2
42.1
.87
88°17'20"
by Vinker
A
80
42.1
132.27
524.24' by Walker
170.27
30.0
For Ties this St.
Tie Book 19-P-33
Fd. Hub 1944
Replaced with Conc. Mon.
Tie Book 19/33
38.1
B
80
60
Set Hub 4"x4"
Found 12-26-29
27
393.19
34
Set 4"x4"
Fd. Feb 1944
Tied in to 34th
Tie Book 19 P-34
Fd. in 2' deep 12-26-29
Replaced by monument


POSTED
1301.75
Mon
1411.9 Hatch
1411.8
Calc. by Newcomb, 1947.
88°17'20"
1309.68 Meas.
1310 63
1310.21
1319.41
PL 115-1
1309.5
Mon
Pl 2"diam
17:26-29


POSTED
NE Cor 115-1
Mon.
2182'
Mon
34.179
1301.32
AS-6
4850
1300.0
4x4 Mon
4x4 Mon
4356.61
Mon NW Cor NE¼ 115-1
Fencing
393.19
1310 63
2093¾ Road
Mon
32nd St.


Furlongs
5 acres
N L B St
S L B St
75-Z
2328 sq ft.
8½ sq rds
1/18 acre

Curb elevations on 1st St - I to Laurel 4/6/09 {Davis Churchman

POSTED

3.25	H.I. 15.18		11.93 BM S.W. 1st & H
W. Cb 1st 37' So of I		8.05	7.13
S.W. I - 1st St side		7.17	8.01
" " I - I " "		7.18	8.00
4.87	H.I. 16.80		11.93
S.W. 1st & H - 1st St side		4.89	11.91
S.E. " " " " " "		5.39	11.41
N.E. " " " " " "		5.33	11.47
N.W. " " " " " "		4.87	11.93

Note - Wooden curb on W. side of St from No. line H to 50' So of G.

4.14	H.I. 18.62		14.48 BM S.W. 1 & G
S.W. 1st & G - 1st St side		4.12	14.50
S.W. " " G " "		4.13	14.49
S.E. " " 1st " "		5.18	13.44
S.E. " " G " "		5.20	13.42
N.E. " " G " "		5.17	13.45
N.E. " " 1st " "		5.15	13.47
N.W. " " 1st " "		4.14	14.48
N.W. " " G " "		4.16	14.46
5.15	22.07		16.92 BM S.W. 1 & F
S.W. 1 & F - F St side		5.14	16.93
" " " " 1st " "		5.13	16.94
N.W. 1st & F - F St side		4.03	18.04
N.W. 1st " " 1st " "		4.10	17.97

22.07			
N.E. 1st & F - 1st St side		4.08	17.99
" " " " " F " "		4.11	17.96

Note - Old bitumen return without curb at S.E. Cor "F" St and bitumen walk and wooden curb for 100' - So.

5.80	H.I. 30.34		24.54 BM S.W. 1 & E
S.W. 1 & E. - E St side		5.80	24.54
" " " " - 1st " "		5.80	24.54
S.E. " " 1st " "		4.89	25.45
" " " " E " "		4.88	25.46
N.E. " " E " "		3.84	26.50
" " " " 1st " "		3.90	26.44
N.W. " " 1st " "		4.91	25.43
N.W. " " E " "		4.91	25.43

Note N.W. & N.E. returns of E. St are bitumen with concrete curbs

Running north from N.W. Cor E there is 100' of wood curb and bitumen walk

" " " N.E. " " " 150' " " " " "

5.91	H.I. 37.46		31.55 BM S.W. D
S.W. 1st & D 1st St side		6.05	31.41
S.E. " " " " "		4.56	32.90
N.E. " " " " "		3.96	33.50
N.W. " " " " "		5.17	32.29

Note There is 250' of wood curb on W. side of St beginning at "D" St running north.

5.21	H.I. 40.16		34.95 N.W. C
N.W 1st & C - 1st st side		5.21	34.95
N.E " " " " " "		4.20	35.96
S.E " " " " " "		4.31	35.85
S.W " " " " " "		5.23	34.93

Note - Running south from S.E. Cor B St there is 100' of wood curb - Curb is out on account of tree from 18' So of S.W. Cor "B" to 22' So - 8' of curb will have to be laid.

5.66	42.59		36.93 B.M. S.W. B
S.W 1 & B - B st side		5.68	36.91
" " " " 1st " "		5.62	36.97
S.E " " 1st " "		5.19	37.40
" " " " B " "		5.16	37.43

Note - Return at N.E cor B covered - could get no elevations

No return at N.W Cor B, Wood curb and bitumen walk running North from N.W. Cor. From 11 to 130 So of S.E cor A - curb is not in - Curb bet (S.E. Cor. & place where curb is out is in bad shape - Trees

5.69	53.66		47.97 BM SWA
S.W Cor A - 1st St side		5.75	47.91
S.W " " A " "		5.68	47.98
S.E " " 1st " "		5.74	47.92
" " " " A " "		5.67	47.99
N.E " " A " "		3.70	48.96
" " " " 1st " "		3.67	49.99
N.W " " 1st " "		4.10	49.56
" " " A " "		4.20	49.46

4/12/09 { Davis, Williams, Churchman.

Note Skeleton return and wood curb at N.W. Cor A and 150' of wood curb running north from N.W. Cor. then there is 50' of curb OK - then 100' of wood curb. Return at S.W. Cor of 1st and Ash is bitumen with wood curb - Practically worn out

There is 100' of wood curb on E side of St running So. from S.E. Cor Ash

Wood curb around return at N.W. Cor Ash

5.38	63.33		57.95 BM
N.W Ash - Ash st side		5.40	57.93
" " " 1st " "		5.39	57.94
N.E " - 1st " "		3.77	59.56
" " " Ash " "		3.85	59.48
S.E " Ash " "		4.84	58.49
" " " 1st " "		4.89	58.44

Note - Wood curb on W. side of St bet Ash and Beech except 50' adjoining Beech St

4.67	H.I. 67.62		62.95 B.M.
N.W Beech - Beech St Side		4.68	62.94
" " " 1st " "		4.63	62.99
N.E " " " "		3.61	64.01
N.E " Beech " "		3.61	64.01
S.E " " " "		4.64	62.98
S.E " 1st " "		4.65	62.97
S.W " " " "		5.68	61.94
S.W " Beech " "		5.67	61.95

Note- Commencing at 50' No of N.W. Cor Beach there is 150' of Wood curb.

	6.29	HI 74.19		67.90 B.M.
N.W. Cedar -	Cedar St. side		6.29	67.90
" " "	1st " "		6.24	67.95
N.E "	1st " "		4.26	69.93
N.E "	Cedar " "		4.22	69.97
S.E "	Cedar " "		4.20	69.99
S.E "	1st " "		4.23	69.96
S.W "	1st " "		6.16	68.03
S.W "	Cedar " "		6.20	67.99

Note- From 50' No. of N.W. Cor Cedar to 150' No there is Wood curb.

From 150' " " N.E " " " 200' " " " " "

	4.85	HI 89.28		84.43 BM
N.W. Date -	1st St Side		4.86	84.42
" "	Date " "		4.94	84.34
S.W "	" " "		6.92	82.86
S.W "	1st " "		6.98	82.30
S.E "	1st " "		5.42	83.86
" " "	Date " "		5.45	83.83
N.E "	" " "		2.45	86.83
" "	1st " "		2.39	86.89

Note- Curb is bulged out and broken from 47' No. of N.E Cor Date to 66' No.

Wood curb from 50' No. of N.W Cor Date to 200' No.

Wood curb from 150' No of N.E Cor Date to 200' No.

Wood Curb around bitumen Return and running 33' So from S.E Cor Elm.

2.06	114.99			112.93 BM
N.E. Elm	1st St Side		2.08	112.91
" " "	Elm " "		2.08	112.91
S.W "	1st " "		8.04	106.95
" " "	Elm " "		8.04	106.95
N.W "	Elm " "		5.09	109.90
" " "	1st " "		5.00	109.99
0.88	HI 138.35			137.47 BM
N.E Fir	1st St Side		0.89	137.46
" " "	Fir " "		1.03	137.32
S.E "	" " "		4.43	133.92
" " "	1st " "		4.41	133.94
S.W "	" " "		7.46	130.89
" " "	Fir " "		7.42	130.93
N.W "	" " "		4.39	133.96
" " "	1st " "		4.44	133.91
9.20	146.67			137.47
N.E. Fir = 0+00			9.21	137.46
0+50			6.54	140.13
1+00			3.99	142.68

	146.67		
1+32		2.40	144.27
+50		1.95	144.72
+99-50		1.22	145.45
+99-N.		1.69	144.98
2+60		2.25	144.42
3+00 S.E. Cor Grape-1st St Side		2.69	143.98
S.E Cor Grape-Grape St side		2.67	144.00
N.E " " " " "		2.69	143.98
" " " " 1st " "		2.56	144.11
N.W " " 1st " "		5.72	140.95
" " " " Grape " "		5.72	140.95
S.W " " " " "		6.09	140.58
S.W " " 1st " "		5.76	140.91
Note - Return at S.W. Grape is not completed. ½ of curb cut on Grape St side.			
	3.88 168.38		164.50 BM
N.W. Haw. Haw St Side		3.88	164.50
" " " 1st " "		3.85	164.53
S.W. " Haw. " "		6.90	161.48
" " " 1st " "		6.88	161.50
S.E " 1st " "		3.89	164.49
" " Haw. " "		3.88	164.50
NE " " " "		0.85	167.53
" " " 1st " "		0.80	167.58

Note - from 100' No. of N.E Cor Hawthorn to 150' No. W edd curb.

	4.37 192.38		188.01 Bm
N.W Ivy - 1st St Side		4.38	188.00
" " " Ivy " "		4.45	187.93
S.W " " " "		6.40	185.98
" " " 1st " "		6.36	186.02
S.E " " " "		3.44	188.94
" " " Ivy " "		3.41	188.97
N.E " " " "		1.43	190.95
" " " 1st " "		1.39	190.99
	3.97 204.87		200.90 Bm
N.W Juniper - 1st St side		3.98	200.89
" " " 1st " "		3.94	200.93
S.W " " J " "		5.95	198.92
" " " 1st " "		5.95	198.92
S.E " " " "		3.96	200.91
" " " J " "		3.92	200.95
N.E " " " "		1.97	202.95
" " " 1st " "		1.90	202.97
	4.67 216.15		211.51 Bm
N.W Kalmia - 1st St side		4.67	211.48
" " " K - " "		4.74	211.41
S.W " " " "		6.93	209.42
		6.74	209.41

1-11
216.15

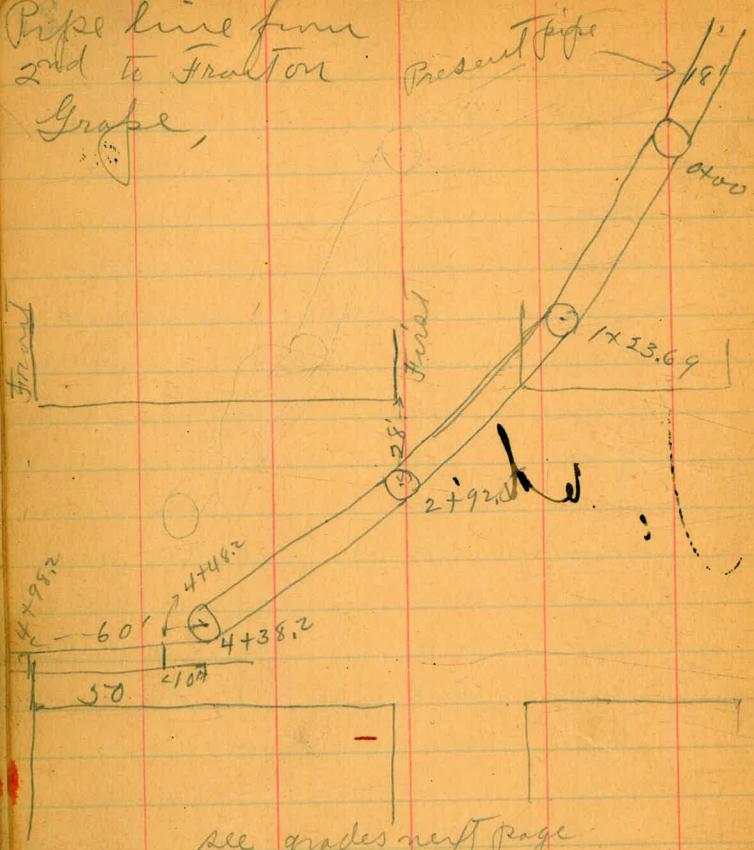
S.E Kal.	1st St S.de	5.22	210.93
" " "	K - " "	5.18	210.97
N.E "	K " "	3.20	212.95
" " "	1st " "	3.23	212.92
	6.10 228.10		222.00 BM
N.W Laurel	- 1st St Side	6.12	221.98
" " "	- L - " "	6.13	221.97
S.W "	- L " "	7.14	220.96
" " "	1st " "	7.18	220.92
S.E "	1st " "	5.19	222.91
" " "	L - " "	5.19	222.91
N.E "	L - " "	4.12	223.98
" " "	1st " "	4.18	223.92

POSTED

Nov. 9/09

Childs
Barber
Evans
Taylor

Pipe line from 2nd to Fraction Gulch.



See grades next page

Posted.

Nov. 9/09 { Childs, Barber, Taylor, Evans

Sta		H.I.	Rod	Ground	Grade	Cut.
0+00	at. old pipe	141.61	10.36	131.25	131.25	0.0
+50			9.17	132.44	130.69	1.75
+81		147.13	12.54	134.59	130.35	4.24
1+23.69	angle		5.54	141.59	129.89	11.70
+50			5.14	141.99	129.60	12.39
+75			3.85	143.28	129.32	13.96
2+00			1.94	145.19	129.05	16.14
+25			3.78	143.35	128.77	14.58
+50			3.94	143.19	128.50	14.69
+75			5.80	141.33	128.22	13.11
+92.5	angle		6.43	140.70	128.00	12.70
3+25			9.69	137.44	126.36	11.08
+50		135.80	1.38	134.42	125.10	9.32
+75			4.54	131.26	123.84	7.42
4+00			8.14	127.66	122.59	5.07
+38.2	angle		11.53	124.27	120.67	3.60
+48.2			12.80	123.00	120.17	1.83
+98.2	~~East~~ line Front				116.00	

11.67
135.46 T.P.
034
135.80

134.59
7.02
141.61

12 Hatch
6 Moore
10 Thomas

Sta 1469 + 62.5 = Intersection of 3° Curve with NE Line of City

141.7 From Intersection Pt to Mon. on North

26° Between NE Line of city and Tangent to Curve at Intersection.

1409 + 83.63 E C 1° R. to Intersection with S. Line Pl 1340 = 1550.15 ∴ Intersection Station = 1425 + 33.8

50°09' Angle between S.L. 1340 and ℄ Ry.

Stadia Intercept to SE Cor = 10.20 (check)

Set stake on R of W. on west side of Line 130.25' from Intersection

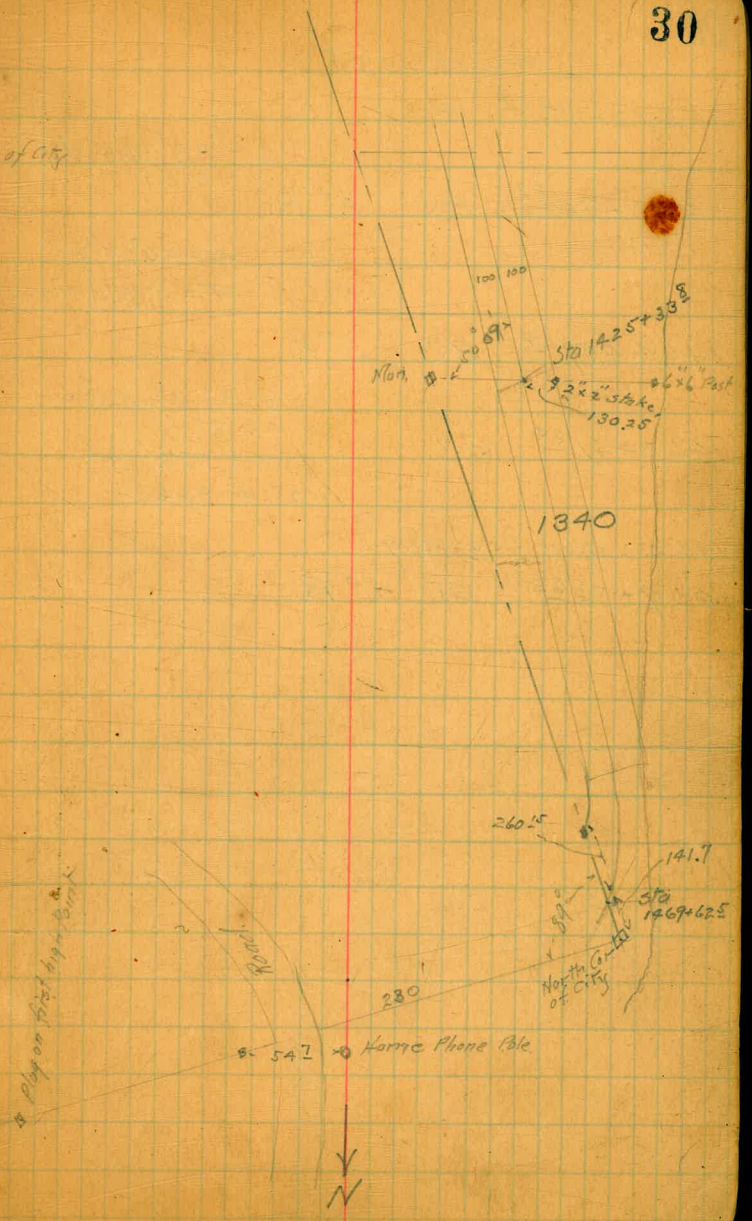
18°50' Angle between tangent to E R of W Line and NE Line 1340

260.15 Dist between intersections of ℄ and E. Line with City Line

44°5' Angle From Pt. opposite and 100' E. of ℄ to intersection of E Line and City Line, Dist between Pls = 433.90

53.6 N Cor City to Pt on W. Line

68°20' Angle NE Line 1340 to Pt on W Line



Alignment

1472+92.87 ES.

6 - 33' chords
Δ = 8°30'

1470+94.87 EC 3° R.

Δ = 26°04'30"
ST = 523.61 inc Spiral.

1464+69.04 BC 3° R.

6-33' chords
Δ = 3°36'
1°16' Total Def.
2°14' Back "

1462+61.04 BS

1452 Blvd crossing.

1409+83.63 = EC 1° R.

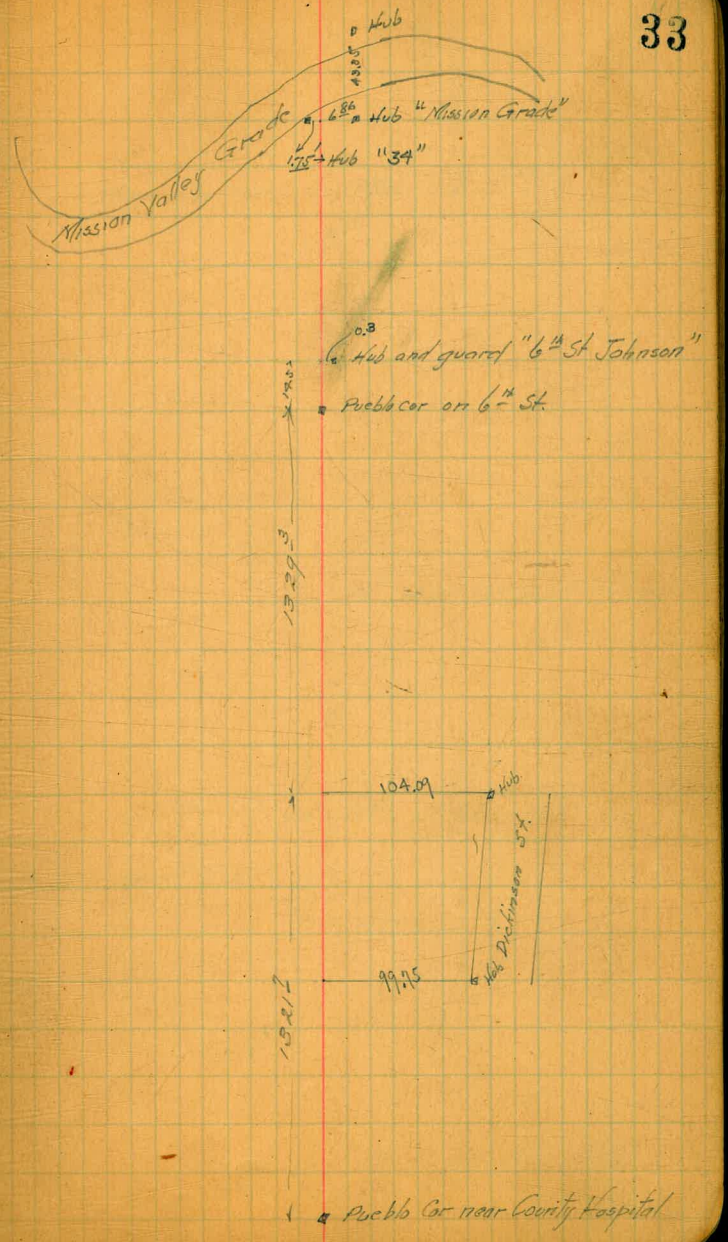
4 Hatch
21 Moore
10 Thomas

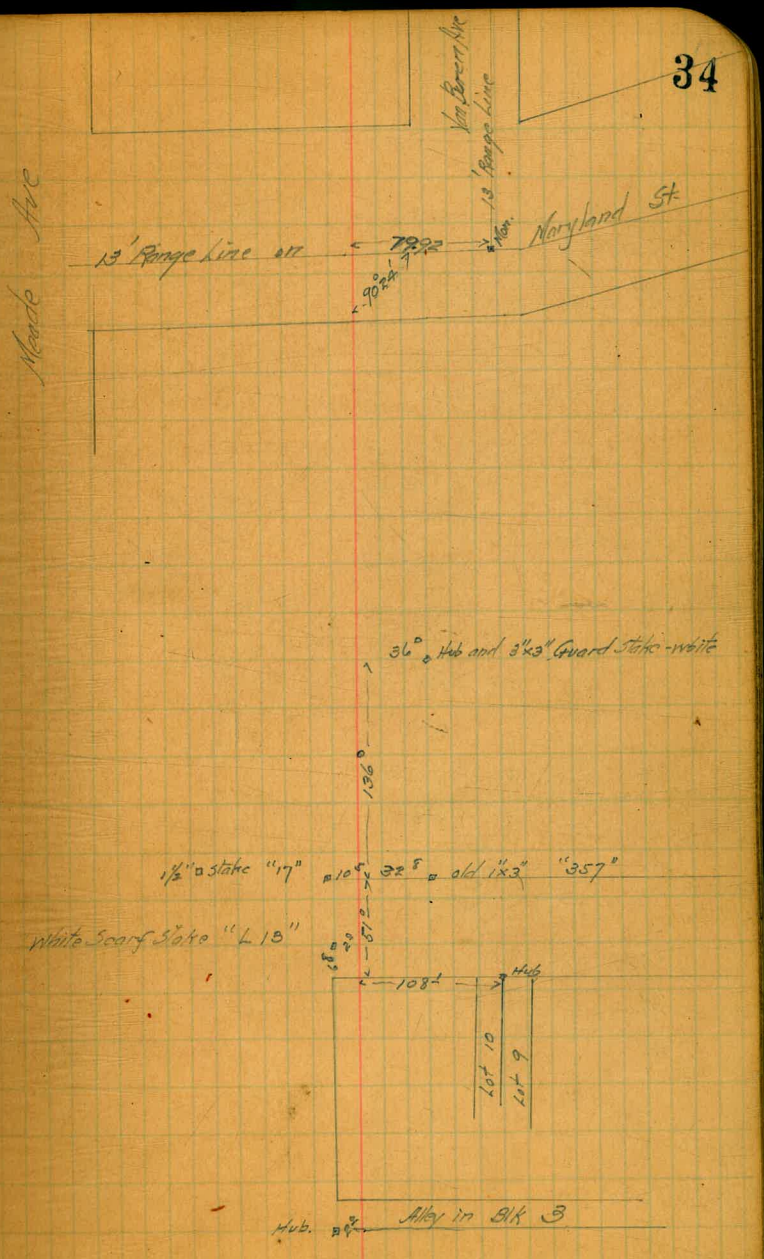
K St Car Line

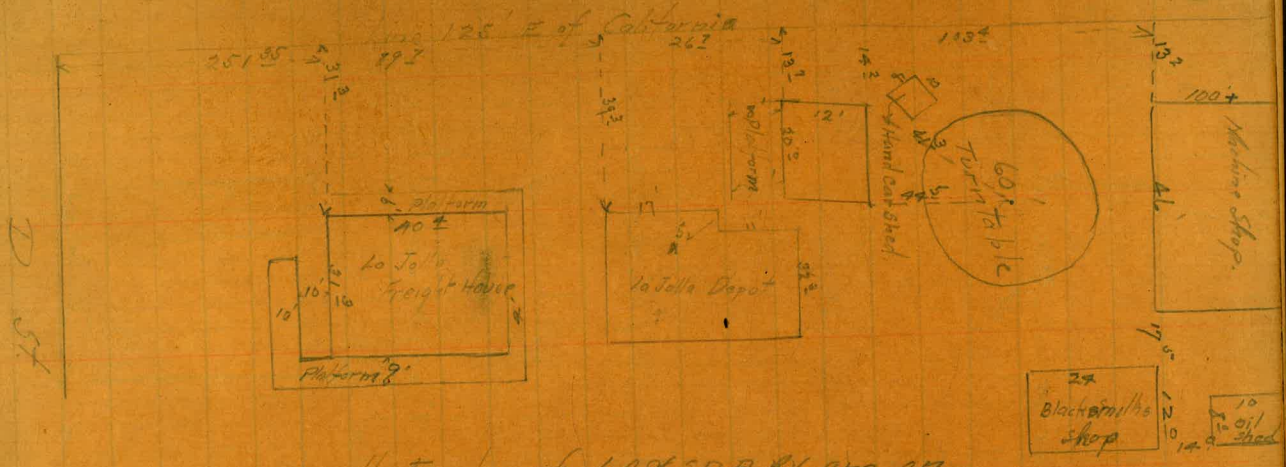
		N	S	N	S
	BM 10th 2002 571 2573 Ht			1	
Cr Ang EL 10th		613	633	19.6	19.40
50		563	583	20.1	19.90
100		513	533	20.6	20.40
150		463	483	21.1	20.90
200 = WL, 11th, Cr, EL,		5.20 413	433	21.6	21.40
50	22 BM 11th St. 480 2680	5.33		21.47	21.27
100		5.45		21.35	21.15
150		5.58		21.23	21.03
200 = WL 12th		5.70		21.10	20.90
Cr		6.40		20.40	20.10
EL, 12th		7.10		19.70	19.30
50				17.87	17.50
100				16.05	15.70
150	12.98 6.11 19.09			14.22	
200 = WL 13th		6.69		12.40	
EL					

5/18/11 Hatch
Moody
Hall

Sketch of a straight line between Pueblo car's at County Hospital and at 6th St. produced to an intersection with Maryland St.




Van Buren Ave
13' Range Line
Meade Ave
13' Range Line on
79.92
Mon.
Maryland St.
90°24'
36° Hub and 3"x3" Guard Stake - white
136°
1½" □ Stake "17"
10.5
32.8
old 1"x3" "357"
White Scarf Stake "L 13"
108.1
Hub
Lot 10
Lot 9
Hub.
Alley in Blk 3



all tracks of LA & SD B Ry are on The Tract.

Sketch of Bldgs at Depot grounds
6/9/11 Hatch Moore Hall

17-05-30 R

8-32-45

R = 500

L = 149.15

T = 75.13

.15026
5
75.130

4767.93
44.66
4723.27
89.33
4812.60
149.15
4961.75

4812.60
37.29
4849.89
37.29
4887.18
37.29
4924.47
37.29
4961.76

.2967060
14544
1454
.2983058
5
4 (149.15290
37.29

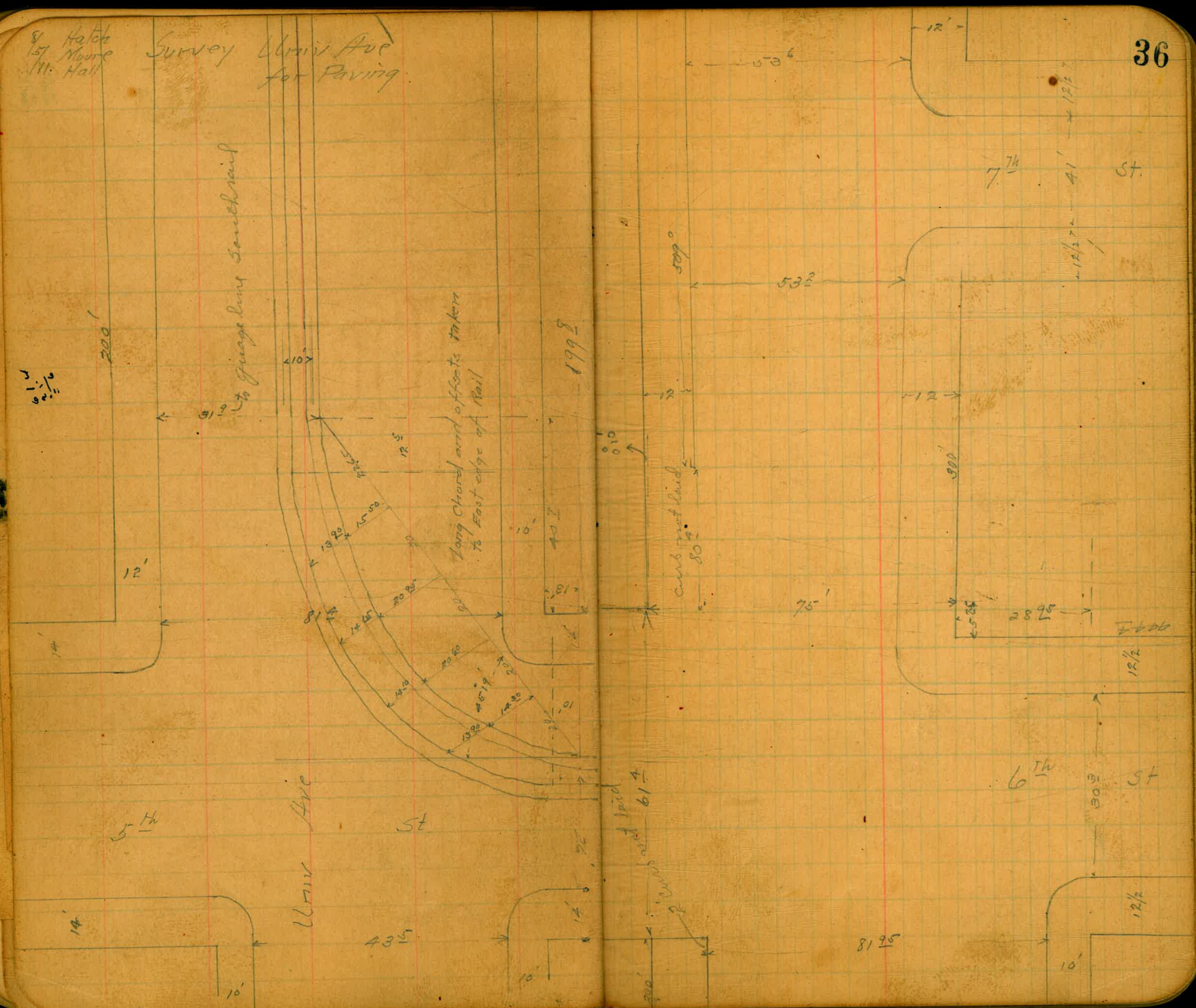
4 (8-32-45
22 - 2-08-11
2-08-11
4-16-22
2-08-11
6-24-33
2-08-11
8-32

87-45
90
177-45
180
2-15

98.68
80
178.68
383.5
204.82

31
.03929
178
31432
27503
3929
6.99362

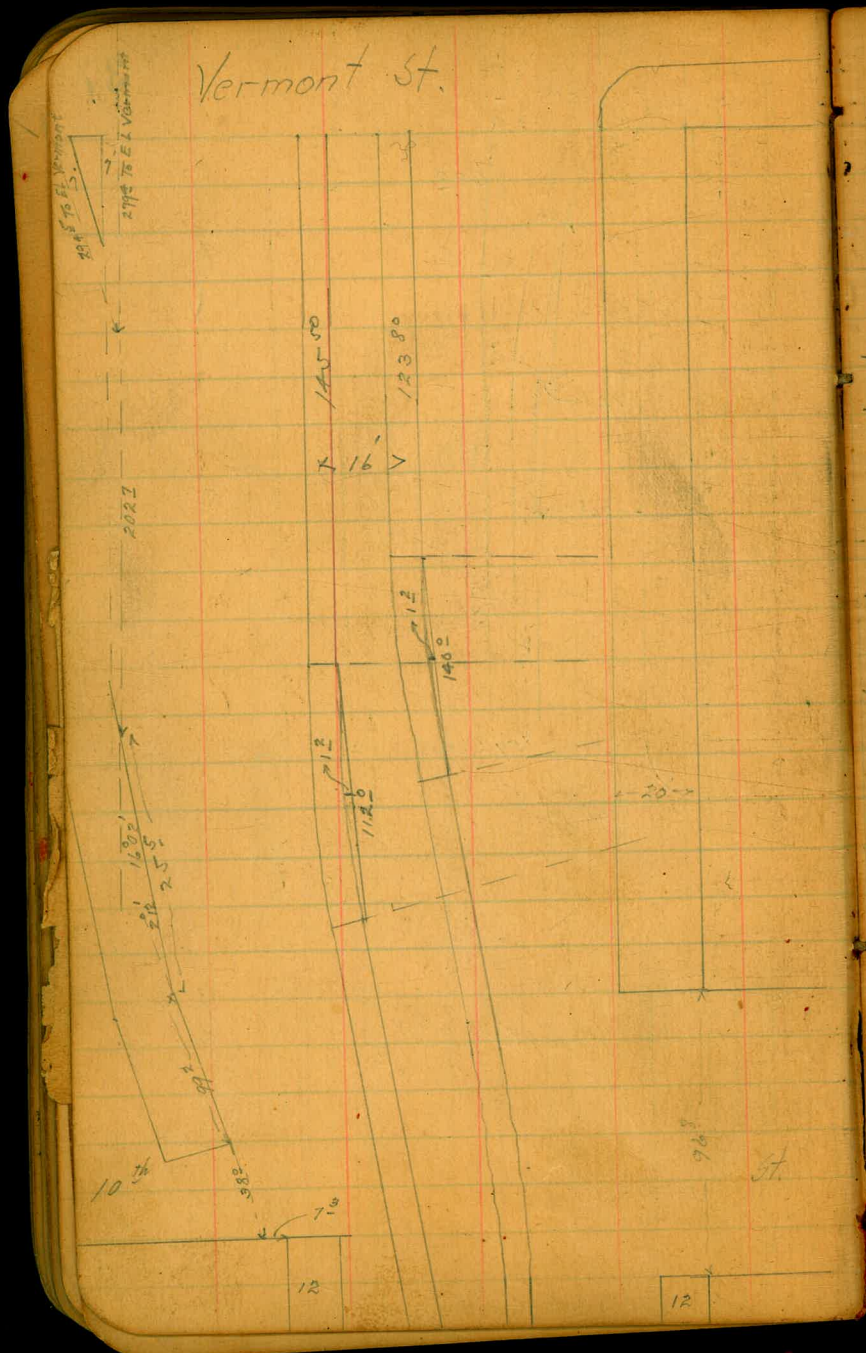
44

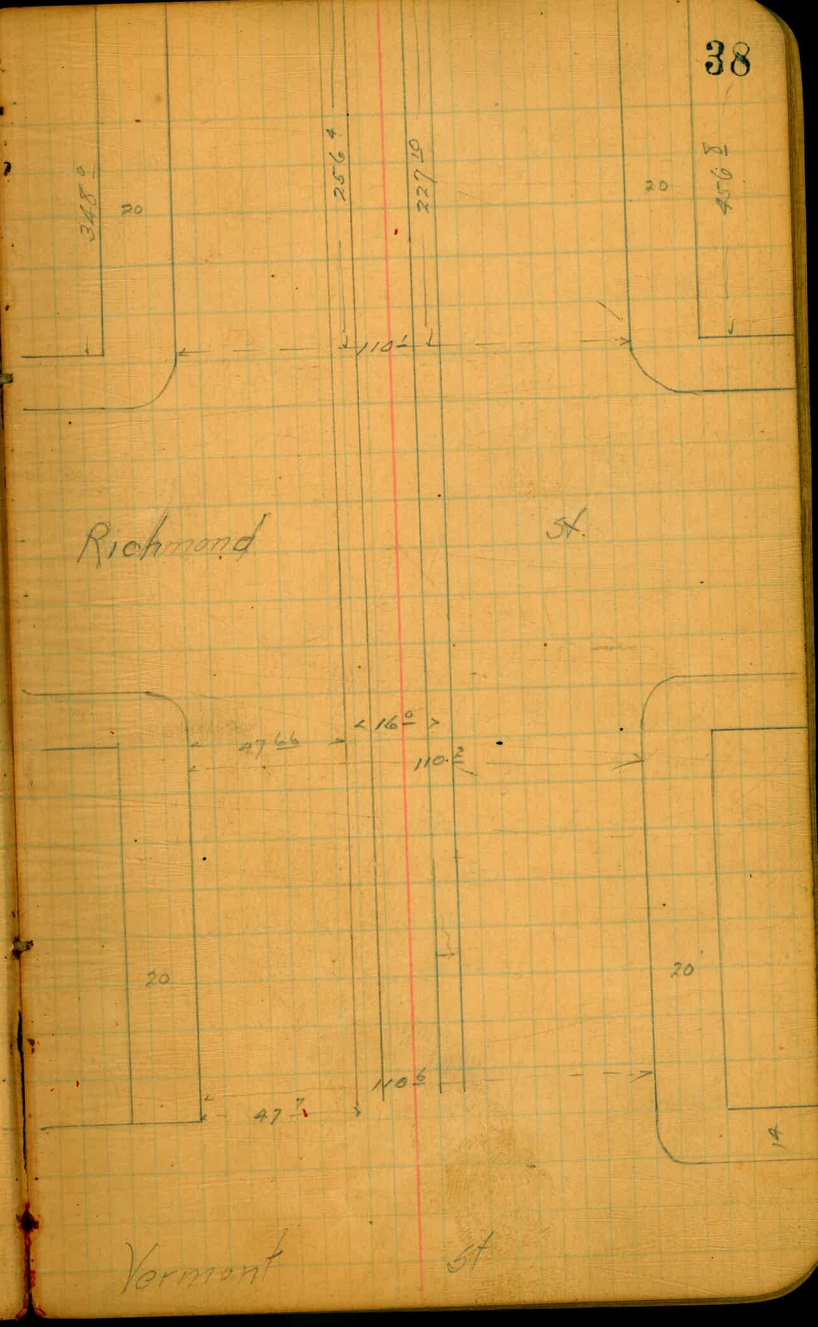

8 Hatch
5 Moore
11 Hall
Survey Univ Ave
for Paving
to guage line South rail
Long Chord and offsets taken
to East edge of Rail
Univ Ave
5th St
6th St
7th St
Curb not laid
200'
12'
10'
43.5
81.95
75'
28.95
53.2
53.6
12'
41'
300'
30.3
61.4
199.8
81.4
12½

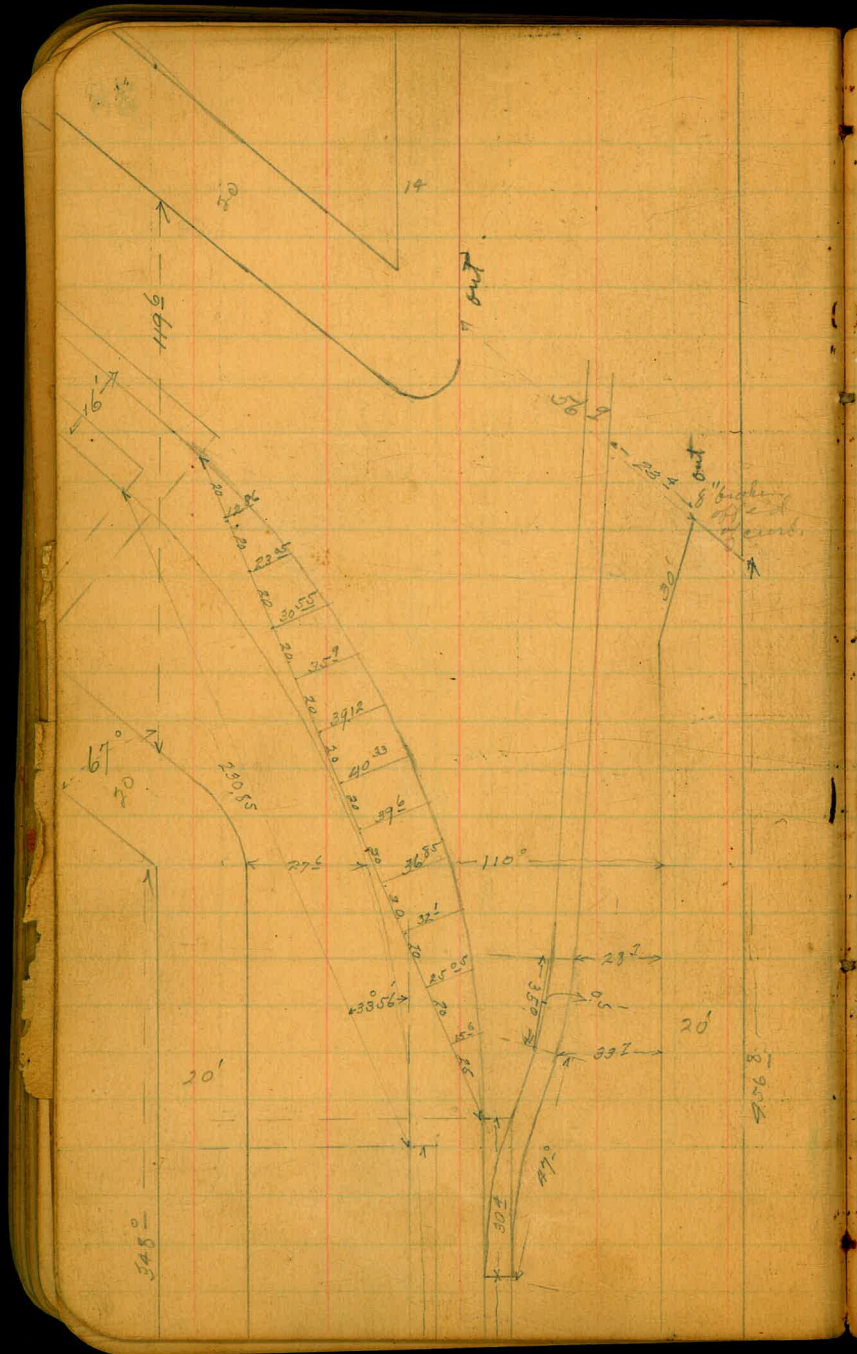
8/7/11

57 30
13'
12'
8th St
end of curb
56 85
18
12
8th St
70
69
55
12'
end of curb
12'

16°
16.8
15.6
10 curb cut
20
62
I = 3°50'
1°
26
12
52
66
59
10
49
12'
59'
12'


Vermont St.
145.50
123.80
16'
140.0
112.0
20
10th
12
12
St.


348.0
20
256.4
227.10
20
456.8
110.1
Richmond
St.
47.66
16.0
110.2
20
20
110.6
47.7
14
Vermont
St



8/11/11 Hatch Mong Levels on Curbs
Hall on Univ. Ave —

BM NW Univ Ave - Blvd.	2.15	303.88	301.73
NW Cor U.A.-U.B. N. Line Ave -	1.93		301.95
Return	2.06		301.82
W. end return	2.17		301.71
48' W	2.70		301.18
98' "	3.20		300.68
148	3.75		300.13
198'	4.33		299.55
248	4.85		299.03
298	5.41		298.47
348 = EL Richmond	5.90		297.98
Return	5.90		297.98
SE Return Richmond	5.93		297.95
EL "	5.90		297.98
50' E	5.50		298.38 .1 low
100'	5.14		298.74 .2 low
150	4.80		299.08 .3 low
200	4.36		299.52 .3 low
250	4.00		299.88 .4 low
300	3.62		300.26 .5 low
340	3.28		300.60 .5 low
400	2.86		301.02 .6 low
424.8 angle	2.65		301.23 .6 low
456.8	2.42		301.46 .7 low

	303.88		
NE Return WA - U.B.		1.30	302.58
Nh WA		1.34	302.54
50 N		1.00	302.88
76 " = Nh WA.		0.70	303.18
NW Return Richmond		6.83	297.05
NW Cor "		6.94	296.94
50 W	298.94	7.47	296.41
100 W		3.04	295.90
150		3.52	295.42
200		4.00	294.94
250		4.53	294.41
300		5.10	293.84
350		5.67	293.27
400		6.19	292.75
450		6.86	292.08
500		7.36	291.58
550		7.80	291.14
600 - EL Vermont		8.35	290.59
SE return "		8.35	290.59
EL "		8.88	290.61
50' E		7.78	291.16
100		7.26	291.68
150		6.70	292.24
200		6.15	292.79

	298.94		
250		5.67	293.27
300		5.10	293.84
350		4.57	294.37
400		4.04	294.90
450		3.44	295.50
500		2.91	296.03
550		2.31	296.63
600 - Wh. Richmond		1.73	297.21
return "		1.75	297.19
TP. 0.23	291.72	1.45	291.49
SW Return Vermont		1.93	289.79
Wh. Vermont		1.93	289.79 BM
50 W		2.70	289.02
100		3.40	288.32
150		4.13	287.59
200		4.80	286.92
250		5.17	286.55
300		6.22	285.50
350 (Curb at 350-400)		6.92	284.80
400		7.63	284.09
450		8.24	283.48
		8.67	283.05
W end of curb on Cleveland		8.26	283.46
50 E		7.72	284.00
99 E		7.15	284.57

		291.72			
150 E			6.70	285.02	
T.P.	2.51	287.07	7.16	284.56	
NW Cor 10th Univ.			4.40	282.67	
50 W			4.22	282.85	
80 W			4.14	282.93	✓
87.5 W	} curb out, C.K.		4.12	282.95	✓
100			4.10	282.97	
150			3.94	283.13	
200			3.78	283.29	
250			3.64	283.43	
260.5 = EL 9th			3.57	283.50	
return			3.57	283.50	
SW Cor 10th			5.02	282.05	
50 W			4.75	282.32	
100			4.50	282.57	
150			4.18	282.89	
200			3.90	283.17	
250			3.78	283.29	
300			3.77	283.30	
350			3.60	283.47	
T.P.	5.00	288.54	3.53	283.54	
400			4.92	283.62	
450			4.76	283.78	
503.7 = EL 8th			4.60	283.94	
return			4.63	283.91	

Look up

		288.54			
NW Return 9th			4.77	283.77	
" Cor 9th			4.78	283.76	
50 W			4.68	283.86	
100			4.50	284.04	
150			4.34	284.20	
200			4.22	284.32	
260 = EL 8th			4.04	284.50	
WL 8th on North			4.11	284.43	
50			4.42	284.12	
100	4.11	288.03	4.62	283.92	
150			4.27	283.76	
200			4.48	283.55	
250			4.73	283.30	
300			4.94	283.09	
350			5.03	283.00	
400			5.10	282.93	OK
450			4.98	283.05	.4 high
500			4.77	283.26	.8 high
509.0			4.74	283.29	.9 high
SE return 6th			4.54	283.49	
SE Cor "			4.55	283.48	
50 E			4.34	283.69	
100			4.23	283.80	
140 alley			4.11	283.92	
160 "			4.17	283.86	

	28803		
200		4.33	28370
250		4.73	283.30
300 = WL 7th		5.02	283.01
return		5.02	283.01
E return 7th		5.02	283.01
Cor "		4.98	283.05
50 E		4.49	283.54
100 E		3.92	284.11
140	alley	3.46	284.57
160		3.51	284.52
200		3.68	284.35
250		3.92	284.11
300 = WL 8th		4.08	283.95
return		4.08	284.95
BM NW Cor 6th Unn.	9.28 29321	4.10	283.93
SW return 6th		8.73	284.48
SW Cor "		8.67	284.54
50 W		7.36	285.85
100		5.90	287.31
150		4.63	288.58
200 EL 5th		3.24	289.97
return		3.32	289.89
SW Cor 5th (on 5th		3.37	289.84
" " on Unn.)		3.25	289.96

	29321		
NW Cor. on Unn.		3.22	289.99
" on 5th		3.25	289.96
NE " " "		3.23	289.98
" on Unn.		3.23	289.98
50 E		4.76	288.45
100		6.30	286.91
103 } 112 }	curb broken out for driveway		
150		7.83	285.38
198 } 200 }	curb not laid	9.30	283.91

8/11 Hatch
Moore
11 Hall

Levels on Paving on K St from 6th to 7th

BM	510 SE Cor 6th K	1208 East Line 6th	6982
Caving at curb		568	
2' out		558	
8' "		538	
16.6 " = 2' from rail		512	
Rail		490	
	25' E of 6th		
Curb		535	
2'		526	
8'		505	
16.6		475	
Rail		447	
	50' E		
curb		486	
12' out		425	
16.6		409	
Rail		406	
	75'		
curb		458	
2' out		463	
8'		430	
16.6 "		400	
Rail		366	

35' E of 6th
66 - Scales
NW NE SW SE
778 798 778 Elev

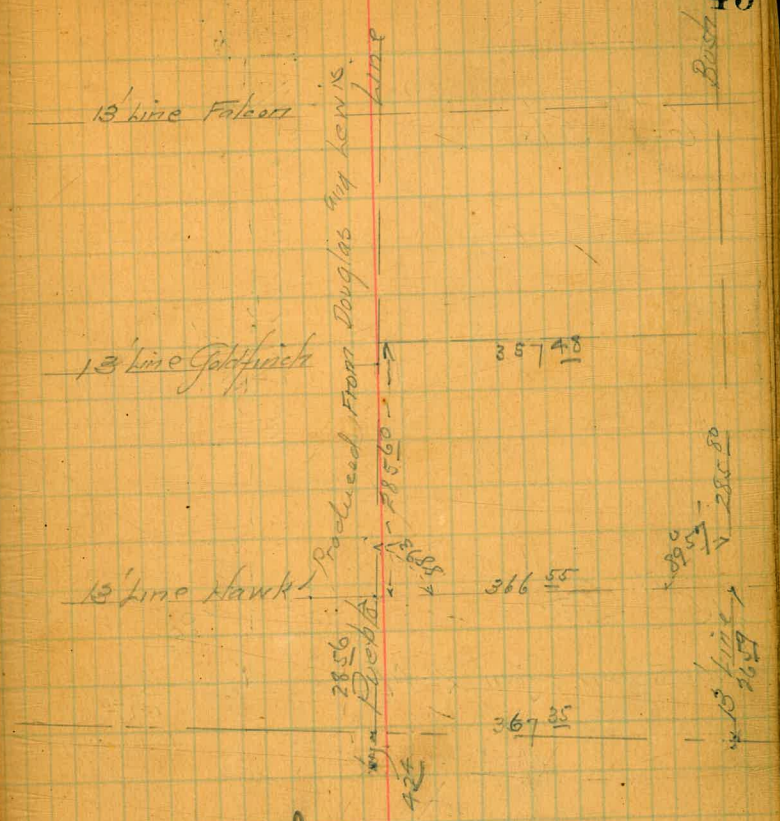
	100'	
Curb		413
2'		421
8'		383
16.6		355
Rail		322
	125	
Curb		358
2'		373
8'		345
16.6		304
Rail		280
	150	
Curb		317
2'		321
8'		298
16.6		263
Rail		235
	175'	
Curb		267
2'		280
8'		248
16.6		220
Rail		196

WL 7th

Curb	2.25
2'	2.31
8'	2.10
16'	1.77
Rail	1.55

8/14/11 Hatch Moore Hall

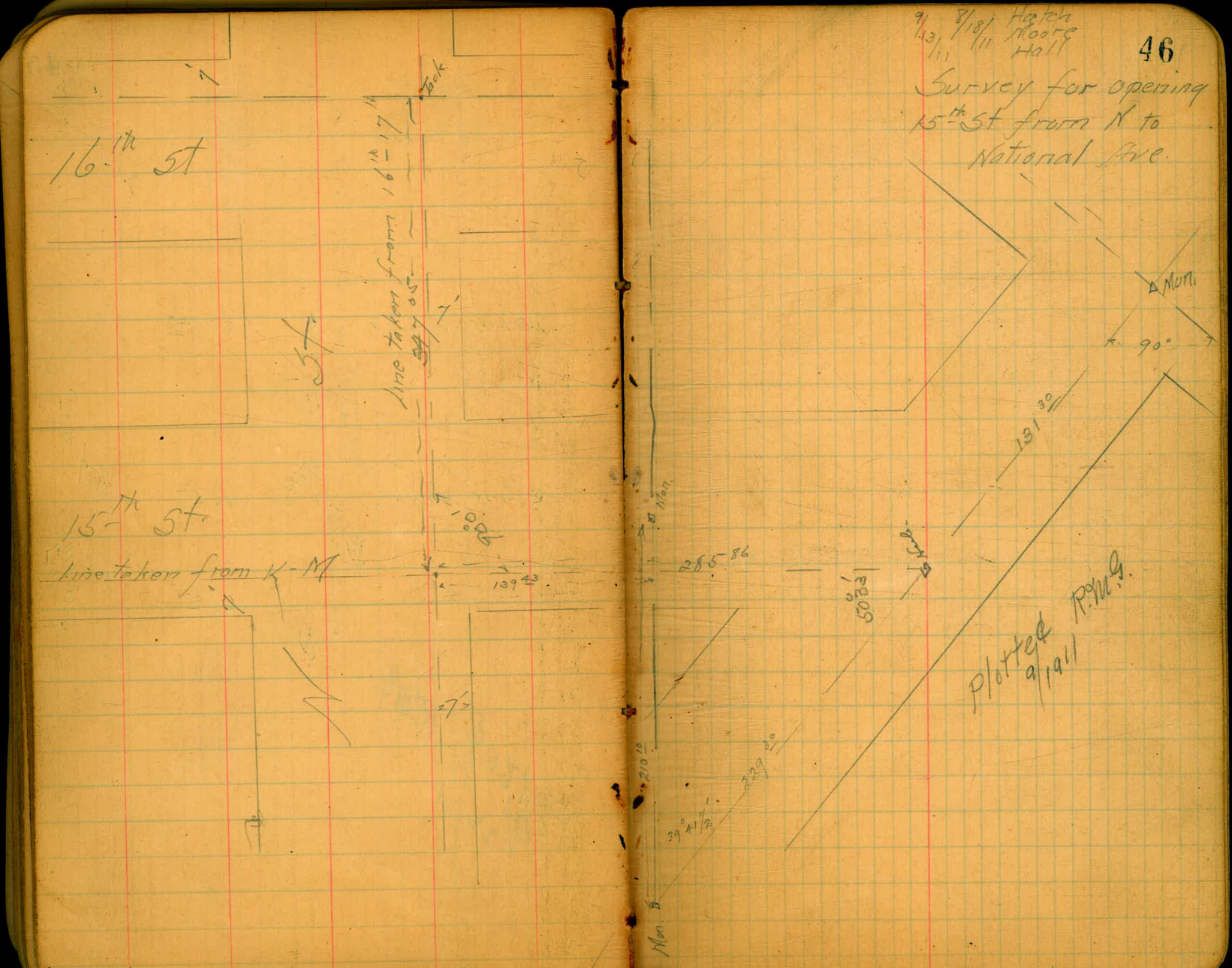
Measurements on Hawk St from Pueblo Line to Bush St



Plotted R.M.G. 9/22/11

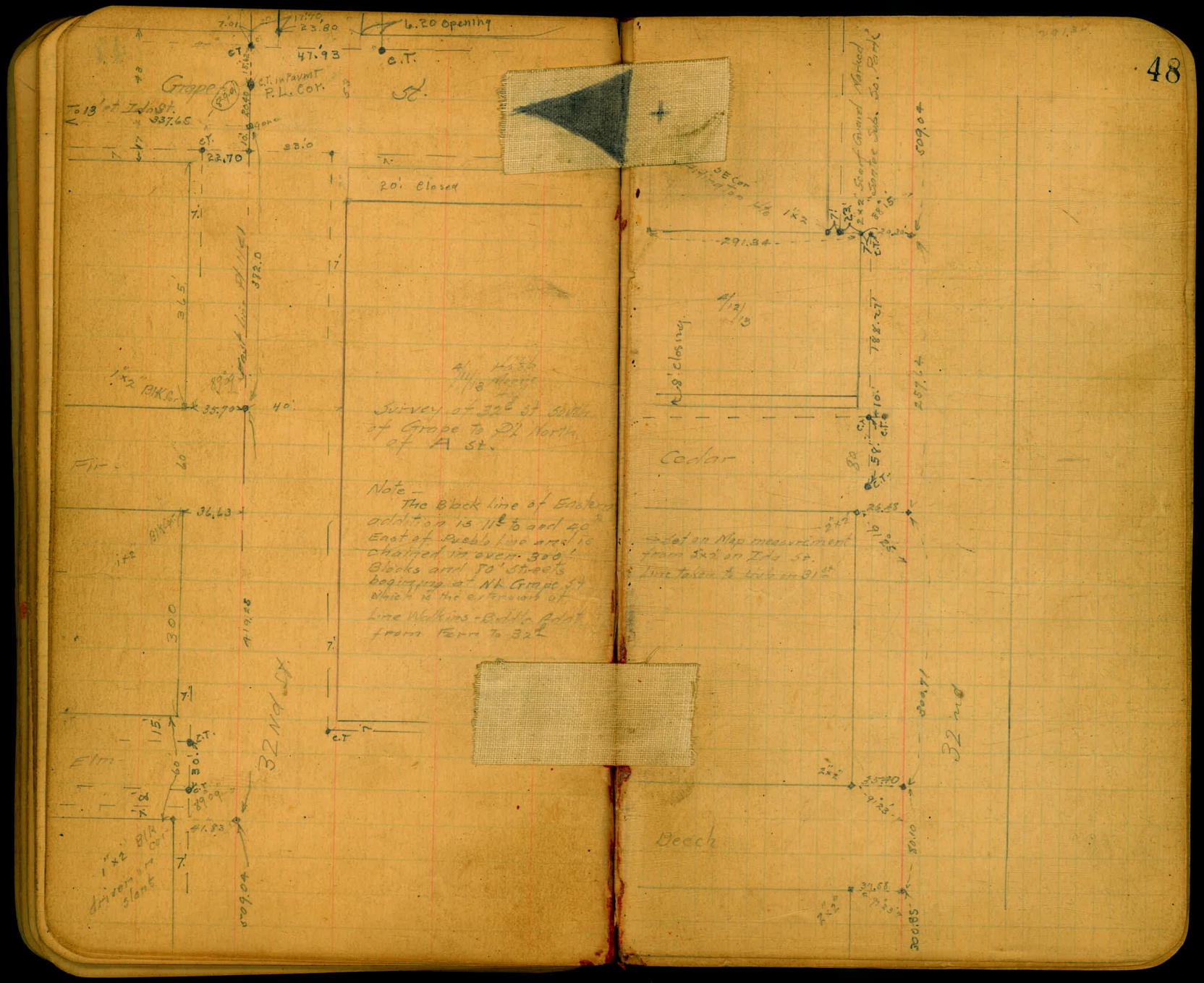
9/13/11 8/18/11 Hatch Moore Hall

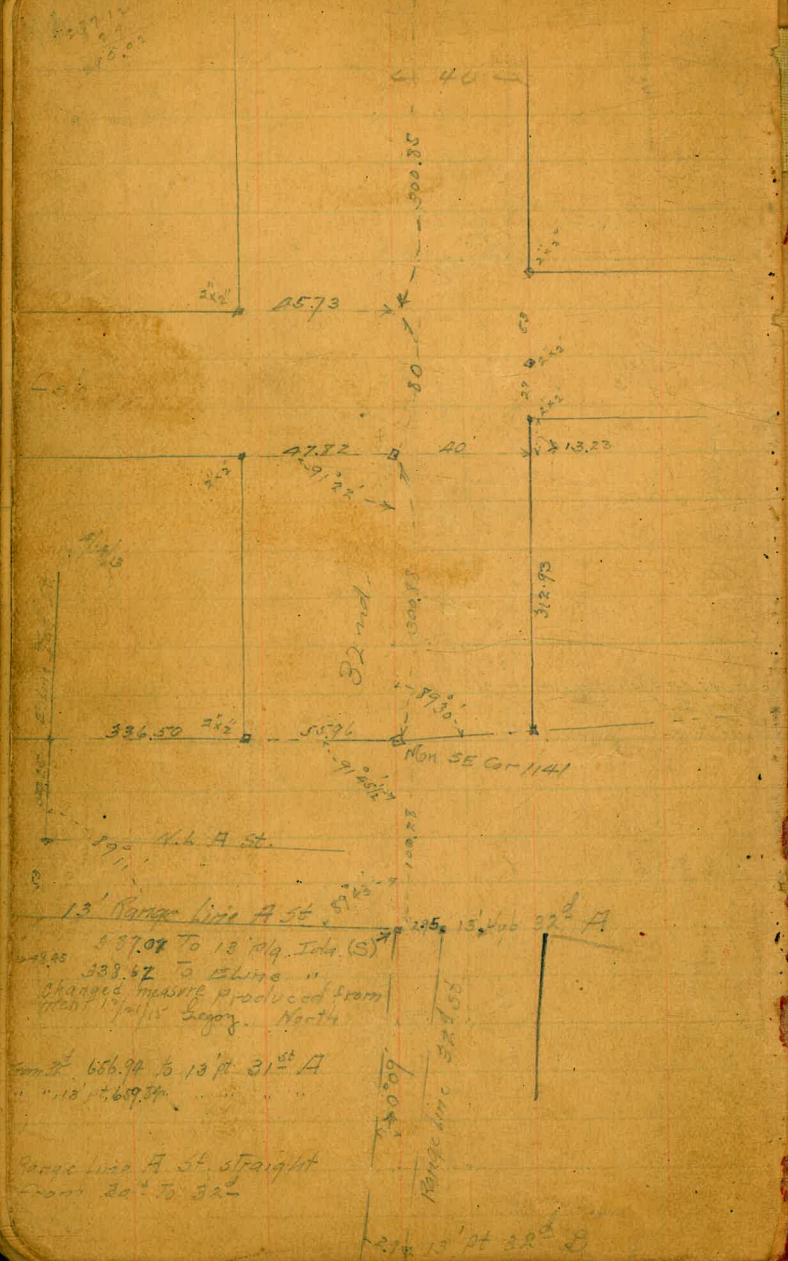
Survey for opening 15th St from N to National Ave.

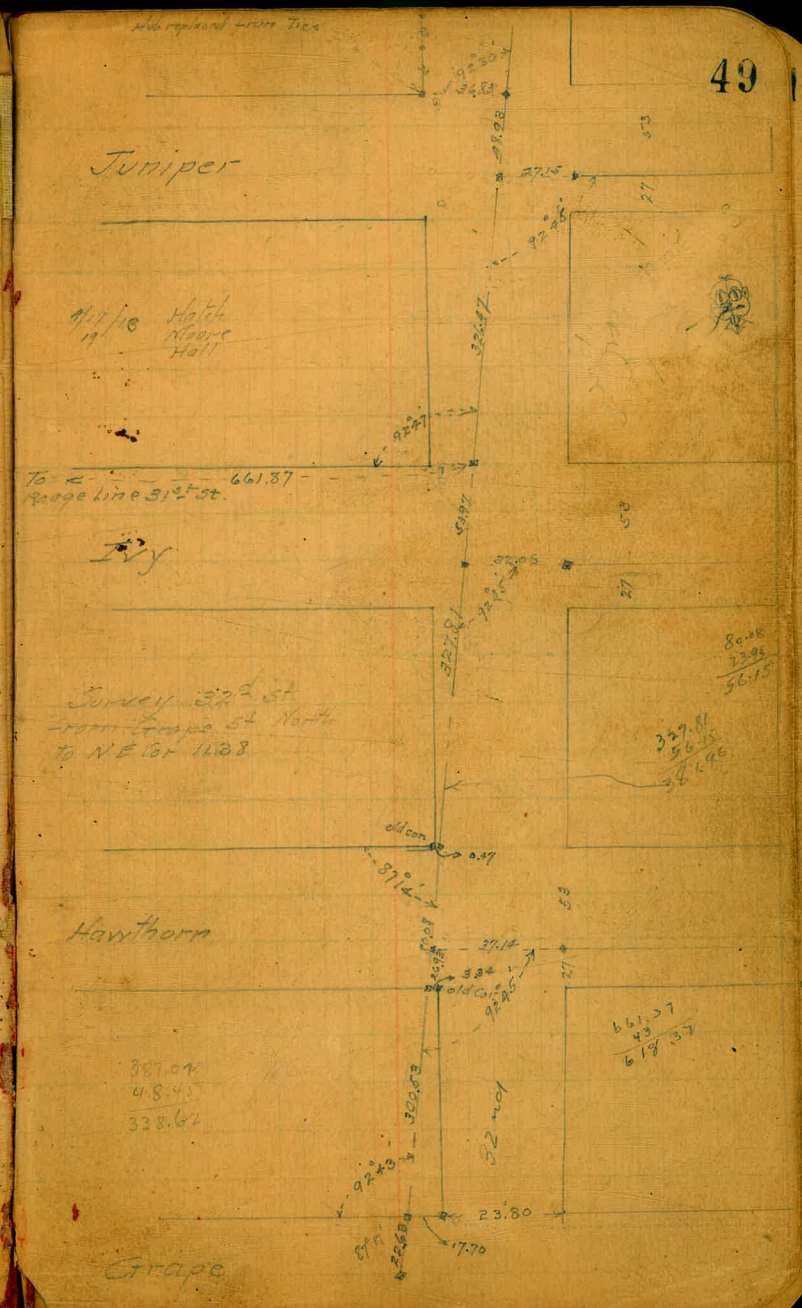


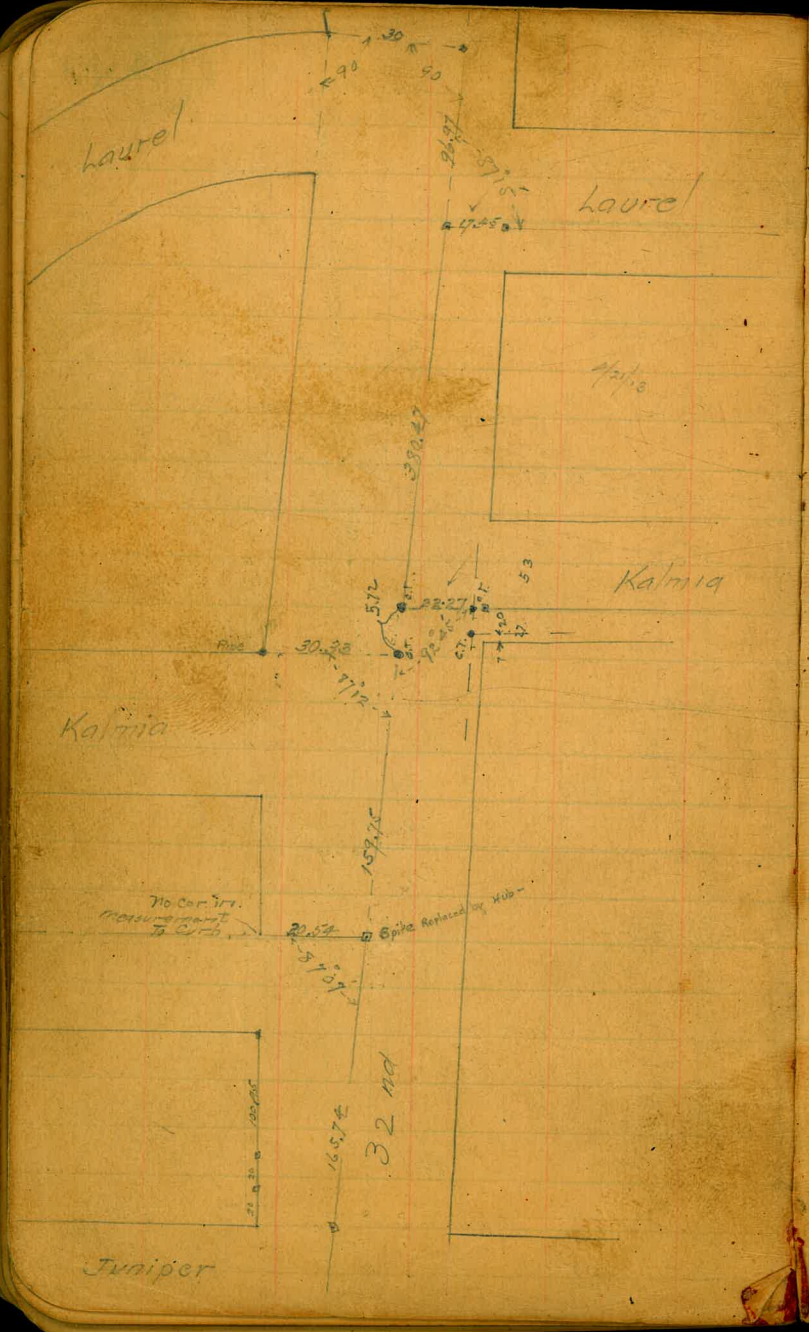
9/12/11 Hatch
Moore
Hall

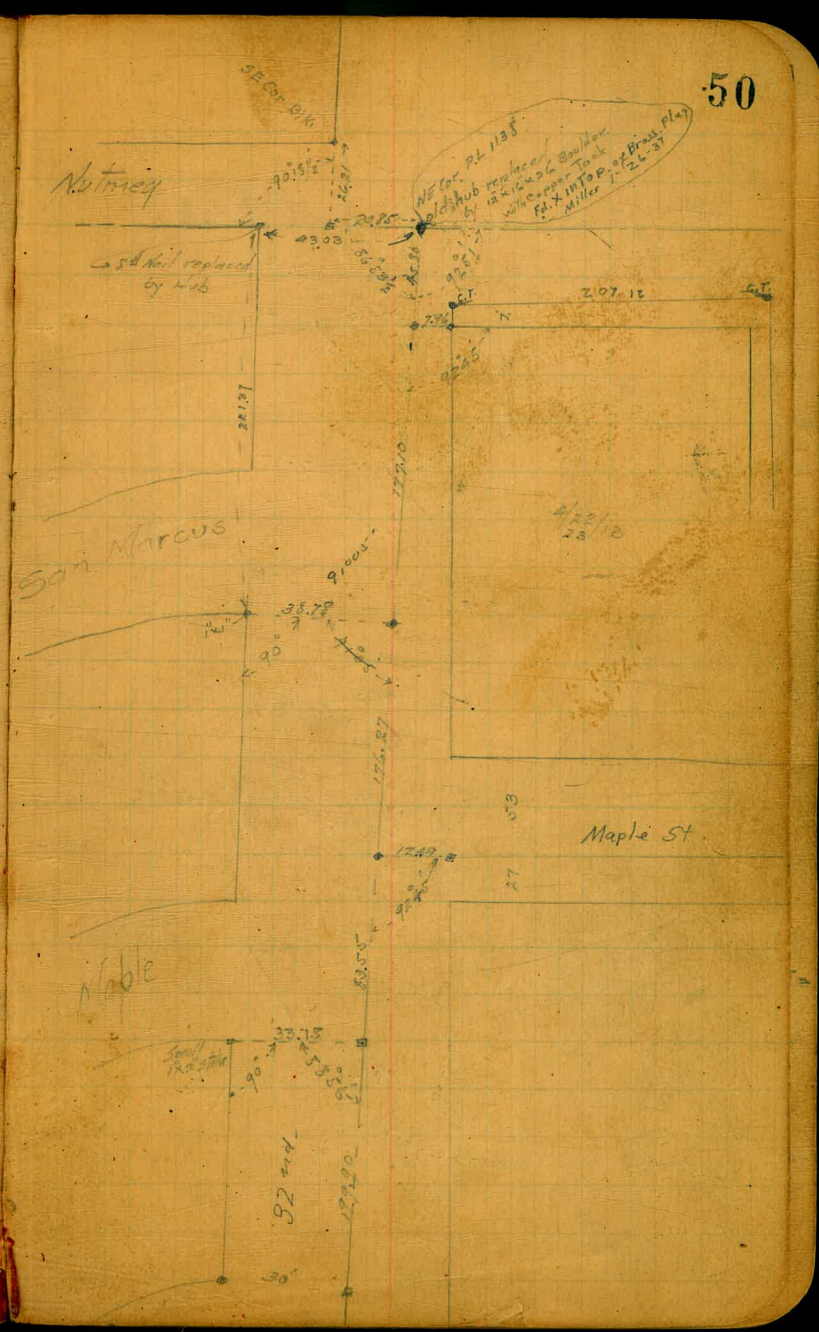
30 - 30 - 212.20 } Measurements on
30 - 31 660.25 } K St Between 30-31


6.20 Opening
47.93
C.T.
Grape
St.
C.T. in Pavmt
P.L. Cor.
To 13' at Ida St.
337.65
22.70
33.0
20' Closed
365
372.0
1"x2" Blk Cor.
35.70
40'
Fir
36.63
300
419.28
32 Nd St.
Elm
41.83
509.04
1"x2" Blk Cor.
driven on slant
Survey of 32d St. South of Grape to P.L. North of A St.
Note –
The Block line of Eastern addition is 11' to and 40' East of Pueblo line and is chained in even 300' Blocks and 80' Streets beginning at N.L. Grape St. which is the extension of Line Walkins-Biddle Addt from Fern to 32d
Cedar
291.34
8' closing
188.27
257.64
26.48
Set on Map measurement from 5x2 on Ida St. Line taken to Ida on 31st
Beech
35.40
37.58
300.85
509.04
32 nd


45.73
47.82
13.23
312.93
336.50
55.96
Mon SE Cor 1141
N.L. A St.
13' Range Line A St
387.07 To 13' Plg. Ida. (S)
338.62 To E Line
Changed measure produced from
Mon 12/21/15 Gegoz. North
656.94 to 13' pt 31st A
13' pt 659.84
Range Line A St. straight
from 30th To 32d
Range Line 32d St
13' pt 32d B
32 nd

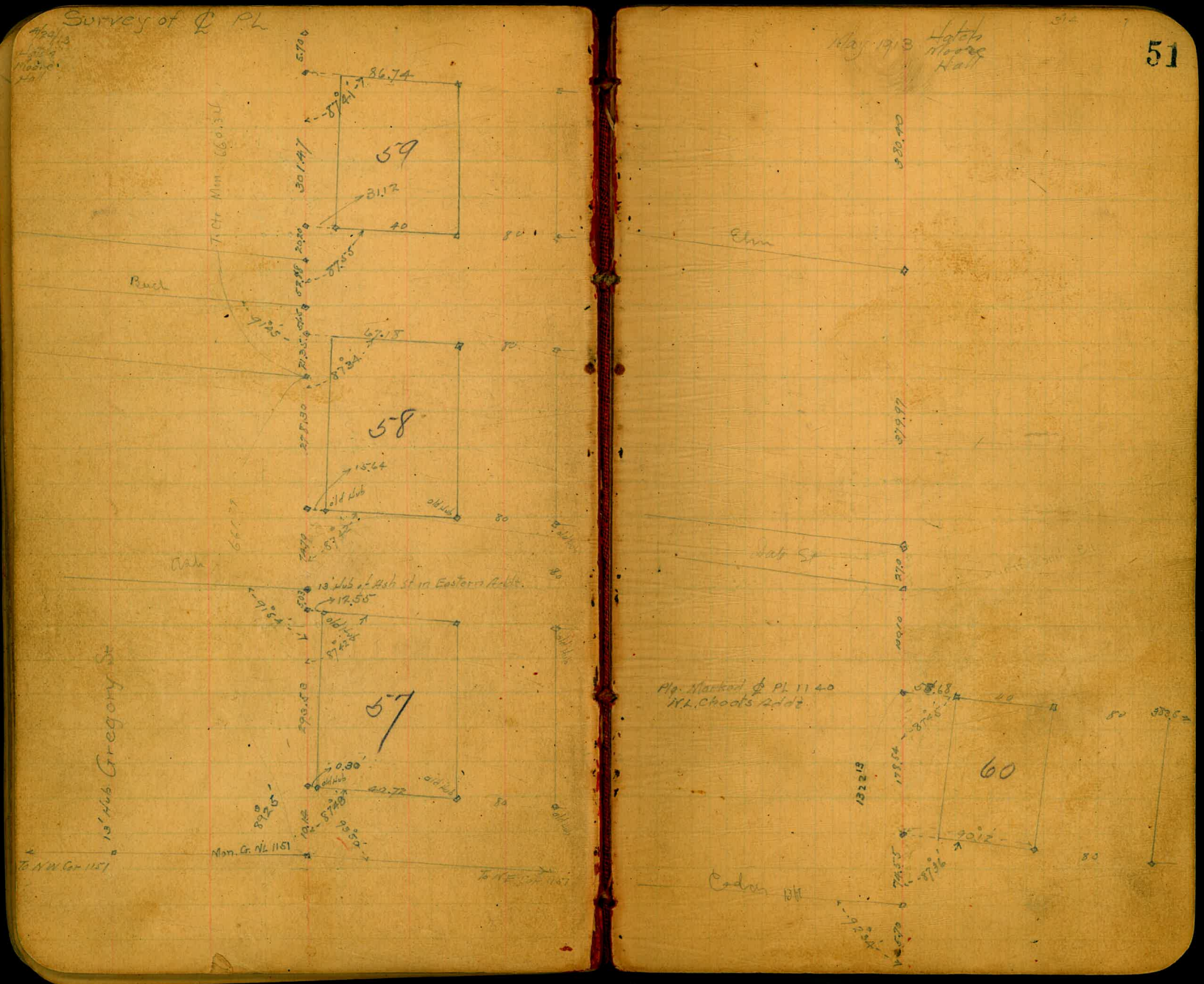

Juniper
Hatch
Moore
Hall
To
Range Line 31st St.
661.87
Ivy
Survey 32d St
from Grape St North
to NE Cor 1138
old cor
Hawthorn
old cor
387.07
48.45
338.62
32 nd
23.80
17.70
Grape


Laurel
Laurel
Kalmia
Kalmia
Juniper
32 nd
No Cor. Iri. measurement To Curb
Spike Replaced by Hub
Rise
380.47
159.75
165.74
30.33
22.27
20.54
5.72
4/21/13


Nutmeg
San Marcus
Maple
Maple St
32 nd
SE Cor. Blk.
NE Cor. P.L. 1138
old hub replaced by 12"x16"x26 Boulder with Copper Tack Fd. X in Top of Brass Plug Miller 1-26-37
5d Nail replaced by Hub
Small 1x2 Stake
2.07.12
4/22/13
176.27
177.10
221.37
83.55
33.18
12.49
38.78
20.85
43.03
7.96
90°
30'

Survey of L Pl

May 1913 Hatch Moore Hall



July 1913

13' line Ivy

Hub with 4"x4" Marked Tree SE 20 ft PL 1139

Hub

40

91° 0'

38.24

13' line Hawthorn

Note. First line from Pueblo Cor. Grape wit. tr. & Witness figures 21 63 3. 6' - (Corr. 1917) Werramed

38.24

2° 59'

← to Cor 1362 ft

Pueblo Cor.

13' line Grape

27.64

98° 2'

1363.6 → to Cor →

327.12

1295 ft²

53.20

July 1913

52

88° 57'

40.03

Laurel 171 Cullens Westland Terrace

13' line Laurel

91° 05' 1/2

8.67

380.07

13' line Kalmia

100

Hub

51.71

42° 6'

59.68

42° 30' 5"

Jumper St

91° 0'

Hub

Rad 1145.92 Δ 6° 41' 51" T 66.91

118.25

56.15

91° 0'

37.25

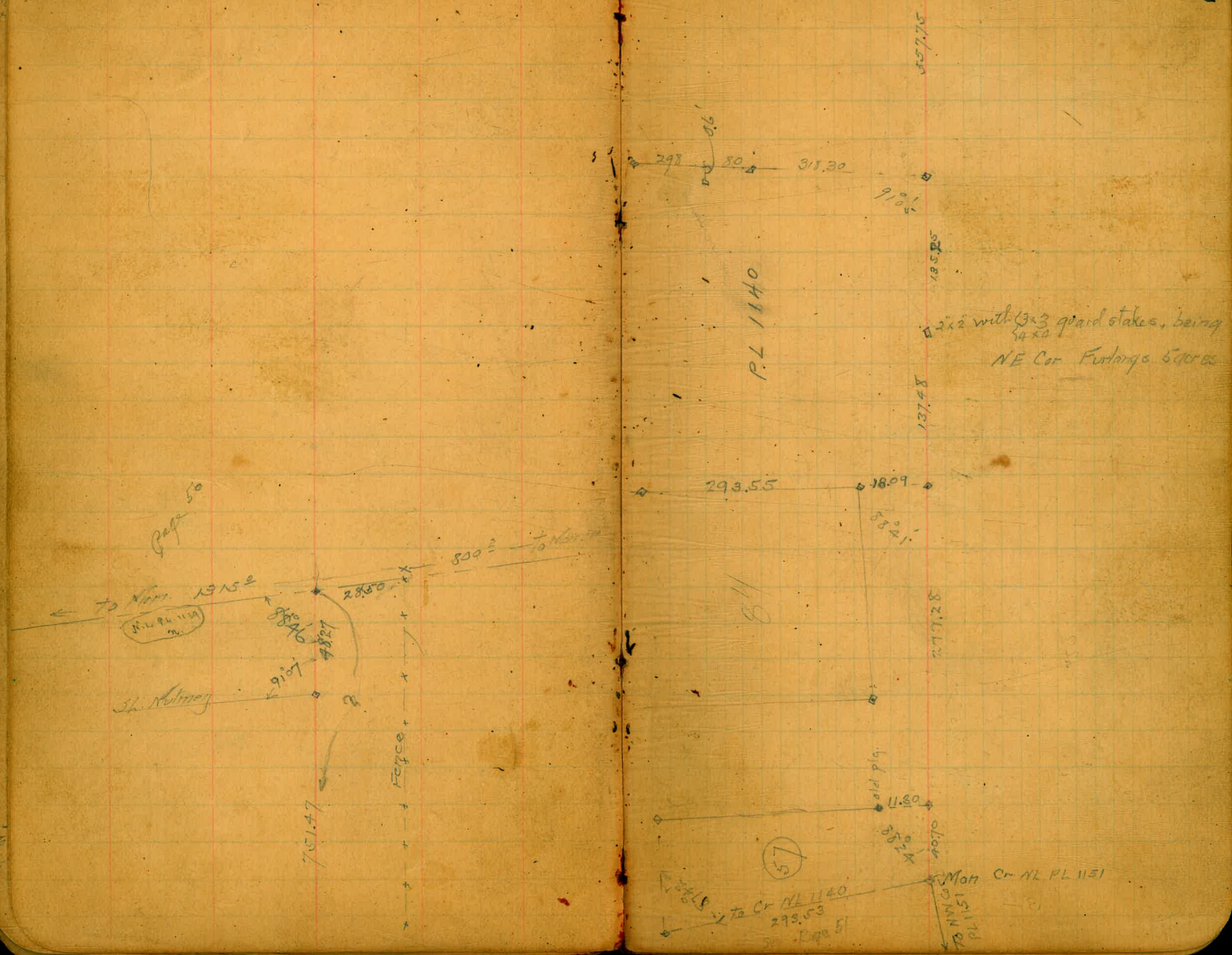
13' line Juniper

Hub

Hub

380.07

July 1913 Hatch Moore Hall



July 1913

PL 1348

PL 1140

Pueblo line

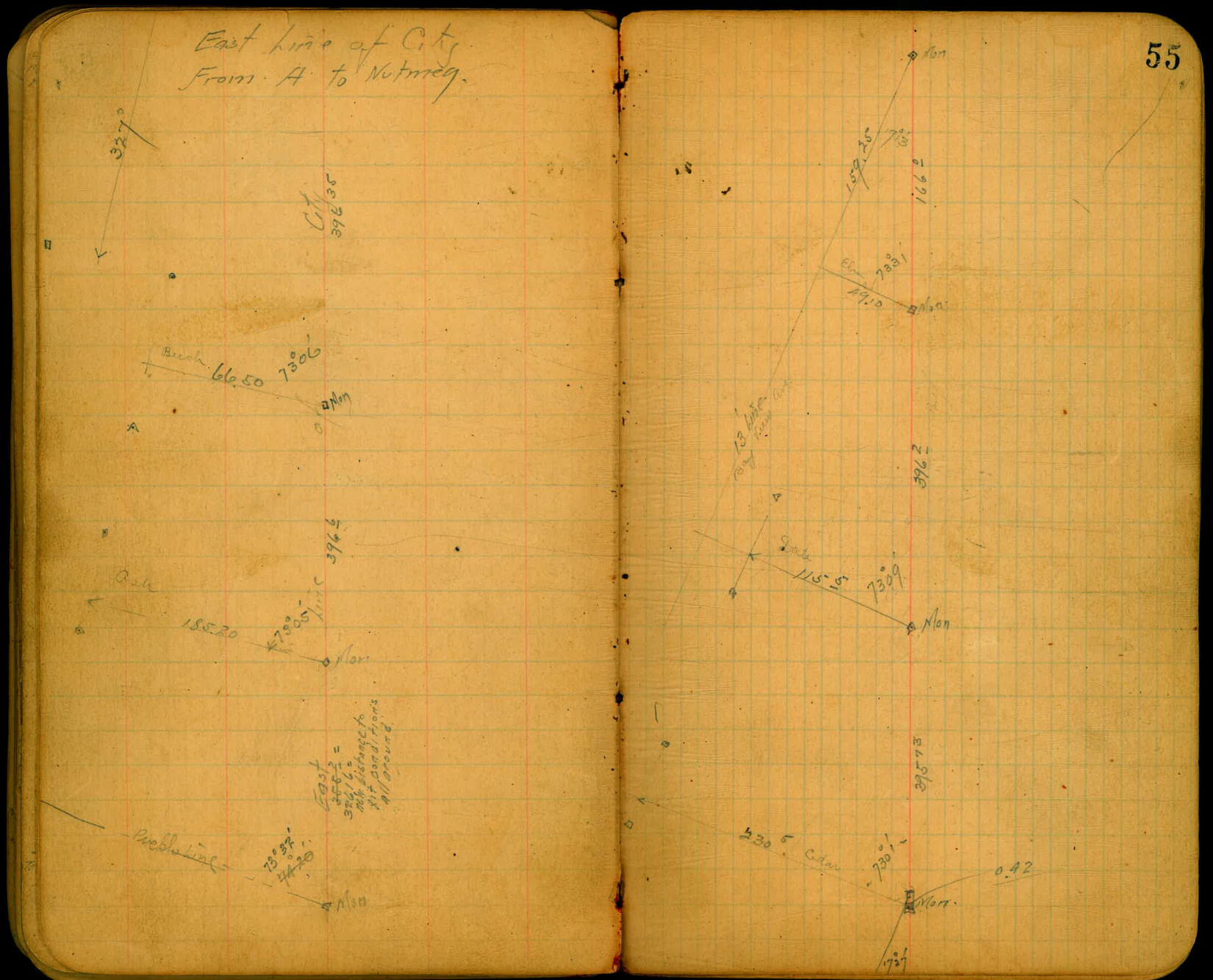
2°36' by Walker 12-19-28

Mon. on East Line City of S.D.

July 1913

This monument moved 29°04' north to Xit conditions better making angle 73°32'

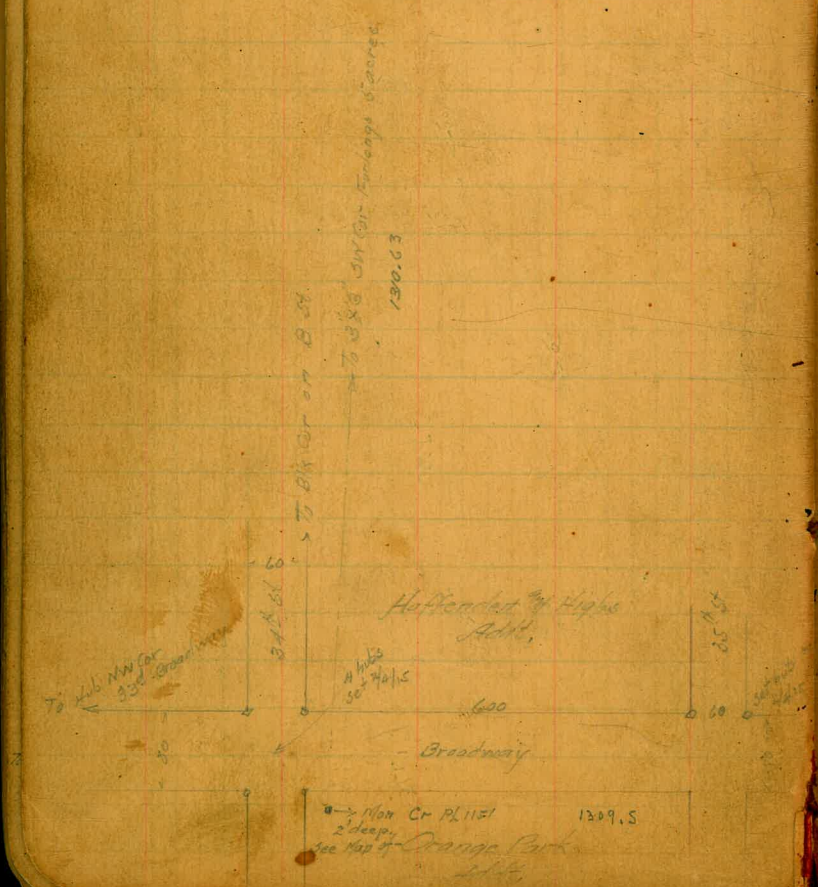
East line of City
From A to Nutmeg.

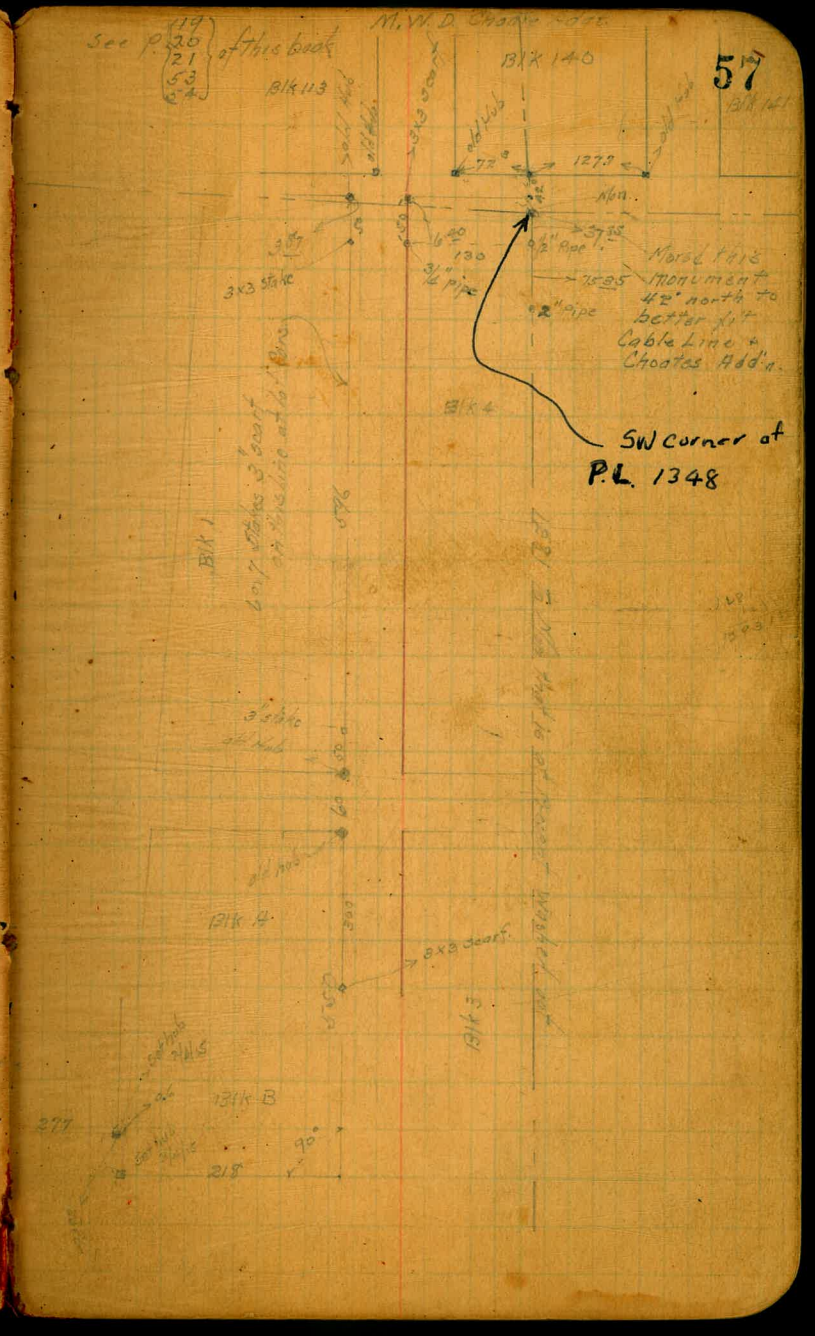


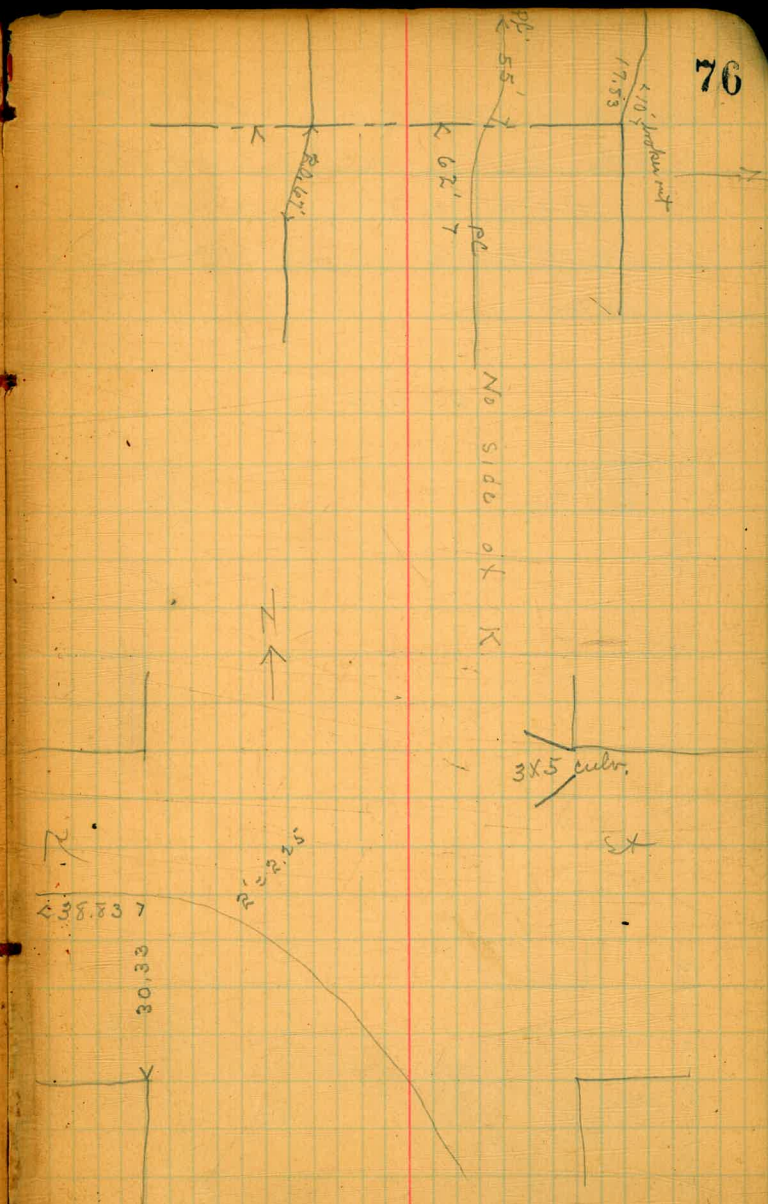
South Line
2670
72°58'
14°51'
372
457
73°26'
Mon
156+82.3
396
151.2 Fw
72°51'
221

Nh Pueblo 1139
73°44'
Mon
Graded out
15 now R.W. Hub
S. Line Laurel
73°34'
21°
Mon
372 82
Mon
15°52'
307 60
368
1343.56
map
Lot 33
IVY
S. Line of S. 3/4 Cullens
100.8
73°33'
Mon
361.7

2/4/15 Hatch Moore Hall Survey to establish North Line Broadway at 33d, 34th, 35th and South Line of Cable Line Adit to enable Water Dept to plan Pipe Line on Broadway







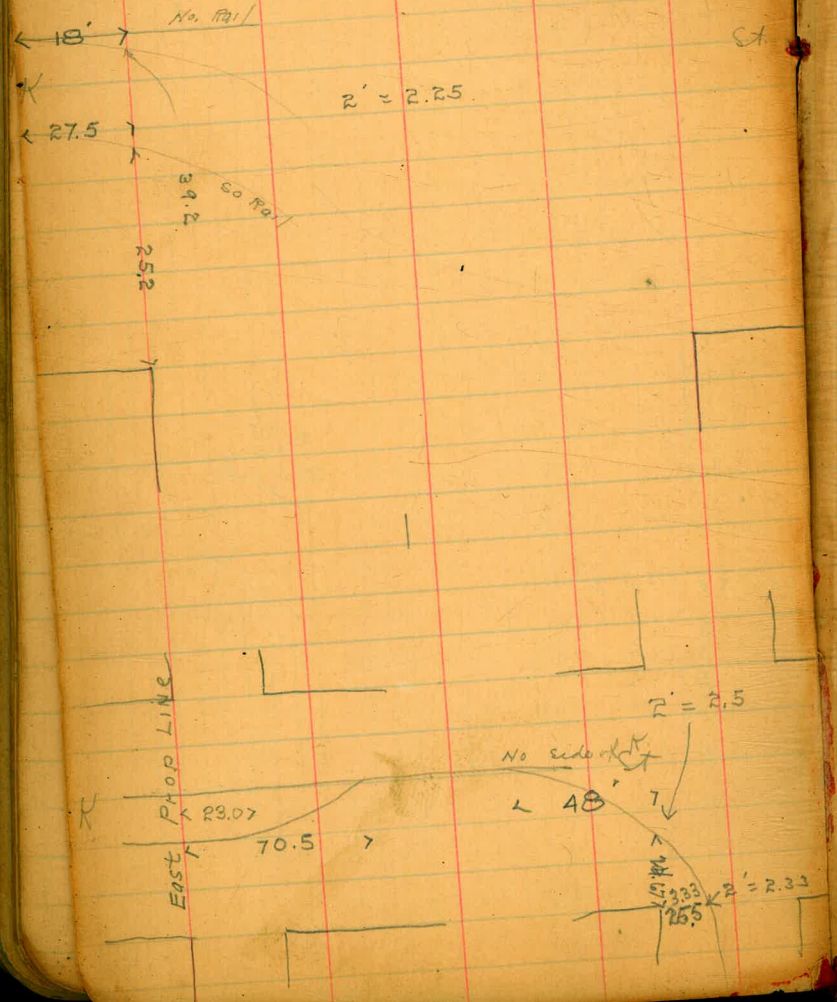
55'
17.53
62'
No side of K
N
3X5 culv.
38.83
30.33

Curb out So side 12.6 east of E.L. 13 to 17.6 east

Returns out S.E. S.W. & N.W. 14th & K

" broken S.W. 15 & K.

Curb out on side from 5' east to 15' east of 9th St



Returns out on NE NW SW + SE Twist
No curb bet 1st and 2nd No + So. Side
Rets out NW + SW 2nd
Note alley bet 1st + 2nd No Side

Lt 6-7 45 x 200 #99F

7-8 44.83 x 200

" " out gutters 25' gutters

" " - paving 3' sq ft

375.
307

746.61

740
15
725
360
365
17
382

41.83
35.70
6.13
.0146
42) 6.13
42
193
168
250
252

.0146
60
.8760
35.90
36.77

372
60
300
15
747

372
365

372
.0146
2232
1488
372
5.4312

35.70
543
30.27

17
20.40
22.63
60.03

.00859
1050) 9.000
8400
6000
5050
9500

325.40
33.27
358.67
337.65
21.
20

1273
.00859
11457
6365
10184
1.093.507

42
109
40.91

300.
17
60
377

1335

.00859
380
68720
2577
326420

4091
326
3765

42
326

380

41.22
326
3796

1050
.86
964
360
009
3.240

4122
324
3798

280
9
2.520

924
495

396
924
1320

32.06
16.20
48.26
35.00
13.26

27.64
29.63
57.27

27.64
20.

5.3

22.63
28.6
51.23

3.34
0.47
3.81

.0476
8) .381

26.93
0476
16158
18851
10772
1.281868

.035
38) 1.3.26
114
186

.035
20
.700

34.30
37.30

3.43
1.28
2.15

37.14
2.14
35.00

37.

3.34
1.28
2.06

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

First St

H 11.93 S.W. plg rt.
G 14.475 S.W " "
F 16.92 S.W " "
E -24.54 S.W " "
D 31.55 S.W " "
C 34.95 N.W " "
B 36.93 S.W " "
A 47.97 S.W " "
Ash 57.95 N.W " "
Beach 62.95 N.W " "
Cedar 67.90 N.W "
Date 84.43 N.W "
Elm 112.93 N.E "
F 137.47 N.E "
Grape 144.00 S.E " "
Lawn 164.50 N.W
My 188.01 N.W " "
Pr 200.90 N.W. " "
Olive 211.51 N.W " "
Juniper 222.00 N.W. " "

133.48
143.33
15.64
292.45

Published by H. S. CROCKER COMPANY, Stationers, Drawing Materials, and Mathematical Instruments, San Francisco.

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

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	ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS
°		°		°		°	
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