

NAME KENSINGTON HEIGHTS

Class # 2 Course _____ Party _____

Chords & Deflections

206-A

RETURN TO
Watson, Valle & Gough, Inc.

570 Spracker Bldg
San Diego, Calif

1952

FIELD NOTES

No. 403P

ESPECIALLY ADAPTED

TO THE USE OF

ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

CHICAGO SAN FRANCISCO NEW YORK
NEW ORLEANS PITTSBURGH

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Index

| | |
|-----------------|-------|
| Canterbury Dr. | 1-2 |
| Marlborough Dr. | 3-4 |
| Bedford Dr. | 5-6 |
| Middlesex Dr. | 7-11 |
| Hilldale Rd. | 12-14 |
| Hastings Rd. | 15-16 |
| Braeburn Rd. | 17-18 |

Lt. Side Canterbury Dr.

Sta. Defl. Cord.

BC. Lot 4
1°-06'-29" 18.95

Lot 3/4
3°-30'-28" 59.96

Lot 2/3
3°-30'-28" 59.96

Lot 1/2
3°-30'-28" 59.96

E.C. Bdy.

Rt. Side Canterbury Dr.

Sta. Defl. Cord.

P.R.C. Lot 23
2-05-00" 39.99

Lot 23/24
3-17-51" 63.27

Lot 24/25
3-07-31" 59.97

Lot 25/26
3-07-31" 59.97

E.C. Bdy.

Curve Data Lot 10

$\Delta = 54^{\circ} 42'$

$R = 20'$

$T = 10.34$

Curve Data Lot 23

$\Delta = 125^{\circ} 18'$

$R = 20'$

$T = 38.67$

Lt. Side Marlborough Dr.

Sta. Defl. Cord.

P.C. Lot 19
1-15-01" 40.00

Lot 19/20
1-52-31" 59.99

Lot 20/28 307.32
1-47-42" 57.42

Lot 27/28 455.14
0-41-16" 22.00

E.C. Lot 27 536.30 = 1/2 Δ

Curve Ret. Lot 18

$\Delta = 90^\circ$

$R = 20$

$T = 20$

Curve Ret. Lot 19

$\Delta = 90^\circ$

$R = 20$

$T = 20$

Rt. Side Marlborough Dr.

| Sta. | Defl. | Cord. |
|---------------|------------|-------|
| BC. Lot 30 | 0° 56' 18" | 32.00 |
| Lot. 29/30 | 1° 15' 42" | 43.00 |
| P.R.C. Lot 29 | | |
| P.R.C. Lot 51 | 0° 49' 08" | 27.92 |
| EC. Lot 51 | | |

Curve Ret. Lot 29

$\Delta = 88^{\circ} 47'$

$R = 20$

$T = 19.58$

Curve Ret. Lot 51

$\Delta = 86^{\circ} 02' 17''$

$R = 20$

$T = 18.66$

Lt. Side Bedford. Dr.

Sta. Defl. Cord.

BC. Lot 51
3-11-30 16.70

Lot 51/53
8-56-05 46.59

PRC. Lot 53
0-36-38 4.26

Lot 53/54
8-35-40 59.78

Lot 54/55
5-43-47 39.93

EC. Lot 55

BC. Lot 57
3-11-00 9.99

Lot 57/58
19-45-39 60.86

Lot 58/59
15-54-56 49.36

Lot 59/60
6-08-25 19.25

EC. Lot 60

6-08-25
15 54 56
22 -03 -21
19 45 39
41 -49 -00
3 11
45 -00

Rt. Side Bedford Dr.

Sta. Defl. Cord.

BC, Lot 38
8°-27'-25" 58.83

PRC, Lot 38

Curve Ret. Lot 38

$\Delta = 112^{\circ} 32' 15''$

$R = 20$

$T = 29.95$

Curve Ret. Lot 39

$\Delta = 90^{\circ}$

$R = 20$

$T = 20$

Curve Ret. Lot 50

$\Delta = 90^{\circ}$

$R = 40$

$T = 40$

Lt. Side Middlesex Dr.

Sta. Defl. Cord.

SW. Lot 34
 $1^{\circ}26'50''$ 51.66

P.R.C. Lot 34

P.R.C. Lot 44
 $2^{\circ}01'45''$ 72.44

Lot 44/45
 $0^{\circ}16'04''$ 9.56

E.C. Lot 45

B.C. Lot 66
 $1^{\circ}23'50''$ 43.90

Lot 66/67
 $1^{\circ}54'36''$ 59.99

Lot 67/68
 $1^{\circ}54'36''$ 59.99

Lot 68/69
 $1^{\circ}54'36''$ 59.99

Lot 69/70
 $0^{\circ}52'22''$ 27.43

E.C. Lot 70

B.C. Lot 72
 $1^{\circ}58'38''$ 45.79

Lot 72/73

Curve Ret. Lot 34

$$\Delta = 76^{\circ}04'39''$$

$$R = 20$$

$$T = 15.65$$

Curve Ret. Lot 44

$$\Delta = 98^{\circ}52'39''$$

$$R = 20$$

$$T = 23.37$$

Curve Ret. Lot 45

$$\Delta = 85^{\circ}43'$$

$$R = 20$$

$$T = 18.56$$

Curve Ret. Lot 65

$$\Delta = 94^{\circ}17'$$

$$R = 20$$

$$T = 21.55$$

Lt. Side Middlesex Drive

Sta. Defl. Cord.

Lot 72/73
2°-35'-26" 59.98

Lot 73/74
2°-35'-26" 59.98

Lot 74/75
0°-50'-30" 19.50

EC.Lot 75

BC.Lot 81
15°-51'-46" 55.54

Lot 81/82
15°-51'-36" 55.53

PRC.Lot 82
1°-16'-24" 28.44

Lot 82/83
2°-41'-08" 59.98

Lot 83/84
2°-41'-08" 59.98

Lot 84/85
2°-41'-08" 59.98

Lot 85/86
1°-43'-04" 38.36

EC.Lot 86

1-43-04
2-41-08
4-24-12
2-41-08
7-05-20
2-41-08
9-16-28
1-16-24
11-02-52

Lt. Side Middlesex Dr.

Sta. Defl. Cord.

BC Lot 8/90
16° 46' 43" 46.19

PRC Lot 90
16° 46' 43" 23.09

Lot 90/91
45° 00' 56.57

Lot 91/92

Rt. Side Middlesex Dr.

Sta. Defl. Cord.

NW. Lot 202
 $0^{\circ}-15'-00''$ 17.46

PCC. Lot 202
 $0^{\circ}-57'-37''$ 32.60

Lot $\frac{201}{202}$
 $1^{\circ}-28'-20''$ 49.99

Lot $\frac{200}{201}$
 $1^{\circ}-28'-20''$ 49.99

Lot $\frac{199}{200}$
 $1^{\circ}-28'-20''$ 49.99

Lot $\frac{198}{199}$
 $0^{\circ}-53'-23''$ 30.21

EC. Lot 198

BC. Lot 192
 $0^{\circ}-29'-14''$ 16.15

Lot $\frac{191}{192}$
 $1^{\circ}-30'-28''$ 49.99

Lot $\frac{190}{191}$
 $1^{\circ}-30'-28''$ 49.99

Lot $\frac{189}{190}$
 $1^{\circ}-30'-28''$ 49.99

Lot $\frac{188}{189}$
 $2^{\circ}-59'-22''$ 99.10

EC. Lot 188

Curve Ret. Lot 188

$\Delta = 106^{\circ}-00'$

$R = 20$

$T = 26.54$

Curve Ret. Lot 218

$\Delta = 74^{\circ}00'$

$R = 20$

$T = 15.07$

Pt. Side Middlesex Dr.

Sta. Defl. Cord.

PCC Lot 218
4-33-20 97.47

Lot 218/219
3-26-40 73.73

EC Lot 219

PCC Lot 100
3-29-10 72.96

Lot 99/100
2-51-53 59.97

Lot 98/99
2-51-53 59.97

Lot 97/98
1-49-56 38.36

EC Lot 97

BC Lot 94
16-46-43 46.19

PRC Lot 93
16-46-43 23.09

Lot 92/93
45° 00' 56.57

Lot 91/92

Curve Ret. Lot 219

$\Delta = 90^\circ$
 $R = 20$
 $T = 20$

Curve Ret. Lot 230

$\Delta = 90^\circ$
 $R = 20$
 $T = 20$

Curve Ret. Lot 231

$\Delta = 90$
 $R = 20$
 $T = 20$

Curve Ret. Lot 242

$\Delta = 90^\circ$
 $R = 20$
 $T = 20$

Curve Ret. Lot 100

$\Delta = 90^\circ - 18' - 16''$
 $R = 40$
 $T = 40.21$
 $Ch = 56.72$

Lt. Side Hilldale Rd.

Sta. Defl. Cord.

S.W. Lot 170
 $5^{\circ} 55' 22''$ 36.12

PRC. 170
 $3^{\circ} 10' 37''$ 38.86

Lot ¹⁷⁰/₁₇₁
 $5^{\circ} 18' 40''$ 64.91

Lot ¹⁷¹/₁₇₂
 $4^{\circ} 29' 39''$ 54.94

Lot ¹⁷²/₁₇₃
 $4^{\circ} 05' 08''$ 49.96

Lot ¹⁷³/₁₇₄
 $1^{\circ} 38' 03''$ 20.00

EC. 174

BC. ²³⁷/₂₄₇
 $40^{\circ} 41' 08''$ 130.38

Lot ²⁴⁶/₂₄₇
 $4^{\circ} 18' 52''$ 15.04

EC. 246

Lot
 BC. 244
 $4^{\circ} 18' 52''$ 15.04

Lot ²⁴³/₂₄₄
 $40^{\circ} 41' 08''$ 130.38

EC. ²⁴²/₂₄₃

Rt. Side Hilldale Rd.

| Sta. | Defl. | Cord. |
|-------------------------------------|------------|-------|
| NW 169 | 6°-21'-58" | 49.90 |
| Lot ¹⁶⁸ / ₁₆₉ | 3°-05'-32" | 24.28 |
| PRC. 168 | 2°-27'-52" | 25.85 |
| Lot ¹⁶⁷ / ₁₆₈ | 5°-14'-30" | 54.92 |
| Lot ¹⁶⁶ / ₁₆₇ | 5°-14'-30" | 54.92 |
| Lot ¹⁶⁵ / ₁₆₆ | 5°-16'-40" | 55.30 |
| Lot ¹⁶⁴ / ₁₆₅ | 0°-28'-35" | 5.00 |
| EC. 164 | | |
| BC. ¹²⁹ / ₁₃₀ | 9°-32'-58" | 49.77 |
| Lot ¹²⁸ / ₁₂₉ | 9°-32'-58" | 49.77 |
| Lot ¹²⁷ / ₁₂₈ | 9°-32'-58" | 49.77 |
| Lot ¹²⁶ / ₁₂₇ | 8°-47'-48" | 45.88 |
| Lot ¹²⁵ / ₁₂₆ | | |

190556
283854
372642

S Sta. Defl. Cord.

Lot ¹²⁵/₁₂₆
7-33-18" 39.45

Lot EC.125

PRC.103
1-58-02" 10.30

Lot ¹⁰²/₁₀₃
11-59-58" 62.37

Lot ¹⁰¹/₁₀₂
11-59-58" 62.37

Lot ¹⁰⁰/₁₀₁
5-54-32" 30.89

Lot PRC.100

Curve Ret. Lot 125

$$\Delta = 108^{\circ} 34'$$

$$R = 20$$

$$T = 27.82$$

Curve Ret. Lot 103

$$\Delta = 71^{\circ} 26'$$

$$R = 60$$

$$T = 43.14$$

$$Ch = 70.05$$

Lt. Side Hastings Rd.

Sta. Defl. Chord.

Lo BC. ²⁰⁹/₂₁₀
30°-07'-48" 50.20

PEEC. 209

PR BC. ^{lot}/₁₄₀
4°-36'-58" 11.27

Lo Lot ¹⁴⁰/₁₄₁
38°-16'-38" 86.73

Lo PRC. 141
22°-55'-10" 31.15

Lo Lot ¹⁴¹/₁₄₂
37°-00'-00" 48.15

P Lot ¹⁴²/₁₄₃
18

Curve Ret. Lot. 208

$\Delta = 119^{\circ}44'24''$

$R = 20$

$T = 34.46$

1234620
74
1974620
458120
2433240
2433240

Rt. Side Hastings Rd.

Sta. Dell. Chord.

B. BC. ¹⁵¹/₁₅₂
15°-48'-18" 54.47

E. Lot ¹⁵⁰/₁₅₁
14°-19'-26" 49.48

B. EC. ¹⁴⁹/₁₅₀

BC. 145
14°-40'-22" 25.78

F. Lot ¹⁴⁴/₁₄₅
4°-19'-41" 7.68

PRC. 144
31°-50'-10" 42.20

Lot ¹⁴³/₁₄₄
63 40.20
30°-00'-30" 40.01

Lot ¹⁴²/₁₄₃
60 01
63 40
123 41 20

Lt. Side Braeburn Rd.

Sta. Defl. Chord.

BC, ¹⁰⁹/₁₁₀
13°-01'-18" 49.57

Lot ¹¹⁰/₁₁₁
13°-01'-18" 49.57

EC Lot ¹¹¹/₁₁₂
13°-01'-18" 49.57

BC Lot ¹¹²/₁₁₃
5°-56'-06" 22.75

Lo PRC 113
7-21-52" 27.13

PR Lot ¹¹³/₁₁₄
6-28-08" 23.85

Lo PRC 114
22-34-00" 30.70

Lo Lot ¹¹⁴/₁₁₅
35-48-35" 46.87

Lot ¹¹⁵/₁₁₆

18-57-24
15-01-18
3-58-42

Pt. Side Braeburn Rd.

Sta. Detl. Chord.

BC. ¹¹⁸/₁₁₉
57-46-15" 118.43

Lot ¹¹⁷/₁₁₈
6-13-45" 15.19

PRC. 117
28-38-50 38.35

Lot ¹¹⁶/₁₁₇
35-48-35 46.87

Lot ¹¹⁵/₁₁₆

35-48-35
71 37 10

28-38-50
57-17-40
71 37 10
178-54-50
71 37 10
200-32-00

245-40

31^o 105
52.5