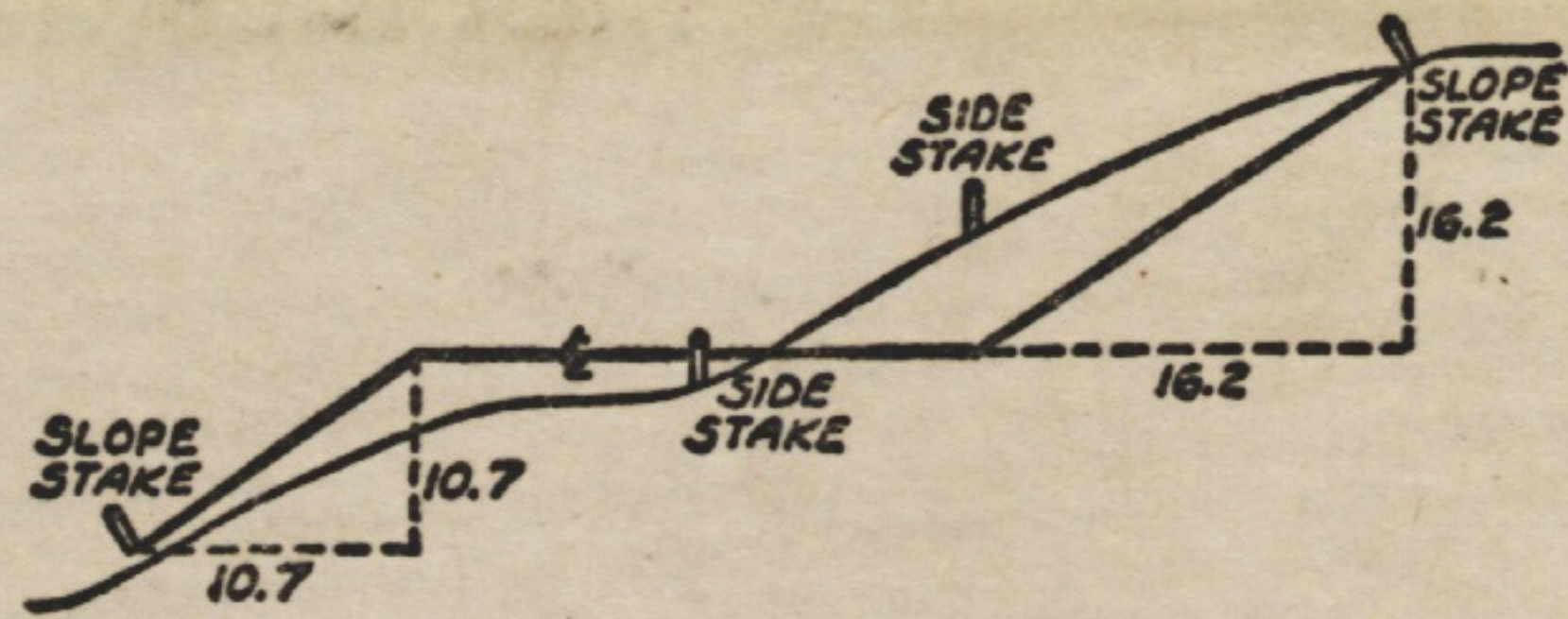


T.P. 35

T.P. 35

TRANSIT BOOK





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

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

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

Tie Points # 35

Univ (60-60 Mex)



May 24 64

Sheet 2

DIRECTIONS FOR USE OF TABLES

TABLE NO. XIV

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 1/2 to 1. If ground is nearly level, the cut or fill at side stake is located by the same easy method as

IMPROVED TABLES AND INFORMATION

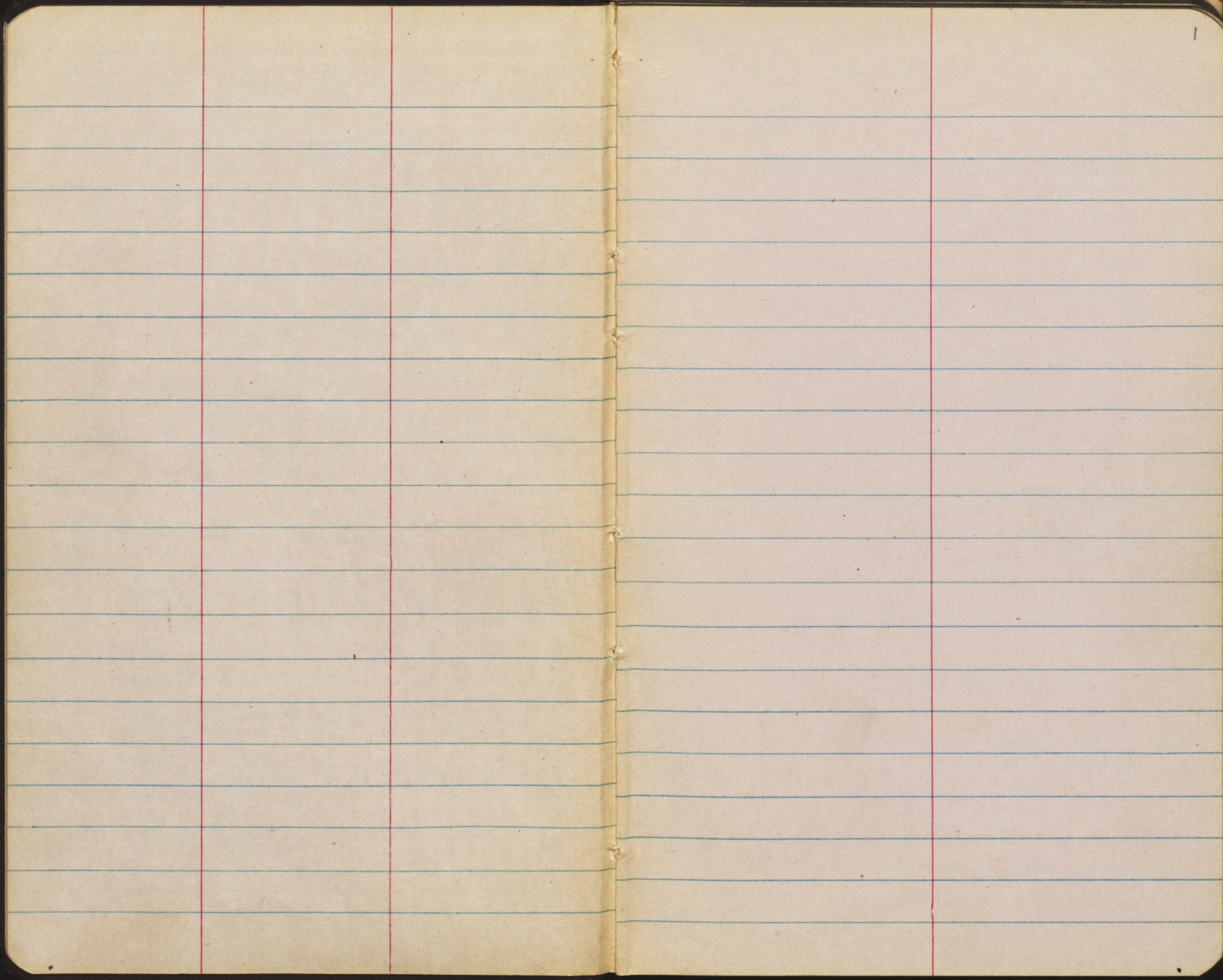
cut target. If it does not make the slight adjustment necessary.

TABLE NO. VIII

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of correction. Degree of curve with given L may be found by dividing tangent (or external), reported by given tangent (or external). The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

$$C = \frac{L^2}{2R}$$
$$T = R \sin \frac{C}{2}$$
$$E = R (1 - \cos \frac{C}{2})$$







Reset Points University "A" line

From 60<sup>th</sup> St. To La Mesa City Limits

C. Sommermeyer

Begg

Shalin

Pullen

May-1955

W.O. 20006

County F.B. # 1358 + FB # 908  
Stationing shown is from County.

2+00

"A" line is NOT  $\pm$  of University as

shown on sheets 3000-D-2, D-3, D-4 & D-5.

It is a random tie line only - see

County F.B. # 908 + # 1358 - and Maps

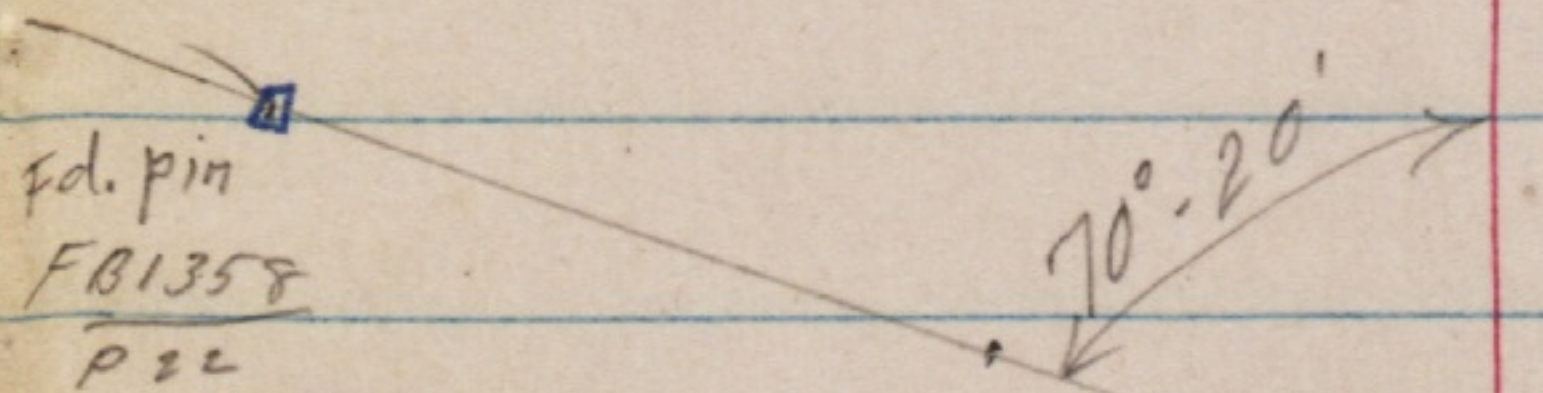
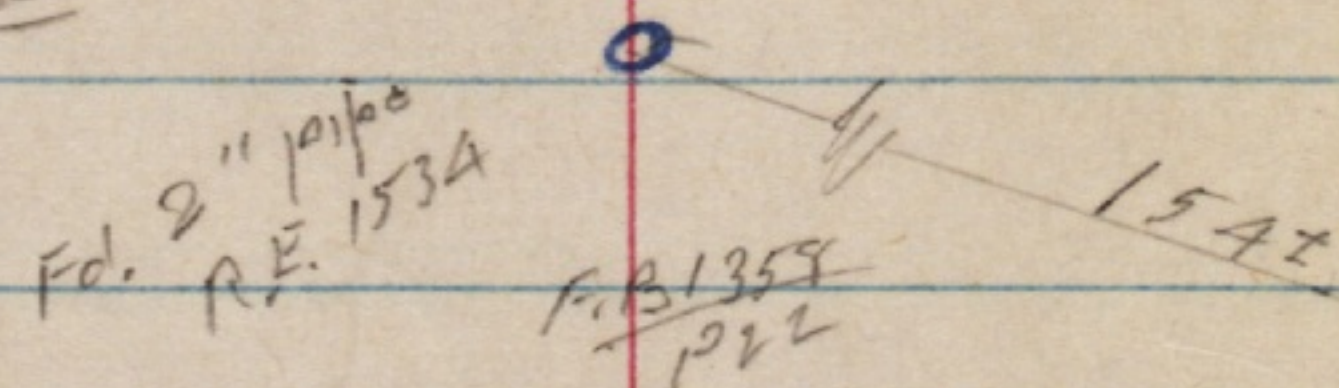
1965	SCC# 12514
2464	# 2518
2095	2016
	2525

**Note!**

I have been told that lead plugs in  
walk were set by Mr. Edwards of La Mesa  
as 6.50' prop. R.P. Please check with  
Mr. Edwards. END

0+00 Fd. P.K.  
County F.B. # 1358 - P22  
" # 908 - P. 2

- denotes P.K. Nail & disk - set
- " Lead disk - "



Fd. Nail -  
checks R.P. crosses  
as shown in FB 1358 (County)  
" "

INDEXED  
JUL 18 1955

"A"  
Line



5 ~

4 ~

3 ~

2 ~

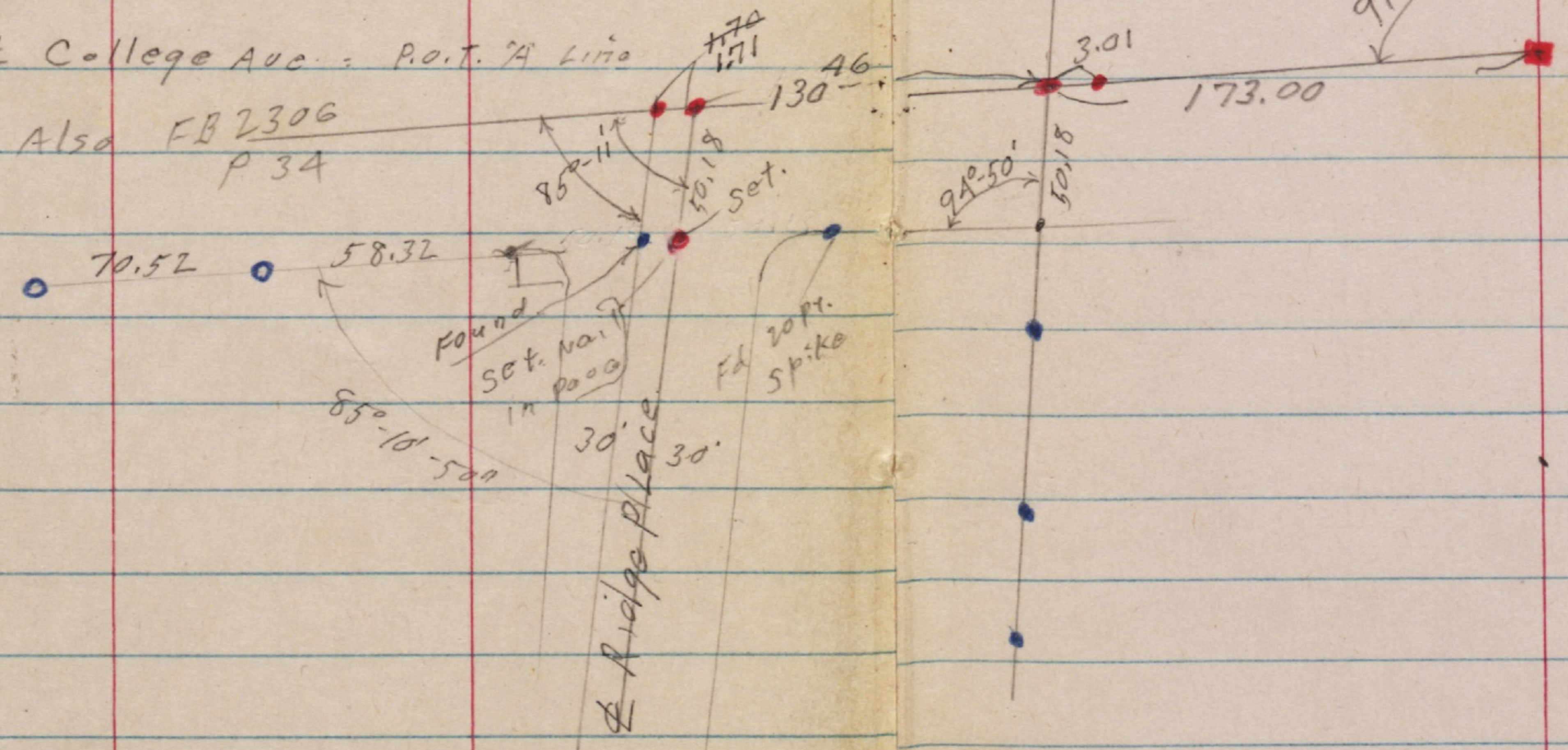


8 -

7 -

6+77.93 =  $\pm$  College Ave. Point A Lino

Also FB 2306  
P 34



"A"  
Lino

7

6 -

5 -



11 ~

10 ~

9 ~

8 ~



14 ~

13 ~

12 ~

11 ~

A Line

6



17~

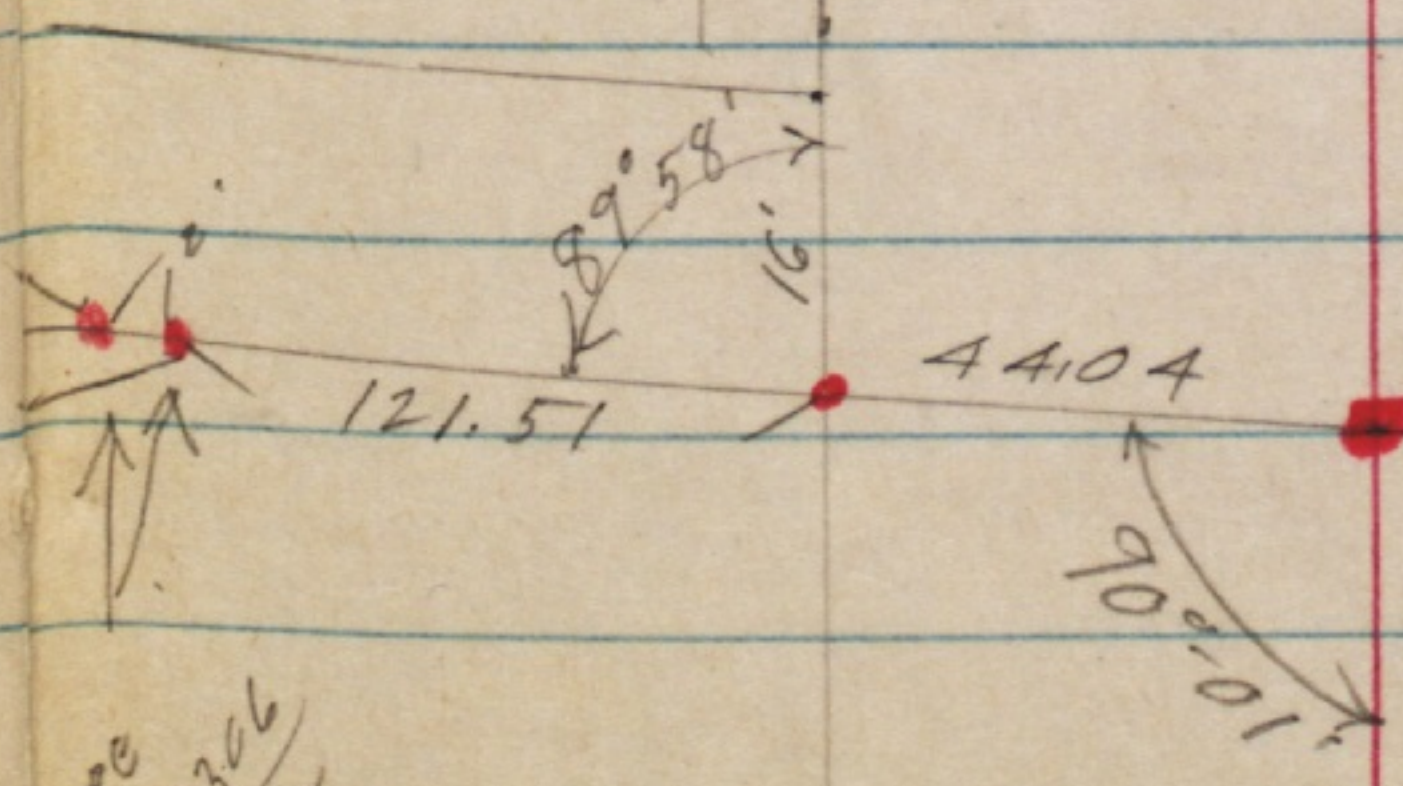
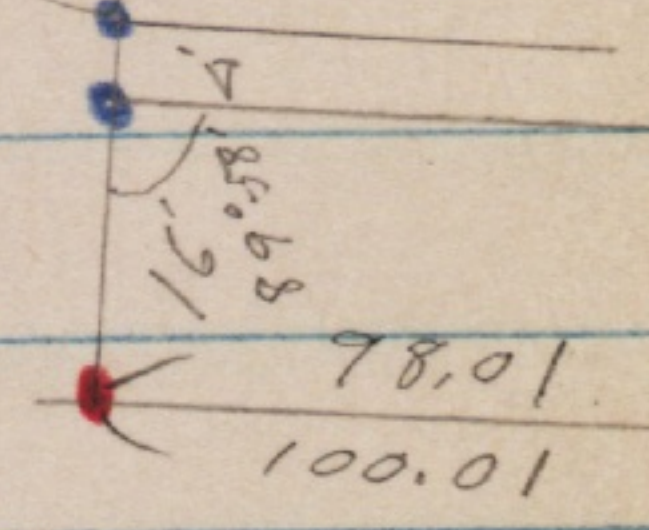
16~

15~

143418 = P.O.T. at Cartagena  
(county stationing)

14~

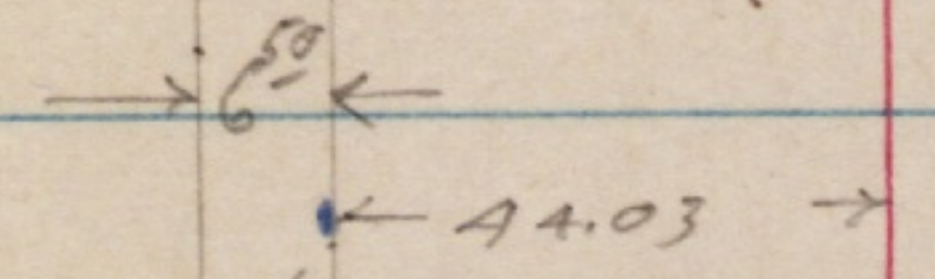
Madrid Drive  
Prop. B.C.± (did not check Madrid Dr.)



see  
F.B. 2306  
P. 35

County F.B. # 908 - Page 6  
Mly line Univ. Ave.

General line of load. plugs



A  
/100



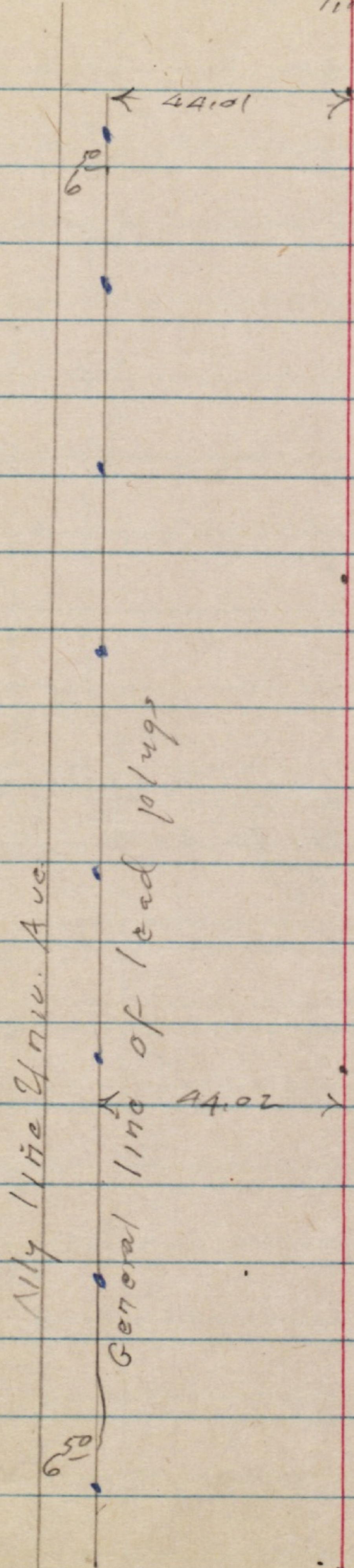
20 ~

19 ~

18 ~

17 ~

"A"  
line





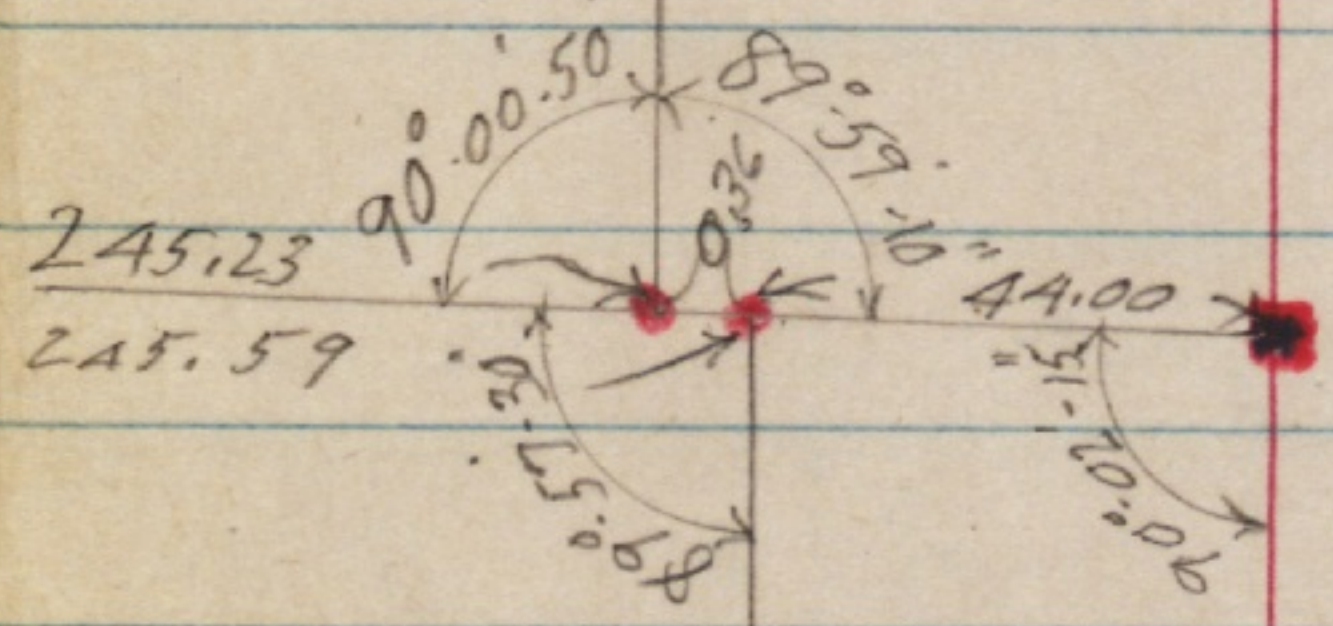
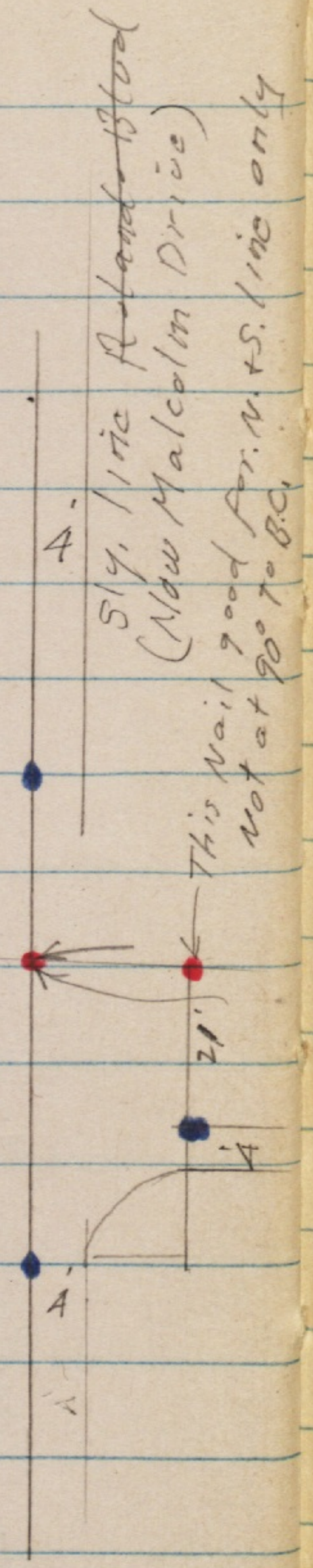
20 ~

21 ~

22 ~

23 ~

R.O.T. =  $\perp$  Bomilla Dr. To North



Nly line Univ

General line of load pligs

General line load pligs

"A" line



2 26 ~

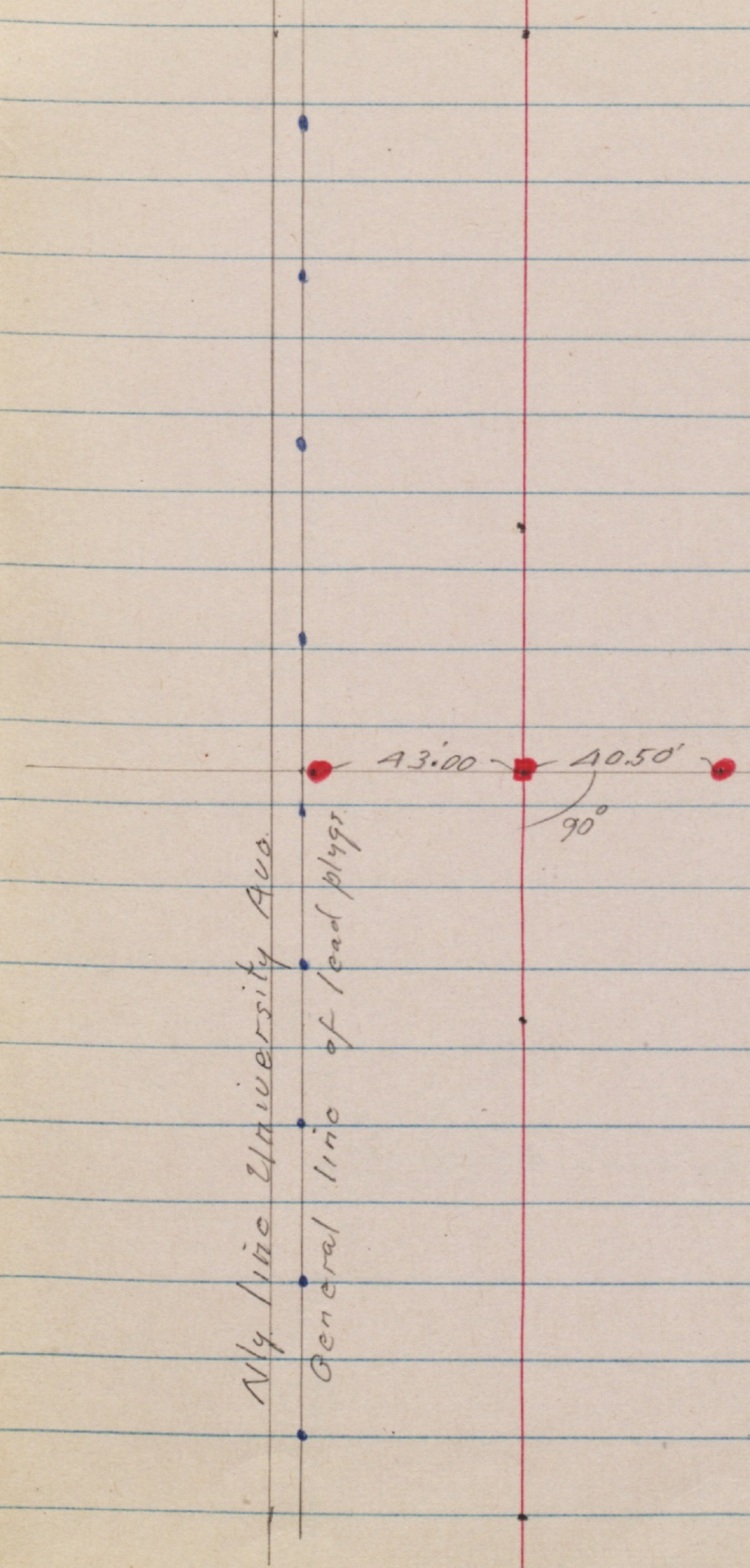
2 25 ~

24+51± P.O.T.  
on E = P.K. no disk.

2 24 ~

2 23 ~

A  
line





29 ~

28 ~

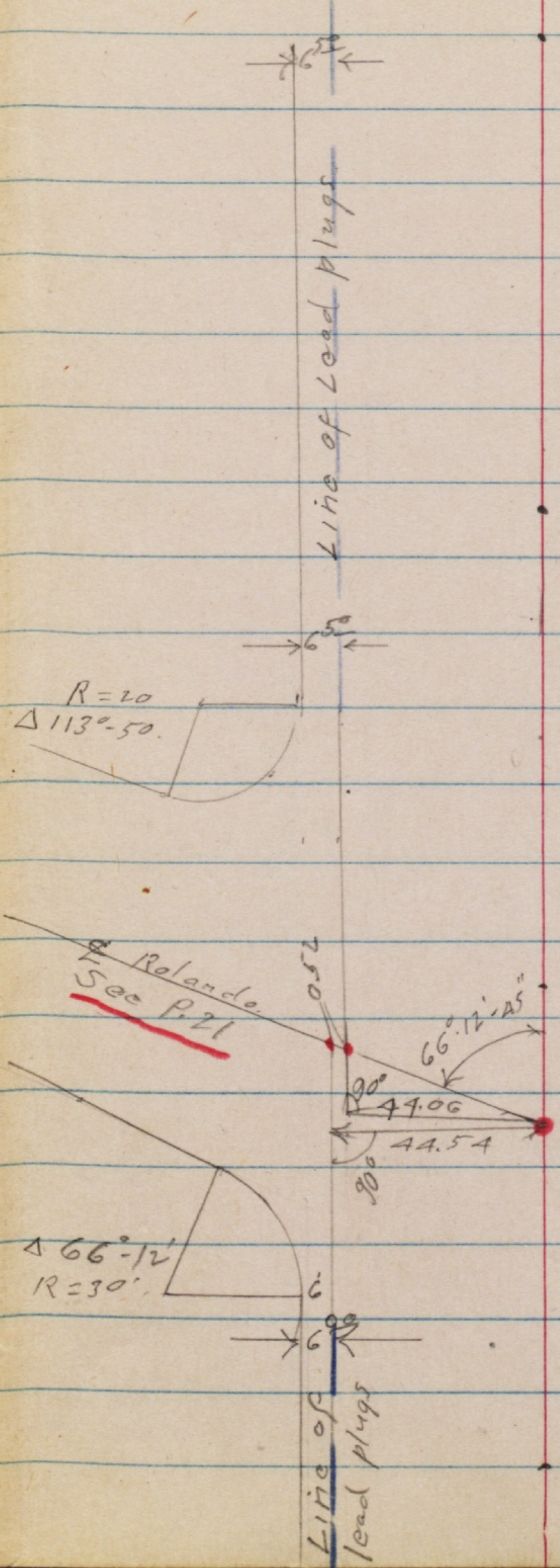
27 ~

26+

⊥ Rolando to North

26 ~

"A"  
line





A'  
line

32 ~

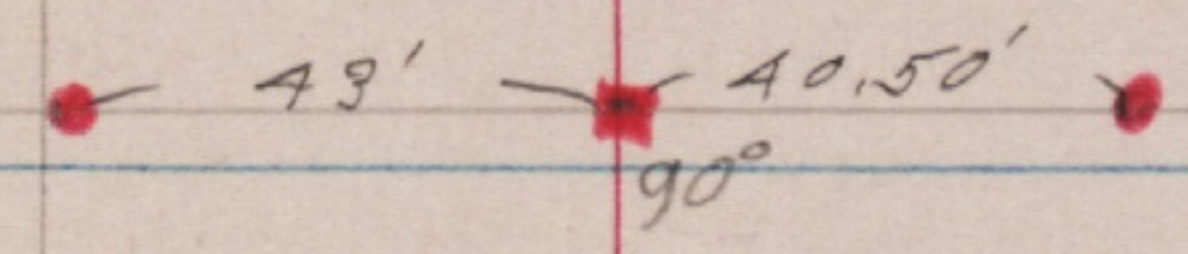
31 ~

30 ~

29+68± = P.O.T. A' line.

29 ~

Nly line Univ.





P.I.  
P.K. - No disk

Chapel

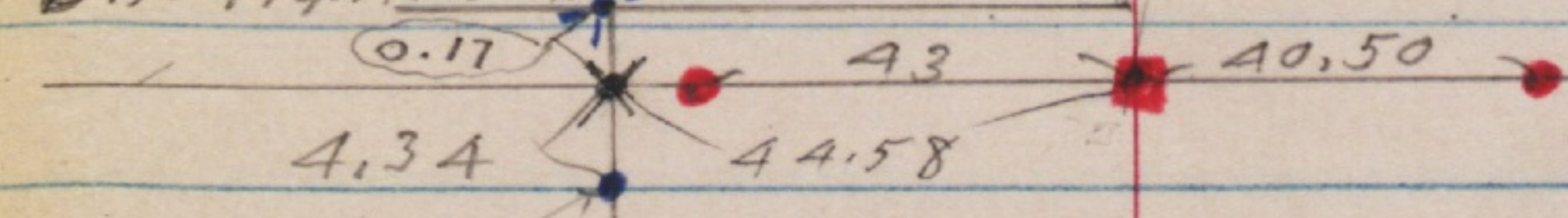
35 ~

34 ~

$\Delta 22^{\circ} 55' - 30''$   
R = 1000  
T = 202.77  
L = 400.12  
"A" line

3.3 + 19.31 B.C. R.P.

Prop. B.C.  
Fd. punch mark in walk  
6.50 Prop. R.P.



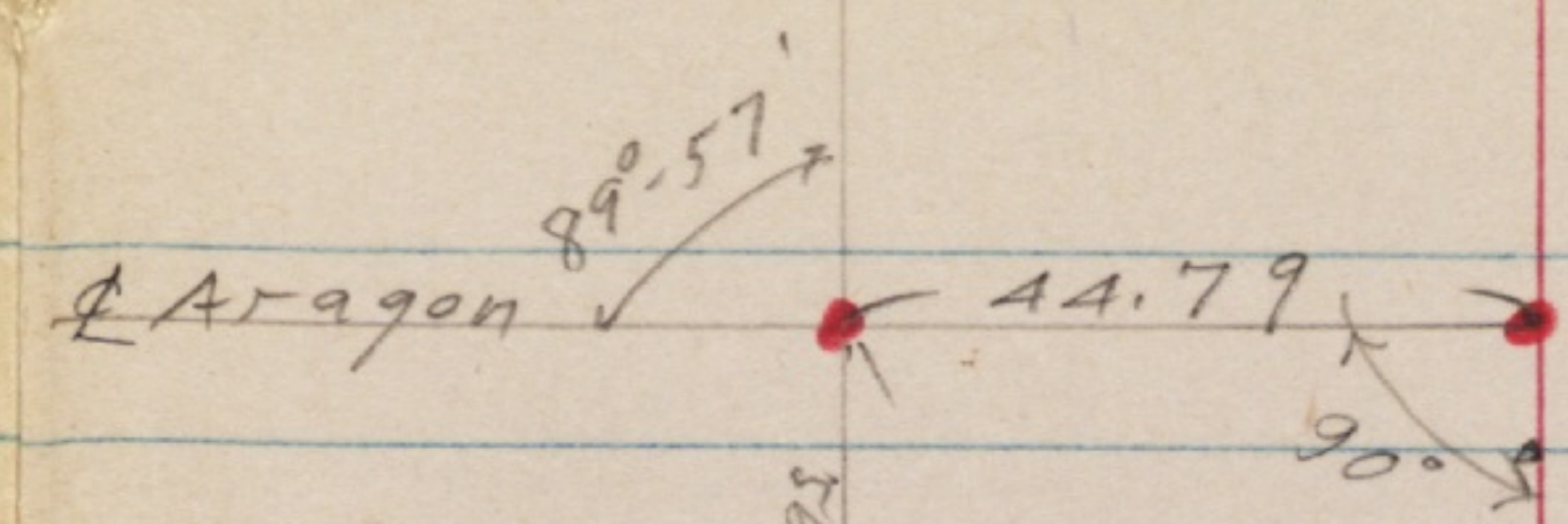
33 ~

Fd. Lead plug.  
6.50' R.P. to cor.  
Lots # 18 + 19

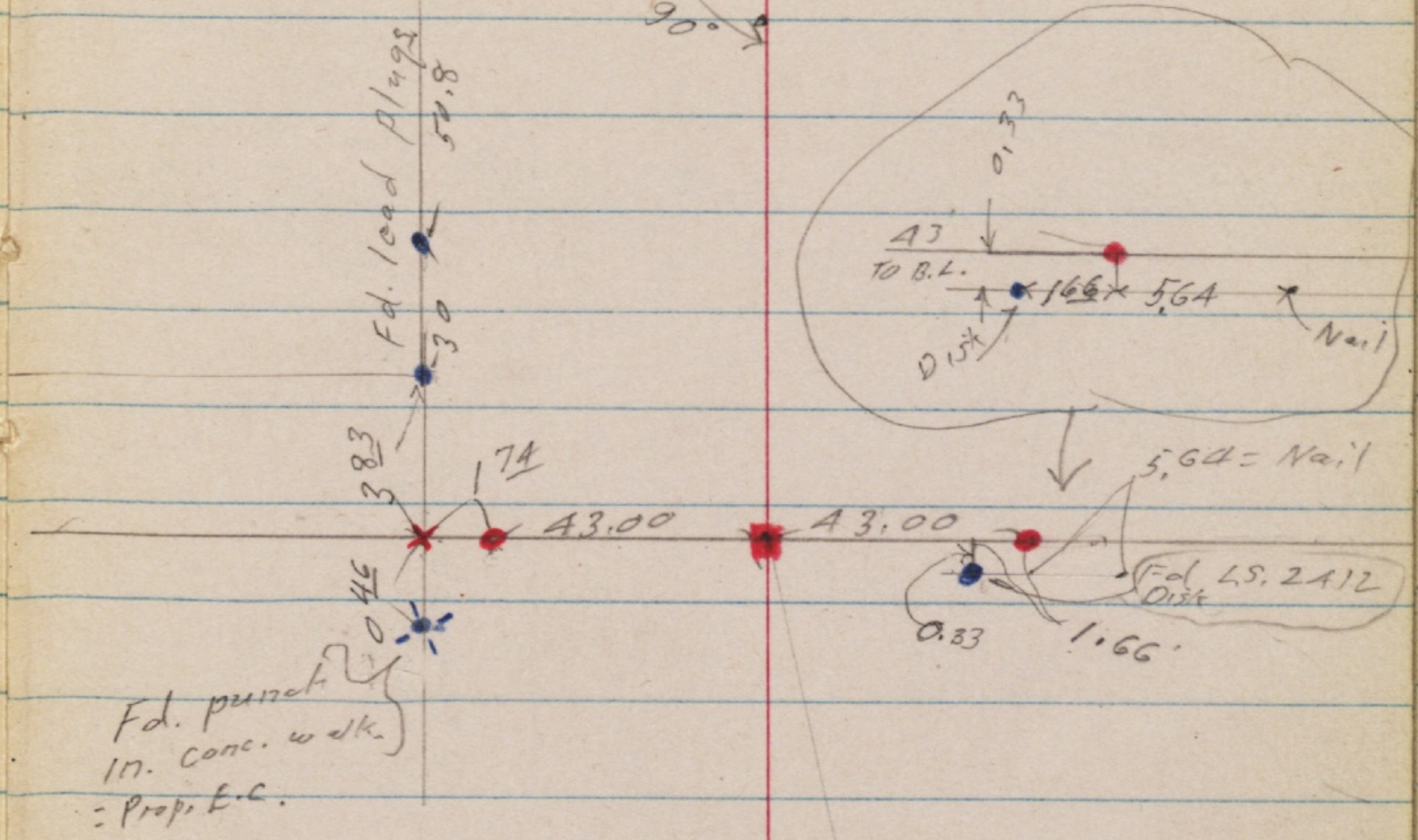
32 ~



38+04.91 = E Aragon (Chained from E.C.)  
38 ~



37+19.43 = E.C. A line  
37 ~



36 ~

5.64  
1.66  
7.30

4470

P.I.

Chord

35

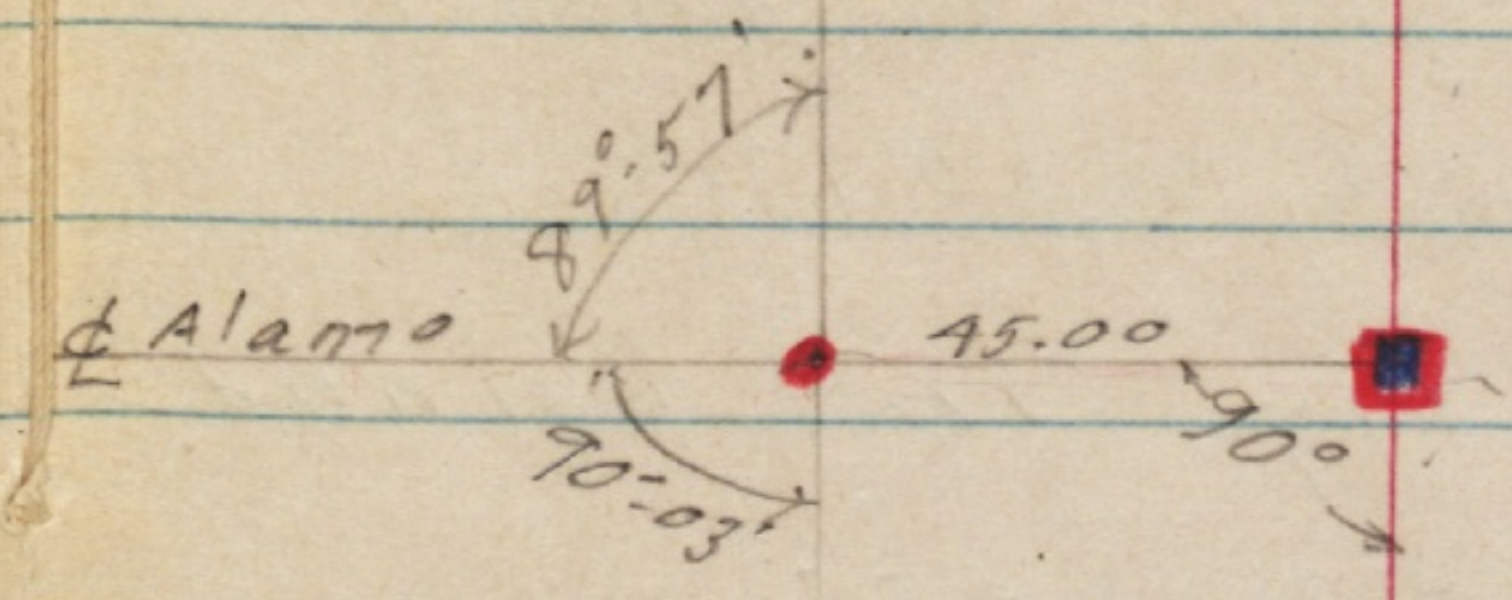


Continued on page 22

41 ~

Also chained  
40+59.13 =  $\pm$  ALAMO - Drive  
40+59.13 - Book (County #1358)

F.B.  
Ties County #1358-P27  
this point checks



40 ~

General line of lead p1495.

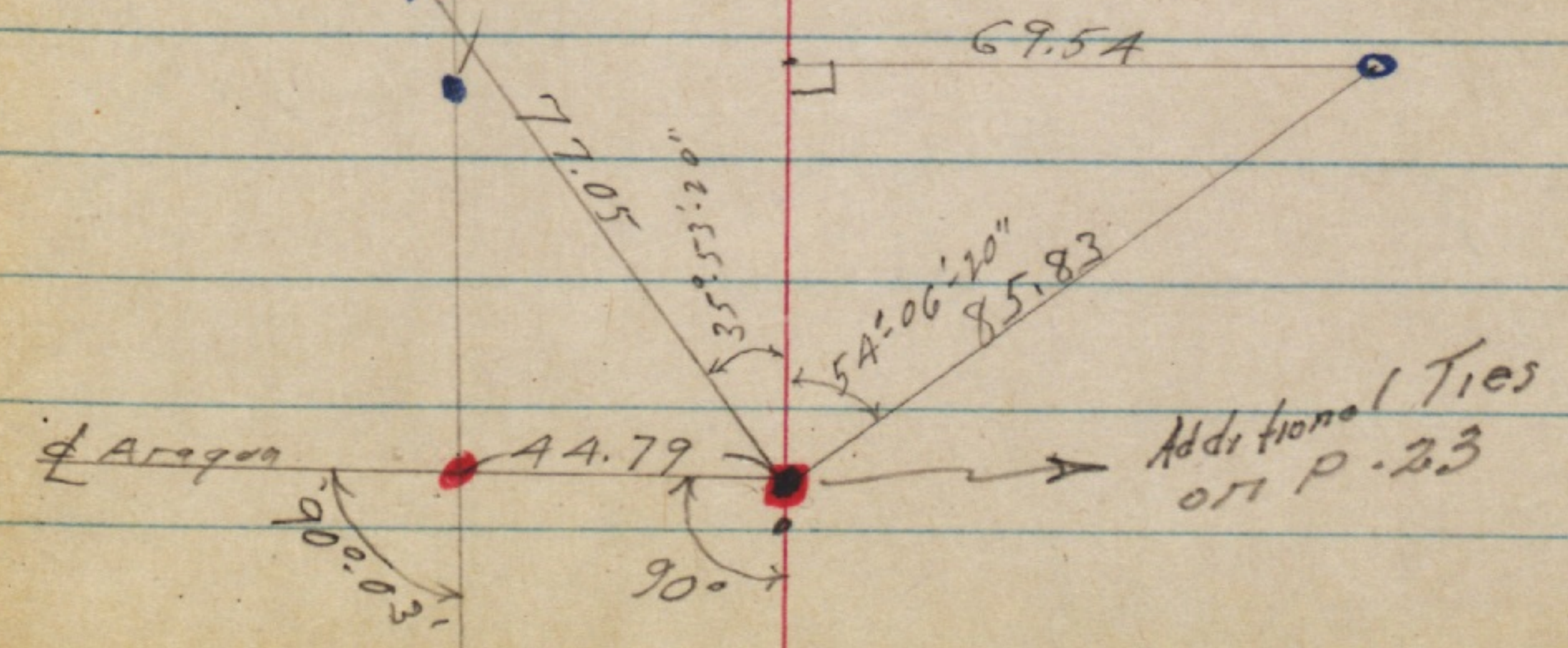
39 ~

38+54.43 - 69.54 RT at 90° to A" line = Fd pipe  
S.E. Cor. Univ. + Aragon. see p

Found ties county F.B. #1358-page 27

34+04.09 chained from E.C.  
38+04.11 =  $\pm$  Aragon to North

38 ~





44 ~

Void!  
This P.O.T. as shown  
in County Book # 1358

does not check Ely line Rolando  
Tract #3 - see page 22

43 ~

Ely line Rolando (Map 1965)

42 ~

Fd. old ~~tract~~  
Fd. 2" pipe  
S.W. Cor. Sullivan tract  
Map 1905 - sheet #2

Fd. old ~~tract~~

General line  
of lead plugs.

41 ~

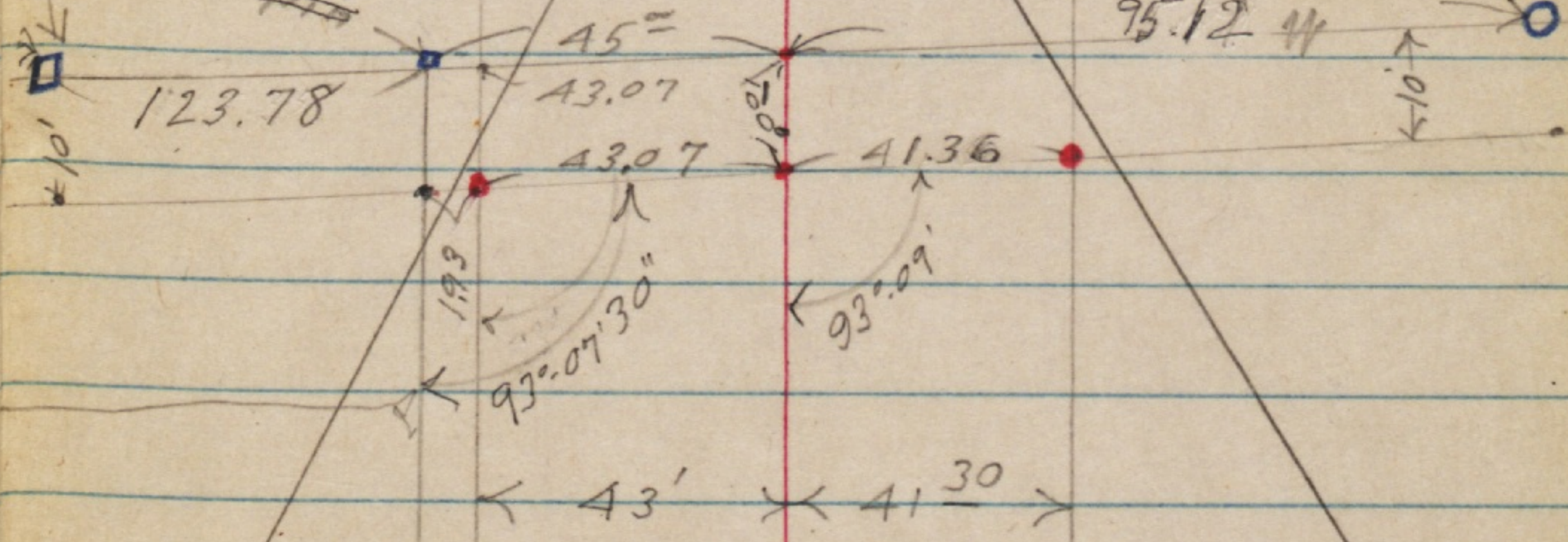
AL.

16

2 1/2" o. 44  
East of line

1/2" head Bolt  
Fd. New ~~tract~~

No disk  
Fd. 1" or 1 1/2" I.P. pipe





47 ~

46 ~

45 ~

44 ~

Continued from page 22

"A"  
1/10

17

< 50' >

Nly. 1/10 University Ave.

< 50' >

< 50' >



50+19.77 - chained

50+19.60 B.C. Lt.  
Book

Ref. for location  
see County F.B. # 135.8 - Page 28

50 ~

49 ~

48 ~

47 ~

8.70  
41.30

< 50' >

Nly. Ohio University Ave.

< 50' >

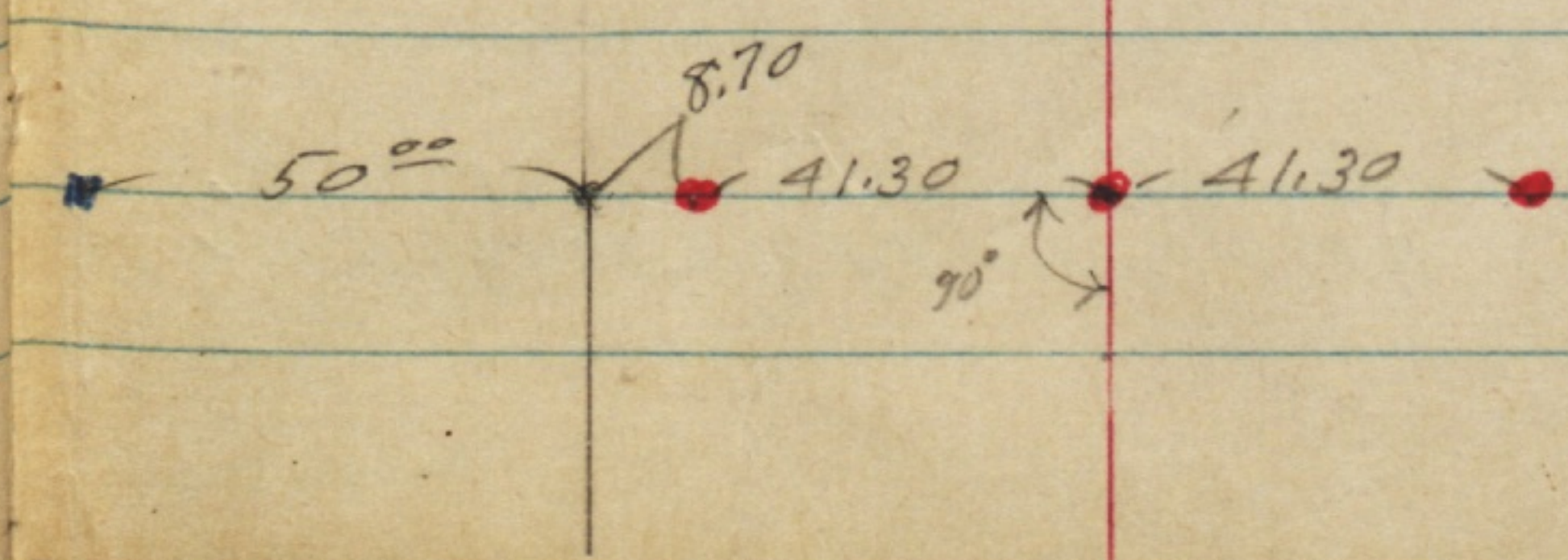
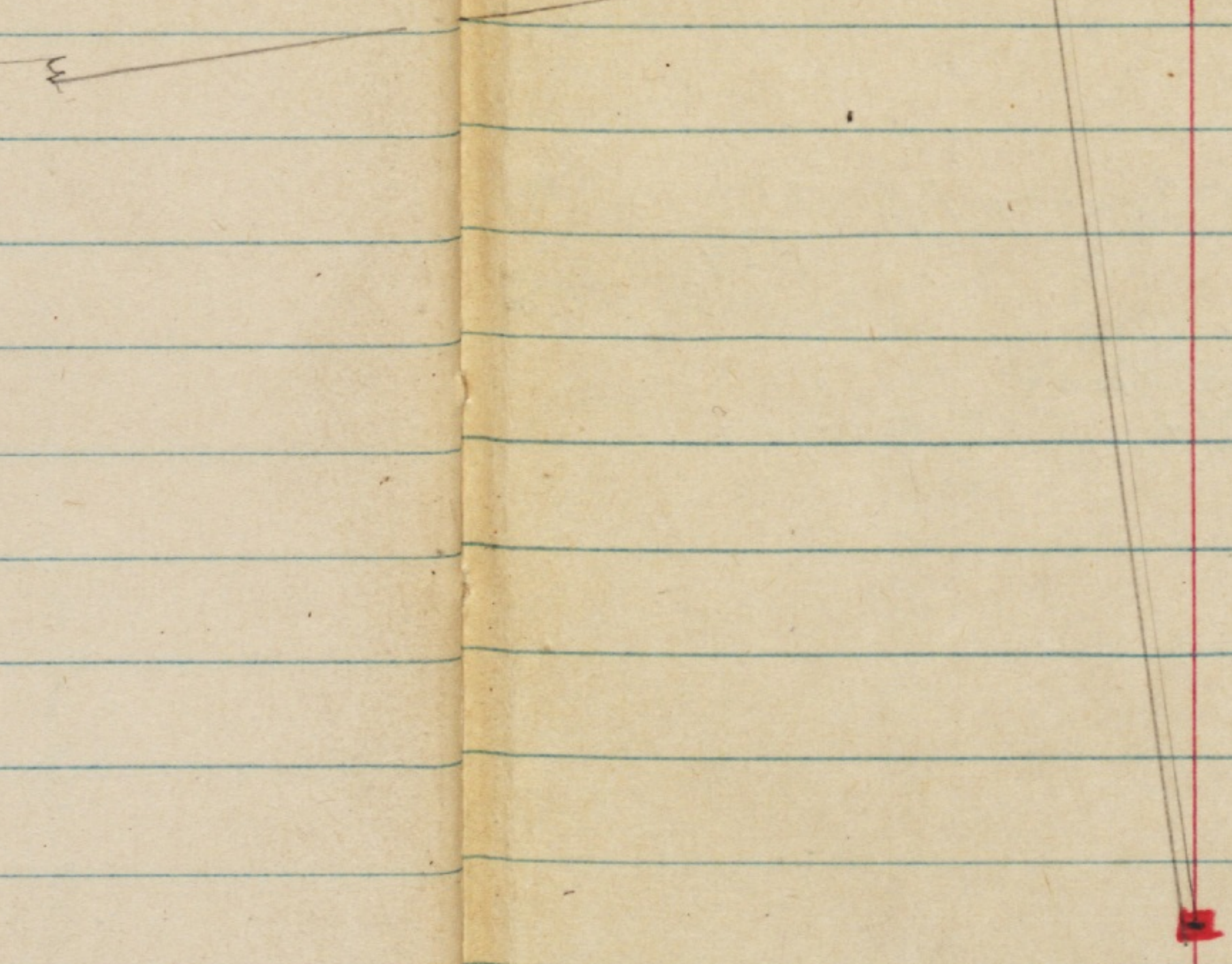


53+18.48 Ahead } = E.C.  
53+18.05 Back } set from book

$\Delta$  8°-33'  
R 2000.  
T 149.50  
L 298.45

County F.B. # 1358  
Ahead as per  
50+19.60 = B.C. Lt.  
Back  
50+19.77 Back =  
chainet

Fd. R. P. Pin County F.B.  
1358 - P 28





R.P.<sup>s</sup> in County F.B. 1358  
-P29

55+49.96 = { Wly. Bdry La Mesa  
Ely. Bdry City San Diego

55 ~

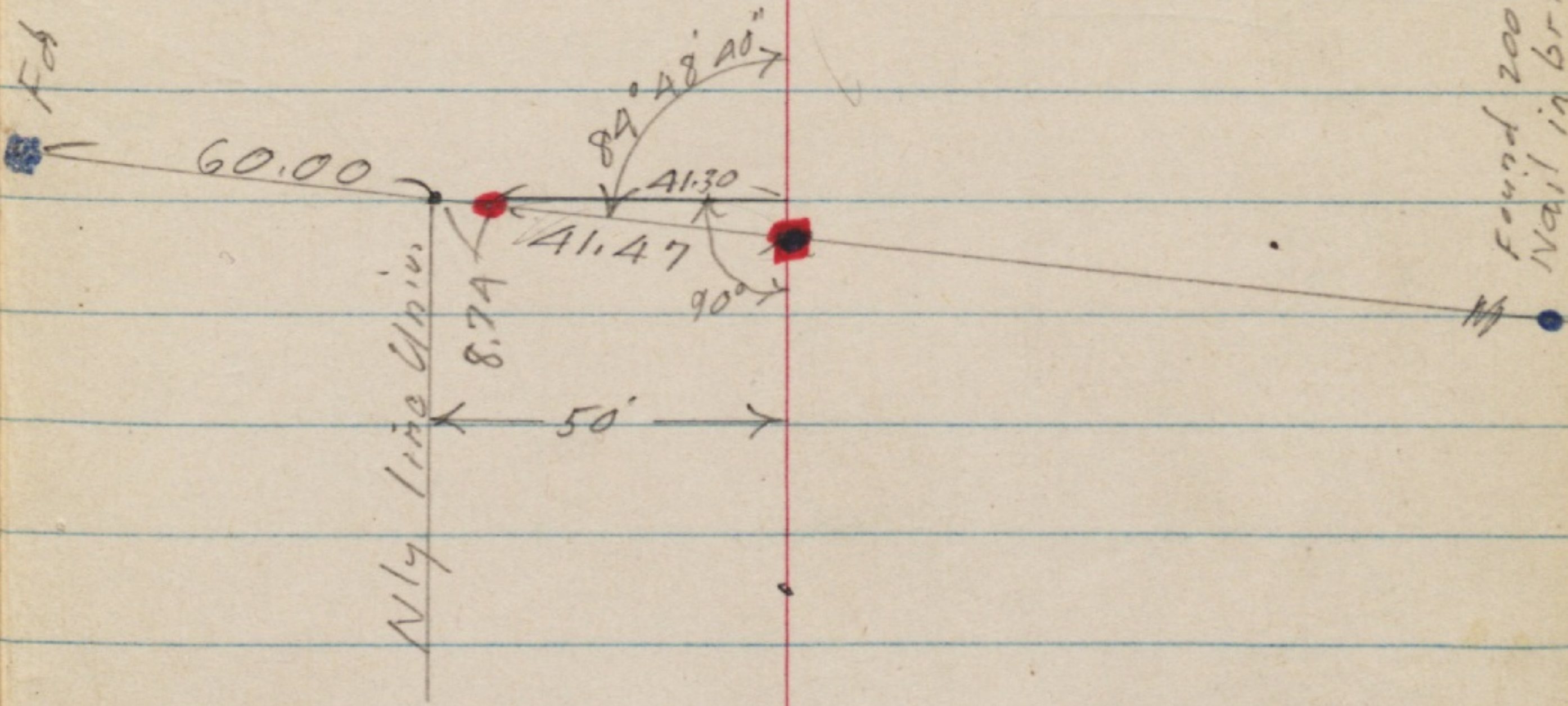
54 ~

50  
51

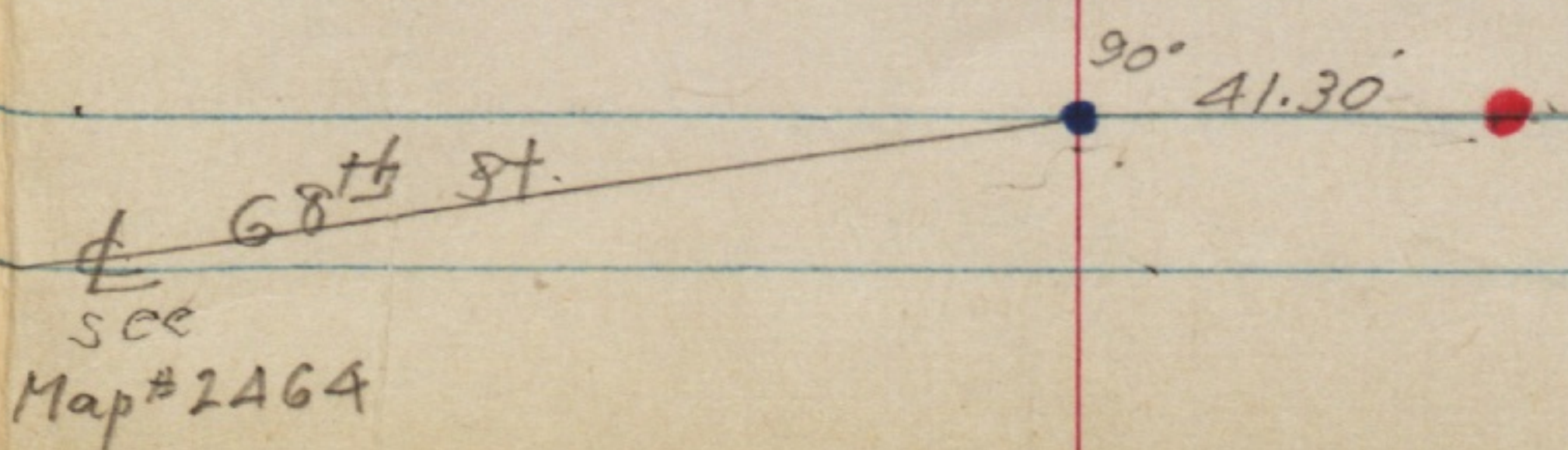
53+18.05 = E.C. Rd spike. checks R.P.<sup>s</sup> O.K.  
R.P.<sup>s</sup> in county F.B. 1358-P28

56

Fd 11121 R.P. pin



A  
Line

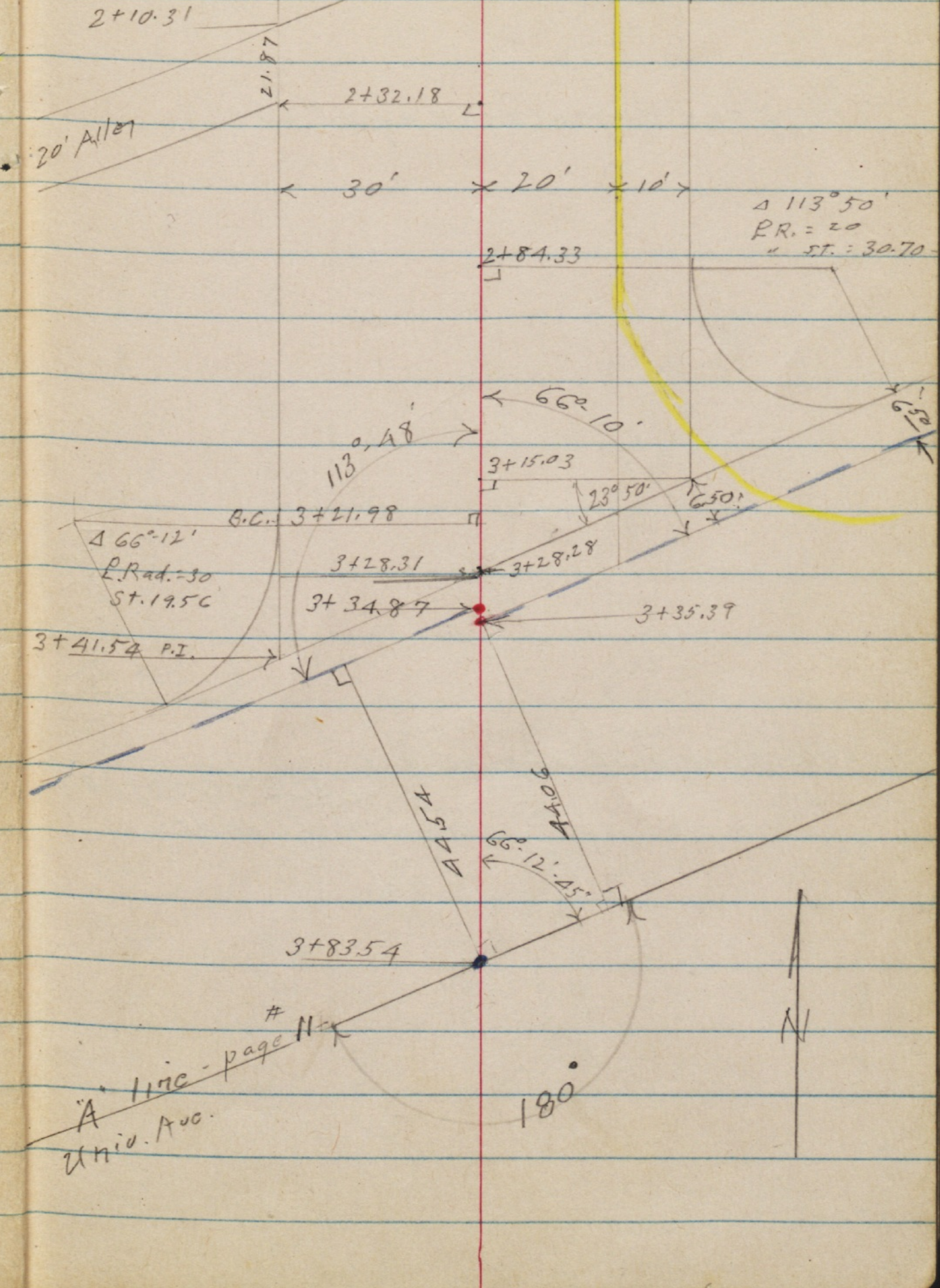
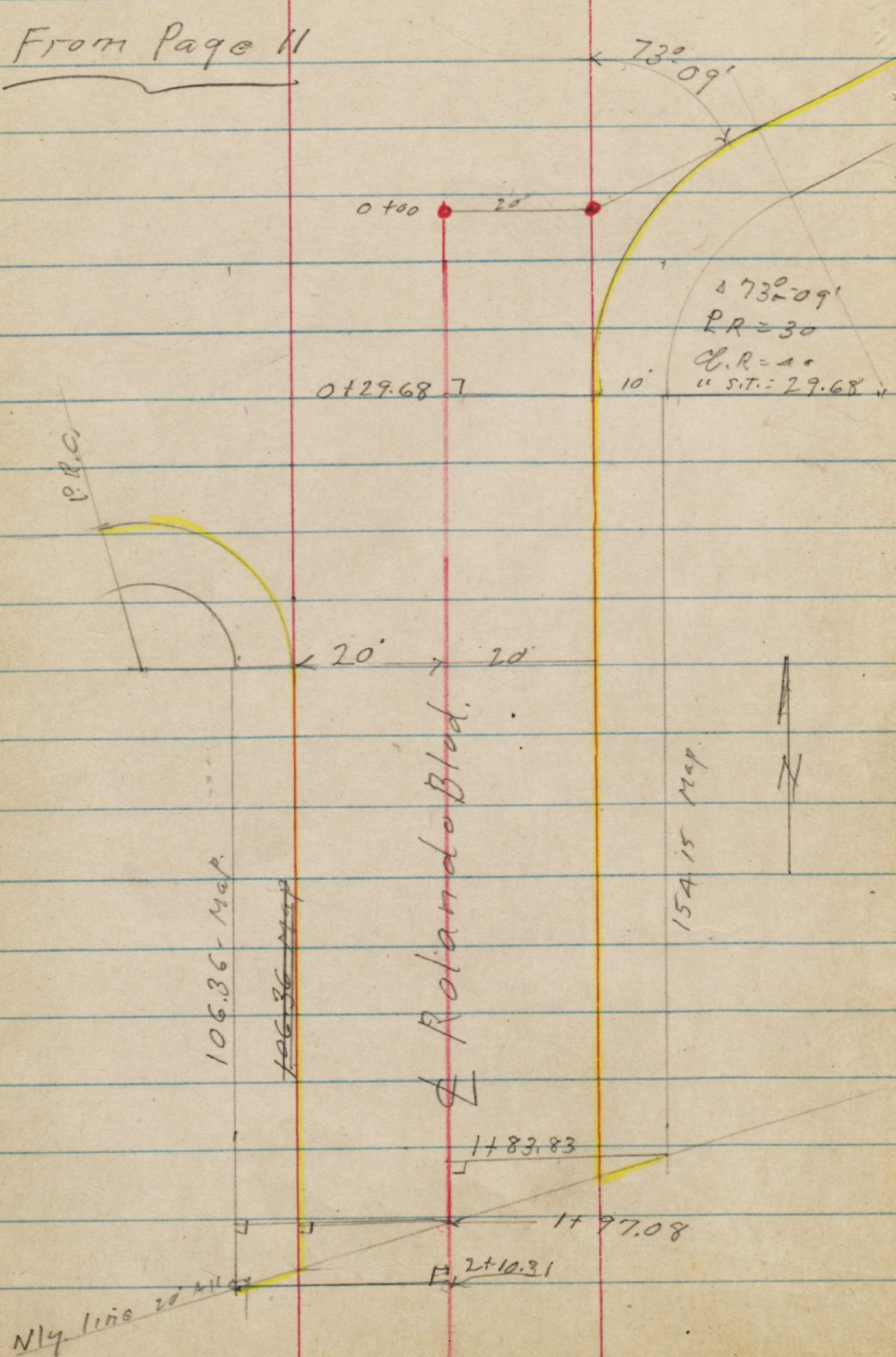


see  
Map #2464



Detail for Rolando Blvd to North at University Ave.

From Page 11



A line - page 11  
Univ. Ave.



44+00

Note.  
This page replaces page #16

43+00

Ely line Rolando Unit #3  
42+06.57 (chained) = Intersection  
42+00  
1056.40 ± (Map. Dist)  
Ely line Rolando

Fd. I.P. = S.W. Cor. Sullivan Tract. Co. N.Y. 1965 Sheet #2

2' offset line

Fd. 3/4 c. 7.0. 44' East of line

50.08' along Ely line Rolando. E (on A line) to Nly line Univ. Ave.

Nly line University Ave

50'

50'

118.70  
9.74  
50.08  
40.36  
9.512 chained  
to ctr. of pipe No. disk.

cut cross on plug line Ely line Rolando

Nly line Univ Ave  
General line of plugs produced from E.C. Sta 974 1943

40' 7/87

Ad CED in CURB 7/87

Rail

P.K. + disk

930' x 90" Turned.

870' at 90°

41+00

Fd. 1" I.P. = S.E. Cor. of N.W. 1/4 of N.E. 1/4 of Sec. 26. T 16 S R 1 W. S. B. M.



Additional Ties Univ. Ave.

AND ARAGON DRIVE

Walker  
Pope  
Johns  
Elmore  
9-6-55

NO 20575

