

1386

PASTS

LEVEL BOOK

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Valley  
Map Bldg  
Dr bit  
Mother  
2-70

CROSS SECTION CHATSWORTH Bldg 70' 10' cbs  
From CATALINA Bldg. to Macaulay st. 12.5' AS

SECTION A - 25' = 25' South

10.25 - 211.86

201.61

NE. & P.  
Chatsworth  
Catalina

E on top Walk	3.42	208.44
+ 9' on top cb.	3.51	208.35
+ 9' " Gut. on Av.	4.51	207.35
1/4 " " "	3.85	208.01
1/2 " " "	3.41	208.45

SEC. A'

1/2 on Pav.	4.55	207.81
1/4 " " "	5.03	206.83
E Gut. on Pav.	5.26	206.60
" top cb.	4.57	207.29
" " Walk	4.44	207.42

Sec. B. = End Exist Walk on E.

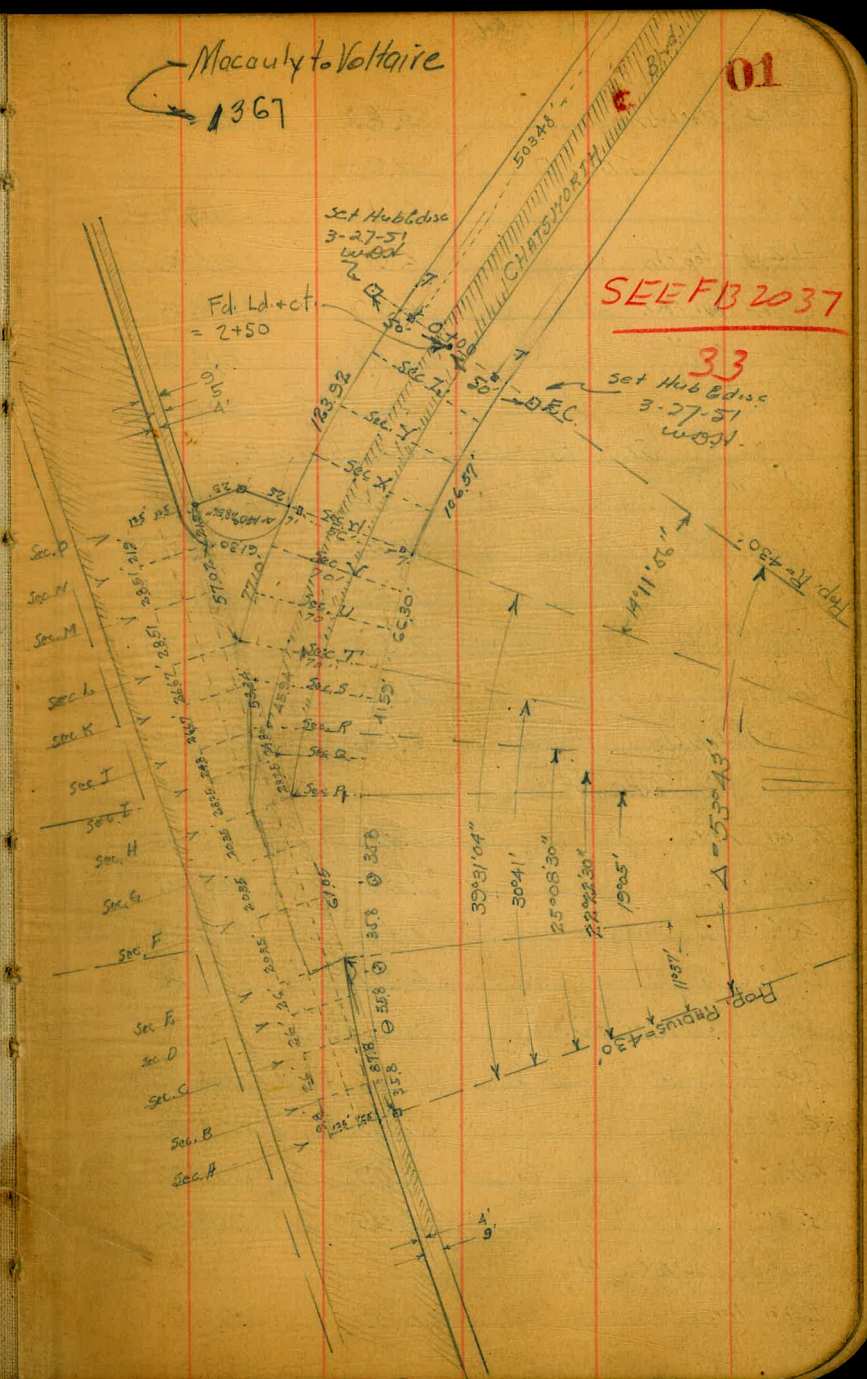
E on top Walk	4.76	207.10
" cb "	4.90	206.96
Gut. on Pav.	5.56	206.30
1/4 " " "	5.40	206.46
1/2 " " "	4.94	206.92

Sec C

1/2 " " "	5.73	206.13
1/4 " " "	6.21	205.65
+ 14' = E Gut	6.32	205.54
cb. on top	5.66	206.20
E	5.6	206.2

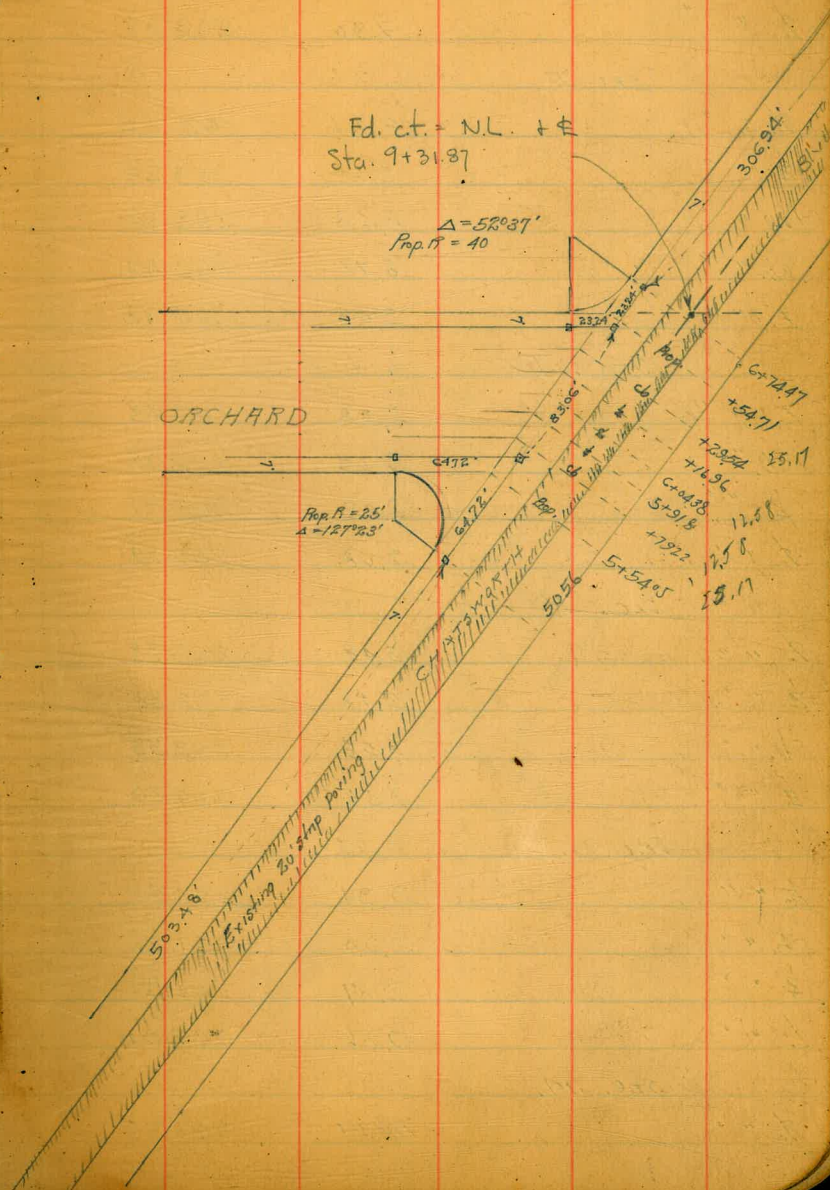
Macaulay to Voltaire  
1367

01





E + 14 = Sh. Chords north	5.6	206 2
SEC. D		
E	6.1	205 7
+ 4.6 = top cb.	6.26	205 60.
+ 10 = Gut on P.V.	6.99	204 87
7/8 " "	6.90	204 96
6/8 " "	6.25	205 61
SEC. E = End exist. cb. on E		
6/8 " "	6.64	205 22
7/8 " "	7.23	204 63
+ 10 " "	7.53	204 33
cb " "	7.53	204 33
E " "	7.45	204 41
E on top cb.	6.68	205 18
SEC. F		
E on P.V.	7.88	203 98
cb. " "	7.95	203 91
7/8 " "	7.48	204 38
6/8 " "	6.97	204 89
SEC. G.		
6/8 " "	7.41	204 45
7/8 " "	7.63	204 23
cb. " "	8.19	203 67
E " "	8.35	203 51
SEC. H		
E on P.V.	8.83	203 03













211.86

cb.	10.47	20139
E on Walk	10.33	20153

Levels on SLY Line chas. North Blvd. from P.C. to Sec. P

①	5.6	2062
②	6.3	2055
+13'	6.6	2052
+20	7.8	2040
③	8.3	2035

SEC P = 45'

-5	8.8	2030
S	8.8	2030
+25' on Exist Pav	8.83	20303

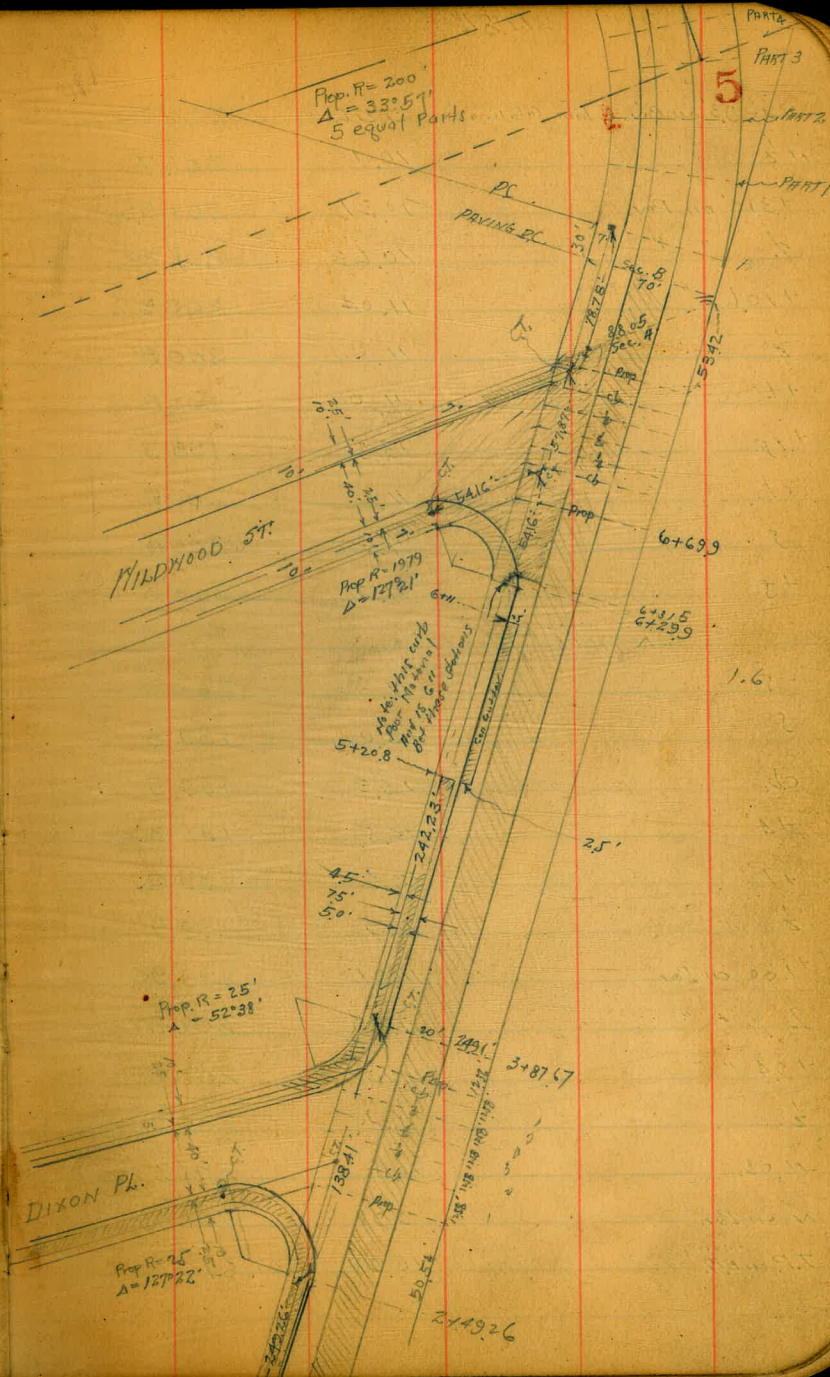
SEC Q = 35'

5-35' = 2 strip Pav	9.08	20278
5-74.6 = 5 edge Pav.	9.65	20221
5-15	9.6	2022
S	9.0	2028
+5	9.1	2027

SEC. R = 45'

-5'	9.7	2021
S	9.6	2022
+13	11.2	2006
+24.40' on SLY edge Pav.	10.80	20156
+35' = 2 strip Pav.	9.87	20199
+45' = NBY edge "	9.38	20248

SEC. S = 56.8'









20276

## Section U

-5	1.7	201.0
N	1.7	201.0
cb.	2.2	200.5
$\frac{1}{2}$	3.0	199.7
+32' = Paving	3.21	199.55
L on "	3.53	199.23
+10.7 " "	3.97	198.79
$\frac{1}{2}$	3.7	199.0
+4'	3.7	199.0
+7	6.3	196.4
cb.	4.2	198.5
S	4.1	198.6
+5	3.9	198.8

## SECTION V

-5	5.1	196.6
S	5.3	197.4
cb.	5.4	197.3
+5	7.4	195.3
+8	4.7	198.0
$\frac{1}{2}$	5.0	197.7
+1.7' = Paving	5.29	197.47
L on "	4.83	197.93
+9.4 " "	4.44	198.32
$\frac{1}{2}$	4.5	198.2
cb.	3.5	199.2

20276

Hatsworth Bld

N	2.9	199.8
+5	2.1	200.6

## SECTION W

-5'	3.0	199.7
N	3.7	199.0
cb.	4.9	197.8
+4	3.7	197.0
+5	7.1	195.6
+7	6.2	196.5
$\frac{1}{2}$	6.2	196.5
+32' = Paving	6.02	196.74
L - "	6.41	196.35
+10.7 - "	6.87	195.89
$\frac{1}{2}$	6.7	196.0
+3	6.5	196.2
+10	8.0	194.7
cb.	6.7	196.0
S	6.4	196.3
+5	7.9	194.8

## SECTION X

-5	9.6	193.1
S	8.4	194.3
+7	8.7	194.0
cb.	9.7	193.0
+3	8.4	194.3
$\frac{1}{2}$	8.6	194.1



302.76

+17' = Passing	8.77	193.99
do " "	8.42	194.34
+9.2 " "	8.16	194.60
$\frac{1}{2}$	8.0	194.7
+5	8.2	194.5
+6	10.1	192.6
+7	8.0	194.7
cb.	7.2	195.5
+5	5.7	197.0
N	4.9	197.8
+5	4.6	198.1
Section Y		
-5'	6.0	196.7
N	8.1	194.6
cb.	9.6	193.1
+5	10.2	192.5
+6	12.4	190.3
+7	10.3	192.4
$\frac{1}{2}$	9.9	192.8
+3.25' on Pav.	10.29	<del>191.47</del> 192.47
do " "	10.54	192.22
+10.75 " "	10.94	191.82
$\frac{1}{2}$	10.8	191.9
cb.	10.7	192.0
S	10.7	192.0
	10.9	191.8

303.76

Watersworth Blvd

8

## SECTION Z

-5	12.5	190.2
S	12.2	190.5
cb.	12.3	190.4
+5	12.8	189.9
+6	14.1	188.6
$\frac{1}{2}$	13.0	189.7
+17.7' on Pav.	13.07	189.69
do " "	12.67	<del>189.09</del> 190.09
+9.77 " "	12.34	190.42
$\frac{1}{2}$	12.0	190.7
+5	12.3	190.4
+6	13.0	189.7
+7	12.4	190.3
cb.	11.9	190.8
N	11.5	191.2
+5	10.8	191.9

SECTION U +11' =  $\frac{1}{2}$  Gate Valve on South

cb + 5.7' = $\frac{1}{2}$ Gate Valve on Stem	5.19	196.57
0 + 00 = E.C. Page 1		
T.P.	2.42	192.53
	12.65	190.11
-5	4.4	188.1
N	3.4	189.1
cb.	3.6	188.9
+5	4.1	188.4
$\frac{1}{2}$	3.8	188.7



19253

+35' on Pav.	4.07	188.46
2 " "	4.27	188.25
+11.0' " "	4.83	187.70
4	4.6	187.9
+5	5.5	187.0
+6	4.4	188.1
cb.	3.9	188.6
S	3.5	189.0
+5	3.3	189.2
0+10.75'		
-5	3.9	188.6
S	4.3	188.2
cb.	4.8	187.7
+6	5.0	187.5
+7	6.0	186.5
4	5.1	187.4
+1.6 on Pav.	5.41	187.12
2 " "	4.88	187.65
+21' " "	4.70	187.83
4	4.5	188.0
cb.	4.1	188.4
N	3.9	188.6
+5	5.2	187.3
0+30.75'		
-10	6.4	186.1
-5'	6.6	185.9

19253

Chatsworth Bldg.

N	4.8	187.7
cb.	5.0	187.5
2	5.4	187.1
+34' on Pav.	5.77	186.76
2 " "	5.92	186.61
+10.9' " "	6.34	186.19
4	6.1	186.4
+5	6.7	185.8
+6	6.2	186.3
cb.	6.1	186.4
S	5.3	187.2
+5	6.3	186.2
0+50.75'		
-10'	9.1	183.4
S	6.6	185.9
cb.	6.7	185.8
+5	6.9	185.6
+7	7.4	185.1
2	6.8	185.7
+1.6 on Pav.	7.17	185.36
2 " "	6.80	185.73
+9.1' " "	6.73	185.80
4	6.3	186.2
cb.	6.0	186.5
N	6.4	186.3
+5	8.7	183.8



19253

+10		8.8	182.7
	0+70.75		
-10		9.8	182.7
-5		9.9	182.6
-2		7.1	185.4
N		7.1	185.4
cb		7.0	185.5
$\frac{1}{2}$		7.1	185.4
+3.3' on Pav.		7.42	185.11
$\frac{1}{2}$ " "		7.43	185.10
+10.8' " "		7.72	184.81
$\frac{1}{2}$		7.8	184.7
+5		8.2	184.3
+6		7.7	184.8
cb		7.6	184.9
S		7.3	185.2
+5		8.3	184.2
+10		11.4	181.1
+15		13.0	179.5
	0+90.75		
-20		15.3	177.2
-15		14.7	177.8
S		7.6	184.9
cb		8.0	184.5
+5		8.3	184.2
$\frac{1}{2}$		8.1	184.4

192.53

Watsworth Blvd.

10

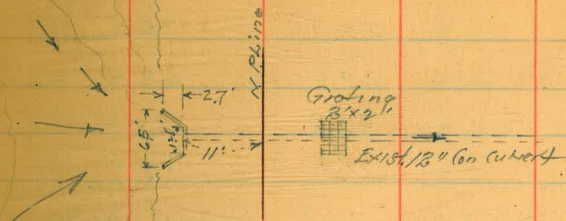
+1.7' on Pav.		8.25	184.28
$\frac{1}{2}$ " "		7.99	184.54
+9.2' " "		7.97	184.56
$\frac{1}{2}$		7.7	184.8
cb		7.2	185.3
N		7.0	185.5
+3		7.4	185.1
+10		10.8	181.7
+15		10.9	181.6
	1+0.2' Gate Valve		
-15		11.1	181.4
-10		11.0	181.5
-2		7.1	185.4
N		6.8	185.7
cb		7.4	185.1
+3		8.1	184.4
$\frac{1}{2}$		7.8	184.7
+3.3' on Pav.		8.25	184.28
$\frac{1}{2}$ " "		8.25	184.28
+10.8' " "		8.50	184.03
$\frac{1}{2}$		8.4	184.1
+5		8.3	184.2
+8'		11.3	181.2
+9.4' on Valve Stem.		10.47	181.06
+10		11.1	181.4
cb		8.7	183.8



cb 15'	7.7	184.8
S	8.0	184.5
+4'	9.1	183.4
+10'	12.6	179.9
+15'	15.0	177.5
+20'	19.3	173.2
+30'	22.9	169.6
	170.9	
-30'	23.0	169.5
-20'	21.5	171.0
-10'	17.0	175.5
S	15.1	177.4
+3'	7.9	184.6
+8'	7.6	184.9
cb.	15.1	177.4
+5'	15.1	177.4
+7'	9.2	183.3
$\frac{1}{2}$	8.8	183.7
+17' on Pav.	8.72	183.81
$\frac{1}{2}$ " "	8.37	184.16
+9.2 " "	8.37	184.16
$\frac{1}{4}$ " "	8.0	184.5
+9'	8.1	184.4
cb.	7.3	185.2
N	6.9	185.6
1v	7.1	185.4

+10	10.7	181.8
+15	10.2	182.3

This Section on E. Chatsworth Blvd is o.k. For Extension  
 1+12.45 = E. Ext. 12" Con. Chatsw. on North end  
 1+10.75 = " " " " " " " South "



-30'	10.8	181.7
-15'	11.6	180.9
-11' on Flow Line	12.45	180.04
-11" Top Hd. Wall	11.23	181.30
N	6.9	185.6
cb.	7.1	185.4
+5' = 2' x 2' Grating on top.	8.82	183.71
+5' = " " " " " " Flow Line	13.50	179.03
$\frac{1}{4}$	8.4	184.1
+23' on Paving	8.41	184.12
$\frac{1}{2}$ " "	8.41	184.12
+10.8 " "	8.81	183.72
$\frac{1}{2}$ " Apron Valley Gutter	9.04	182.49
+6 " " " " End.	10.12	182.41



192.53

+9		15.1	177.4	
cb.				
+6 = End Exist. 12' above Floor		17.08	174.45	
S		18.4	174.1	
+15'		22.0	170.5	
+35'		23.6	168.9	
+40		23.8	168.7	
+50		17.7	174.8	
T.P.	8.76	194.21	7.08	185.45
	+16			
-30'		18.6	173.6	
-20		17.5	176.7	
-19		20.5	173.7	
S		20.0	174.2	
cb.		17.0	177.2	
+5		17.0	177.2	
+8		11.5	182.7	
$\frac{1}{4}$		10.5	183.7	
+17' = Pv.		10.47	183.74	
$\frac{1}{2}$ " "		10.10	184.11	
+9.2' " "		10.16	184.05	
$\frac{1}{4}$		9.7	184.5	
+7'		9.7	184.5	
cb.		8.8	185.4	
N		8.5	185.7	
+10		12.6	181.6	

Nail in Header  
on South edge

1770.75

194.21

CHATS WIRTH BLVD

12

+20		12.6	181.6
	+21		
-20		12.6	181.6
-10'		13.2	181.0
N		8.6	185.6
cb.		8.8	185.4
+4		9.8	184.4
$\frac{1}{4}$		9.6	184.6
+33' on Pv.		10.10	184.11
$\frac{1}{2}$ " "		10.07	184.14
+10.8' " "		10.35	183.86
$\frac{1}{4}$		10.0	184.2
+5'		10.2	184.0
+10		15.0	179.2
cb.		11.4	182.8
+2		9.3	184.9
S		9.2	184.0
+15		16.0	178.2
+25		17.5	176.7
	+30.75		
-15		15.8	178.4
S		9.4	184.8
cb.		10.1	184.1
$\frac{1}{4}$		10.1	184.1
+18.5' on Pv.		10.13	184.08
$\frac{1}{4}$		9.90	184.31



1942/

+ 3.35 on Paving	9.95	184.26
7	9.4	184.8
cb.	8.9	185.3
N	8.4	185.8
+ 8'	13.1	181.2
+ 20'	12.7	181.5
1+50.75		
- 20	12.6	181.6
- 14'	12.7	181.5
- 3	8.6	185.6
N	8.5	185.7
cb.	8.4	185.8
7	8.9	185.3
+ 3.15 on Pav.	9.49	184.72
2 " "	9.35	184.86
+ 10.65 " "	9.53	184.68
7	9.5	184.7
cb.	9.3	184.9
S	9.1	185.1
+ 2	9.3	184.9
+ 15	14.7	179.5
1+70.75		
- 15	13.6	180.6
S	8.8	185.4
cb.	8.7	185.5
7	8.8	185.4

1942/

CHATS WORTH Bldg.

13

+ 1.7 on Paving	8.77	185.44
2 " "	8.63	185.58
+ 9.2 " "	8.75	185.46
7	8.2	186.0
cb.	8.2	186.0
N	8.3	185.9
+ 2	8.3	185.9
+ 12	11.9	182.3
+ 15	12.2	182.0
1+90.75		
- 15	11.3	182.9
- 10	11.1	183.1
- 2	7.3	186.9
N	7.3	186.9
cb.	7.1	187.1
7	7.6	186.6
+ 3.2 on Pav.	7.80	186.41
2 " "	7.65	186.56
+ 10.7 " "	7.80	186.41
7	7.8	186.4
cb.	7.7	186.5
S	7.8	186.4
+ 10	8.7	185.5
2+10.75		
- 5	7.2	187.0
8	6.9	187.3



19421

cb.	7.4	186.8
$\frac{1}{4}$	6.7	187.5
+1.8' on Pav.	6.63	187.58
$\frac{1}{2}$ " "	6.51	187.71
+9.3' "	6.65	187.56
$\frac{1}{4}$	6.9	187.3
+10	6.8	187.4
cb.	6.2	188.0
N	6.2	188.0
+2	6.2	188.0
+10	10.4	183.8
+15	9.8	184.4
	2+25	
-10	9.1	185.1
-2	5.4	188.8
N	5.4	188.8
cb.	5.5	188.7
+5	6.2	188.0
$\frac{1}{4}$	6.3	187.9
+3.2' on Pav.	5.80	188.41
$\frac{1}{2}$ " "	5.61	188.61
+10.7' "	5.79	188.42
$\frac{1}{4}$	5.8	188.4
cb.	6.3	187.9
S	5.8	188.4
+5	5.6	188.6

19421

CHATS WORTH BOND

14

	2+50		
-5'		4.2	190.0
S		4.3	189.9
+8		4.6	189.6
cb.		5.8	188.4
+5		4.6	189.6
$\frac{1}{4}$		4.3	189.9
+1.8' on Pav.		4.20	190.01
$\frac{1}{2}$ " "		4.07	190.14
+9.3' "		4.21	190.00
$\frac{1}{4}$		4.6	189.6
+7		4.6	189.6
cb.		4.0	190.2
N		3.7	190.5
+5		5.0	189.2
	2+75		
-5'		1.6	192.6
N		2.1	192.1
cb.		2.0	192.2
+3		3.3	190.9
+10		3.3	190.9
$\frac{1}{4}$		2.8	191.4
+3.2' on Av.		2.64	191.57
$\frac{1}{2}$ " "		2.53	191.68
+10.7' "		2.64	191.57
$\frac{1}{4}$		2.7	191.5



194.21

+7'		3.2	1910
+8		4.6	1896
cb.		3.1	1911
S		2.8	1914
+5		3.0	1912
T.P.	11.46 205.60	0.07	194.14
	3+25		
-5		11.5	1941
S		11.0	1946
cb.		11.3	1943
+2		12.5	1931
+5		11.6	1940
$\frac{1}{2}$		11.0	1946
+19' on Pav.		10.85	19475
$\frac{1}{2}$ " "		10.73	19487
+9.4 " "		10.85	19475
$\frac{1}{2}$		11.0	1946
+5		11.3	1943
+10		12.3	1933
cb.		10.7	1949
N		9.8	1958
+5		9.8	1958
	3+75		
-5'		6.3	1993
N		6.6	1990
cb.		7.3	1983

205.60

CHATS WORTH Blvd.

15

+5		9.3	1963
$\frac{1}{2}$		7.9	1977
+3' on Pav.		7.65	197.95
$\frac{1}{2}$ " "		7.52	19808
+10.5 " "		7.63	197.97
$\frac{1}{4}$		7.7	197.9
+10'		8.5	1971
cb.		8.0	1976
S		7.7	1979
+5		8.2	1974
	4+25		
-5'		5.3	2003
S		4.6	2010
cb.		4.8	2008
+2		5.7	1999
$\frac{1}{2}$		4.5	201.1
+2' on Pav.		4.47	20113
$\frac{1}{2}$ " "		4.35	201.25
+9.5 " "		4.53	20107
$\frac{1}{4}$		4.9	2007
+10		6.2	1994
cb.		4.3	2013
N		3.8	201.8
+5		3.8	2018
	4+77.5		
-5		2.0	2036



20560

N	1.5	204.1
cb.	1.6	204.0
+3'	2.7	202.9
+10'	2.9	202.7
$\frac{1}{4}$	2.1	203.5
+3' on Pav.	1.77	203.83 ✓
$\frac{1}{2}$ " "	1.67	203.93 ✓
+10.5''	1.79	203.81 ✓
$\frac{1}{2}$	1.8	203.8
+6	2.4	203.2
+10	3.5	202.1
cb.	2.0	203.6
S	1.7	203.9
+5'	1.8	203.8
T.P.	13.04	218.12
	0.52	205.08
	5+03.48 = P.C. Prop. Return on N	
-5'	11.9	206.2
S	11.9	206.2
cb.	12.5	205.6
+3	14.3	203.8
+6	12.9	205.2
$\frac{1}{4}$	12.4	205.7
+2' on Pav.	12.27	205.85 ✓
$\frac{1}{2}$ " "	12.15	205.97 ✓
+9.5''	12.30	205.82 ✓
$\frac{1}{4}$	12.8	205.3

21812

Chatsworth Blvd.

16

+10	13.7	204.4
cb.	12.3	205.8
N	12.0	206.1
+5	13.7	204.4
+10	13.9	204.2
	5+54.05 Prop.	
N	9.2	208.9
cb.	9.3	208.8
+5	10.1	208.0
$\frac{1}{4}$	9.9	208.2
+3' on Pav.	9.63	208.49
$\frac{1}{2}$ " "	9.45	208.67
+10.5''	9.47	208.65
$\frac{1}{4}$	9.5	208.6
+7	10.0	208.1
+10	11.3	206.8
cb.	9.4	208.7
S	9.0	209.1
+5	9.2	208.9
	5+79.22 cb.	
-5	7.7	210.4
S	7.6	210.5
cb.	7.9	210.2
+4'	9.6	208.5
+6	8.4	209.7
$\frac{1}{4}$	8.1	210.0



218.12

+2' on Pav.	8.10	210.02
1/2 " "	8.10	210.02
+9.5 " "	8.27	209.85
1/4	8.5	209.6
+5	9.0	209.1
cb.	8.3	209.8
N	8.3	209.8
	5+91.8	1/4
N	7.9	210.2
cb.	7.7	210.4
+5'	8.2	209.9
1/4	7.9	210.2
+3' on Pav.	7.63	210.49
1/2 " "	7.43	210.69
+10.5 " "	7.41	210.71
1/4	7.4	210.7
+10	8.0	210.1
cb.	7.4	210.7
S	6.8	211.3
+5	6.4	211.7
	6+04.38	1/4
-5	5.7	212.9
S	6.0	212.1
cb.	6.8	211.3
+4	7.5	210.6
1/4	6.8	211.3

218.12

Chatsworth Blvd

17

+2' on Pav.	6.84	<del>212.28</del> 211.28
1/2 " "	6.79	211.33
+9.5 " "	7.03	211.09
1/4	7.2	210.9
cb.	7.3	210.8
N	7.2	210.9
	6+16.96	1/4
N	6.9	211.2
cb.	7.2	210.9
+10	7.0	211.1
1/4	6.7	211.4
+3' on Pav.	6.47	211.65
1/2 " "	6.23	211.89
+10.5 " "	6.31	211.81
1/4	6.3	211.8
+5	6.5	211.6
+7	7.2	210.9
cb.	6.3	211.8
S	5.3	212.8
+2	4.4	213.7
15	4.3	213.8
	6+29.54	cb.
-5	3.3	214.8
-1	3.9	214.2
S	4.5	213.6
cb.	5.9	212.4



2/18.12

+3	62	211.9
+4	6.8	211.3
+5	6.0	212.1
$\frac{1}{4}$	5.7	212.4
+2' on Pav	5.76	212.36
2 " "	5.71	212.41
+9.5 " "	5.88	212.24
$\frac{1}{4}$	6.1	212.0
+6	6.7	211.4
cb.	6.6	211.5
N	6.2	211.9
	6+54.71 Prop	
N	5.0	213.1
+5	6.0	212.1
cb.	6.1	212.0
+6	6.0	212.1
+10	5.4	212.7
$\frac{1}{4}$	4.9	213.2
+3' on Pav	4.80	213.32
2 " "	4.62	213.50
+10.5 " "	4.74	213.38
$\frac{1}{4}$	4.7	213.4
+7	5.4	212.7
+10	5.8	212.3
cb.	4.6	213.5
5	3.4	14.7

2/18.12

Chatsworth Bldg

+1	1.8	216.3
+5	1.8	216.3
	6+74.47 = E.C. on N.B. Prep Return	
-5	0.3	217.8
-1	0.6	217.5
5	2.5	215.6
cb.	4.0	214.1
+3	4.8	213.3
+8	4.3	213.8
$\frac{1}{4}$	3.9	214.2
+2' on Pav.	3.89	214.23
2 " "	3.75	214.37
+9.5 " "	3.90	214.22
$\frac{1}{4}$	4.3	213.8
+5	4.7	213.4
+6	5.4	212.7
cb.	5.2	212.9
+5	5.0	213.1
N	4.5	213.6
+3	2.2	215.9
+5	2.3	215.8
	7+27.61	
-5	+0.2	218.3
-1	0.0	218.1
N	1.8	216.3
+5	2.7	215.4



218.13

cb.	3.1	2150
+6	3.5	2146
+8	2.5	2156
$\frac{1}{4}$	1.8	2163
+3' on Pav.	1.79	21633
$\frac{1}{2}$ " "	1.68	21644
+105' "	1.82	21630
$\frac{1}{4}$	1.9	2162
+7	2.6	2155
cb.	1.7	2164
S	1.1	2170
+1	+2.5	2206
+5	+3.5	2216
TP	8.37	22548
	7+80.75	1.01
		217.11
-5	2.7	2228
-1	2.7	2228
S	4.7	2208
+1	6.4	2191
cb.	7.4	2181
+5	8.1	2174
$\frac{1}{4}$	7.2	2183
+2' on Pav.	7.10	21838
$\frac{1}{2}$ " "	6.99	21849
+95' "	7.12	21836
$\frac{1}{4}$	7.3	218.2

22548

Chatsworth Blvd.

19

+4'	8.0	2175
+5	8.7	2168
cb.	8.5	2170
N.	7.6	217.9
+2	7.2	2183
+5	7.2	2183
	8+00.75	
-5	6.7	2188
-2	6.7	2188
N	7.0	2185
cb.	7.8	217.7
+6	8.0	2175
+7	7.2	2183
$\frac{1}{4}$	6.6	2189
+3' on Pav.	6.41	219.07
$\frac{1}{2}$ " "	6.25	219.23
+105' "	6.39	219.09
$\frac{1}{4}$	6.6	2189
+8	7.3	2182
+9	6.7	218.8
cb.	6.4	2191
+9	5.6	2199
S	2.7	2228
+1	1.3	2242
+5	1.0	2245
	8+20.75	



219.12  
225.48

	0.7	2248
-5	0.9	2246
-1	2.4	2231
S	4.7	2208
+1	6.0	2195
cb.	6.1	2194
+4	6.8	218.7
+5	5.9	2196
$\frac{1}{2}$	5.89	219.59
+2' on Pav.	5.75	219.73
$\frac{1}{2}$ " "	5.89	219.59
+9.5' " "	6.0	219.5
$\frac{1}{2}$	6.7	218.8
+4	7.3	218.2
+5	7.3	218.2
cb.	6.4	219.1
N	5.9	219.6
+2	5.7	219.8
+5		
	5.4	220.1
-5	5.4	220.1
-2	5.7	219.8
N	6.4	219.1
cb.	6.6	218.9
+5	5.7	219.8
$\frac{1}{2}$	5.56	219.92
+3' on Pav.		

8+40.75

225.48

Botsworth Blvd.

20

2' on Pav.	5.38	220.10
+10.5' " "	5.49	219.99
$\frac{1}{2}$	5.5	220.0
+7	6.1	219.4
cb.	5.5	220.0
+9'	4.5	221.0
S	1.5	224.0
+1	0.7	224.8
+5	0.5	225.0
	8+60.75	
-5	0.6	224.9
-1	0.8	224.7
S	1.7	223.8
+1	4.4	221.1
cb.	5.2	220.3
+5	5.7	219.8
$\frac{1}{2}$	5.3	220.2
+2' on Pav.	5.29	220.19
$\frac{1}{2}$ " "	5.17	220.31
+9.5' " "	5.32	220.16
$\frac{1}{2}$	5.4	220.1
+7	6.3	219.2
cb.	5.9	219.6
N	5.2	220.3
+2	4.5	221.0
+5	4.5	221.0



22548

8+80.75

-5	3.7	221 8
-2	3.7	221 8
N	4.8	220 7
cb.	5.6	219 9
+5	6.0	219 5
$\frac{1}{2}$	5.4	220 1
+3' on Pav.	5.40	220 08
$\frac{1}{2}$ " "	5.19	220 29
+105' " "	5.29	220 19
$\frac{1}{4}$	5.3	220 2
+5	5.7	219 8
cb.	5.4	220 1
+9	4.2	221 3
S	3.1	222 4
+1	1.7	223 8
+5	1.0	224 5
9+00.75		
-5	2.0	223 5
-1	2.4	223 1
S	3.2	222 3
+4	4.3	221 2
cb.	5.4	220 1
+7	6.1	219 4
$\frac{1}{4}$	5.1	219 8
+2' on Pav.	5.49	219 99

22548

Chatsworth Blvd

21

$\frac{1}{2}$ on Pav.	5.42	220 06
+25' " "	5.58	219 90
$\frac{1}{4}$	5.6	219 9
+7	6.2	219 3
cb.	5.6	219 9
N	4.9	220 6
+2	3.9	221 6
+5	3.5	222 0
9+20.75		
-2	4.2	221 3
N	5.1	220 4
+2	5.8	219 7
cb.	6.1	219 4
+5	6.9	218 6
$\frac{1}{4}$	6.0	219 5
+3' on Pav.	5.94	219 54
$\frac{1}{2}$ " "	5.79	219 69
+105' " "	5.86	219 62
$\frac{1}{2}$	6.0	219 5
+3	6.6	218 9
+9	6.6	218 9
cb.	5.9	219 6
+6	5.7	219 8
S	4.8	220 7
+2	3.1	222 4
9+40.75		



225.48

-2	3.6	221.9
S	3.5	220.0
+5	6.3	219.2
cb.	6.6	218.9
+5	7.4	218.1
+9	7.1	218.4
$\frac{1}{2}$	6.5	219.0
+2' on Pav.	6.36	219.12
L " "	6.34	219.14
+95' " "	6.49	218.99
$\frac{1}{2}$	6.7	218.8
+7	7.7	217.8
cb.	6.8	218.7
N	6.5	219.0
+2'	5.7	219.8
9+81.41 = E.C. Prop. Blument		
-2	7.8	217.7
N	8.0	217.5
cb.	8.4	217.1
+4	9.0	216.5
+9	8.8	216.7
$\frac{1}{2}$	8.3	217.2
+3' on Pav.	8.03	217.45
L " "	7.83	217.65
+105' on "	7.92	217.53
$\frac{1}{2}$	8.0	217.5

225.48

Chatsworth Blvd.

22

+7	8.3	217.2
cb.	8.0	217.5
S	7.0	218.5
+2	6.2	219.3
T.P.	2.57	219.67
at DelMAR Ave		
Prop. See Sketch for Location Parking on P-3		
-5	4.0	215.6
S	3.5	216.2
cb.	3.7	216.0
+4	4.2	215.4
$\frac{1}{2}$	4.0	215.7
S edge Parking	3.85	215.82
L on "	3.73	215.94
N edge "	3.87	215.80
$\frac{1}{2}$	4.0	215.6
cb.	4.5	215.1
N	4.6	215.0
cb.		
N	5.3	214.3
cb.	5.2	214.4
$\frac{1}{2}$	4.8	214.8
N edge Pav.	4.73	214.94
L " "	4.63	215.04
S " "	4.72	214.95
$\frac{1}{2}$	4.8	214.8
+8	5.1	214.6

on old Parking slot  
10' S. of h. of pc.  
Prop. Return 8/1/68  
Del-Mar. Chatsworth



219.67

cb.		4.3	2153
S		4.4	2152
+10		6.4	2132
	Section of Rt 5 to - "N.W. 1/4" Del. Mar		
-10		7.3	2123
S		5.0	2146
cb.		4.4	2152
+5		5.2	2144
1/2		5.2	2144
S edge Par.		5.15	21452
1/2	"	5.25	21462
N "	"	5.15	21452
1/2		5.2	2144
cb.		5.7	2140
N		5.9	213.7
	1/2 Del Mar		
N		6.2	2134
cb.		6.0	2136
1/2		5.6	2140
N edge Par.		5.52	21415
1/2	"	5.43	21424
S "	"	5.52	21415
1/2		5.5	2141
+2		4.9	2147
cb.		5.2	2144
S		5.4	214.2

219.67

Chatsworth Blvd.

23

+10		8.5	211.7
	E 1/2		
-10		9.4	2102
S		5.6	2140
cb.		5.5	2141
+10		5.2	2144
1/2		5.7	2139
S edge Par.		5.92	213.75
1/2	"	5.82	213.85
N "	"	5.96	213.71
1/2		6.0	2136
cb.		6.5	2131
N		6.9	212.7
	E. cb.		
N		6.5	2131
cb.		6.9	2127
+1		7.5	2121
1/2		6.8	2128
N edge Par.		6.60	21307
1/2	"	6.58	213.09
S "	"	6.60	21307
1/2		6.0	2136
+4		5.0	2146
cb.		6.0	2136
S		6.5	2131
+12		11.2	208.6







219 67

0 + 80

-5		7.1	212.5
N		6.6	213.0
cb.		6.9	212.8
+10		7.8	211.8
$\frac{1}{4}$		7.6	212.0
N edge	Prv.	7.77	211.90
$\frac{1}{2}$	"	7.72	211.95
S "	"	7.80	211.87
$\frac{1}{4}$		7.9	211.7
+8		8.5	211.1
cb.		8.0	211.6
S		8.3	211.3
+10		9.8	209.8

1 + 50

-10.		9.3	210.3
S		7.9	211.7
cb.		7.6	212.0
+5		7.9	211.7
$\frac{1}{2}$		7.4	212.2
S edge	Prv.	7.25	212.42
$\frac{1}{4}$	"	7.13	212.54
N "	"	7.18	212.49
$\frac{1}{2}$		7.2	212.4
cb.		6.9	212.7
N		6.5	213.1

219 67

Chatsworth BNY.

25

6.9 212.7

+5

2 + 00

-5		5.6	214.0
N		6.0	213.6
cb.		6.6	213.0
+8		7.1	212.5
$\frac{1}{4}$		6.9	212.7
N edge	Prv.	6.81	212.86
$\frac{1}{2}$	"	6.75	212.92
S "	"	6.85	212.82
$\frac{1}{4}$		7.0	212.6
+7		7.5	212.1
cb.		7.3	212.3
S		7.1	212.6
+5		7.4	212.2

2 + 40

-5		5.9	213.7
S		6.6	213.0
cb.		6.8	212.8
+5		7.2	212.4
$\frac{1}{4}$		6.6	213.0
S edge	Prv.	6.55	213.12
$\frac{1}{2}$	"	6.40	213.27
N "	"	6.50	213.17
$\frac{1}{4}$		6.8	212.8
+5		7.1	212.5



219.67

cb.	6.5	2131
+8	6.0	2136
N	5.4	2142
+1	4.9	2147
+5	4.6	2150
2+80 = NYC IN Exist. Paving		
-5'	3.3	2163
-3	3.2	2164
N	4.7	2150
+3	5.7	2139
cb.	6.3	2133
+6	6.7	2129
1/2	6.4	2132
N edge Pav.	6.25	21342
2	6.14	21353
S " "	6.25	21342
1/4	6.2	2134
+7	7.0	2126
+9	6.3	2133
cb.	6.5	2131
S	6.1	2136
+3	5.0	2146
+5	4.9	2147
3+00 = Brk		
-5	5.0	2146
-3	5.0	2146

219.67

Chatsworth Blvd.

26

S	5.9	2137
cb.	6.2	2134
+5	6.7	2129
1/2	6.2	2134
S edge Pav.	6.12	21355
2	6.00	21367
N " "	6.12	21355
1/2	6.2	2134
+6	6.6	2130
cb.	6.2	2134
+7	5.7	2139
N	4.8	2148
+3	3.5	2161
+5	3.4	2162
3+20		
-5	3.3	2163
-3	3.5	2161
N	5.0	2146
+2	5.7	2139
cb.	6.2	2134
+8	6.5	2131
1/2	6.2	2134
N edge Pav.	6.07	21360
2	5.95	21372
S " "	6.02	21365
1/2	6.1	2135



21967

+6	6.5	2131
+9	6.0	2136
cb.	6.1	2135
S	5.7	2140
+5	5.2	2144
3+40		
-5	5.2	2144
S	5.6	2140
cb.	5.9	2137
+3	5.9	2137
+6	6.5	2131
7	6.1	2135
S edge Pav.	6.14	21353
6	6.09	21358
N " "	6.17	21350
7	6.2	2134
+5'	6.6	2130
cb.	6.2	2134
+7	5.5	2141
N	5.0	2146
+3	3.5	2161
+5	3.4	2162
3+57.56 = 17.1 Δ to N. W. Pl. Coronado Ave		
N-5'	3.9	2157
N-3	3.9	2157
N	5.4	2142

21967

Chatsworth Blvd

cb.	6.2	2134 <sup>27</sup>
+5	7.0	2126
7	6.4	2132
N edge Pav.	6.30	21337
6	6.22	21345
S " "	6.31	21336
7	6.3	2133
+7	6.8	2128
+10	6.1	2135
cb.	6.1	2135
S	5.9	2137
+5	6.2	2134
N cb.		
-5	7.0	2126
S	6.6	2130
cb.	6.6	2130
+5	7.3	2123
7	6.8	2128
S edge Pav.	6.82	21285
6	6.73	21294
N " "	6.83	21284
7	6.9	2127
+8	7.6	2120
cb.	6.6	2130
N	6.2	2134
N 7		



219.67

N		6.2	213.4
cb.		7.1	212.5
+5		8.0	211.6
$\frac{1}{2}$		7.3	212.3
N edge	Prov.	7.23	212.44
$\frac{1}{2}$	"	7.12	212.55
S "	"	7.17	212.50
$\frac{1}{2}$		7.2	212.4
+8		7.8	211.8
cb.		7.2	212.4
S		7.0	212.6
+5		7.0	212.6
	$\frac{1}{2}$		
-5		7.2	212.4
S		7.5	212.1
cb.		7.5	212.1
+5		8.4	211.2
$\frac{1}{2}$		7.7	211.9
S edge	Prov.	7.54	212.13
$\frac{1}{2}$	"	7.44	212.23
N "	"	7.59	212.08
$\frac{1}{2}$		7.7	211.9
+6		8.5	211.1
cb.		7.4	212.2
N		7.1	212.5

E  $\frac{1}{2}$ 

219.67

Chatsworth Bluff

28

N		7.5	212.1
cb.		7.7	211.9
+5		8.6	211.0
$\frac{1}{2}$		8.2	211.4
N edge	Prov.	7.90	211.77
$\frac{1}{2}$	"	7.72	211.95
S "	"	7.87	211.80
$\frac{1}{2}$		8.0	211.6
+8		8.7	210.9
cb.		8.1	211.5
S		8.1	211.5
+5		8.0	211.6
	E cb.		
-5		8.7	210.9
S		8.9	210.7
cb.		9.0	210.6
+2		9.5	210.1
$\frac{1}{2}$		8.8	210.8
S edge	Prov.	8.67	211.00
$\frac{1}{2}$	"	8.58	211.09
N "	"	8.73	210.94
$\frac{1}{2}$		8.8	210.8
+8		9.8	209.8
cb.		8.8	210.8
N		8.6	211.0

E Prop



219.67

-5	9.0	210.6
N	9.1	210.5
cb.	9.4	210.2
+6	10.7	208.9
$\frac{1}{2}$	9.5	210.1
N edge Pav.	9.16	210.51
$\frac{1}{2}$ "	9.00	210.67
S " "	9.13	210.54
$\frac{1}{2}$	9.4	210.2
+8	10.6	209.0
+10	9.5	210.1
cb.	9.5	210.1
S	9.5	210.1
+5	8.9	210.7

P.C. N.E. Coronado Ave = 0+00 = EXC

-5	9.0	210.6
S	9.9	209.7
cb.	10.3	209.3
+2	10.6	209.0
+4	11.7	207.9
+9	10.6	209.0
$\frac{1}{2}$	10.1	209.5
S edge Paving	9.88	209.79
$\frac{1}{2}$ "	9.75	209.92
N " "	9.93	209.74
$\frac{1}{4}$	10.3	209.3

219.67

Batesworth Blvd

29

+7	11.7	208.0
cb.	10.1	209.5
N	9.8	209.8
+5	9.2	210.4
	0+50	
-5	11.6	
N	12.1	207.5
cb.	13.4	207.2
+5	14.0	205.6
$\frac{1}{2}$	12.4	207.2
N edge Paving	12.19	207.48
$\frac{1}{2}$ "	12.05	207.62
S " "	12.12	207.55
$\frac{1}{2}$	12.4	207.2
+5	12.8	206.8
+10	14.2	205.4
cb.	12.4	207.2
S	11.9	207.7
+2	11.4	208.2
+3	10.4	209.2
+5	10.2	209.4
T.P.	1.54	208.91
	1+00	
-5	1.3	207.6
S	3.1	205.8
cb.	3.7	205.2



208.91

+3		5.0	2039
+7		4.3	2046
$\frac{1}{4}$		3.7	2052
S edge paving		3.62	20529
$\frac{1}{2}$	"	3.55	20536
N "	"	3.68	20523
$\frac{1}{2}$		3.3	2050
+10		4.8	2041
cb.		4.0	2049
N		3.3	2056
+1		2.8	2061
+5		2.7	2062
	1452.6 - Beginning Exist Mark		12' cbs - Exist
			and curb on North
-5		5.7	2032
N		5.6	2033
+2		6.3	2026
+4.5 - top N.W. edge Mark		6.23	20268
cb.		6.4	2025
+2 - top Exist cb.		6.45	20246
+2 on gutter		7.2	2017
+8		6.6	2023
$\frac{1}{4}$		6.0	2029
N edge paving		6.19	20272
$\frac{1}{2}$	"	6.07	20284
S "	"	6.09	20182
$\frac{1}{4}$		6.2	2027

208.91

Batsworth Blvd  
30

+10		7.3	2016
+11		6.4	2025
cb.		6.1	2028
+8		5.7	2032
S		5.4	2035
+5		1.0	2079
+10		0.8	2081
	2700		
-10		1.8	2071
-5		3.0	2059
S		6.7	2022
+2		7.6	2013
cb.		7.7	2012
+3		8.1	2008
+4		9.4	1995
+7		8.7	2002
$\frac{1}{4}$		8.2	2007
S edge paving		8.27	20064
$\frac{1}{2}$	"	8.23	20068
N "	"	8.38	20053
$\frac{1}{4}$		8.4	2005
+4		8.4	2005
+10.5 Guts		9.4	1995
+10.5 top Exist cb.		8.77	20014
cb.		8.8	2001
N		8.8	2001



+5		8.6	2003
	2+49.26		
-5		11.5	1974
11		11.1	197.8
+4.5	= top Walk	10.98	197.93
cb.		11.2	197.7
+3'	= top East cb.	11.17	197.74
+2	Gutter.	11.8	197.1
+7		11.0	197.9
$\frac{1}{2}$		10.9	198.0
x1 edge Pav.		10.77	198.14
$\frac{1}{2}$	"	10.50	198.41
5	"	10.48	198.43
$\frac{1}{2}$		10.7	198.2
+9		10.9	198.0
+10		10.2	198.7
cb.		9.9	199.0
+8		9.2	199.7
5		7.7	201.2
+4		5.3	203.6
+10		4.5	204.4
T.P. B.M. BP.			
chk. on N.W. of Chatsworth - Dixon Pl.	11.21	197.70	
		127.67 = B.M.	
		6.93 = Error	

178 199.45

LEVELS N.W. of Returns

P.C. on cb. 176

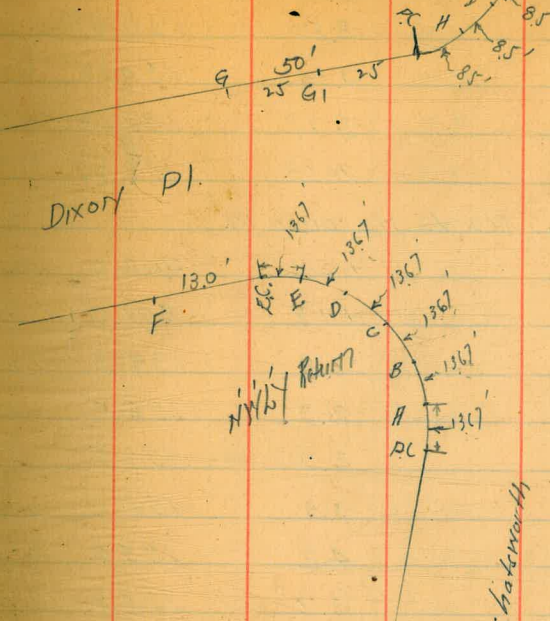
CHATSWORTH Blvd.

N.W. of Returns

EC

Blvd.

31



T  
199.45

A on cb.	2.20	197.25
B " "	2.50	196.95
C " "	2.83	196.62
D " "	3.13	196.32
E " "	3.33	196.12
EC " "	3.18	196.27
F " "	2.71	196.74

N.W. of Returns

G on top cb.	6.04	193.41
G1 " "	7.28	192.17



19945

PC. on cb	8.37	191.08
H " "	8.80	190.65
I " "	9.30	190.15
J " "	9.77	189.68
E.C. " "	10.18	188.27
Prop. P.A. to W. Dixon Pl.		
-10	+2.6	202.0
-5	+1.8	201.2
5	0.9	198.5
+3	2.9	196.5
cb.	2.9	196.5
+5	3.3	196.1
+6	4.2	195.2
7	3.7	195.7
S edge paving	3.53	195.92
2	3.53	195.92
N " "	3.75	195.70
7	3.8	195.6
cb.	4.5	194.9
N	4.8	194.6
W cb DIXON Pl.		
N	5.4	194.0
cb	5.0	194.4
+8	4.5	194.9
1/4	4.5	194.9
N Edge Paving	4.40	195.05

19945

HATS WORTH Blvd.

32

Φ Paving	4.20	195.25
S Edge Paving	4.17	195.28
1/6	4.3	195.1
+7	4.9	194.5
+8.	3.9	195.5
cb	3.8	195.6
+8	3.2	196.2
5	2.0	197.4
+3	+1.4	200.8
+10	+2.4	201.8
W 1/4		
-10	+0.4	199.8
-3	0.4	199.0
5	3.0	196.4
+3	4.6	194.8
cb	4.7	194.7
+4	5.8	193.6
1/4	5.1	194.3
S Edge Paving	4.90	194.55
Φ " "	4.88	194.57
N " "	5.10	194.35
1/4	5.2	194.2
+5	5.4	194.0
cb	6.0	193.4
N	6.2	193.2
Φ		



19945

	£		
N		7.0	1924
cb		6.8	1926
1/4		6.2	1932
N. Edge Pav.		5.89	19356
£	"	5.73	19372
S	"	5.70	19375
1/4		5.9	1935
+6		6.2	1932
+8		7.1	1923
cb		5.6	1938
+8		5.6	1938
S.		4.2	1952
+3		2.2	1972
+10		1.2	1984
	E 1/4		
-10		2.6	1968
-3		3.4	1960
S		5.1	1943
+2		6.4	1930
cb.		6.5	1929
+5		7.4	1920
1/4		6.7	1927
S edge Pav.		6.63	19282
£	"	6.60	19285
N	"	6.75	19270

19945

CHATS WORTH Bld  
33

1/4		7.1	1923
cb.		7.7	1917
N		8.2	1912
	E. cb.		
N		8.7	1907
cb.		8.8	1906
1/4		7.9	1915
N edge Pav.		7.69	19176
£	"	7.50	19195
S	"	7.57	19188
1/4		7.5	1919
+8		8.3	1911
+10		7.5	1919
cb.		7.5	1919
+9		7.3	1921
S		6.3	1931
+2		4.9	1945
+10		4.1	1953
	E. Prop.		
-10		6.1	1933
-1		7.0	1924
S		7.9	1915
cb.		8.2	1912
+3		8.1	1913
+4		9.1	1903
1/4		8.1	1913

Page 5



199.45

S edge	Pairing	8.50	190.95
d.	"	8.40	191.05
N "	"	8.60	190.85
$\frac{1}{2}$		8.8	190.6
cb.		10.2	189.2
N		9.1	190.3
3+87.67 = PC. N.E. Dixon Pl.			
N-5		9.8	189.6
N		9.9	189.6
+4.5 = N edge Walk		9.91	189.54
cb.		10.1	189.3
+2 = top Exist. cb.		10.19	189.26
+2 Gut.		11.0	188.4
$\frac{1}{4}$		9.6	189.8
N edge	Pair.	9.48	189.97
L	"	9.30	190.15
S "	"	9.39	190.06
$\frac{1}{4}$		9.3	190.1
+7		10.2	189.2
+10		8.7	190.7
cb.		8.7	190.7
S		8.8	190.6
+5		7.9	191.5
4+50			
-10		13.0	186.4
S		13.3	186.1

199.45

CHATS WORTH BLVD.

34

cb.		13.6	185.8	
+2		13.6	185.8	
+3		14.5	184.9	
+8		14.4	185.0	
+10		13.5	185.9	
$\frac{1}{2}$		13.5	185.9	
T.P.	1.72	188.46	12.71	186.74
S edge	Pairing	2.99	185.47	
L	"	2.92	185.54	
N "	"	3.00	185.46	
$\frac{1}{4}$		3.0	185.4	
+10.5		4.3	184.1	
+10.5 = top Exist. cb.		3.29	185.17	
cb.		3.2	185.2	
N		3.4	185.0	
+5		3.6	184.8	
5+00				
-5		6.3	182.1	
N		6.6	181.8	
cb.		6.7	181.7	
+2 = top cb.		6.70	181.76	
+2 Gut.		7.7	180.7	
$\frac{1}{2}$		6.7	181.7	
N edge	Pair.	6.65	181.81	
L	"	6.54	181.92	
S "	"	6.59	181.87	



188.46

1/2	7.1	1813
+5	7.2	1812
+7	6.3	1821
cb.	6.3	1821
S	6.3	1821
+2	6.5	1819
+4	7.7	1807
+10	7.8	1806

on Hedge Walk Ref - 7.81 18065

5+20.8 = End Road Walk on N = bag. on gutter 2.5' wide continuous to PG. 7/17/1941

Sta. 6+11

5+2306

-10	9.7	178.7
-4	9.5	178.9
S	7.8	1806
cb.	8.3	1801
+10	8.8	1796
1/2	8.6	1798
S edge passing	8.20	18026
1/2 "	8.02	18044
N " "	8.06	18040
1/2	8.0	1804
+8 on Gut.	8.96	17950
+10.5" "	9.17	17929
+10.5 top cb.	8.20	18026
cb.	8.2	1802
+5	8.0	1804

5+50

188.46

CHARTSWORTH

END  
35

-5	10.1	1783
N	9.8	1786
cb.	9.9	1785
+2 on cb.	9.86	17860
+2 " on Gut	10.82	17764
+4.5" " "	10.59	17787
1/2	9.8	1786
N edge Pass.	9.87	17859
1/2 "	9.74	17872
S " "	9.90	17856
1/2	10.3	1781
+2	10.7	1777
+5	10.1	1783
cb.	10.7	1777
S	10.0	1784
+8	12.3	1761
+10	12.4	1760
5+78.82 = brk		
-10	13.7	1747
-4	13.6	1748
S	12.1	1763
cb.	11.9	1765
+8	11.8	1766
+10	12.5	1759
1/2	12.0	1764
S edge passing	11.61	17685



188.46

2 on Paring	11.50	176.96
N edge "	11.63	176.83
1/4	11.6	176.8
+8 on Cont. cut	12.30	176.16
+10.5 " "	12.53	175.93
+10.5 on top cb.	11.55	176.91
cb.	11.6	176.8
N	11.2	177.2
+5	11.1	177.3
G+00		
-5	11.8	176.6
N	12.0	176.4
cb.	12.8	175.6
+2 top exist. cb.	12.86	175.60
T.P. 0.93 176.60	12.79	175.67
+2 on Gut	2.00	174.60
+4.5 " "	1.79	174.81
1/4	1.0	175.6
N edge Paring	1.07	175.57
2 "	0.89	175.71
S " "	1.02	175.58
1/4	1.5	175.1
+2	1.6	175.0
+1	1.2	175.4
cb.	1.5	175.1
S	1.1	175.5

176.60

CHATS WORTH Blvd.

+5	2.0	174.6	36
Stretch P-5			
G+31.5 - beginning	Full width	Par. From Sta	North
-5	2.5	174.1	
S	2.4	174.2	
cb.	2.6	174.0	
1/4	2.8	173.8	
S edge Par.	2.73	173.87	
2 "	2.57	174.03	
N " " From West	2.78	173.82	
1/4 on "	2.95	173.65	
+10.5 on Par.	3.60	173.00	
+10.5 top cb.	3.83	173.73	
cb.	2.8	173.8	
+5.5 on Hedge Walk	2.71	173.89	
N	2.0	174.4	
G+62.9 = Pt. A to Prop. W. Line Wildwood			
N on Par.	4.50	172.10	
cb. " "	4.50	172.10	
1/4 " "	4.26	172.34	
2 " "	4.12	172.48	
S edge Par.	4.26	172.34	
1/4	4.5	172.1	
+7	4.9	171.7	
cb.	4.1	172.5	
S	3.8	172.8	
+5	2.6	174.0	



176.60

M-cb

-5	1.1	175.5
S	4.2	172.4
cb.	4.9	172.2
+5	5.1	171.5
$\frac{1}{4}$	4.8	171.8
S edge Prv.	4.64	171.96
$\frac{1}{2}$ on "	4.56	172.04
$\frac{1}{4}$ " "	4.64	171.96
cb " "	4.87	171.77
N " "	4.82	171.78
M $\frac{1}{4}$		
N on Prv.	5.17	171.43
cb " "	5.25	171.35
$\frac{1}{4}$ " "	5.05	171.55
$\frac{1}{2}$ " "	4.93	171.67
S edge Prv.	5.03	171.57
$\frac{1}{4}$	5.2	171.4
cb.	5.1	171.5
+3	5.5	171.1
S	4.4	172.2
+2	3.8	172.8
+4	1.2	175.4
+10	1.0	175.6
L		
-5	1.5	175.1
S	4.9	171.7

176.60

CHASWORTH Blvd

37

+8	5.6	171.0
cb.	5.3	171.3
$\frac{1}{4}$	5.6	171.0
S edge Prv.	5.46	171.14
$\frac{1}{2}$ on "	5.33	171.27
$\frac{1}{4}$ on "	5.47	171.13
cb " "	5.67	170.93
N " "	5.57	171.03
E $\frac{1}{4}$		
N " "	6.07	170.53
cb " "	6.11	<del>169.49</del> 170.49
$\frac{1}{4}$ " "	5.89	170.71
$\frac{1}{2}$ " "	5.71	170.89
S edge Prv.	5.87	170.73
$\frac{1}{4}$	5.9	170.7
+8	5.7	170.9
S	5.0	171.6
+4	2.3	174.3
+5	2.1	174.5
E cb.		
-5	2.9	173.7
S	5.7	170.9
+5	6.3	170.3
cb.	6.1	170.5
+6	4.6	170.0
$\frac{1}{4}$	4.3	170.3



S edge Pav.	6.26	170.24
L on "	6.09	170.51
1/2 " "	6.33	170.27
cb. " "	6.70	169.90
N on Pav.	6.74	169.86
" " top cb.	6.15	170.45
E. Prop.		
N	6.4	170.2
cb. on cb. Returns	6.68	169.92
" " Pav.	7.31	168.29 <sup>169.29</sup>
1/2 " "	6.77	169.83
L " "	6.46	170.14
S edge "	6.63	169.97
1/2	6.7	169.9
+5	6.7	169.9
+7	7.3	169.3
+9	6.6	170.0
cb.	6.4	170.2
+9	6.3	170.3
S	6.0	170.6
+5	3A	173.2
Section A = Parallel to East - Culvert		
-11' on Flow 16" Culvert	12.72	167.88
S-5	7.8	
S	7.8	
cb.	7.5	

1/2	7.6	
S edge Paving	7.69	
L on "	7.38	
N edge <sup>Ship</sup> " From East	7.26	
1/2 on "	7.26	
+9.6 on Hd. Wall 1' East this Section	6.96	
+11.4 on Flow line 16" Culvert	9.22	167.38
+14.5 " Pav. at <sup>East</sup> cb. line	7.56	
+14.5 " cb.	6.84	169.76
cb.	6.8	
N	6.4	
T.P. on Hdwall 2.24	171.88	6.36 169.64
No Levels SECTION B Sketch P-5 = Approx. Paving P.C.		
Prop. P.C. P-6 = 78.78 E.E. 9' Line Wildwood		
-5	0.3	171.6
-6	1.1	170.8
N	3.3	168.6
cb.	3.8	168.1
+2 = top Exist cb.	3.82	168.06
+2 on Culvert	4.80	167.08
+4.5 " " "	4.55	167.33
1/2	4.2	167.7
+0.7 N edge Pav.	4.10	167.78
L " "	3.73	168.15
+9.9 S. " "	3.75	168.13
1/2	3.7	







+ 4	4.8	1671
cb.	4.9	1670
+ 2 = top East cb.	5.02	16686
+ 2 on Con. Gut.	6.00	16588
+ 4.5 " " "	5.84	16604
+ 10.10 on N edge Pav.	5.47	16641
$\frac{1}{4}$ " " "	5.42	16646
$\frac{1}{2}$ " " "	5.02	16686
+ 10 " S " "	4.89	16699
$\frac{1}{4}$	4.9	167.0
cb.	5.3	1665
S	5.1	166.8
+ 5	4.7	167.2
+ 10	7.8	1641.

## PART 3

- 10	6.8	1651
- 5	5.8	1661
S	5.8	166.1
cb.	5.9	1660
+ 5	6.4	1655
$\frac{1}{4}$	5.5	1664
+ 2.5 = S edge Pav.	5.55	16633
$\frac{1}{2}$ on " "	5.81	16607
$\frac{1}{4}$ " " "	6.27	16561
+ 2.4 " N " "	6.35	16553
+ 7.8 on Con. Gutter.	6.48	165.40

+ 10.3 on Gut.	6.65	16523
+ 10.3 " top cb.	5.69	166.19
cb.	5.5	1664
+ 3' = Sledge 4' Walk.	5.52	16636
+ 7	5.5	1664
N	3.7	1682
+ 4	0.9	171.0

## PART 4

N-4	1.9	1700
N	4.8	167.1
cb.	6.5	1654
+ 4.5 = Face East cb.	6.65	16523
+ 4.5 on Con. Gut.	7.58	16430
+ 7 " " "	7.39	<del>163.42</del> 164A9
+ 11.6 " N edge Pav.	7.12	16476
$\frac{1}{2}$ on " "	7.12	16476
$\frac{1}{2}$ " " "	6.76	16512
+ 10' " S " "	6.46	16542
$\frac{1}{4}$	6.5	1654
+ 3	6.5	1654
+ 10	7.6	1643
cb.	6.8	1651
S	6.8	1651
+ 5	5.5	1664
- 5	3.6	168.3

PART 5 = E.C. = 0+00



17188

S	4.6	1673
+4	7.6	1643
cb.	7.8	1641
+2	7.8	1641
+4	8.5	1634
$\frac{1}{2}$	7.8	1641
+2.4 on S edge Pav.	7.62	16426
$\frac{1}{2}$ " " "	7.83	16405
+107 M " "	8.17	16371
$\frac{1}{2}$	8.2	1637
+4 on Con Gut.	8.36	16352
+65 " " "	8.56	16332
+65 " top ch.	7.60	16428
cb.	7.5	1644
+8	6.5	1654
N	5.2	1667
+3	2.6	1693
0+56.67 = P.C. Prop. Ret. on N		
N	9.1	1628
+3	10.0	1619
cb.	10.3	1616
+53 = top Exist. ch.	10.40	16148
+5.5 on Con Gut.	11.13	16075
$\frac{1}{4}$ " Pav.	10.91	16097
+25 " N edge Pav. From West.	10.78	16110
$\frac{1}{2}$ " " "	10.69	16119

17188

Chatsworth Blvd

41

$\frac{1}{2} + 10 =$ S edge Parking	10.64	16124
$\frac{1}{4}$	10.8	1611
+10	11.6	1603
+11	10.8	1611
cb.	10.8	1611
+6	10.6	1613
S	8.8	1630
+1	6.9	1650
+5	6.9	1650
0+68.20 = WBY Bridge Road 10' cbs 10' 46		
-5	8.0	1639
-1	8.0	1639
S	9.5	1624
+3	11.4	1605
cb.	11.5	1604
+3	12.6	1593
$\frac{1}{4}$	11.8	1601
+2.4 = S edge Pav.	11.46	16042
$\frac{1}{2}$ on " "	11.48	16040
$\frac{1}{4}$ " " "	11.57	16031
+115 " " "	11.85	16003
+115 " cb.	11.17	16071
cb. on Walk	11.15	16073
N " "	10.95	16093
N <sup>11.0</sup> on cb. P.C.		
	11.37	16051



N-11.0' on Gut. on Pav. at cb.P.C.	11.90	1600
N on Pav.	12.36	159.52
cb. " "	12.50	159.38
$\frac{1}{4}$ " "	12.54	159.54
$\frac{1}{2}$ " "	12.33	159.55
+10' on Sedge Pav.	12.32	159.56
$\frac{1}{4}$	12.4	159.5
+10	12.7	159.2
cb.	12.3	159.6
+8	12.3	159.6
S	11.2	160.7
+11	9.6	162.3
+5	9.6	162.3
T.P. 1.35 160.89	12.34	159.54
N $\frac{1}{2}$		
-5	0.8	160.1
S	1.1	159.8
+2	2.2	158.7
cb.	2.0	158.9
+5	2.9	158.0
$\frac{1}{4}$	2.4	158.5
+25 on Sedge Pav.	2.12	158.77
$\frac{1}{2}$ " "	2.00	158.89
$\frac{1}{4}$ " "	2.17	158.72
cb. " "	2.33	158.56
N " "	2.00	158.89

E Ridge Rd.		
N on Paving	2.63	158.26
cb. " "	3.16	157.73
$\frac{1}{4}$ " "	2.96	157.93
$\frac{1}{2}$ " "	2.82	158.07
+10.1 S edge Pav.	2.94	157.95
$\frac{1}{4}$	3.1	157.8
+5	3.4	157.5
cb.	2.7	158.2
S	3.2	157.7
+5	3.1	157.8
E $\frac{1}{4}$ Ridge Road		
-5	5.2	155.7
S	4.5	156.4
+5	3.8	157.1
cb.	3.7	157.2
+3	4.4	156.5
$\frac{1}{4}$	4.0	156.9
+2.5 on Pav.	3.80	157.09
$\frac{1}{2}$ " "	3.69	157.20
$\frac{1}{4}$ " "	3.87	157.02
cb. " "	3.97	156.92
N " "	3.26	157.63
E cb.		
N-10' on cb.P.C.	3.93	157.96
N-10' on Pav. at cb.P.C.	2.30	158.59

1.8.96  
 (?)



N on Paring	3.80	157.09
cb. " "	4.60	156.29
$\frac{1}{2}$ " "	4.65	156.24
$\frac{1}{2}$ " "	4.53	156.36
+10' on Sedge Par.	4.62	156.27
$\frac{1}{2}$	4.8	156.1
+3	5.1	155.8
cb.	4.7	156.2
S	5.4	155.5
+5	6.0	154.9

E. to 1120 Ridge Road = 1+28.4

-5	5.4	155.5
S	5.4	155.5
cb	5.3	154.6
+8	5.9	155.0
$\frac{1}{2}$	5.7	155.2
2.5' = Sedge Par.	5.48	155.41
$\frac{1}{2}$ on "	5.33	155.50
$\frac{1}{2}$ " "	5.53	155.36
+6 " "	5.53	155.36
+117 " " at cb.	5.27	155.62
+117 " cb.	4.54	156.35
cb. " Walk	4.44	156.45
N " "	3.56	157.93

1+37.82

11-5 2.2 168.7

1/	3.2	157.7
+5	4.7	156.2
cb. on Walk	5.20	155.69
+4.2' top Exist. cb.	5.66	155.23
+4.2' Par.	6.41	154.48
$\frac{1}{2}$ on "	6.29	154.60
6.6 " " 5' East this Section	6.76	154.13
$\frac{1}{2}$ on Par.	6.17	154.62
7.10 " Sedge Par.	6.27	154.62
$\frac{1}{2}$	6.5	154.4
+3	6.9	154.0
cb.	6.1	154.8
S	6.2	154.7
+5	6.3	154.6

1+50

-5	7.5	153.4
S	7.1	153.8
cb.	7.2	153.7
+8	8.2	152.7
$\frac{1}{2}$	7.6	153.3
+7.5' on Sedge Par.	7.30	153.59
$\frac{1}{2}$ " " "	7.17	153.72
+10 " " " "	7.34	153.54
$\frac{1}{2}$	7.6	153.3
cb.	6.4	154.5
+0.7' on Sedge Walk	6.35	154.57



+4.9' on	6.10	154.79
N	5.0	155.9
+5	2.4	158.5
Z+100		
-5	6.7	154.2
N	9.3	151.6
+5.0' on N edge Walk	10.54	150.35
+9.0 " S " "	10.64	150.25
cb.	10.6	150.3
+5	11.7	149.2
$\frac{1}{2}$	11.5	149.4
+2.5 = N edge Pav.	11.54	149.36
$\frac{1}{2}$ on "	11.44	149.45
+10' " S " "	11.44	149.45
$\frac{1}{2}$	11.9	149.0
+5	12.5	148.4
+10	12.0	148.9
cb.	11.5	149.4
S	11.6	149.3
+10	16.6	144.3
T.P.	1.79	150.03
Station on N line. Also end of East 4' Walk on North	12.65	148.24
Z+48.04 = $\Delta$ 20.51' 30" Lt. Section on Bisector.		
-10	9.2	146.8
S	4.9	145.1
cb.	5.0	145.0
+7	5.9	144.1

$\frac{1}{2}$	5.0	145.0
+2.9' on S edge Pav.	4.61	145.42
$\frac{1}{2}$ " " "	4.53	145.50
+10.5 " N " "	4.73	145.30
$\frac{1}{2}$	4.8	145.2
+8	4.6	145.4
+10	3.7	146.3
cb.	3.6	146.4
+1.5 = S edge 4' Walk	3.74	146.29
+5.5 = N " " "	3.65	146.38
N	1.8	148.2
+5	+0.3	150.3
Z+77.66 = N line Station = Brk. in Paving		
-5	4.5	145.5
N	5.5	144.5
cb.	6.5	143.5
+3	6.5	143.5
+1	7.2	142.8
$\frac{1}{2}$	7.0	143.0
+2.2 on N edge Pav.	7.09	142.94
$\frac{1}{2}$ " " "	6.94	143.09
+9.8 " S " "	7.01	143.02
$\frac{1}{2}$	7.4	142.6
+9	8.1	141.9
cb.	7.2	142.8
S	7.4	142.6



S+10'		10.9	1391
	3+00		
-10'		11.9	1381
S		9.0	1410
cb.		9.2	1408
+5		9.6	1404
$\frac{7}{4}$		9.1	1409
+24' = S edge Pav.		8.72	14131
$\frac{7}{4}$ on "		8.53	14150
+10.2' N " "		8.65	14138
$\frac{7}{4}$		8.8	1412
+9		8.9	1411
cb.		8.3	1417
N		7.9	1421
+5		7.2	1428
	3+21.4 = Beginning East. 6" cb. on N. ✓		<u>Poor Material</u>
-5		8.6	141.4
N		9.5	1405
cb.		9.8	1402
+4' = top Exist cb		9.87	14016
+4 on dirt Gut		10.5	1395
$\frac{7}{4}$		10.0	1400
+24' on N edge Pav.		10.09	13994
$\frac{7}{4}$ " " "		10.00	14003
+10.2' S " "		10.11	13992
$\frac{7}{4}$		10.5	1395

cb.		10.6	1394
S		10.6	1394
+5		12.1	137.9
	3+50		
-5'		12.9	137.1
S		12.2	137.8
cb.		12.4	137.6
+2		13.7	136.3
$\frac{7}{4}$		12.5	137.5
+25' = S edge Pav.		12.14	137.89
$\frac{7}{4}$ on " "		12.02	138.01
+10' N " " "		12.05	137.98
$\frac{7}{4}$		12.1	137.9
+8.5 on Exist cb.		11.91	139.12 <sup>138.12</sup>
cb.		11.8	138.2
N		11.4	138.6
+5		10.5	139.5
	3+72.86 = N.L. Sta. = N.L. FRANKTON 15' S. <sup>10' chs</sup> <sub>3' ch</sub> <sup>on top of 10' chs</sup>		
T.P. on 8.17 0.07	138.96	11.14	138.89 ✓
N. on 8.17	135.89	2.53	136.43
cb. " "	135.52	2.4	136.5
+3.2' on cb. Returns on Curve		2.30	136.66
+3.7' " " on Parking		3.07	135.89
$\frac{7}{4}$ on Pav.		2.44	135.52
+2.5' " "		2.33	136.63
$\frac{7}{4}$ " "		2.32	136.64

Sketch Page 29



+10' on S edge Pav.	2.58	136.38
$\frac{1}{2}$	2.8	136.1
+10	3.2	135.7
cb.	2.9	136.0
S	2.7	136.2
+5	3.0	135.9
N cb.		
-5	3.4	135.9
cb. S	3.1	135.8
cb.	3.5	135.4
$\frac{1}{2}$	3.3	135.6
+2.5' S edge Pav.	3.06	135.90
$\frac{1}{2}$ on "	2.83	136.13
$\frac{1}{2}$ " "	2.90	136.06
cb. " "	3.36	135.60
N " "	3.39	135.60
N on cb.	2.83	136.13
+15 " "	2.08	136.88
+15 " Pav.	2.73	136.23
cb. PC. at A <sup>(Sketch)</sup> on cb.	1.89	137.07
N $\frac{1}{2}$		
N on Pav.	3.59	135.37
cb. " "	3.81	135.15
$\frac{1}{2}$ " "	3.63	135.33
$\frac{1}{2}$ " "	3.50	135.46
+10' S edge Pav.	3.68	135.28

$\frac{1}{2}$	4.0	134.9
+10	4.4	134.5
cb.	3.8	135.1
S	3.6	135.3
+5	3.6	135.3
$\frac{1}{2}$		
-5	5.1	133.8
S	5.1	133.8
cb.	4.4	134.5
+3	5.1	133.8
$\frac{1}{2}$	4.6	134.3
+2.4' S edge Pav.	4.34	134.62
$\frac{1}{2}$ on "	4.16	134.80
$\frac{1}{2}$ " "	4.30	134.66
cb. " "	4.35	134.61
N " "	3.95	135.01
N on cb. on Park Way	3.56	135.40
E $\frac{1}{2}$		
N on Pav.	4.60	134.36
cb. " "	4.98	133.98
$\frac{1}{2}$ " "	5.07	133.89
$\frac{1}{2}$ " "	4.83	134.13
+10' S edge Pav.	4.97	133.99
$\frac{1}{2}$	5.3	133.6
+4	5.8	133.1
cb.	5.3	133.6



S		5.4	1335
+5		5.3	1336
	E. cb.		
-5'		6.2	1327
S		6.2	1327
cb.		5.9	1330
+4		6.9	1320
+8		6.7	1322
$\frac{1}{2}$		6.1	1328
+2.5' = S edge Pav.		5.64	13332
$\frac{1}{2}$ on "		5.55	13341
$\frac{1}{4}$ " "		5.74	13322
cb. " "		5.73	13323
N " "		5.53	13343
N " cb.		4.90	13406
+10 " "		4.41	13455
+10 " Pav.		5.05	13391
	4+52.89 = N. Station = Lake Washington		
N		4.94	13402
cb. on Walk		5.45	13351
+34 " cb. on Return		5.64	13332
+34 " Pav.		6.38	13258
$\frac{1}{2}$		6.4	1325
+25 on Pav.		6.27	13269
$\frac{1}{2}$ " "		6.08	13288
+10 " S edge Pav.		6.60	13236

$\frac{1}{2}$		6.6	1323
+10		7.6	1313
cb.		6.5	1324
S		7.1	1318
+5		7.1	1318
	5+00		
-5'		10.2	1287
S		9.6	1293
cb.		10.0	1289
+3		10.7	1282
+6		10.4	1285
$\frac{1}{2}$		9.5	1294
+2.5' = S edge Pav.		9.17	12979
$\frac{1}{2}$ on "		9.11	12985
+10' " " "		9.24	12972
$\frac{1}{2}$		9.0	1299
+5.5' = S edge Cor gutter.		9.26	12970
+8.5' = on " " at cb. line		9.54	12942
+8.5' " cb.		8.81	13015
cb.		8.9	1300
N		8.4	1305
+5		8.1	1308
	5+26.12 = Brk. in Paving		
$\frac{1}{2}$		8.9	1300
N		9.7	1292
+6		10.5	1284



128.96

cb		10.5	128.4
+4' on top cb.		10.41	128.55
+4 " Con. Gut.		11.24	127.72
+7 " " "		11.08	127.88
$\frac{1}{4}$		10.8	128.1
+2.5' = N edge Pav.		10.84	128.12
$\frac{1}{2}$ on "		10.72	128.24
+10 " S " "		10.89	128.07
$\frac{1}{4}$		11.2	127.7
+10		12.3	126.6
cb.		11.7	127.2
S		11.7	127.2
+5		12.0	126.9
T.P.	1.68	128.23	124.1
	5+56.20 = Hwy Lane Macouly at 10' elev 75' to		
-5		3.2	125.0
S		3.0	125.2
cb.		2.8	125.4
+4		3.9	124.3
$\frac{1}{4}$		2.6	125.6
+2.5' S edge Pav.		1.99	126.34
$\frac{1}{2}$ on "		1.84	126.39
+10 " N " "		1.98	126.25
$\frac{1}{4}$		1.8	126.4
+5.5' = S edge Con. Gut.		2.26	125.97
+8.5' = Gut. at cb. Lane		2.41	125.82

128.23

48

+8.5' on cb.		1.67	126.56
cb.		1.6	126.6
+6		1.5	126.7
N		0.5	127.5
			N cb.
N		1.1	127.1
+5		2.1	126.1
cb.		2.2	126.0
+4 on cb.		2.28	125.95
+4 " Con. Gut.		3.03	125.20
+7 " " "		2.97	125.26
$\frac{1}{4}$		2.9	125.8
+2.5' on N edge Pav.		2.57	125.66
$\frac{1}{2}$ " "		2.41	125.82
+10 " S " "		2.53	125.70
$\frac{1}{4}$		2.9	125.3
cb.		4.6	123.6
S		4.1	124.1
			N $\frac{1}{4}$
S		4.7	123.5
$\frac{1}{4}$		4.6	123.6
$\frac{1}{4}$		3.2	125.0
+2.5' on Pav.		3.03	125.20
$\frac{1}{2}$		2.89	125.34
+10 " " "		3.01	125.22
$\frac{1}{4}$		3.0	125.2



12823

+4.5 on Con Gut	3.40	124 8
+8.5 " " "	3.67	124 56
+8.5 on cb.	2.76	125 47
cb.	2.7	125 5
+5	2.5	125 7
N	1.6	126 6
5-178 <sup>2</sup> Beginning Walk on N	<sup>N-400 Walk</sup> 5 " " 2.91 3.04	
E. M. C. H. U. L. Y.		
N	2.2	126 0
+4 on Walk	3.07	125 16
cb.	3.2	125 0
+4 on cb.	3.30	124 93
+4 " Gut.	4.25	123 98
+9 " "	3.78	124 45
z	3.3	124 9
+2.5 on Pav.	3.44	124 79
z " "	3.32	124 91
+10 " "	3.45	124 78
z	3.7	124 5
cb.	4.4	123 8
S	4.8	123 4
L. z		
S	5.2	123 0
cb.	4.8	123 4
z	4.1	124 1
+2.5 on Pav.	3.84	124 39

12873

49

z on Pav.	3.72	124.51
+10 " "	3.90	124 33
z	4.0	124.2
+8.5 on Gut. <sup>100%</sup>	4.31	123.92
+8.5 " Con. Gut	4.78	123 45
+8.5 " cb.	3.81	124 42
cb.	3.8	124 4
+6	3.5	124 7
N	2.7	125 5
N	3.5	124 7
cb.	4.4	124 0
+4 on cb.	4.29	123 94
+2 " Gut.	5.28	122 95
+9 " "	4.80	123 43
z	4.3	123 9
+2.5 on Pav.	4.34	123 89
z " "	4.16	124 07
+10 " "	4.25	123 98
z	4.4	123 8
cb.	5.3	122 9
+5	5.5	122 7
S	4.0	123 8
E. L.		
S	4.4	123 8
+2.5 on Sedge Walk	4.50	123.73



+7.5 on Walk	463	123 60
cb. on cb.	470	123 53
cut.	565	122 58
+3'	545	122 78
$\frac{1}{4}$	5.2	123 0
+2.5 on Pav	479	123 44
do " "	473	123 50
+10 " "	488	123 35
$\frac{1}{4}$	51	123 1
+3.5 on cut	548	122 75
+8.8 " "	595	122 28
+2.5 on cb	497	123 26
cb.	50	123 2
+1 on Walk	486	123 36
+6 " "	474	123 49
$\frac{1}{4}$	4.6	123 6
chk. on B.M. P. Locusta Scholastica	10.20	118.03

118.02 = B.M. ✓

0.01 = Error

Cross Sections Cont P-73



Walker  
 1120 Blms.  
 DuBois  
 McHeen  
 2-27-30

CROSS SECTION ORCHARD St. 80' wide 20' deep  
 From ELY line Catalina Blvd, 10' 45"  
 to Chatsworth Blvd.

454 20104  
 SECTION H

196.50

SM. 80'  
 Catalina  
 10' 45" ✓

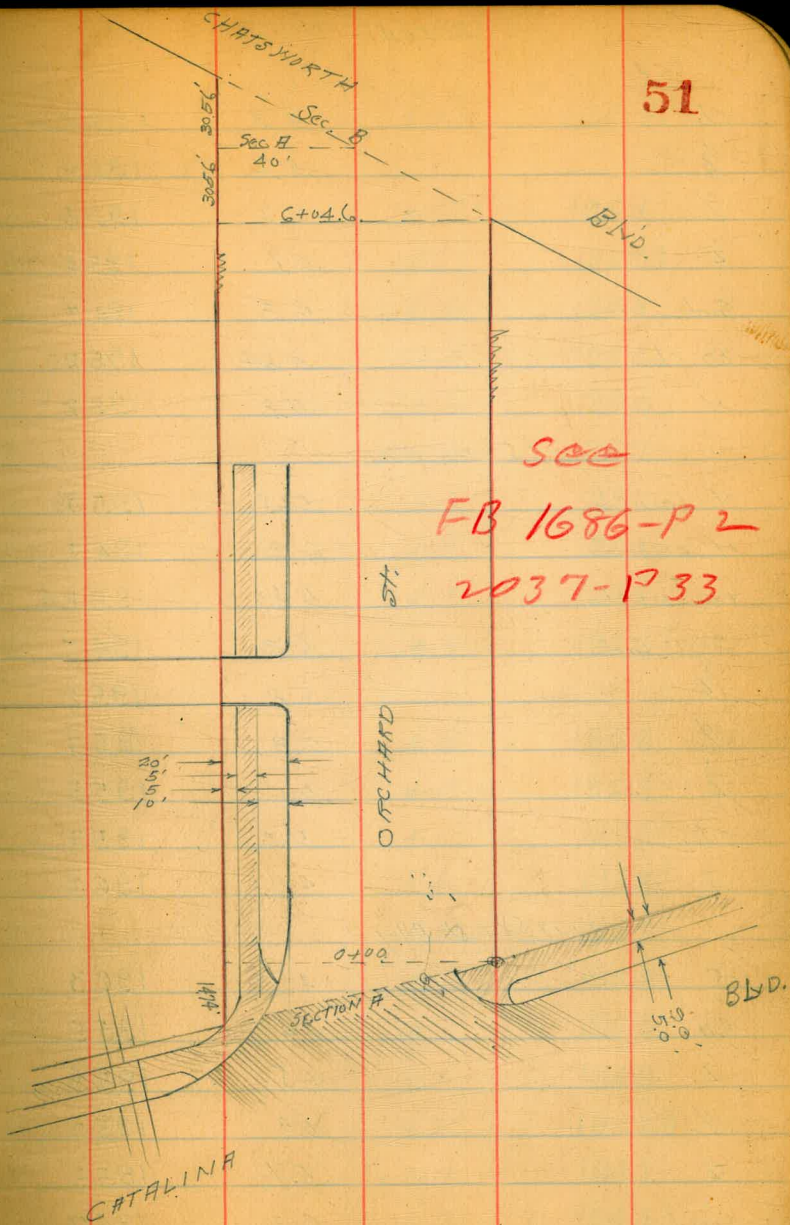
S on Walk	4.41	196.63
+15' on cb.	4.65	196.39
+15' " Paving	5.33	195.71
cb. " "	5.39	195.65
7/8 " "	5.48	195.56
2 " "	5.66	195.38
7/8 " "	6.00	195.04
cb " "	6.37	194.67
+5.2' " at cb. Return	6.57	194.47
+5.6' on cb.	5.94	195.10
N	6.0	195.0

0+00

N	6.1	194.9
+19.4' on cb Return	6.87	195.17
Gut.	6.2	194.8
cb	6.7	194.8
7/8	5.8	195.2
2	5.4	195.6
7/8	5.4	195.6
cb.	5.3	195.7
+5	4.5	196.5
S	4.41	196.63

0+50

Plotted 3-19-30  
 CBH





cb.	5.3	1957
$\frac{1}{2}$	5.2	1958
$\frac{1}{2}$	5.2	1958
$\frac{1}{4}$	5.6	1954
Gut.	6.3	1947
on cb.	5.84	19520
N	5.8	1952
1402.55 = 116. Alley		
N on cb.	5.65	19539
N on Gut	6.3	1947
cb. on cb.	5.80	19524
" " Gut	6.3	1947
$\frac{1}{2}$	5.8	1952
$\frac{1}{2}$	5.3	1957
$\frac{1}{2}$	5.5	1955
cb.	5.3	1957
S	9.7	1963
1+17.55 = 0.6 Alley		
S	4.7	1963
cb.	5.5	1955
$\frac{1}{2}$	5.5	1955
$\frac{1}{2}$	5.3	1957
$\frac{1}{2}$	5.7	1953
Gut	6.3	1947
on cb.	5.69	19535
N " "	5.44	19560

N on Gut	6.3	1947
1450		
N	5.6	1954
on cb.	5.65	19539
Gut.	6.2	1948
$\frac{1}{2}$	5.5	1955
$\frac{1}{2}$	5.0	1960
$\frac{1}{2}$	5.3	1957
cb.	5.9	1951
+4	4.7	1963
S	4.7	1963
+5	4.9	1961
2+100		
-5	4.8	1962
S	4.5	1965
+16	4.8	1962
cb.	5.7	1953
$\frac{1}{2}$	5.3	1957
$\frac{1}{2}$	5.2	1958
$\frac{1}{2}$	5.5	1955
Gut.	6.1	1949
N top cb	5.75	19529
N	6.3	1947
+5	6.7	1943
2+40.95 = End Exist. cb. + 116. Alley on N		
-5	7.3	1937



20104

N			6.6	1944
+5' on Walk			5.2	1954
+10 " "			5.8	1953
cb.			5.79	19525
Gut.			6.6	1944
$\frac{1}{4}$			5.8	1952
$\frac{1}{4}$			5.6	1954
$\frac{1}{4}$			5.6	1954
cb.			5.5	1955
S			4.9	1961
+5			4.9	1961
T.P.	13.62	208.15	6.51	19453
	2+50			
-5			12.0	1961
S			12.2	1959
+15			13.0	1951
cb.			12.7	1954
$\frac{1}{4}$			12.9	1952
$\frac{1}{4}$			12.8	1953
$\frac{1}{4}$			13.3	1948
cb.			13.7	1944
N			15.0	1931
+5			15.8	1923
	2+75			
-5'			14.8	1933
N			14.8	1933

Twp Pipe  
opp. Ebd Walk

20815

53

+15			14.6	1935
cb.			14.0	1941
$\frac{1}{4}$			13.9	1947
$\frac{1}{4}$			13.1	1950
$\frac{1}{4}$			13.0	1951
cb.			12.3	1958
S			11.2	1969
+5			11.1	1970
	3+00			
-5			10.3	1978
S			10.7	1974
cb.			11.2	1969
$\frac{1}{4}$			12.0	1961
$\frac{1}{4}$			12.2	1959
$\frac{1}{4}$			12.4	1957
cb.			13.0	1951
N			13.7	1944
+5			13.9	1942
	3+50			
-5			10.6	1975
N			10.6	1975
cb.			10.3	1978
$\frac{1}{4}$			9.8	1983
$\frac{1}{4}$			9.2	1989
$\frac{1}{4}$			9.4	1987
cb.			8.8	1993



20815

cb +10	9.0	1991
U	7.8	2003
+5	7.8	2003
4+00		
-5	6.2	2019
U	6.4	2017
cb.	6.6	2015
$\frac{1}{2}$	7.2	2009
$\frac{1}{2}$	7.1	2010
$\frac{1}{2}$	6.9	2012
cb.	7.4	2007
+10	8.4	1997
N	7.9	2002
+5	7.9	2002
4+50		
-5	5.9	2022
N	6.1	2020
cb	5.9	2022
$\frac{1}{2}$	5.3	2028
$\frac{1}{2}$	5.0	2031
$\frac{1}{2}$	5.4	2027
cb.	4.9	2032
U	4.7	2034
+5'	4.7	2034
5+00		
-5	3.2	2029

208.15

54

U	5.0	2031
cb.	4.4	2037
$\frac{1}{2}$	4.3	2038
$\frac{1}{2}$	3.7	2044
$\frac{1}{2}$	3.6	2045
cb.	4.0	2041
N	4.3	2038
+5	3.8	2043
5+50		
-5	3.0	2051
N	2.7	2054
cb.	2.8	2053
$\frac{1}{2}$	2.5	2056
$\frac{1}{2}$	2.3	2058
$\frac{1}{2}$	3.0	2051
T.P.	9.74	216.55
cb.	11.4	2051
U	12.4	2041
+5	12.7	203.8
5+50		
-5	12.1	2044
U	11.8	2048
cb.	10.8	2057
$\frac{1}{2}$	10.3	2062
$\frac{1}{2}$	9.7	2068
$\frac{1}{2}$	9.7	2068



cb.	9.2	2073
N	8.9	2076
+5	8.8	2077

6+64.6 = B.L.A. to skme of chateworth

5	6.7	2103
N	6.3	2102
cb.	6.8	2097
1/2	7.4	2091
1/2	7.6	2089
1/2	8.0	2075
+15	8.4	2081
cb.	8.1	2084
S	7.9	2086

Sec H

1/2	5.7	2108
1/2	5.6	2109
cb.	4.7	2118
N	4.1	2124
+5	4.1	2124

S.E.C. = N.W. 1/4 Line chateworth

N	3.4	213.1
cb.	4.7	211.8
1/2	5.3	211.2
1/2	5.7	210.8
1/2	6.3	210.2
cb.	6.8	209.7

S	7.9	208.6
chk. on S edge Per. 674.97 E.C. P.18	2.36	714.19 214.23 0.04 - Error.

Curb levels Quimby St  
Chatsworth to Capistrano  
Continued from last page this book  
3+60

N.C. Top.	9613	4.44	91.69
" Gut		5.35	90.78
" edge		5.25	90.88
S edge		6.31	89.82
" Gut		6.42	89.71
" top Ch.		5.45	90.68

3+80 E.V.C.

S. top Ch.		6.85	89.28
" Gut		7.82	88.31
" edge		7.67	88.46
N. edge		4.62	89.51
" Gut		6.76	89.37
" top Ch.		5.84	90.29

4+05

N. top Ch.		7.62	88.51
" Gut		8.53	87.60
" edge		8.40	87.73



9613

S. edge	9.49	86.64
S Gut	9.60	86.53
" top Cb	8.64	87.49
4+30 Brk.		
S top Cb	10.46	85.67
" Gut	11.37	84.76
" edge.	11.24	84.89
N edge	10.23	85.90
" Gut	10.36	85.77
" top Cb	9.48	86.65

4+55

N top Cb	11.30	84.83
" Gut	12.19	83.94
" edge	12.07	84.06
T.P.	3.59	87.59
S edge	9.55	83.04
" Gut	9.67	82.92
" top Cb	3.76	83.83

4+80

S. top Cb.	5.59	82.00
" Gut.	6.50	81.09
" edge	6.36	81.53
N. edge	5.29	82.30
" Gut.	5.46	82.13
" top Cb.	4.59	83.00

87.59

5+05 = W.L. Capistrano

56

N top Cb.	6.39	81.20
" Gut.	7.21	80.38
" edge.	7.12	80.47
S. edge.	8.19	79.40
" Gut	8.30	79.29
" top Cb.	7.44	80.15
T.P. S.E.B.P.	11.83	92.95
T.P.	8.85	101.78
T.P.	2.87	102.22
S.E.B.P.	5.55	96.67

Capistrano  
& Quimby= 96.66 <sup>Truncation</sup> <sub>of 96.67</sub>



Walker  
 7/21 Blss  
 Mather  
 Diebert  
 2-28-30

Cross Section Del-Mar Ave 80' wide 20' d.s.  
 Bet Catalina + Chatsworth Blvd.  
 10' 45'

3.17 190.70

187.53

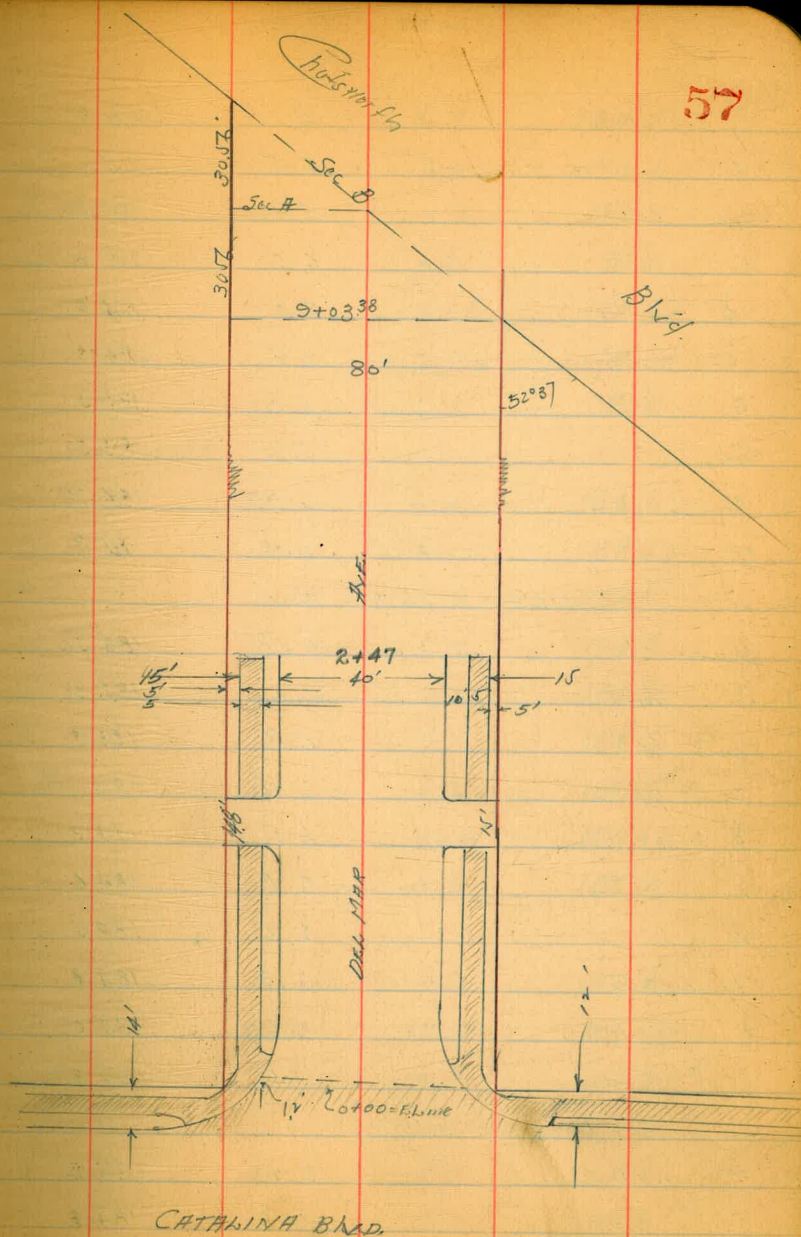
SW. B.P.  
 Del-Mar  
 + Catalina

Ely' line Catalina = 0+00

S	5.1	185.6
+10.5 on cb. Return	5.70	185.00
+10.5 " Pav.	6.33	184.37
cb. " "	6.33	184.37
7/8 " "	6.35	184.35
2 " "	6.48	184.22
7/8 " "	6.80	183.90
cb. " "	7.11	183.59
+9' " " 0+cb. Return	7.38	183.32
+9' " top cb. Return	6.80	183.90
N	6.89	183.81
	0+25	
-5	6.2	184.5
N	6.3	184.4
cb.	6.45	184.25
Gut.	7.3	183.4
7/8	6.7	184.0
2	6.4	184.3
7/8	6.4	184.3
Gut.	6.4	184.3
cb.	5.90	184.80
+15	5.6	185.1
S	4.8	185.9

Plotted 3-20-30

57





19070

S	4.1	1866
+4	5.5	1852
cb.	5.90	18480
Gut.	6.5	1842
$\frac{1}{4}$	6.4	1843
$\frac{1}{2}$	6.4	1843
$\frac{1}{4}$	6.8	1839
Gut.	7.2	1835
N on cb.	6.33	18437
N	6.4	1843

+10.2 = N cb face Alley

N on cb.	5.78	18492
" " Gut.	6.8	1839
cb. " "	6.8	1839
" " cb.	6.05	18465
$\frac{1}{4}$	6.5	1842
$\frac{1}{2}$	6.1	1846
$\frac{1}{4}$	6.2	1845
cb. on Gut.	6.3	1844
" " cb.	5.63	18507
S " "	5.41	18529

+25 = S cb. Alley

S on cb.	5.28	18542
" " Gut.	5.8	1849
cb. " "	6.1	1846
" " cb.	5.57	18513

19070

58

$\frac{1}{4}$	6.2	1845
$\frac{1}{2}$	6.0	1847
$\frac{1}{4}$	6.4	1843
Gut.	6.8	1839
cb.	6.04	18466
N on cb.	5.76	18494
" "	6.5	1842

+50

N	6.2	1845
cb.	6.10	18460
Gut.	6.6	1841
$\frac{1}{4}$	6.2	1845
$\frac{1}{2}$	5.8	1849
$\frac{1}{4}$	6.1	1846
Gut.	6.2	1845
S cb.	5.58	18512
S	5.9	1854

+100

S	4.9	1858
cb.	5.31	18539
Gut.	5.8	1849
$\frac{1}{2}$	5.7	1850
$\frac{1}{4}$	5.3	1854
$\frac{1}{4}$	5.7	1850
Gut.	6.2	1845
cb.	5.83	18487



19070

N	5.3	1854
2147 = End Exist. cb. + Milk on N + South.		
N	4.5	1862
+5' on Milk.	4.74	18596
+10 " "	4.81	18589
cb.	4.99	18571
Gut.	5.5	1852
$\frac{7}{4}$	4.9	1858
$\frac{2}{4}$	4.4	1863
$\frac{1}{4}$	4.7	1860
Gut.	4.9	1858
S. top cb.	4.45	18525
+10 on Milk.	4.27	18643
+15 " "	4.20	18650
S	3.8	1869
3400		
-5	1.6	1891
S	2.0	1887
+16	2.5	1882
+18	3.2	1875
cb.	3.2	1875
$\frac{1}{2}$	3.1	1876
$\frac{2}{4}$	3.0	1877
$\frac{1}{2}$	3.4	1873
cb.	3.6	1871
+5	3.2	1875

19070

59

+15	3.2	1875
N	2.7	1880
+5	1.7	1890
3425		
-5	1.2	1895
N	1.5	1892
+10	1.0	1897
cb.	2.6	1881
$\frac{1}{2}$	2.2	1885
$\frac{2}{4}$	2.0	1887
$\frac{1}{2}$	2.1	1886
cb.	2.2	1885
+5	1.0	1897
S	0.8	1899
+5	1.0	1897
T.P.	1116	201.06
3450		
-5	10.7	1903
S	10.0	1910
+17	10.3	1907
cb.	11.2	1898
$\frac{1}{4}$	11.1	1899
$\frac{2}{4}$	10.9	1901
$\frac{1}{4}$	11.4	1896
cb.	11.6	1894
+10	10.3	1907



201.06

N	11.5	1895
+5	11.2	1898
	4+00	
-5	8.7	1923
N	8.1	1929
cb.	8.1	1929
+5	8.8	1922
$\frac{1}{2}$	8.5	1925
$\frac{1}{4}$	8.0	1930
$\frac{1}{4}$	8.0	1930
cb.	8.2	1928
+2	7.3	1937
+15	6.9	1941
5	8.1	1929
+5	9.0	1920
	4+50	
-5	5.1	1959
5	5.0	1960
+3	3.4	1976
cb.	3.7	1973
+1	4.9	1961
$\frac{1}{2}$	4.6	1964
$\frac{1}{4}$	4.4	1966
$\frac{1}{4}$	5.2	1958
+5	5.5	1955
cb.	5.5	1955

201.06

60

+2	4.5	1965
11	4.6	1964
+5	5.5	1955
	5+00	
T.P.	12.83	21332
	0.57	20049
-5	12.8	2005
N	12.5	2008
710	12.0	2013
cb.	12.9	2004
$\frac{1}{2}$	12.7	2006
$\frac{1}{4}$	12.1	2012
$\frac{1}{4}$	12.3	2010
cb.	12.9	2004
+1	12.9	2004
+2	11.3	2020
5	11.4	2019
+5	12.4	2009
	5+50	
-5	5.2	2081
-1	5.4	2079
5	6.5	2068
+17	6.8	2065
cb.	8.2	2051
$\frac{1}{4}$	8.0	2053
$\frac{1}{4}$	8.0	2053
$\frac{1}{2}$	8.5	2048



cb.	8.4	2049
+2	7.7	2056
N	7.9	2054
+5	7.4	2059
	5+75	
-5	4.2	2091
-2	4.1	2092
N	5.6	2077
cb.	6.2	2071
+3	6.9	2064
$\frac{1}{2}$	6.6	2067
$\frac{2}{2}$	6.0	2073
$\frac{1}{2}$	6.3	2070
cb.	6.3	2070
+3	6.1	2072
+1	5.0	2083
S	4.7	2086
+2	1.7	2116
+5	1.7	2116
	6+100	
-5	+15	2148
-2	+15	2148
S	0.5	2128
+2	5.8	2095
+10	4.0	2093
cb.	4.0	2093

+2	5.1	2082
$\frac{1}{2}$	4.9	2084
$\frac{1}{2}$	4.5	2088
$\frac{1}{2}$	5.1	2082
+8	5.9	2074
cb.	4.7	2086
+12	4.7	2086
N	3.7	2096
+5	2.1	2112
	6+50	
-5	+0.2	2135
-2	0.1	2132
N	1.6	2117
+5	2.6	2107
cb.	2.4	2109
+2	3.6	2097
$\frac{1}{2}$	2.8	2105
$\frac{1}{2}$	2.2	2111
$\frac{1}{2}$	2.4	2109
cb.	2.9	2104
+2	2.1	2112
+15	1.2	2121
+18	0.0	2133
S	+3.3	2166
+1	+4.4	2177
+5	+4.7	218.3



213.32

T.P	506	218.33	0.05	213.27
	7+00			
-5			1.3	217.0
5			2.1	216.2
14			4.4	213.9
cb.			5.6	212.7
+3			6.7	211.6
7			5.9	212.4
2			5.8	212.5
7			6.3	212.0
cb.			6.6	211.7
+3			5.4	212.9
N			5.5	212.8
+5			4.2	214.1
	7+50			
-5			4.2	214.1
N			4.7	213.6
cb.			4.8	213.5
+5			5.5	212.8
7			5.3	213.0
2			4.8	213.5
7			4.9	213.4
+5			5.2	213.1
cb.			4.3	214.0
+17			3.8	214.5
5			2.7	215.6

218.33

62

+5		17	216.6
	8+00		
-5		2.3	216.0
5		2.9	215.4
cb.		3.8	214.5
+5		4.4	213.9
7		4.4	213.9
2		4.3	214.0
7		4.8	213.5
+5		4.8	213.5
cb.		4.2	214.1
+5		4.6	213.7
N		3.9	214.4
+5		3.2	215.1
	8+50		
-5		3.6	214.7
N		4.2	214.1
cb.		4.5	213.8
+4		4.2	214.1
+7		4.7	213.6
7		4.7	213.6
2		4.2	214.1
7		4.2	214.1
+5		4.0	214.3
cb.		3.4	214.9
5		2.6	215.7



218.33

V+5	2.0	2163
5+63 Sec Sketch P-57		
5	3.3	2150
cb.	3.7	2146
$\frac{1}{2}$	4.3	2140
$\frac{1}{2}$	4.7	2136
$\frac{1}{2}$	5.2	2131
+4	5.7	2132
cb.	4.7	2136
N	4.8	2135
+5	4.8	2135

Sec. B

-5	5.2	2131
N	5.2	2131
+16	4.8	2135
cb.	5.0	2133
+6	5.7	2132
$\frac{1}{2}$	5.6	2127
$\frac{1}{2}$	4.9	2134

SEC. A = Ndy' line Choto-North. ENA.

5	3.3	2150
cb.	3.9	2144
$\frac{1}{2}$	4.5	2138
$\frac{1}{2}$	4.9	2134
$\frac{1}{2}$	5.5	2128
cb.	5.8	2125

218.33

N	5.3	213.0
cb. on old Par. State P. 22	1.25	217.08
		217.10 = Par. State Elev.
		0.02 Error.

63



Mulkey  
 1901 B.S.  
 Diebert 3-3-30  
 Mutton

Cross Section Coronado Ave. 80' Wide 20' cb. 10' 2's  
 Bet. Catalina and Chatsworth Blvd.

181.50

64

S.M. B.P. ✓  
 Catalina Blvd.  
 & Coronado Ave.

SECTION A

896	181.50	172.94
S-19'	-14' = E. cb line Catalina	
= S top cb. at P.C. Return	10.04	171.86
-19 on Pav. " " "	10.55	171.35
S on Pav.	11.02	170.88 ✓
cb. " "	11.33	170.57
1/2 " "	11.46	170.44
1/2 " "	11.65	170.25 ✓
1/2 " "	11.77	170.13
cb. " "	11.91	169.99
N " "	12.33	169.57 ✓
+24' = P.C. cb. Return on Pav.	12.94	169.96
+24' = " " " " cb.	12.45	169.45
E. cb line Catalina - 0+00		
N	11.3	170.6
+107 on cb. Return	11.24	170.66 ✓
+107 on Pav.	11.77	170.13 ✓
cb. " "	11.50	170.40
1/2 " "	11.19	170.71
1/2 " "	11.00	170.90 ✓
1/2 " "	10.93	170.97
cb. " "	10.89	171.01
+93' on Pav. at cb. Return	10.89	171.01
+93' cb. " "	10.34	171.56 ✓
S	10.0	171.9

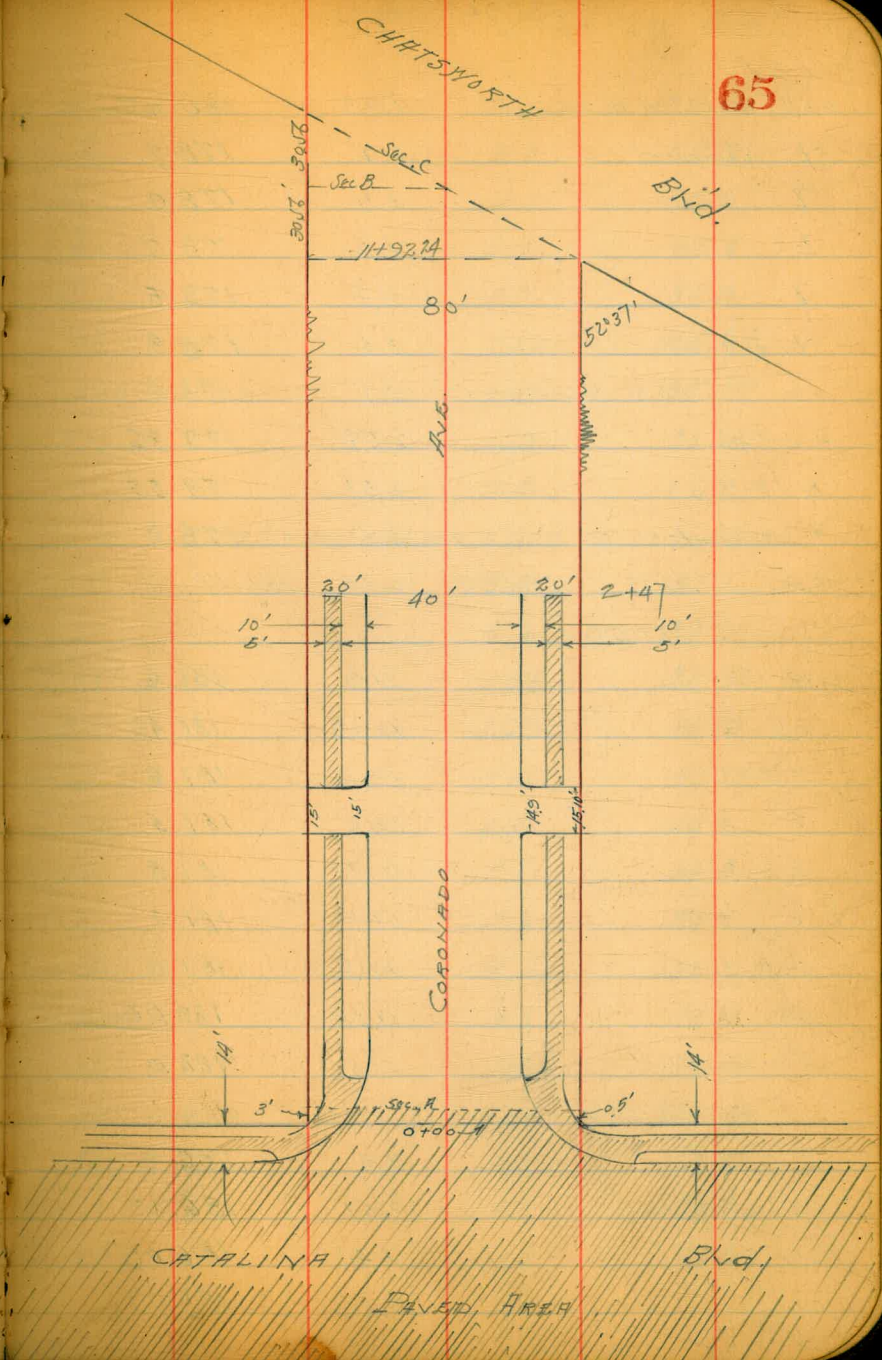
Plotted 3-21-30

S	10.0	171.9
+1/2 on cb. Return	10.28	171.62
+12 " Pav. at cb. Return	10.90	171.00
cb. " " "	10.87	171.03
1/2 " "	10.89	171.01
1/2 " "	10.97	170.93
1/2 " "	11.15	170.75
cb. " "	11.47	170.43
+7.2' on Pav. at cb. Return	11.69	170.21
+7.2' " cb. " "	11.10	170.80
N	11.2	170.7
0+25 = End cb. Return		
N	9.7	172.2
N cb.	9.88	172.02
Gut.	10.6	171.3
1/2	10.0	171.9
1/2	9.3	172.6
1/2	9.8	172.1
Gut.	9.7	172.2
cb.	8.77	183.13
S	8.6	183.3
0+50		
S	6.8	185.1
cb.	7.31	184.59
Gut.	8.1	183.8



181.90

1/2	8.1	173 8
1/2	7.8	174 1
1/4	8.5	173 4
Gut.	9.0	172 9
cb.	8.31	173 59
N	8.5	173 4
0+75		
N on cb.	6.61	174 29
Sub. " "	5.65	176 25
1+10 = 11 1/2' Lane Alley		
N on cb.	3.57	178 33
" " Gut.	4.1	177 8
cb. + 18' on top of P.C. Return	3.83	178 07
" " Gut.	4.5	177 4
1/2	3.8	178 1
1/4	3.4	178 5
1/4	4.0	177 9
cb. on Gut.	4.4	177 5
+ 2 " " at P.C. Return	4.0	177 9
+ 2 " cb. " " "	3.05	178 85
S " "	2.81	179 09
" " Gut.	3.2	178 7
1+25'		
S on cb.	1.57	180 33
" " Gut.	2.4	179 5
" + 18' "	2.8	179 1





18190

+18' on cb. at RC. Return.	1.83	180.07
cb. on Ground	3.2	178.7
$\frac{1}{2}$	3.9	178.0
$\frac{1}{2}$	2.2	179.7
$\frac{1}{2}$	2.4	179.5
cb. on Ground	3.6	178.3
+2 " " at RC. Return	3.5	178.4
+2 " cb. " " "	2.54	179.96
N " "	2.31	179.59
" " Gut.	3.1	178.8
T.P.	11.73	193.50
	1.50	0.13
		181.77
N	11.9	181.6
cb.	12.08	181.42
Gut.	12.9	181.6
$\frac{1}{2}$	12.0	181.5
$\frac{1}{2}$	11.7	181.8
$\frac{1}{2}$	12.2	181.3
Gut.	12.5	181.0
cb.	11.50	182.00
S	11.5	182.0
	2+00	
S	7.3	186.2
+5' on top Walk	7.57	186.13
+10' " " "	7.44	186.06
cb.	7.51	185.99

19350

CORONADO AVE.

66

Gut.	8.5	185.0
$\frac{1}{2}$	8.0	185.5
$\frac{1}{2}$	7.3	186.2
$\frac{1}{2}$	8.0	185.5
Gut.	8.7	184.8
cb.	7.82	185.68
+10' on Walk.	7.67	185.83
+15' " "	7.58	185.92
N	7.4	186.1
	2+47 = End East Walk + Curb on North & South. ✓	
-5	4.4	189.1
N	4.2	189.3
+5' on Walk	3.58	189.92
+10' " "	3.55	189.91
cb.	3.75	189.75 ✓
Gut.	4.3	189.2
$\frac{1}{2}$	4.1	189.4
$\frac{1}{2}$	3.6	189.9
$\frac{1}{2}$	4.2	189.3
Gut.	4.6	188.9
cb.	3.80	189.70 ✓
+10' on Walk	3.64	189.86
+15' " "	3.53	189.97
S	3.7	189.8
+5	3.9	189.6
	2+75	



193.50

-5	3.0	1905
S	2.9	1906
cb	2.6	1909
$\frac{1}{2}$	2.4	1911
$\frac{2}{2}$	2.2	1913
$\frac{1}{2}$	2.5	1910
cb	2.9	1906
N	3.2	1903
+5	3.4	1901

3+00

-5	2.5	191.0
N	2.4	191.1
cb	2.2	191.3
$\frac{1}{2}$	1.8	191.7
$\frac{2}{2}$	1.6	191.9
$\frac{1}{2}$	1.8	191.7
cb	2.2	191.3
S	2.4	191.1
+5	2.6	190.9

TP	12.60	205.23	0.87	192.63
----	-------	--------	------	--------

3+50

-5'	12.9	192.3
S	12.9	192.3
cb	12.6	192.6
$\frac{1}{2}$	12.5	192.7
$\frac{2}{2}$	12.0	193.2

205.23

OKONADO, A.C.

67

$\frac{1}{2}$	12.5	192.7
cb	12.6	192.6
N	13.0	192.2
+5	13.0	192.2

4+00

-5	11.3	193.9
N	11.2	194.0
cb	11.1	194.1
$\frac{1}{2}$	11.0	194.2
$\frac{2}{2}$	10.6	194.6
$\frac{1}{2}$	10.9	194.3
cb	10.7	194.5
S	10.8	194.4
+5	10.6	194.6

4+50

-5	8.5	196.7
S	8.5	196.7
cb	8.4	196.8
$\frac{1}{2}$	8.5	196.7
$\frac{2}{2}$	7.8	197.4
$\frac{1}{2}$	8.3	196.9
+5	8.4	196.8
cb	8.1	197.1
N	7.9	197.3
+5	7.9	197.3

4+75



205.23

-5	4.3	2009
N	4.6	2006
cb.	5.4	1998
+5	5.7	1995
7	5.5	1997
2	5.7	1995
4	6.9	1983
cb.	6.9	1983
S	7.2	1980
+5	7.4	1978
5+00		
-5	5.1	2001
S	5.0	2002
cb.	4.3	2009
7	3.8	2014
6	2.9	2023
7	2.8	2024
cb.	2.4	2028
N	1.9	2033
+5	1.6	2036
T.P.	12.11	217.07
5+2.5		
-5	11.9	2058
N	11.4	2057
cb.	12.3	2048
+5	12.9	2042

217.07

ORONADO Hce

68

7	12.7	2044
2	12.9	2042
7	14.1	2030
cb.	14.6	2025
S	15.2	2019
+5	15.3	2018
5+50		
-5	12.3	2048
S	12.6	2045
cb.	12.5	2046
7	12.3	2048
2	11.8	2053
7	11.5	2056
+6	11.8	2053
cb.	10.9	2062
N	10.1	2070
+5	9.9	2072
6+00		
-5	7.8	2093
N	8.0	2091
cb.	9.2	2079
+4	9.9	2072
7	9.5	2076
2	9.4	2077
7	9.5	2076
cb.	9.5	2076



21707

S	9.2	2079
+5	9.4	2077
	6+25	
-5	7.9	2092
S	7.9	2092
cb.	7.9	2092
+4'	7.7	2094
+5	8.3	2088
$\frac{1}{2}$	8.2	2089
$\frac{1}{2}$	7.7	2094
$\frac{1}{2}$	8.2	2089
+5	8.7	2084
+7	8.3	2088
cb.	8.3	2088
N	7.4	2097
+5	7.0	2100
	6+50	
-5'	6.2	2109
N	6.3	2108
cb.	7.4	2097
+5	7.6	2095
$\frac{1}{2}$	7.2	2099
$\frac{1}{2}$	7.2	2099
$\frac{1}{2}$	7.2	2099
+5	7.0	2101
cb.	7.0	2101

21707

CORONADO HILL

69

S	6.8	2103
+5	6.4	2107
	7+00	
-5'	5.3	211.8
S	5.4	211.7
cb.	5.5	211.6
$\frac{1}{2}$	5.8	211.3
$\frac{1}{2}$	5.4	211.7
$\frac{1}{2}$	5.7	211.4
+6	5.8	211.3
cb.	5.3	211.8
N	4.7	212.4
+5	4.5	212.6
	7+50	
-5'	2.0	215.1
N	2.5	214.6
cb.	3.6	213.5
+5	4.2	212.9
$\frac{1}{2}$	4.0	213.1
$\frac{1}{2}$	3.9	213.2
$\frac{1}{2}$	4.4	212.7
cb.	4.3	212.8
S	3.2	213.9
+5'	3.1	214.0
	8+00	
-5	2.2	214.9



217.07

S		2.4	2147
cb		3.2	2139
7		3.2	2139
8		2.9	2142
7		2.8	2143
+5		3.0	2141
cb		2.5	2146
N		0.9	2162
+5		0.5	2166
T.P.	8.75	223.69	213 214.94
	8+50		
-5		8.0	2157
N		8.4	2153
cb.		9.1	2146
+5		9.3	2144
7		9.0	2147
8		8.7	2150
7		9.1	2146
cb.		8.9	2148
S		8.0	2157
+5		7.8	2159
	9+00		
-5		7.0	2167
S		7.2	2165
cb.		8.0	2157
7		8.2	2155

223.69

CATONADO Ave

70

8		8.3	2154
7		8.5	2152
cb.		8.5	2152
N		7.4	2163
+5		7.1	2166
	9+50		
-5		5.5	2182
N		5.7	2180
cb.		6.6	2171
7		7.0	2167
8		7.1	2166
7		7.4	2163
cb.		7.1	2166
S		5.9	2178
+5		5.7	2180
	10+00		
-5		5.2	2185
S		5.3	2184
cb.		5.9	2178
7		5.9	2178
8		5.4	2183
7		5.5	2182
cb.		5.2	2185
N		3.8	2199
+5		3.5	2202
	10+50		



323.69

10+50

N-5	3.9	219.8
N	4.0	219.7
cb.	4.4	219.3
$\frac{1}{2}$	4.3	219.4
$\frac{1}{2}$	4.4	219.3
$\frac{1}{4}$	5.2	218.5
cb.	5.4	218.3
S	5.8	217.9
+5	5.6	218.1
10+75		
-5	6.0	217.7
S	5.9	217.8
cb.	5.1	218.6
$\frac{1}{2}$	5.0	218.7
$\frac{1}{2}$	4.4	219.3
+5	4.1	219.6
$\frac{1}{2}$	4.5	219.2
cb.	4.8	218.9
N	4.9	218.7
+5	5.0	218.7
11+00		
S	5.7	218.0
N	5.7	218.0
cb.	5.5	218.2
$\frac{1}{2}$	5.5	218.2
+5	4.9	218.8

323.69

CORONADO AVE

71

$\frac{1}{2}$	5.1	218.6
$\frac{1}{2}$	5.2	218.5
cb.	5.2	218.5
S	6.0	217.7
+5	6.1	217.6
11+41.68 = PC. on South		
-5	6.4	217.3
S	6.3	217.4
cb.	6.1	217.6
$\frac{1}{2}$	6.2	217.5
$\frac{1}{2}$	6.3	217.4
$\frac{1}{2}$	6.7	217.0
cb.	6.9	216.8
N	7.8	215.9
+5	7.9	215.8
11+92.24 = Pt. A to Prop. on South. Produced = PZ. Sketch 2.65		
-5	10.5	213.2
N	10.4	213.3
cb.	9.8	213.9
$\frac{1}{2}$	9.4	214.3
$\frac{1}{2}$	9.2	214.5
$\frac{1}{2}$	8.9	214.8
cb.	8.9	214.8
+16	8.1	215.6
S	9.5	214.2

SECTION B



L	11.0	2127
H 7	11.2	2125
Hcb	11.4	2123
N	12.0	2117
+5	12.1	2116

## SECTION A

N	12.9	2108
cb.	11.9	2118
7	11.6	2121
L	11.1	2126
7	10.5	2132
cb.	10.3	2134
S	9.5	2132

Chk. on S edge Pav. 3457.  $\sigma$  P. 27 10.37 21337  
 $\frac{21336}{0.04} = \text{Error}$







7996

+3		12.0	679
N		11.4	685
+8'		10.5	694
+20		7.1	728
+25		6.8	731
	0+50		
-25'		6.0	739
-15		7.8	721
-5		11.2	687
N		11.2	680
∠		12.1	678
+7		13.0	669
E		11.4	685
+5		9.3	706
+25'		7.9	720
	1+00		
-25		7.4	725
E		8.4	715
+11'		11.3	686
∠		10.3	696
N		11.1	688
+5		10.9	690
+13		7.4	725
+25		6.9	730
	1+50		
-25		7.2	727

7996

-15		7.9	720 <sup>74</sup>
N		10.5	694
∠		10.3	696
+10		10.2	697
E		9.2	707
+10		7.8	721
+25		9.4	705
	1+98.06 = P.C. Sta. 7°34'20" S. R. - 1910/10		
E		9.5	704
∠		9.5	704
N		9.1	708
+15		8.9	710
+25		7.7	722
	2+50 = ∠ station		
-25		9.3	706
N		9.5	704
∠		9.6	703
E		8.7	712
	2+75		
-25		5.4	745
-15		8.2	717
E		9.3	706
∠		9.2	707
N		10.0	699
	3+00		
N		9.3	706



7996

L	9.3	706
F	7.7	722
+25	2.8	771
3+25		
-25	0.8	79.1
L	6.9	730
L	7.9	720
M	9.1	708
3+50		
M	8.2	717
L	6.2	737
F	5.2	747
+25	0.2	797
LEVELS on Curbs <i>Sketch A 73</i>		
H on top cb.	9.66	7030
" " Cor. Gutter	10.47	
8" " cb.	8.77	7119
8" " Gutt.	9.59	
C " " cb.	9.13	7083
<sup>7 in (20)</sup> C " " Gutt. = End Cur Gutter.	9.95	
D on curb.	9.85	79.11
17" N. D on Grading Total	10.53	69.43
4+00		
-25	+0.5	804
F	6.2	737
L	6.6	733

7996

M	6.6	733
+25	6.9	730
4+50.5 = E.C.		
-25	5.4	745
M	5.4	745
L	6.1	738
F	6.1	738
+25'	+1.4	81.3
5+00		
-25	0.2	797
F	3.9	760
L	4.1	758
M	4.1	758
+25	3.9	760
5+50		
-25	2.7	772
M	3.5	764
L	3.7	762
F	3.0	769
+25	14.0	839
5+75		
-25	+4.2	841
F	1.7	78.2
L	2.9	770
M	2.5	774
+25'	3.0	76.9

75



79.96

$6 + 0.55^2 = 5.29$  line Chateworth. Section Parallel to Chateworth

-25	2.6	773
11	3.5	764
2	2.2	777
5	1.1	788
+25'	0.9	79.0

76











9613

N. edge	6.17	89.96
N. Gut	6.30	99.73
N. Top cb.	5.36	90.77

1+60 p.v.c.

N. top cb.	3.38	92.75
N. Gut	4.33	91.80
N. edge.	4.20	91.93
S. edge.	5.22	90.91
" Gut	5.35	90.78
" top Cb.	4.36	91.77

1+80

S. top cb.	3.26	92.87.
" Gut	4.22	91.91
" edge	4.15	91.98
N. edge.	3.02	93.12
" Gut.	3.13	93.00
" top Cb.	2.21	93.92

2+00

N. top Cb	1.34	94.79
" Gut	2.30	93.83
" edge.	2.17	93.96
S. edge	3.28	92.85
" Gut	3.38	92.75
" top Cb	2.93	93.70

9613

2+20

79

S. top Cb	1.84	94.29
" Gut	2.81	93.32
" edge	2.66	93.57
N. edge	1.64	94.49
N. Gut	1.71	94.42
" top Cb.	0.75	95.38

2+40

N. top Cb	0.47	95.66
" Gut	1.44	94.69
" edge	1.37	94.76
S. edge	2.36	93.77
" Gut	2.46	93.67
S. top Cb.	1.51	94.62

2+60

S. top Cb	1.17	94.66
" Gut	2.43	93.70
" edge	2.33	93.80
N. edge	1.33	94.80
N. Gut.	1.42	94.71
N. top Cb.	0.47	95.67

2+80

N. top Cb	0.73	95.40
" Gut	1.66	94.47
" edge	1.59	94.54
S. edge.	2.57	93.56



S. Cut	2.67	93.46
S. Top Ch	1.72	94.41

5+00

S. top Ch	2.21	93.92
" Gut.	3.20	92.93
" edge.	3.08	93.05
N. edge	2.10	94.03
" Gut.	2.16	93.97
" top Ch	1.21	94.92

3+20

N. top Ch	2.04	94.09
" Gut.	2.99	93.14
" edge	2.95	93.18
S. edge	3.01	92.82
" Gut	3.91	92.22
" top Ch	2.96	93.17

3+70

S top Ch	4.11	92.02
N Gut	5.05	91.08
" edge	4.95	91.18
N edge	3.92	92.21
N. Gut.	4.02	92.11
N. top Ch	3.10	93.03

Notes Continued on Pp. 55 FF. This Book

485  
700  
255  
225  
50

882  
768  
13.50

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder  
 stake for any width roadway slope 1 ft to 1.  
 The 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

IMPROVED TABLES  
 AND  
 INFORMATION

To find Tangent and External for curve of  
 any other degree, divide by degree of curve and  
 add connection found in column of connections.  
 Degree of curve with a given T may be found  
 by dividing tangent (or external) opposite T 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.

80







TABLE X. MIDDLE ORDINATES OF RAILS

MIDDLE ORDINATES OF RAILS

Length of Rail (feet)

C o /	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch	C o	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch
0-20	17189	.08	.07	.06	.05	.04	.03	8	716.8	1.88	1.64	1.42	1.20	1.01	.84
0-40	8594	.16	.14	.12	.10	.08	.07	9	637.3	2.12	1.84	1.60	1.35	1.14	.94
1-0	5730	.24	.20	.18	.15	.13	.10	10	573.7	2.36	2.05	1.78	1.50	1.27	1.04
1-20	4297	.31	.27	.23	.20	.17	.13	11	521.7	2.59	2.26	1.95	1.65	1.39	1.15
1-40	3438	.39	.34	.29	.25	.21	.17	12	478.3	3.83	2.47	2.15	1.81	1.54	1.26
2-0	2865	.47	.41	.35	.30	.25	.20	13	441.7	3.05	2.66	2.30	1.96	1.66	1.36
2-20	2456	.55	.48	.41	.35	.29	.23	14	410.3	3.30	2.87	2.48	2.10	1.78	1.46
2-40	2149	.63	.55	.47	.40	.33	.27	15	383.1	3.54	3.08	2.68	2.26	1.91	1.57
3-0	1910	.71	.62	.53	.45	.38	.31	16	359.3	3.76	3.28	2.83	2.40	2.04	1.67
3-20	1719	.78	.68	.59	.50	.42	.35	17	338.3	4.00	3.48	3.02	2.57	2.16	1.78
3-40	1563	.86	.75	.65	.55	.46	.38	18	319.6	4.21	3.67	3.18	2.70	2.28	1.87
4-0	1433	.94	.82	.71	.60	.50	.42	19	302.9	4.45	3.89	3.36	2.86	2.41	1.98
4-20	1323	1.02	.89	.77	.65	.55	.45	20	287.9	4.70	4.09	3.55	3.00	2.54	2.09
4-40	1228	1.10	.96	.83	.70	.59	.48	22	262.0	5.16	4.44	3.84	3.30	2.80	2.29
5	1146	1.18	1.03	.89	.75	.63	.52	24	240.5	5.64	4.92	4.20	3.59	3.04	2.50
6	955.3	1.41	1.23	1.06	.90	.76	.62	26	222.3	6.07	5.29	4.53	3.88	3.29	2.70
7	819.0	1.65	1.44	1.24	1.05	.89	.73								

TABLE XI. SHORT RADIUS CURVES

Radius Feet	Chord Feet	Central Angle	Deflection Angle	Deflection for 1 Foot
35	10	16-26	8-13	49.3
45	10	12-46	6-23	38.3
50	15	17-16	8-38	34.5
60	15	14-22	7-11	28.8
75	15	11-30	5-45	23.0
100	20	11-30	5-45	17.3
120	20	9-34	4-47	14.3
150	20	7-39	3-49	11.5
190	25	7-32	3-46	9.15
200	25	7-10	3-35	8.6
225	25	6-25	3-12	7.7
240	25	5-58	2-59	7.2
250	25	5-44	2-52	6.9
275	25	5-12	2-36	6.2
288	50	9-58	4-59	6.0
300	50	9-32	4-46	5.7
350	50	8-12	4-06	4.9
376	50	7-40	3-50	4.6
400	50	7-10	3-35	4.3
410	50	7-00	3-30	4.2

To find length of curve divide angle from P. C. to P. T. by central angle of chord and multiply by length of chord.

TABLE XII. INCLINED DISTANCE OF 100 FT. REDUCED TO HORIZONTAL

Slope	Horizontal Distance	Correction	Rise Per Foot	Slope	Horizontal Distance	Correction	Rise Per Foot
0°00'	100.000	0.000	0.000	8°00'	99.027	0.973	0.139
15'	99.999	0.001	0.004	15'	98.965	1.035	0.143
30'	99.996	0.004	0.009	30'	98.902	1.098	0.148
45'	99.991	0.009	0.013	45'	98.836	1.164	0.152
1 00	99.985	0.015	0.017	9 00	98.769	1.231	0.156
15	99.976	0.024	0.022	15	98.700	1.300	0.161
30	99.966	0.034	0.026	30	98.629	1.371	0.165
45	99.953	0.047	0.031	45	98.556	1.444	0.169
2 00	99.939	0.061	0.035	10 00	98.481	1.519	0.174
15	99.923	0.077	0.039	15	98.404	1.596	0.178
30	99.905	0.095	0.044	30	98.325	1.675	0.182
45	99.885	0.115	0.048	45	98.245	1.755	0.187
3 00	99.863	0.137	0.052	11 00	98.163	1.837	0.191
15	99.839	0.161	0.057	15	98.079	1.921	0.195
30	99.813	0.187	0.061	30	97.992	2.008	0.199
45	99.786	0.214	0.065	45	97.905	2.095	0.204
4 00	99.756	0.244	0.070	12 00	97.815	2.185	0.208
15	99.725	0.275	0.074	15	97.723	2.277	0.213
30	99.693	0.308	0.078	30	97.630	2.370	0.216
45	99.657	0.343	0.083	45	97.534	2.466	0.221
5 00	99.619	0.381	0.087	13 00	97.437	2.563	0.225
15	99.580	0.420	0.092	15	97.338	2.662	0.229
30	99.540	0.460	0.096	30	97.237	2.763	0.233
45	99.497	0.503	0.100	45	97.134	2.866	0.238
6 00	99.452	0.548	0.105	14 00	97.030	2.970	0.242
15	99.406	0.594	0.109	15	96.923	3.077	0.246
30	99.357	0.643	0.113	30	96.815	3.185	0.250
45	99.307	0.693	0.118	45	96.705	3.295	0.255
7 00	99.255	0.745	0.122	15 00	96.593	3.407	0.259
15	99.200	0.800	0.126	15	96.479	3.521	0.263
30	99.144	0.856	0.131	30	96.363	3.637	0.267
45	99.087	0.913	0.135	45	96.246	3.754	0.271

TABLE XIII. MINUTES IN DECIMALS OF A DEGREE.

0 30"	.00833	10' 30"	.17500	20' 30"	.34167	30' 10"	.50833	40' 30"	.67500	50' 10"	.84167
1 00	.01667	11 00	.18333	21 00	.35000	31 00	.51667	41 00	.68333	51 00	.85000
30	.02500	30	.19167	30	.35833	30	.52500	30	.69167	30	.85833
2 00	.03333	12 00	.20000	22 00	.36667	32 00	.53333	42 00	.70000	52 00	.86667
30	.04167	30	.20833	30	.37500	30	.54167	30	.70833	30	.87500
3 00	.05000	18 00	.21667	23 00	.38333	33 00	.55000	43 00	.71667	53 00	.88333
30	.05833	30	.22500	30	.39167	30	.55833	30	.72500	30	.89167
4 00	.06667	14 00	.23333	24 00	.40000	34 00	.56667	44 00	.73333	54 00	.90000
30	.07500	30	.24167	30	.40833	30	.57500	30	.74167	30	.90833
5 00	.08333	15 00	.25000	25 00	.41667	35 00	.58333	45 00	.75000	55 00	.91667
30	.09167	30	.25833	30	.42500	30	.59167	30	.75833	30	.92500
6 00	.10000	16 00	.26667	26 00	.43333	36 00	.60000	46 00	.76667	56 00	.93333
30	.10833	30	.27500	30	.44167	30	.60833	30	.77500	30	.94167
7 00	.11667	17 00	.28333	27 00	.45000	37 00	.61667	47 00	.78333	57 00	.95000
30	.12500	30	.29167	30	.45833	30	.62500	30	.79167	30	.95833
8 00	.13333	18 00	.30000	28 00	.46667	38 00	.63333	48 00	.80000	58 00	.96667
30	.14167	30	.30833	30	.47500	30	.64167	30	.80833	30	.97500
9 00	.15000	19 00	.31667	29 00	.48333	39 00	.65000	49 00	.81667	59 00	.98333
30	.15833	30	.32500	30	.49167	30	.65833	30	.82500	30	.99167
10 00	.16667	20 00	.33333	30 00	.50000	40 00	.66667	50 00	.83333	60 00	1.00000



$$\begin{array}{r} 568 \\ 475 \\ \hline 93 \end{array}$$

$$\begin{array}{r} 583 \\ 125 \\ \hline 50341 \\ 8127 \\ \hline 51070 \end{array}$$

$$\begin{array}{r} 475 \\ 475 \\ \hline 31 \\ 35 \end{array}$$

$$\begin{array}{r} 225 \\ 16 \\ \hline 241 \\ 20 \\ \hline 441 \\ 350 \\ \hline 791 \end{array}$$

$$\begin{array}{r} 700 \\ 45289 \\ 7323 \\ \hline 52612 \end{array}$$

$$\begin{array}{r} 205 \\ 325 \\ \hline 2575 \end{array}$$

$$\begin{array}{r} 475 \\ 16 \\ \hline 459 \\ 375 \end{array}$$

$$\begin{array}{r} 225 \\ 137 \\ 137 \\ \hline 274 \\ 20891 \\ 1121 \\ \hline 19774 \end{array}$$

$$\begin{array}{r} 475 = 2 = 5 \frac{1}{2} \text{ Fours} \\ 225 = 2 = 005 \text{ Fours} \\ \sqrt{5855} \begin{array}{l} 30' \\ 19'42'' \\ \hline 3513'00 \end{array} \\ 19774 \begin{array}{l} 84'68 \\ \hline 55'47' \end{array} \end{array}$$

$$\begin{array}{r} 225 \\ 108 \\ \hline 117 \end{array}$$

11802 = 51180° Charlesworth  
d Lacerta

2349

289.40

$$\begin{array}{r} 17821 \\ 11116 \\ \hline 28937 \end{array}$$

- 90051 -

$$\begin{array}{r} 9^{\circ} 34' 20'' \\ 3^{\circ} 47' 10'' \end{array}$$