

1386

PASTY

LEVEL BOOK

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Miller
Hess
Dobert
Muller
2-20

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

SECTION A - 25' = 25' South

NE. SP
Chat. 12.5' AS
Catalina

10.25 - 211.86

201.61

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
1/2 " " "	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.

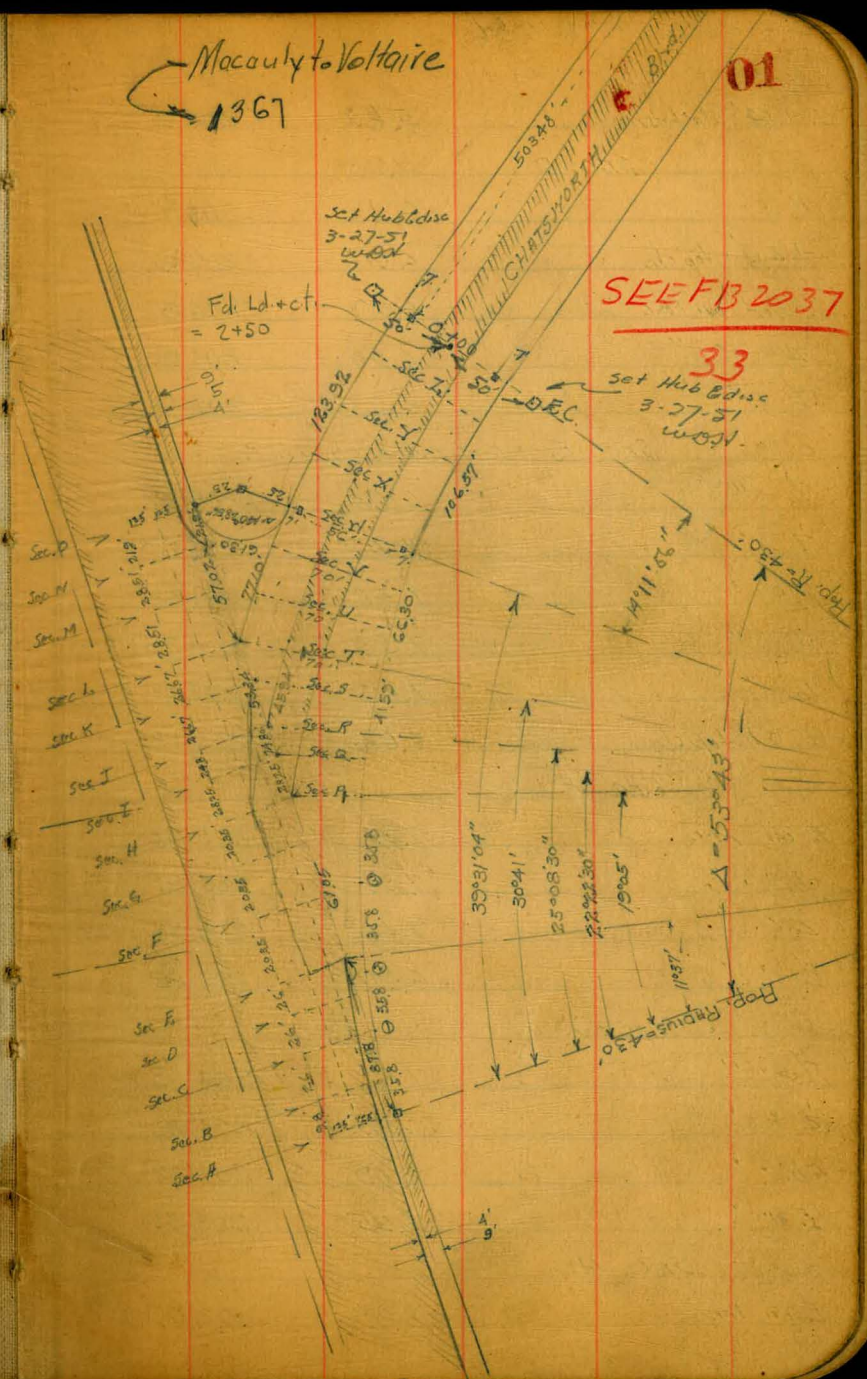
E on top Walk	4.76	207.10
" cb "	4.90	206.96
Gut. on Pav.	5.56	206.30
1/4 " " "	5.40	206.46
1/2 " " "	4.94	206.92

Sec. C

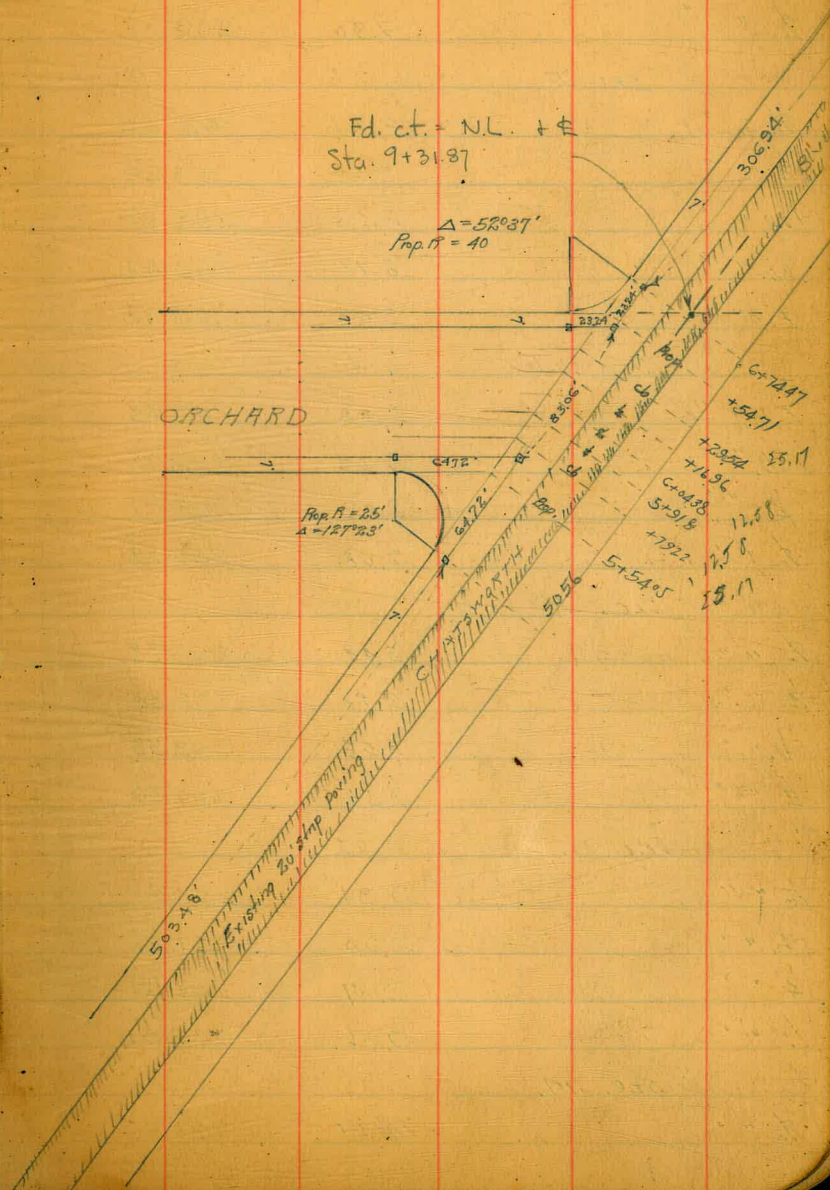
1/2 " " "	5.73	206.13
1/2 " " "	6.21	205.65
+ 14' = E Gut	6.32	205.54
cb. on top	5.66	206.20
E	5.6	206.2

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 Prv.	6.99	204 87
7/8 " "	6.90	204 96
6 " "	6.25	205 61
SEC. E = End exist. cb. on E		
2 " "	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 Prv.	7.88	203 98
cb. " "	7.95	203 91
7/8 " "	7.48	204 38
2/3 " "	6.97	204 89
SEC. G.		
2 " "	7.41	204 45
1/2 " "	7.63	204 23
cb. " "	8.19	203 67
E " "	8.35	203 51
SEC. H		
E on Prv.	8.83	203 03



1/2 on Pav.	10.34	201.52
cb. " "	10.43	201.43
E " "	10.53	201.33

SEC. N = Beginning Exist. cb. on E

E top cb.	10.64	201.22
" on Pav.	11.21	200.65
cb. " "	10.51	200.95
1/2 " "	10.79	201.07
1/2 " "	10.72	201.14

SEC N + 10.45 = E cb Return

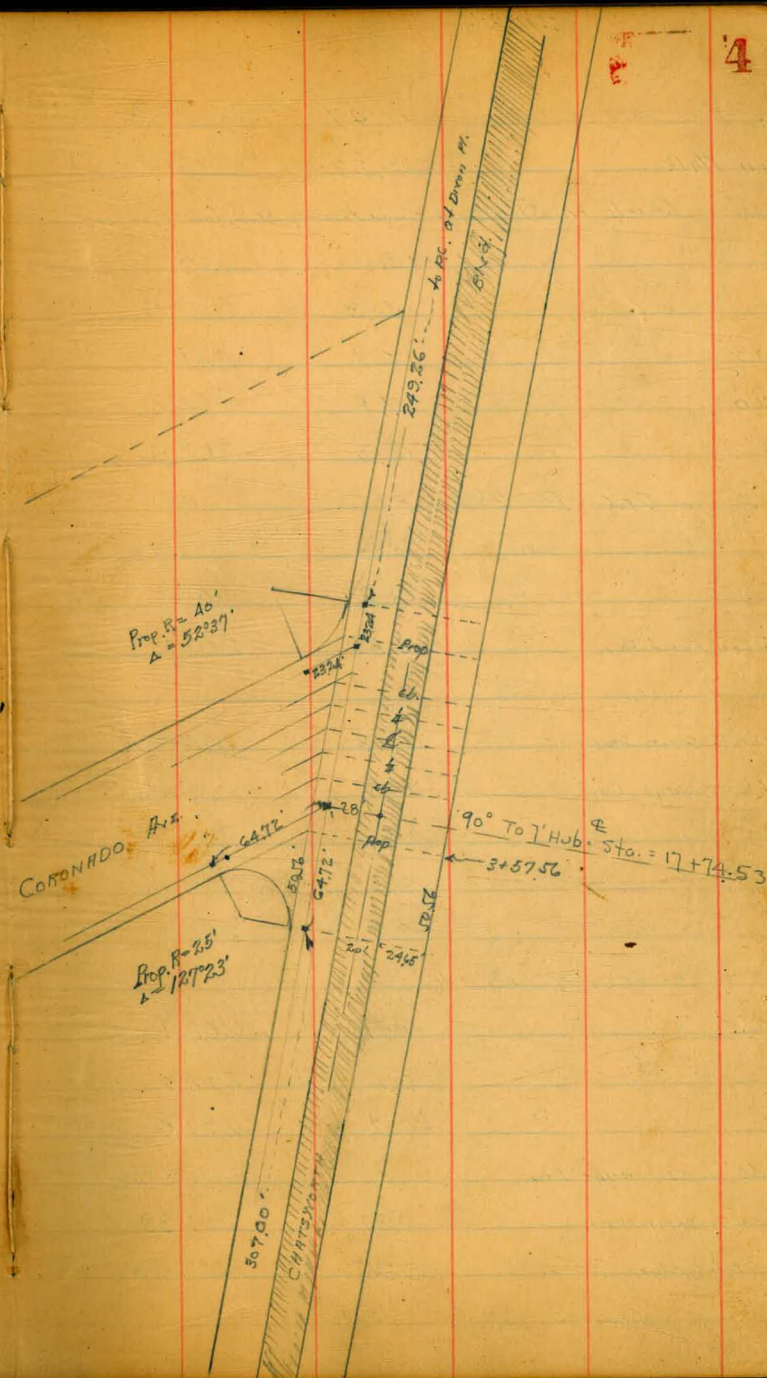
1/2 " "	10.86	201.00
1/2 " "	10.84	201.02
cb. " "	10.92	200.94
+ 2" = at Exist cb Return on Gut.	10.95	200.91
+ 2" " " " " " cb.	10.33	201.53
E on top Walk	10.30	201.56

Sec. 0

E on top Walk	10.07	201.79
cb. " " cb.	10.25	201.61
" " Gut. on Pav.	10.85	201.01
1/2 " Pav.	10.99	200.93
1/2 " "	11.03	200.83

2.5' North Sec. 0

1/2 " "	11.28	200.58
1/4 " "	11.20	200.61
Gut. " "	11.13	200.73



20276

Section U

-5	1.7	201.0
N	1.7	201.0
cb.	2.2	200.5
$\frac{1}{4}$	3.0	199.7
+32' = Paving	3.21	199.55
$\frac{1}{2}$ on "	3.53	199.23
+10.7 " "	3.97	198.79
$\frac{1}{4}$	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
$\frac{1}{4}$	5.0	197.7
+1.7' = Paving	5.29	197.47
$\frac{1}{2}$ on "	4.89	197.93
+94.1'	4.44	198.32
$\frac{1}{4}$	4.5	198.2
cb.	3.5	199.2

20276

Huttsworth 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
$\frac{1}{4}$	6.2	196.5
+32' = Paving	6.02	196.74
$\frac{1}{2}$ - "	6.41	196.35
+10.7 - "	6.87	195.89
$\frac{1}{4}$	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

202.76

+17' = Paring	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
		192.47
+3.25' on Pav.	10.29	191.47
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

202.76

Proctorville 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
$\frac{1}{2}$	12.0	189.7
+17.7' on Pav.	12.07	189.69
$\frac{1}{2}$ " "	12.67	189.09 190.09
+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 Southcb + 5.7' = $\frac{1}{2}$ Gate Valve on Stem 5.19 196.57

0 + 00 = F.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

192.53

+35' on Pav.	4.07	188.46
2. "	4.27	188.26
+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

192.53

Chatsworth 59d

N	4.8	187.7
cb.	5.0	187.5
4	5.4	187.1
+3.4' on Pav.	5.77	186.76
2. " "	5.92	186.61
+10.3 " "	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
4	6.8	185.7
+1.6 on Pav.	7.17	185.36
2. " "	6.80	185.73
+19.1 " "	6.73	185.80
4	6.3	186.2
cb.	6.0	186.5
N	6.4	186.3
+5	8.7	183.8

192.53

+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
1/2		7.1	185.4
+3.3' on Pav.		7.42	185.11
1/2 " "		7.43	185.10
+10.8' " "		7.72	184.81
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
1/2		8.1	184.4

192.53

Chatsworth Blvd.

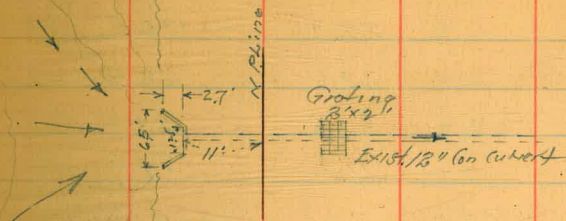
10

+1.7' on Pav.		8.25	184.28
1/2 " "		7.99	184.54
+9.2' " "		7.97	184.56
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
1/2		7.8	184.7
+3.3' on Pav.		8.25	184.28
1/2 " "		8.25	184.28
+10.8' " "		8.50	184.03
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'	9.7	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 Pave.	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. Curkett Road is o.k. For Extension
 1+12.45 = E. Ext. 12" Con. Curkett. 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'x2' 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	9.64	182.49
+6 " " " " End.	10.12	182.41

192.53

+9		15.1	177.4	
cb.				
+6 = End Exist. 12' above Floor line		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 of P.

170.75

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/

+ 9.35 on Bearing	9.35	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 Av.	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 BND.

13

+ 1.7 on Bearing	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
S	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 Pav.		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 Par.			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 Par.			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 Par.			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	2041
cb.	1.6	2040
+3'	2.7	2029
+10'	2.9	2027
$\frac{1}{4}$	2.1	2035
+3' on Pav.	1.77	20383'
$\frac{1}{2}$ " "	1.67	20393'
+10.5''	1.79	20381'
$\frac{1}{2}$	1.8	2038
+6	2.4	2032
+10	3.5	2021
cb.	2.0	2036
S	1.7	2039
+5'	1.8	2038
T.P.	13.04	218.12
	0.52	205.08
	5+0.3+8 = P.C. Prop. Return on N	
-5'	11.9	2062
S	11.9	2062
cb.	12.5	2056
+3	14.3	2038
+6	12.9	2052
$\frac{1}{4}$	12.4	2057
+2' on Pav.	12.27	20585'
$\frac{1}{2}$ " "	12.15	20597'
+9.5''	12.30	20582'
$\frac{1}{4}$	12.8	2053

21812

Chadsworth Blvd.

+10	13.7	2044 ¹⁶
cb.	12.3	2058
N	12.0	2061
+5	13.7	2044
$\frac{1}{10}$	13.9	2042
	5+54.05 Prop.	
N	9.2	2089
cb.	9.3	2088
+5	10.1	2080
$\frac{1}{4}$	9.9	2082
+3' on Pav.	9.63	20849
$\frac{1}{2}$ " "	9.45	20867
+10.5''	9.47	20865
$\frac{1}{4}$	9.5	2086
+7	10.0	2081
+10	11.3	2068
cb.	9.4	2087
S	9.0	2091
+5	9.2	2089
	5+79.22 cb.	
-5	7.7	2104
S	7.6	2105
cb.	7.9	2102
+4'	9.6	2085
+6	8.4	2097
$\frac{1}{4}$	8.1	2100

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	7	
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	2	
-5	5.7	212.9
S	6.0	212.1
cb.	6.8	211.3
+r	7.5	210.6
1/4	6.8	211.3

218.12

Chatsworth Blvd

17

+2' on Pav	6.84	212.8 211.28
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	7	
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
+7	4.4	213.7
7.5	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
+19.5 " "	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 Bmt

+1	1.8	218.3
+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
+19.5 " "	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

225.48

Chatsworth Blvd.

19

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	
+10.5' "		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	225.48	1.01	217.11
	7+80.75			
-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	
+9.5' "		7.12	21836	
$\frac{1}{4}$		7.3	218.2	

+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
+10.5' "		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		

219.17
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
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		
	8+40.75	
	5.4	2201
-5	5.4	2201
-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.		

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
2 " "	5.17	220.31
+9.5' " "	5.32	220.16
$\frac{1}{2}$	5.4	220.1
+7	6.9	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+100.75

-5	2.0	223.5
-1	2.4	223.1
S	3.2	222.3
+	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 Bldg

21

2' on Pav.	5.42	220.06
+105' " "	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	5.5	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
+9.5' " "	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. Blumson N		
-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
+10.5' " "	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 Del MAR Ave Prop. & See Sketch for Location Paving on P-3		
-5	8.38	217.10
S	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 Paving	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 paving strip
10.5' wide on Pav.
Prop. Return to
Del. Mar. Chatsworth

219.67

cb.	4.3	2153
S	4.4	2152
+10	6.4	2132
Section of R ₁ & 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
1/2 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	213.6
cb.	6.5	213.1
N	6.9	212.7
E. cb.		
N	6.5	213.1
cb.	6.9	212.7
+1	7.5	212.1
1/2	6.8	212.8
N edge Par.	6.60	213.07
1/2 "	6.58	213.09
S " "	6.60	213.07
1/2	6.0	213.6
+4	5.0	214.6
cb.	6.0	213.6
S	6.5	213.1
+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
$\frac{1}{2}$		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 = PVC 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
" " "	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
$\frac{1}{2}$	6.1	2135
S edge Pav.	6.14	21353
$\frac{1}{2}$ "	6.09	21358
N " "	6.17	21350
$\frac{1}{2}$	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
2+5756 = R.A. to Mt. Pk. Coronado Ave		
N-5'	3.9	2157
N-3	3.9	2157
N	5.4	2142

21967

Chatsworth Blvd

cb.	6.2	2134 ²⁷
+5	7.0	2126
$\frac{1}{2}$	6.4	2132
N edge Pav.	6.30	21337
$\frac{1}{2}$ "	6.22	21345
S " "	6.31	21336
$\frac{1}{2}$	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
$\frac{1}{2}$	6.8	2128
S edge Pav.	6.82	21285
$\frac{1}{2}$ "	6.73	21294
N " "	6.83	21284
$\frac{1}{2}$	6.9	2127
+8	7.6	2120
cb.	6.6	2130
N	6.2	2134
N $\frac{1}{2}$		

For Chatsworth Blvd
Point Sec P-72

219.67

N		6.2	2134
cb.		7.1	2125
+5		8.0	2116
$\frac{1}{2}$		7.3	2123
N edge	Prov.	7.23	21244
$\frac{1}{2}$	"	7.12	21255
S "	"	7.17	21250
$\frac{1}{2}$		7.2	2124
+8		7.8	2118
cb.		7.2	2124
S		7.0	2126
+5		7.0	2126
	$\frac{1}{2}$		
-5		7.2	2124
S		7.5	2121
cb.		7.5	2121
+5		8.4	7112
$\frac{1}{2}$		7.7	7119
S edge	Prov.	7.54	71213
$\frac{1}{2}$	"	7.44	21223
N "	"	7.59	21208
$\frac{1}{2}$		7.7	2119
+6		8.5	2111
cb.		7.4	2122
N		7.1	2125

E $\frac{1}{2}$

219.67

Chatsworth Blvd

28

N		7.5	2121
cb.		7.7	2119
+5		8.6	2110
$\frac{1}{2}$		8.2	2114
N edge	Prov.	7.90	21177
$\frac{1}{2}$	"	7.72	21195
S "	"	7.87	21180
$\frac{1}{2}$		8.0	2116
+8		8.7	2109
cb.		8.1	2115
S		8.1	2115
+5		8.0	2116
	E cb.		
-5		8.7	2109
S		8.9	2107
cb.		9.0	2106
+2		9.5	2101
$\frac{1}{2}$		8.8	2108
S edge	Prov.	8.67	21100
$\frac{1}{2}$	"	8.58	21109
N "	"	8.73	21094
$\frac{1}{2}$		8.8	2108
+8		9.8	2098
cb.		8.8	2108
N		8.6	2110

E Prop

219.67

-5	9.0	2106
N	9.1	2105
cb.	9.4	2102
+6	10.7	2089
$\frac{1}{4}$	9.5	2101
N edge Pav.	9.16	21051
$\frac{1}{2}$ "	9.00	21067
S " "	9.13	21057
$\frac{1}{4}$	9.4	2102
+8	10.6	2090
+10	9.5	2101
cb.	9.5	2101
S	9.5	2101
+5	8.9	2107

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

-5	9.0	2106
S	9.9	2097
cb.	10.3	2093
+2	10.6	2090
+4	11.7	2079
+9	10.6	2090
$\frac{1}{2}$	10.1	2095
S edge Paving	9.88	20979
$\frac{1}{2}$ "	9.75	20992
N " "	9.33	20974
$\frac{1}{4}$	10.3	2093

219.67

Chatsworth 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.	12.4	207.2
+5	14.0	205.6
$\frac{1}{4}$	12.4	207.2
N edge Paving	12.19	207.48
$\frac{1}{2}$ "	12.05	207.62
S " "	12.12	207.55
$\frac{1}{4}$	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
$\frac{1}{2}$	3.9	2050
+10	4.8	2041
cb.	4.0	2049
N	3.3	2056
+1	2.8	2061
+5	2.7	2062
	1452.6 = Beginning	12' cb's = Exist.
	Exist Mark	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 ^{202.82}
$\frac{1}{4}$	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
	2+00	
-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

20891

+5		8.6	2003
	2+4926		
-5		11.5	1974
1		11.1	1978
+4.5 = top Walk		10.98	19793
cb.		11.2	1977
+2' = top East cb.		11.17	19774
+2' Gutter.		11.8	1971
+7		11.0	1979
$\frac{1}{2}$		10.9	1980
1/2 edge Pav.		10.77	19814
2 "		10.50	19841
5 "		10.48	19843
$\frac{1}{2}$		10.7	1982
+9		10.9	1980
+10		10.2	1987
cb.		9.9	1990
+8		9.2	1997
5		7.7	2012
+4		5.3	2036
+10		4.5	2044
T.P. B.M. BP chk. on WYBY Chatsworth Dixon Pl.		11.21	197.70
			197.67 = B.M. ✓ 0.03 = Error
178	199.45		197.67 = B.M.
Levels WYBY Return			
P.C. on cb.		1.76	

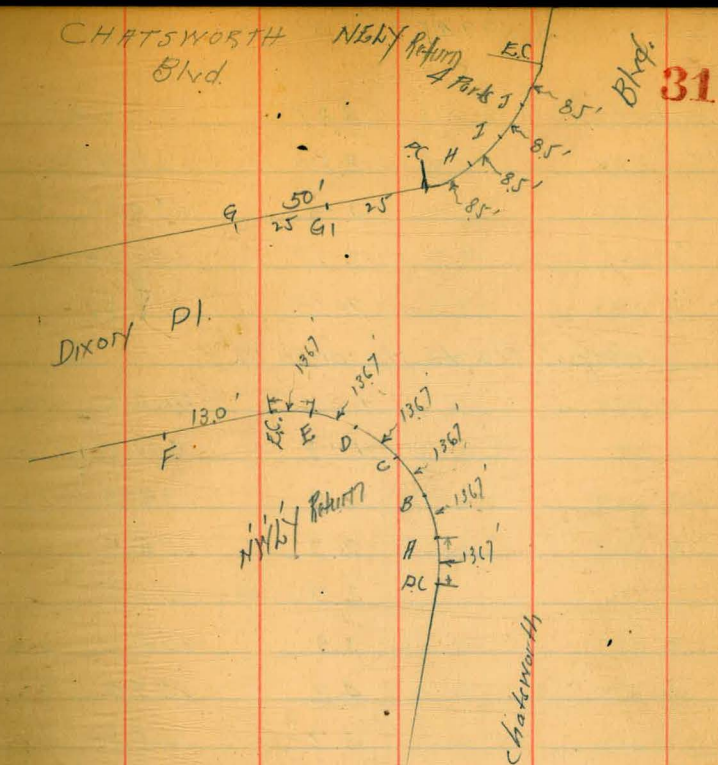
CHATSWORTH
Blvd.

NELY Return

EC

Blvd.

31



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

1994J

PC. on cb	8.87	191.08
H " "	8.80	190.65
I " "	9.30	190.15
J " "	9.77	189.68
E.C. " "	10.18	188.27

Prop. RLA 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 Paving		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

CHITSYNORTH Bldg
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		7.5	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	Pring	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	Por.	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	
$\frac{1}{4}$		13.5	185.9	
T.P.	1.72	188.46	12.71	186.74
S edge	Pring	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	Por.	6.65	181.81	
L	"	6.54	181.92	
S "	"	6.59	181.87	

188.46

1/4	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 N edge Walk Roof -- 7.81 18065 Sh. 6+11		
5+20.8 = End East Walk on N = bag. Can gutter 2.5" wide Continues to 16.712		
5+23.06		
-10	5.7	178.7
-4	9.5	178.9
S	7.8	1806
cb.	8.3	1801
+10	8.8	179.6
1/4	8.6	179.8
S edge Paving	8.20	18026
1/2 "	8.02	18044
N " "	8.06	18040
1/4	8.0	1804
+8 on Gutt.	8.96	179.50
+10.5" "	9.17	179.29
+10.5 top lb.	8.20	18026
cb.	8.2	1802
+5	8.0	180.4

5+50

188.46

CHATS WORTH

514
35

-5	10.1	178.3
N	9.8	178.6
cb.	9.9	178.5
+2 on cb.	9.86	178.60
+2 " Can Gutt	10.82	177.64
+4.5" " "	10.59	177.87
1/2	9.8	178.6
N edge Pav.	9.87	178.59
1/2 "	9.74	178.72
S " "	9.90	178.56
1/4	10.3	178.1
+2	10.7	177.7
+5	10.1	178.3
cb.	10.7	177.7
S	10.0	178.4
+8	12.3	176.1
+10	12.4	176.0
5+78.82 = Brk		
-10	13.7	174.7
-4	13.6	174.8
S	12.1	176.3
cb.	11.9	176.5
+8	11.8	176.6
-10	12.5	175.9
1/4	12.0	176.4
S edge Paving	11.61	176.85

188.46

2 on Paving	11.50	176.96
N edge "	11.63	176.83
1/4	11.6	176.8
+8 on Cont. but	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
"	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 Paving	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
Sketch P-5			
G+31.5 - beginning	Full width	Por. From St + North	
-5	2.5	174.1	
S	2.4	174.2	
cb.	2.6	174.0	
1/4	2.8	173.8	
S edge Por.	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 Por	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+69.9 = Pt. A to Prop. N. Line Wildwood			
N on Por.	4.50	172.10	
cb. " "	4.50	172.10	
1/4 " "	4.26	172.34	
2 " "	4.12	172.48	
S edge Por.	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
‡	4.8	171.8
S edge Paving	4.64	171.96
‡ on "	4.56	172.04
‡ " "	4.64	171.96
cb " "	4.87	171.77
N " "	4.82	171.78
	M ‡	
N on Pav.	5.17	171.43
cb " "	5.25	171.35
‡ " "	5.05	171.55
‡ " "	4.93	171.67
S edge Pav.	5.03	171.57
‡	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
	‡	
-5	1.5	175.1
S	4.9	171.7

176.60

CHATTSWORTH Blvd.

37

+8	5.6	171.0
cb.	5.3	171.3
‡	5.6	171.0
S edge Pav.	5.46	171.14
‡ on "	5.33	171.27
‡ on "	5.47	171.13
cb " "	5.67	170.93
N " "	5.57	171.03
	E ‡	
N " "	6.07	170.53
cb " "	6.11	169.49 170.49
‡ " "	5.89	170.71
‡ " "	5.71	170.89
S edge Pav.	5.87	170.73
‡	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	170.7
+5	6.3	170.3
cb.	6.1	170.5
+6	6.6	170.0
‡	6.3	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 ^{169.29}
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	3.4	173.2
Section A = Parallel to East - Culvert		
-11' on Flwy 16" Culvert	12.72	169.88
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 ^{ship} " From East	7.26	
1/2 on "	7.26	
+9.6 on Hd. Wall 1' East this Section	6.96	
+11.4 on Flwy line 16" Culvert	9.22	169.38
+14.5 " Pav. at ^{East} cb. line	7.56	
+14.5 " cb.	6.84	169.76
cb.	6.8	
N	6.4	
T.P. on Hwy. 2.24	171.88	6.36 169.64
No Levels SECTION B Struts P-5 = Approx. Paving P.C.		
Prop. P.C. P-6 = 78.78 E. E. 7' Line Midwood		
-5	0.3	171.6
-6	1.1	170.8
N	3.3	168.6
cb.	3.8	168.1
+2 = top East 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 Exist cb.	5.02	16686
+ 2 on Can. 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 Can. 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' = S edge 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 Exist cb.	6.65	165.23
+ 4.5 on Can Gut.	7.58	16430
+ 7 " " "	7.39	163.42 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
+A	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
+A 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
+5.5 = Top Forest, cb.	10.40	16148
+5.5 on Con Gut.	11.13	16075
$\frac{1}{4}$ " Pav.	10.91	16097
+2.5 " N edge Pav. From West.	10.78	16110
$\frac{1}{2}$ " " "	10.69	16119

17188

Chabsworth 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 = W by 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	159.3
$\frac{1}{4}$	11.8	1601
+2.4 = S edge Pav.	11.46	160.42
$\frac{1}{2}$ on " "	11.48	160.40
$\frac{1}{4}$ " " "	11.57	160.31
+11.5 " " "	11.85	160.03
+11.5 " cb.	11.17	160.71
cb. on Walk	11.15	160.73
N " " "	10.95	160.93
N ^{11.0} on cb. P.C.		
	11.37	160.51

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
$\frac{1}{4}$ " "	12.34	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
	N $\frac{1}{2}$	12.34
		159.54
-5	0.8	160.1
S	11	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.	2.93	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 Pav.	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

Es. to 122 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 Pav.	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. " Malt	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 Malt	5.20	155.69
+4.2' top Exist. cb.	5.66	155.23
+4.2' Pav.	6.41	154.48
$\frac{1}{2}$ on "	6.29	154.60
$\frac{1}{2}$ " " 5' East thru section	6.76	154.13
$\frac{1}{2}$ on Pav.	6.17	154.62
710 " Sedge Pav.	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 Pav.	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 Malt	6.35	154.54

S+10'		10.9	139 1
	3+00		
-10'		11.9	138 1
S		9.0	141 0
cb.		9.2	140 8
+5		9.6	140 4
$\frac{1}{2}$		9.1	140 9
+24' = S edge Pav.		8.72	141 31
$\frac{1}{2}$ on "		8.53	141 50
+10.2' N " "		8.65	141 38
$\frac{1}{2}$		8.8	141 2
+9		8.9	141 1
cb.		8.3	141 7
N		7.9	142 1
+5		7.2	142 8
			<u>Poor Material</u>
	3+21.4 = Beginning East. 6" cb. on N.		
-5		8.6	141 4
N		9.5	140 5
cb.		9.8	140 2
+4' = top Exist cb		9.87	140 16
+4 on dirt Gut		10.5	139 5
$\frac{1}{2}$		10.0	140 0
+24' on N edge Pav.		10.09	139 94
$\frac{1}{2}$ " "		10.00	140 03
+10.2' S " "		10.11	139 92
$\frac{1}{2}$		10.5	139 5

cb.		10.6	139 4
S		10.6	139 4
+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
$\frac{1}{2}$		12.5	137 5
+25' = S edge Pav.		12.14	137 89
$\frac{1}{2}$ on "		12.02	138 01
+10' N " "		12.05	137 98
$\frac{1}{2}$		12.1	137 9
+8.5 on Exist cb.		11.91	139 12 ^{138.12}
cb.		11.8	138 2
N		11.4	138 6
+5		10.5	139 5
			<u>Sketch Page 39</u>
	3+72.86 = N.L. Sta. = N.L. FRANKTON 15' S. ^{10' chs} _{3' ch} ^{on top of hydr.}		
T.P. on S.M. 0.07	138.96	11.14	138.89
N. on S.M.	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 Paving		3.07	135 89
$\frac{1}{2}$ on Pav.		2.44	135 52
+2.5' " "		2.33	136 63
$\frac{1}{2}$ " "		2.32	136 64

+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 4' ^(Sketch) _(P-39) 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
$\frac{1}{2}$		
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
$\frac{1}{2}$ " "		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 Burlington		
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 " Cor. Gut		11.24	127.72
+7 " " "		11.08	127.88
$\frac{1}{2}$		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
$\frac{1}{2}$		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
			126.55
	5+56.20 = Hwy Laine Macoulay at 20' elev 75' to		
-5		3.2	125.0
S		3.0	125.2
cb		2.8	125.4
+4		3.9	124.3
$\frac{1}{2}$		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
$\frac{1}{2}$		1.8	126.4
+5.5' = S edge Cor. Gut.		2.26	125.97
+8.5' = Gut. at cb. Laine		2.41	125.82

12823

48

+8.5' on cb.		1.67	126.56
cb		1.6	126.6
+6		1.5	126.7
N		0.5	127.5
	W cb.		
N		1.1	127.1
+5		2.1	126.1
cb.		2.2	126.0
+4 on cb.		2.28	125.95
+4 " Cor. Gut		3.03	125.20
+7 " " "		2.97	125.26
$\frac{1}{2}$		2.4	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
$\frac{1}{2}$		2.9	125.3
cb.		4.6	123.6
S		4.1	124.1
	W $\frac{1}{2}$		
S		4.7	123.5
$\frac{1}{2}$		4.6	123.6
$\frac{1}{2}$		3.2	125.0
+2.5' on Pav.		3.03	125.20
$\frac{1}{2}$		2.89	125.34
+10 " " "		3.01	125.22
$\frac{1}{2}$		3.0	125.2

+4.5 on Con Gut	3.40	124 8
+3.5 " " "	3.67	124 56
+2.5 on cb.	2.76	125 47
cb.	2.7	125 5
+5	2.5	125 7
N	1.6	126 6
5-178 ² Beginning Walk on " "	^{N-498 Walk} 5 " " 2.91 3.04	
E. MACHULAY		
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
$\frac{1}{2}$	3.3	124 9
+2.5 on Pav.	3.44	124 79
$\frac{1}{2}$ " "	3.32	124 91
+10 " "	3.45	124 78
$\frac{1}{2}$	3.7	124 5
cb.	4.4	123 8
S	4.8	123 4
E. L.		
S	5.2	123 0
cb.	4.8	123 4
$\frac{1}{2}$	4.1	124 1
+2.5 on Pav.	3.84	124 39

$\frac{1}{2}$ on Pav.	3.72	124.51
+10 " "	3.90	124 33
$\frac{1}{2}$	4.0	124.2
+3.5 on Gut ^{Coq.}	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.	4.2	124 0
+4 on cb.	4.29	123 94
+4 " Gut.	5.28	122 95
+9 " "	4.80	123 43
$\frac{1}{2}$	4.3	123 9
+2.5 on Pav.	4.34	123 89
$\frac{1}{2}$ " "	4.16	124 07
+10 " "	4.25	123 98
$\frac{1}{2}$	4.4	123.8
cb.	5.3	122.9
+5	5.5	122.7
o	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
+8.5 " "	595	122 28
+8.5 on up	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. O.P. Locusta scholastica	10.20	118.03

118.02 = B.M. ✓

0.01 = Error

Cross Sections Cont P-73

Walker
 1120 Blus.
 Du Bois
 McHeen
 2-27-30

CROSS SECTION ORCHARD ST. 80' Wide 20' c/s
 From ELY line Catalina Blvd, 10' c/s
 to CHATEAUX Bldg.

454 201.04
 SECTION A

196.50
 S.W. 80' Catalina Blvd ✓
 Orchard

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

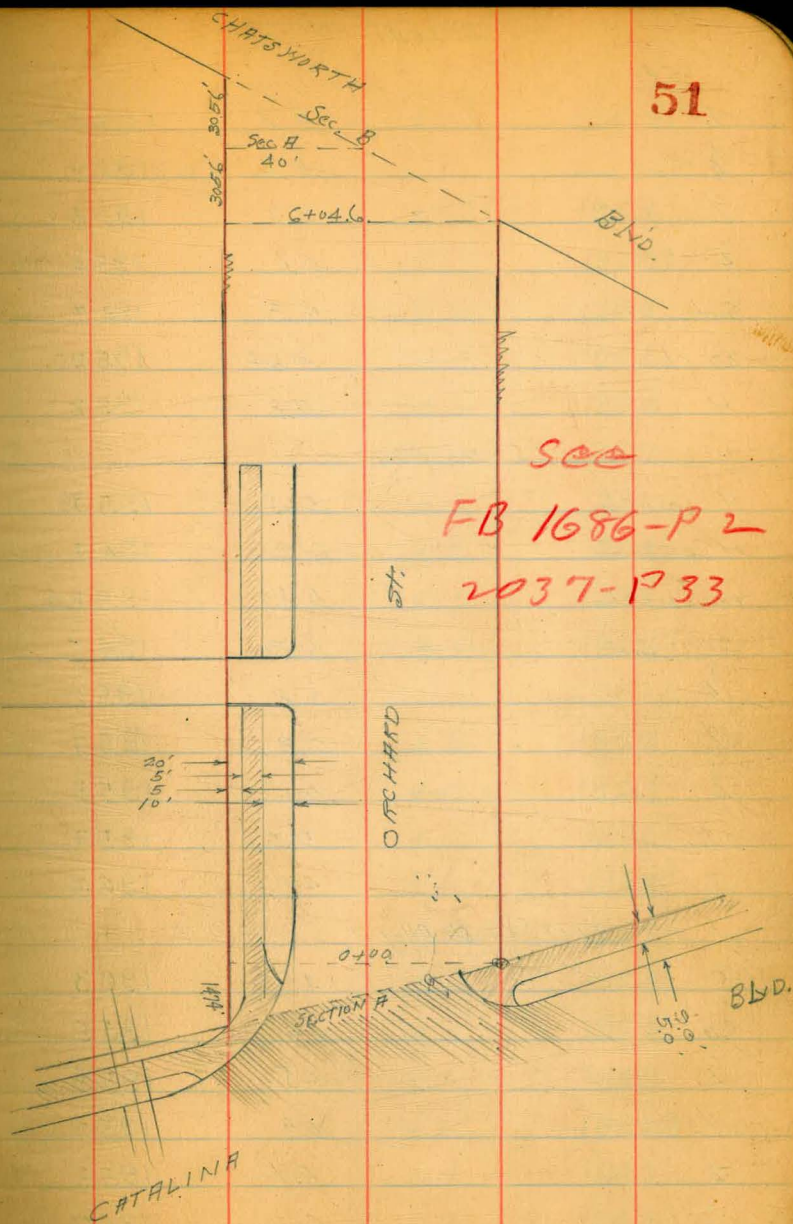
0+00

N	6.1	194.9
+19.4' on cb Return	6.87	195.17
Gut.	6.2	194.8
cb	6.2	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

S 4.4 196.6

Plotted 3-19-30
 C.B.H.



201.04

cb.	5.3	1957
$\frac{1}{2}$	5.2	1958
$\frac{2}{2}$	5.2	1958
$\frac{1}{4}$	5.6	1954
Gut.	6.3	1947
on cb.	5.84	19520
N	5.8	1952
1+02.55 = 11.6 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
$\frac{2}{2}$	5.3	1957
$\frac{1}{2}$	5.5	1955
cb.	5.3	1957
S	9.7	1963
1+17.55 = 16.1 Alley		
S	4.7	1963
cb.	5.5	1955
$\frac{1}{2}$	5.5	1955
$\frac{2}{2}$	5.3	1957
$\frac{1}{2}$	5.7	1953
Gut	6.3	1947
on cb.	5.69	19535
" " "	5.44	19560

201.04

52

N on Gut	6.3	1947
1+50		
N	5.6	1954
on cb.	5.65	19539
Gut.	6.2	1948
$\frac{1}{2}$	5.5	1955
$\frac{2}{2}$	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+00		
-5	4.8	1962
S	4.5	1965
+16	4.8	1962
cb.	5.7	1953
$\frac{1}{2}$	5.3	1957
$\frac{2}{2}$	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+40.05 = End Exist. cb. + 11.6 Alley on N		
-5	7.3	1937

20104

N			6.6	1944
+5' on Walk			5.62	19542
+10 " "			5.78	19536
cb.			5.79	19525
cut.			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

Jnn Pipe
opp. Exit 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.			10.9	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
5	7.8	2003
+5	7.8	2003
4+00		
-5	6.2	2019
5	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
5	4.7	2034
+5'	4.7	2034
5+00		
-5	3.2	2029

208.15

54

5	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
5	12.4	2041
+5	12.7	203.8
5+50		
-5	12.1	2044
5	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
H	8.9	2076
+5	8.8	2077

6+04.6 = Sta. to S. line of Chatsworth

-5	6.2	2103
H	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

SEC. = N.W. 1/4 line Chatsworth

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
cbk. on Judge Par. 67497.2C. 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. Cb Top.	7.613	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 Cb		5.45	90.68
	3+80	E.V.C.	
S. top Cb		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 Cb		5.84	90.29
	4+05		
N. top Cb		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 B.K.

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.F.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

= 96.67 (unclear)

Walker
 101 Blus
 Mt. View
 Diebart
 2-28-30

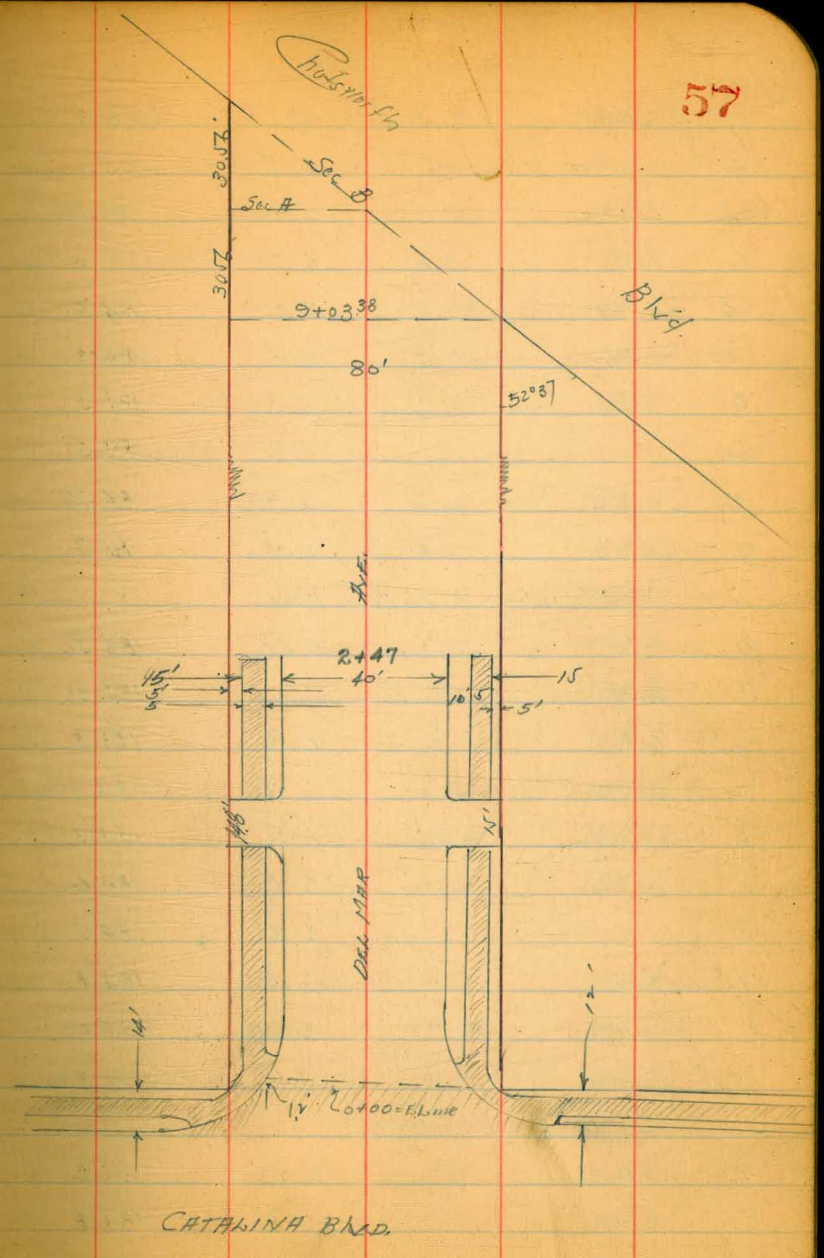
Cross Section Del-Mar Ave 80' wide 30' d/s
 Bet Catalina + Chatsworth Blvd.

3.17 190.70 187.53
 ELY line Catalina = 0+00
 S.V.P. Del-Mar + Catalina

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
6 " "	6.48	184.22
7/8 " "	6.80	183.90
cb. " "	7.11	183.59
+9' " " at 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
6	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



190.70

S	4.1	186.6
+4	5.5	185.2
cb	5.90	184.80
Gut.	6.5	184.2
$\frac{1}{4}$	6.4	184.3
$\frac{1}{2}$	6.4	184.3
$\frac{3}{4}$	6.8	183.9
Gut.	7.2	183.5
N. cb	6.33	184.37
N	6.4	184.3

1+10.2 = N cb Face Alley

N on cb.	5.78	184.92
" " Gut.	6.8	183.9
cb. " "	6.8	183.9
" " cb	6.05	184.65
$\frac{1}{4}$	6.5	184.2
$\frac{1}{2}$	6.1	184.6
$\frac{3}{4}$	6.2	184.5
cb. on Gut.	6.3	184.4
" " cb.	5.63	185.07
S " "	5.41	185.29

1+25 = S cb. Alley

S on cb.	5.28	185.42
" " Gut	5.8	184.9
cb. " "	6.1	184.6
" " cb.	5.57	185.13

190.70

58

$\frac{1}{4}$	6.2	184.5
$\frac{1}{2}$	6.0	184.7
$\frac{3}{4}$	6.4	184.3
Gut	6.8	183.9
cb.	6.04	184.66
N on cb.	5.76	184.94
" "	6.5	184.2

1+50

N	6.2	184.5
cb.	6.10	184.60
Gut.	6.6	184.1
$\frac{1}{4}$	6.2	184.5
$\frac{1}{2}$	5.8	184.9
$\frac{3}{4}$	6.1	184.6
Gut.	6.2	184.5
S cb.	5.58	185.12
S	5.9	185.4

2+00

S	4.9	185.8
cb.	5.31	185.39
Gut.	5.8	184.9
$\frac{1}{2}$	5.7	185.0
$\frac{3}{4}$	5.3	185.4
$\frac{1}{4}$	5.7	185.0
Gut.	6.2	184.5
cb.	5.83	184.81

19070

N	5.3	1854
2147 = End East. cb. + Walk on N.Y. South.		
N	4.5	1862
+5' on Walk.	4.74	18596
+10 " "	4.81	18589
cb.	4.99	18571
Gut.	5.5	1852
$\frac{1}{2}$	4.9	1858
$\frac{1}{2}$	4.4	1863
$\frac{1}{2}$	4.7	1860
Gut.	4.9	1858
S. top cb.	4.45	18525
+10 on Walk.	4.27	18643
+15 " "	4.20	18650
S	3.8	1869
	3+00	
-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
$\frac{1}{2}$	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
	3+25	
-5	1.2	1895
N	1.5	1892
+10	1.0	1897
cb.	2.6	1881
$\frac{1}{2}$	2.2	1885
$\frac{1}{2}$	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
	3+50	
-5	10.7	1903
S	10.0	1910
+17	10.3	1907
cb.	11.2	1898
$\frac{1}{2}$	11.1	1899
$\frac{1}{2}$	10.9	1901
$\frac{1}{2}$	11.4	1896
cb.	11.6	1894
+10	10.9	1907

201.06

N	11.5	189.5
+5	11.2	189.8
	4+00	
-5	8.7	192.3
N	8.1	192.9
cb.	8.1	192.9
+5	8.8	192.2
$\frac{1}{2}$	8.5	192.5
$\frac{1}{4}$	8.0	193.0
$\frac{1}{4}$	8.0	193.0
cb.	8.2	192.8
+2	7.3	193.7
+15	6.9	194.1
5	8.1	192.9
+5	9.0	192.0
	4+50	
-5	5.1	195.9
5	5.0	196.0
+3	3.4	197.6
cb.	3.7	197.9
+1	4.9	196.1
$\frac{1}{2}$	4.6	196.4
$\frac{1}{4}$	4.4	196.6
$\frac{1}{4}$	5.2	195.8
+5	5.5	195.5
cb.	5.5	195.5

201.06

60

+2	4.5	196.5
11	4.6	196.4
+5	5.5	195.5
	5+00	
T.P.	12.83	213.32
	0.57	200.49
-5	12.8	200.5
N	12.5	200.8
710	12.0	201.3
cb.	12.9	200.4
$\frac{1}{2}$	12.7	200.6
$\frac{1}{4}$	12.1	201.2
$\frac{1}{4}$	12.3	201.0
cb.	12.9	200.4
+1	12.9	200.4
+2	11.3	202.0
5	11.4	201.9
+5	12.4	200.9
	5+50	
-5	5.2	208.1
-1	5.4	207.9
5	6.5	206.8
+17	6.8	206.5
cb.	8.2	205.1
$\frac{1}{2}$	8.0	205.3
$\frac{1}{4}$	8.0	205.3
$\frac{1}{4}$	8.5	204.8

213.32

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
$\frac{1}{2}$	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+00		
-5	+1.5	2148
-2	+1.5	2148
S	0.5	2128
+2	3.8	2095
+10	4.0	2093
cb.	4.0	2093

213.32

61

+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

	8+00	17	216.6
+5			
-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

21833

V+5	2.0	2163
5+63 Sec Sketch P-57		
5	3.3	2150
cb.	3.7	2146
7	4.3	2140
8	4.7	2136
7	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
7	5.6	2127
8	4.9	2134

SEC. A = Ndy' line Chato North. ENA.

5	3.3	2150
cb.	3.9	2144
7	4.5	2138
8	4.9	2134
7	5.5	2128
cb.	5.8	2125

21833

N	5.3	213.0
chk. on old Par. Sta. P. 22	1.25	217.08
		217.10 = Par. Sta. Error
		0.02 Error

63

Walker
 1120 B.S.S.
 Diebert 3-5-30
 Noon

Cross Section Coronado Ave. 80' Wide 20' cbs. 10' x 5'
 Bet. Catalina And Chatsworth Blvd.

181.90

64

SECTION A

50% B.P. ✓
 Catalina Blvd.
 & Coronado Ave.

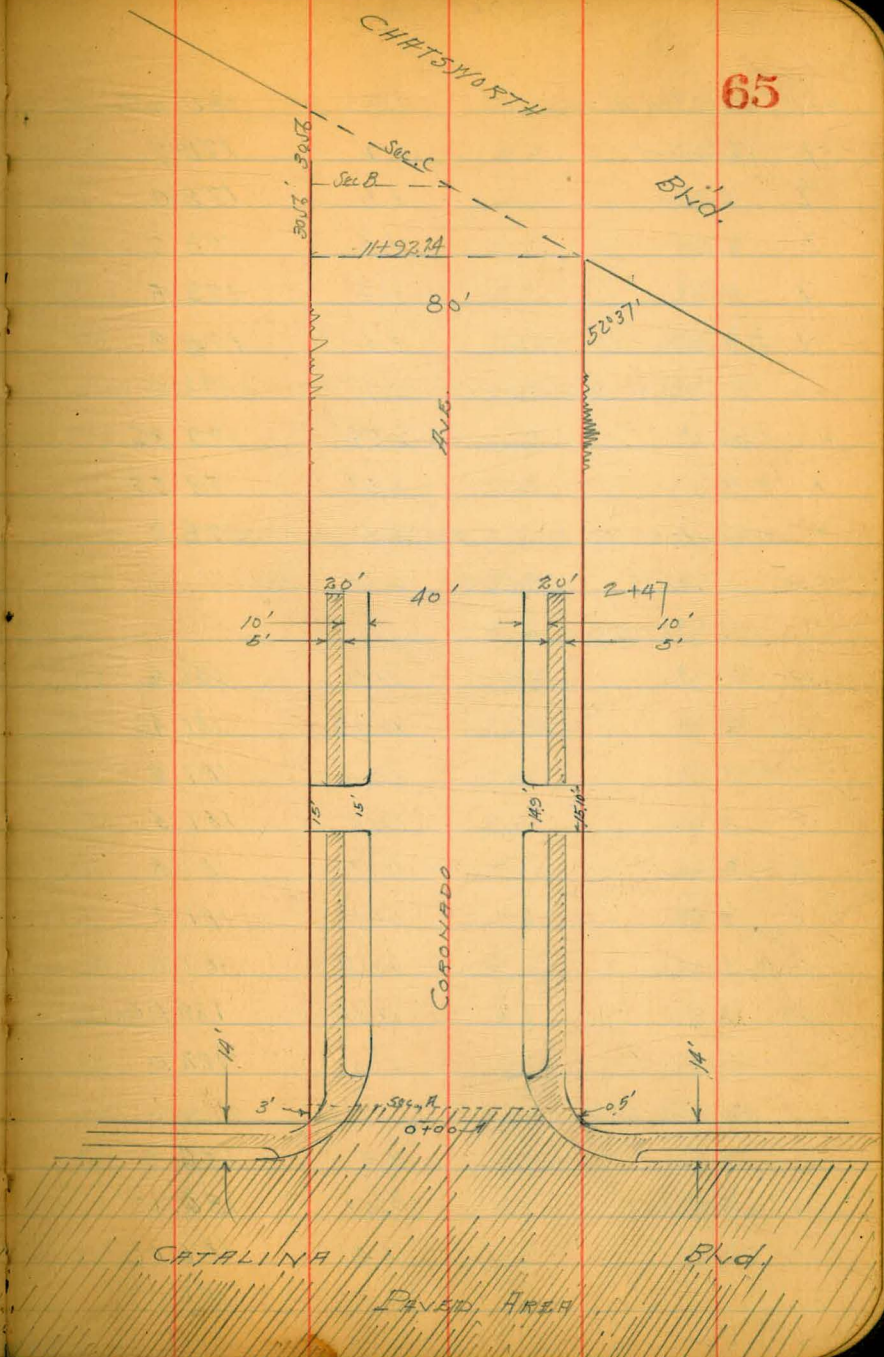
896	181.90	172.94
-14' = 5.56 line Catalina		
= S top cb. at PC Return	10.04	171.86
-12 on Par. " " "	10.55	171.35
S on Par.	11.02	170.88 ✓
cb. " "	11.33	170.57
1/2 " "	11.46	170.44
1/2 " "	11.65	170.25 ✓
1/2 " "	11.77	170.13
cb. " "	11.91	169.99
N " "	12.33	169.57 ✓
+24' = PC. cb. Return on Par.	12.94	169.96
+24' = " " " " cb.	12.45	169.45
5.56' line Catalina = 0+00		
N	11.3	170.6
+107 on cb. Return	11.24	170.66 ✓
+107 on Par.	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 Par. at cb. Return	10.89	171.01
+93' cb. " "	10.84	171.56 ✓
S	10.0	171.9

Plotted 3-21-30

S	10.0	171.9
+1 1/2' on cb. Return	10.28	171.62
+12' on Par. 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 Par. 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
1/4	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		
Wagon cb.	6.61	174 29
Sub. " "	5.65	176 25
1+10 = 11/2" line 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
5 " "	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
1/2	3.9	178 0
1/2	2.2	179 7
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
1/2	12.0	181.5
1/2	11.7	181 8
1/2	12.2	181.3
Gut.	12.5	181 0
cb.	11.50	182.00
S	11.5	182.0
	Z+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
1/2	8.0	185 5
1/2	7.3	186 2
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
	Z+47 = End End Walk + Curb on North + South. ✓	
-5	4.4	189 1
N	4.2	189 3
+5' on Walk	3.58	189 92
+10' " "	3.53	189 91
cb.	3.75	189 75 ✓
Gut.	4.3	189 2
1/2	4.1	189 4
1/2	3.6	189 9
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
	Z+75	

193.50

-5			3.0	190.5
S			2.9	190.6
cb			2.6	190.9
$\frac{1}{2}$			2.4	191.1
$\frac{1}{2}$			2.2	191.3
$\frac{1}{2}$			2.5	191.0
cb			2.9	190.6
N			3.2	190.3
+5			3.4	190.1
	3+00			
-5			2.5	191.0
N			2.4	191.1
cb			2.2	191.3
$\frac{1}{2}$			1.8	191.7
$\frac{1}{2}$			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
T.P.	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
$\frac{1}{2}$			12.0	193.2

205.23

CORONADO, Ariz

$\frac{1}{2}$			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
$\frac{1}{2}$			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
$\frac{1}{2}$			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			

67

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 0.27 204.96

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

OSONADO Ave

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
L			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	2.13	214.94
	8+50			
-5			8.0	2157
N			8.4	2153
cb.			9.1	2146
+5			9.3	2144
7			9.0	2147
L			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	215.5

223.69

GRONADO Fre

70

L			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
L			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
L			5.4	2183
7			5.5	2182
cb.			5.2	2185
N			3.8	2199
+5			3.5	2202
	10+50			

223.69

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

223.69

ORONADO 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+168 = 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+9224 = Pt. A to Prop. on South. <small>Produced = PZ. Sketch p. 65</small>		
-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. σ P. 27 10.37 21337
 21336 = Elev. Pav. P. 27
 0.04 = 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
2		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
2		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	726
N		10.5	694
2		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
2		9.5	704
N		9.1	708
+15		8.9	710
+25		7.7	722
	2+50 = 2 station		
-25		9.3	706
N		9.5	704
2		9.6	703
E		8.7	712
	2+75		
-25		5.4	745
-15		8.2	717
E		9.3	706
2		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
H	9.1	708
3+50		
H	8.2	717
L	6.2	737
F	5.2	747
+25	0.2	797
LEVELS on Curbs	Sketch A-73	
H on top cb.	9.66	7090
" " Cor. Gutter	10.47	
B" " cb.	8.77	7119
B" " Gutt.	9.59	
C" " cb.	9.13	7083
7" (width) +C" " Gutt. - End Cor Gutter	9.95	
D. on curb.	9.85	7011
17" N. D. on Grading Table	10.59	6943
4+00		
-25	+0.5	804
F	6.2	737
L	6.6	733

7996

H	6.6	733
+25	6.9	730
4+50.5 = E.C.		
-25	5.4	745
H	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
H	4.1	758
+25	3.9	760
5+50		
-25	2.7	772
H	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
H	2.5	774
+25'	3.0	76.9

75

7996

6 + 0.55² = 528' line Chateaufort. Section Parallel to Chateaufort

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

76

Yulker
 1st class
 Direct
 Watson

CLIFF LEVELS
 QUINBY ST.
 From Chatsworth 100' S. East

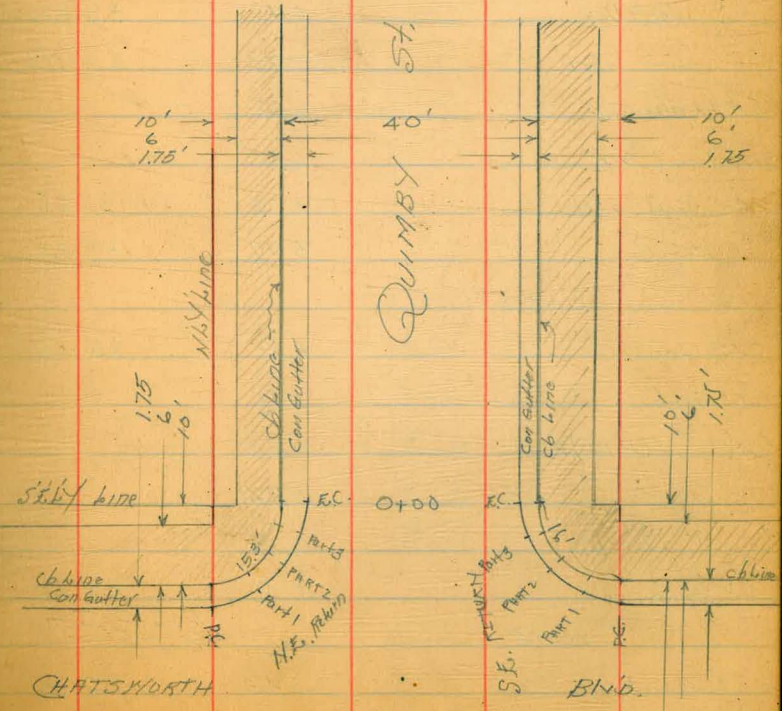
0.72 97.38 9666
 4.64 89.61 1241 8497
 S.E. & P.
 Tennyson
 & Chatsworth

N.E. RETURN

P.C. on cb.	7.37	82.24
" " Gut. at cb.	8.26	81.35
" " " edge	8.15	81.46
PART 1 on cb.	7.42	82.19
" 1 " Gut. at cb.	8.40	81.21
" 1 " " edge	8.28	81.33
" 2 " cb.	7.47	82.14
" 2 " Gut. at cb.	8.44	81.17
" 2 " " at edge	8.32	81.29
" PART 3 on cb.	7.46	82.15
" 3 " Gut. at cb.	8.40	81.21
" 3 " " edge	8.30	81.31
F.C. on cb.	7.40	82.21
" " Gut. at cb.	8.32	81.29
" " " at edge	8.21	

S.E. RETURN

P.C. on cb.	8.44	81.17
" " Gut. at cb.	9.42	80.19
" " " edge	9.23	80.38
PART 1 " cb.	8.39	81.22
" 1 " Gut. at cb.	9.35	80.26
" 1 " " edge	9.18	80.43



PART 2 on cb.	8.37	81.24
" 2 " Gut at cb.	9.30	80.31
" 2 " " " edge	9.14	80.57
" 3 " cb.	8.35	81.26
" 3 " Gut at cb.	9.29	80.32
" 3 " " " edge	9.16	80.45
EC. on cb.	8.34	81.27
" " " Gut at cb.	9.24	80.37
" " " " " edge	9.16	
0+25		
S top cb.	6.73	82.88
" Gut at cb.	7.72	81.89
S on edge Gut.	7.64	
N " " Gut.	6.62	
" " Gut at cb.	6.76	82.85
" top cb.	5.77	83.84
0+50		
N top cb.	4.14	85.47
N Gut	5.17	
N " on edge	5.00	
S " " "	5.94	
" " at cb.	6.04	
" top cb.	5.09	84.52
0+75		
S top cb.	3.43	86.18
" Gut at cb.	4.41	

S Gut at edge	4.31	
N " " "	3.33	
" " " cb.	3.47	
" top "	2.50	87.11
1400		
N top cb.	0.87	88.74
" Gut. at cb.	1.84	87.77
" " " edge	1.70	87.91
S " " "	2.63	86.97
" " " cb.	2.72	86.87
S top cb.	1.76	87.85
alt. st. B.P. poc + Chatsworth P73	11.41	78.20
Ch. Levels Quimby ST		78.21 - B.M.
		0.01 = error.
11.98	90.17	78.21 Above B.M.
8.61	96.13	87.46
1400		
N top cb.	7.40	88.73
N Gut.	8.36	87.77
" " Edge	8.22	87.91
S " "	9.16	86.97
" " "	9.26	86.87
S top cb.	8.29	87.84
1430		
S top cb.	6.26	89.87
" Gut.	7.20	89.93
S edge	7.09	89.04

same as
Station

9613

N. edge	6.17	89.96
N. Gut	6.30	91.73
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	92.32
" Gut	3.91	92.32
" top Ch.	2.96	93.17

3+70

S top Ch	4.11	92.02
" 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

785
700
655
325
51

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% 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 correction found in column of corrections.
 Degree of curve with a given I may be found
 by dividing tangent (or external) opposite I 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'

250 begin
674.7 end
Coronado

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ 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.

TABLE No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I 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.

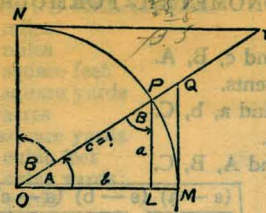


TABLE II
TRIGONOMETRIC FORMULAE.

$\angle A = \angle MOP$ $\angle B = \angle PON = \angle OPL$
 $R = OB = c = 1$

$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$

$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$

$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$

$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$

$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$

$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$

$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B$

$\text{covers } A = \frac{OP - LP}{OP} = OP - LP = \text{vers } B$

$\text{exsec } A = PQ = \text{coexsec } B$

$\text{coexsec } A = PT = \text{exsec } B$

$\sin \frac{1}{2} A = \sqrt{\frac{1 - \cos A}{2}}$ $\cos \frac{1}{2} A = \sqrt{\frac{1 + \cos A}{2}}$

$\sin 2A = 2 \sin A \cos A$ $\cos 2A = \cos^2 A - \sin^2 A$

Law of Sines $\frac{\sin A}{a} = \frac{\sin B}{b} = \frac{\sin C}{c}$

Law of Cosines $c^2 = a^2 + b^2 - 2ab \cos C$

Law of Tangents $\frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)}$

TABLE X.
MIDDLE ORDINATES OF RAILS
Length of Rail (feet)

C	R	30	28	26	24	22	20	G	R	30	28	26	24	22	20
o /	Feet	Inch	Inch	Inch	Inch	Inch	Inch	o	Feet	Inch	Inch	Inch	Inch	Inch	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	3.47	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	4.58	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	0.212
30	99.692	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	13 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

568
 475
 93
 475
 475
 31
 35
 245
 225
 225
 19
 44
 35
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 237
 137
 225
 20
 441
 225
 241
 225
 10
 117
 11802
 2349

583 1/2
 125
 50341
 8127
 SA 0.70
 225
 241
 20
 441
 350
 79
 205
 325
 2575
 475
 16
 459
 375
 475 = 2 = 5 1/2 from X
 225 = 2 00 5 from S
 225
 297
 380
 20891
 1121
 197.74
 55855' 30" N
 1942' 30"
 3513' 00"
 84168
 55 47'

289.40

17821
 111.16
 289.37
 - 90051 -

7° 34' 20"
 3° 47' 10"