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Department of Public Works

900 S. Fremont Ave

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Alhambra, CA 91803

FB. 976-3

FB. 976-4

352

352

1

RIGHT-OF-WAY SURVEY
COLORADO RIVER
TRANSMISSION LINE
STEWART-GRAY ROAD TO MAINE AVE.

ORIGINAL & SURVEY - PAGES 2-41.
5/20/32 - 7/24/32. 8/8/32 - 3/20/33.

RELOCATED & SURVEY - PAGES 42-59.
6/28/33 - 7/15/33.

W.C. Mason, Surveyor + Recorder.
J.J. Orcutt π + chn. J.H. Oliver Chn. V.F. Lundgren, Chn.
F.W. Ballinger π. E.W. Bartow Chn.

PROFILE & LEVEL NOTES SHOWN
IN F.B. #360 - 1 TO 42, 69 TO 80.
& F.B. #370 - 4 TO 10, 58 TO 61.

DETAIL - GROUND & OVERHEAD
STEWART-GRAY RD. TO SAN DIMAS CANYON
PAGES 60 TO 80

6/22/36
Additional Detail Wheeler La Verne Rd. Page 78

FB976-5

FB.976-6

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FB. 976-7

FB. 976-8

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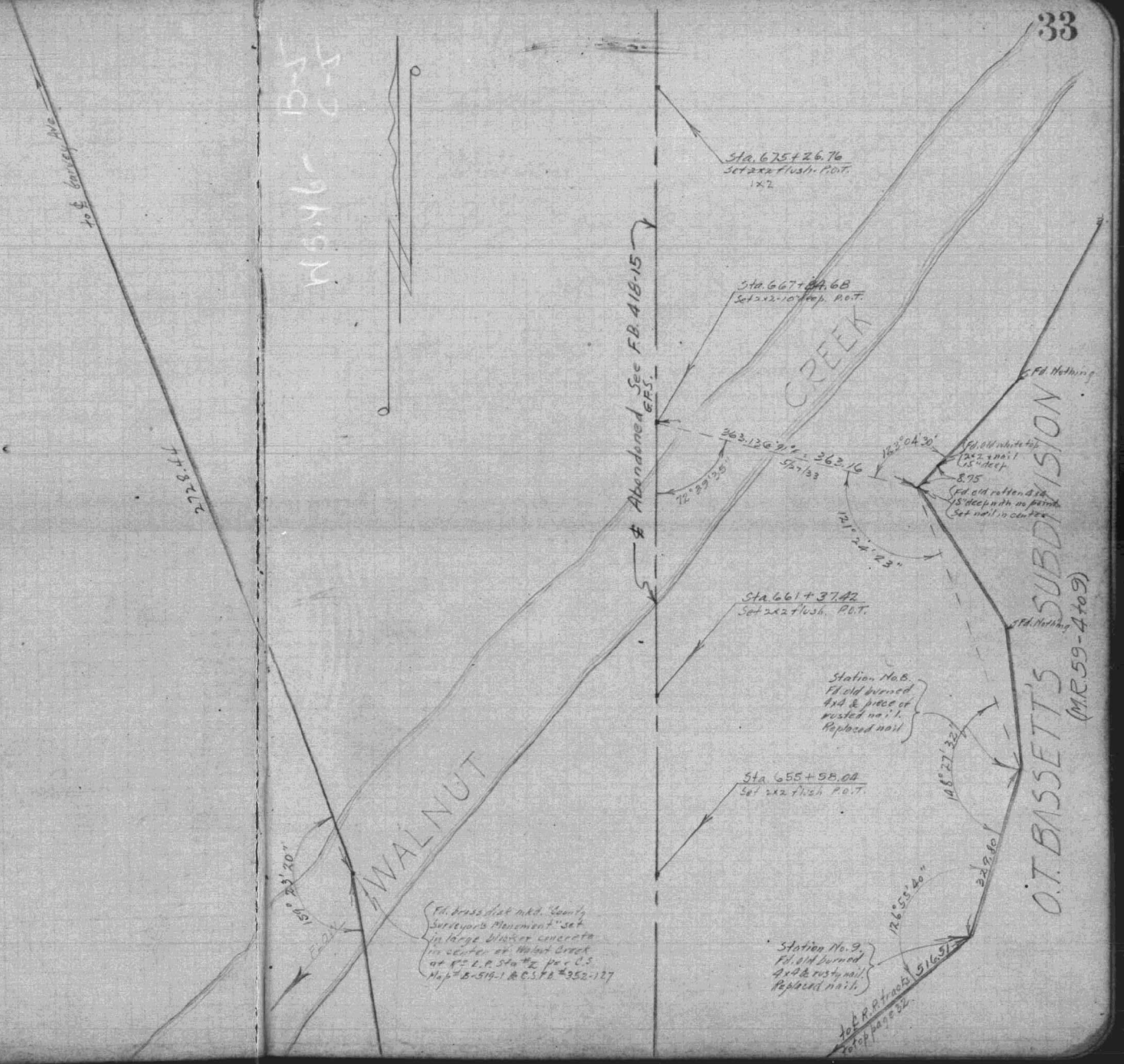
33



5/27/33 613.44 @ 64° = 613.39
579.43 @ 64 = 579.38
647.31 @ 64 = 647.26
742.14 @ 64 = 742.08
175.72 @ 64 = 175.70

5/27/33 Int. ∠
72-40-00
6)435-57-40
72-39-37
Defl.
107-20-30
6)644-02-50
107-20-28

Int. ∠
121-24-15
6)728-25-45
121-24-18
Defl.
58-38-30
6)351-33-10
58-38-32

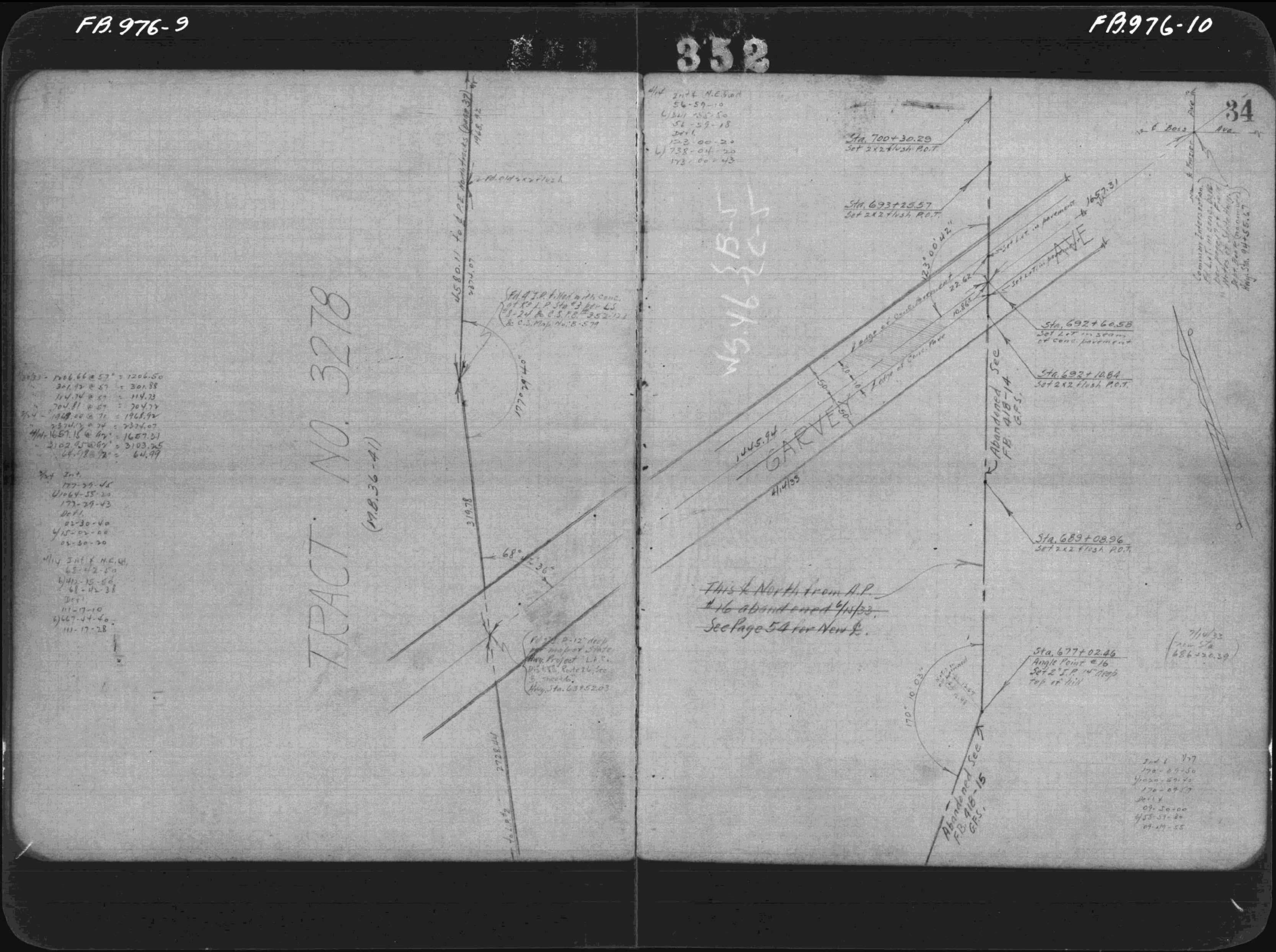
Int. ∠
148-27-30
6)890-45-40
148-27-37
Defl.
31-32-30
6)189-15-15
31-32-32

Int. ∠
126-55-30
6)761-33-45
126-55-38
Defl.
53-04-15
6)318-25-45
53-04-18

FB. 976-9

352

FB. 976-10



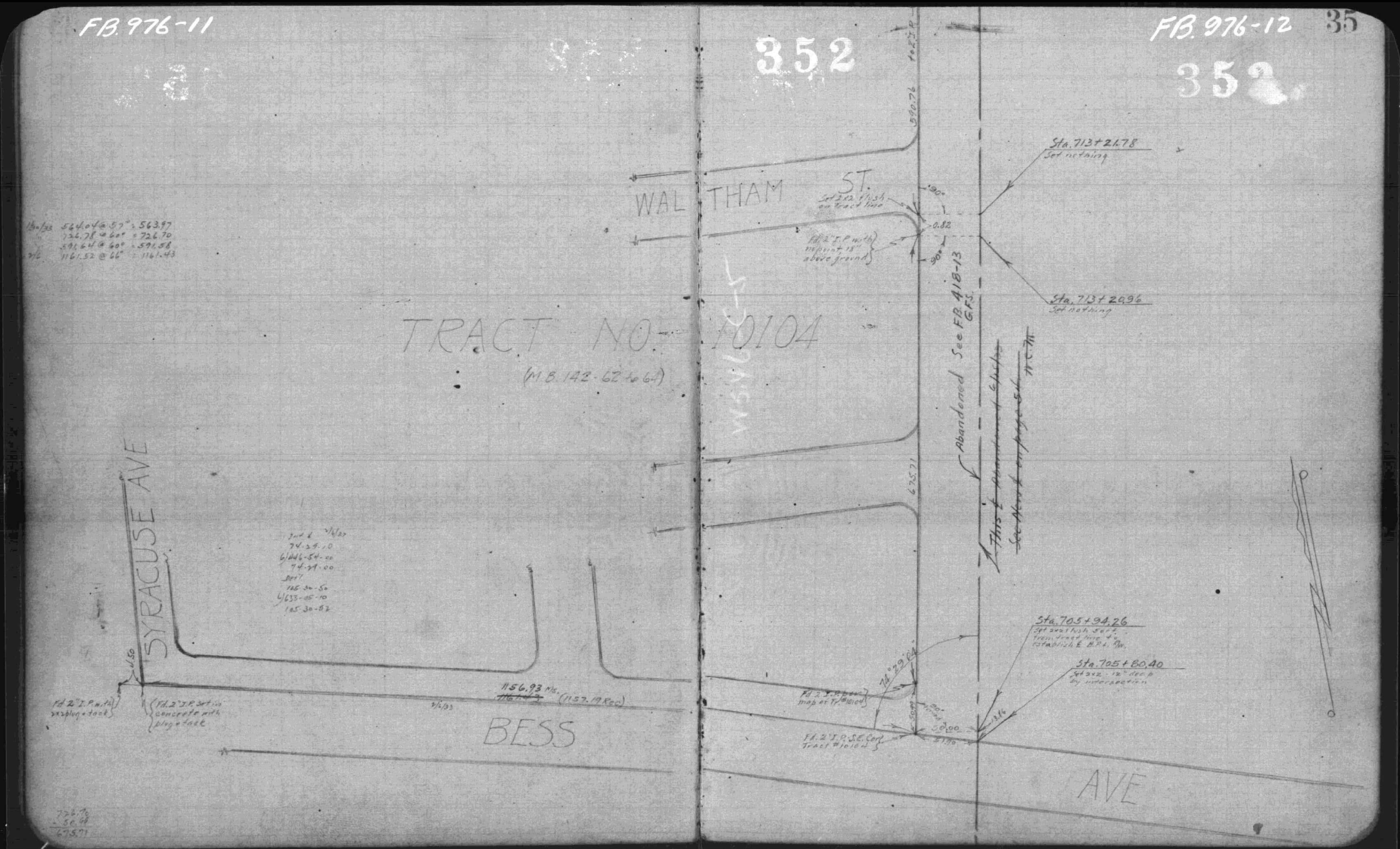
FB. 976-11

352

FB. 976-12

35

352

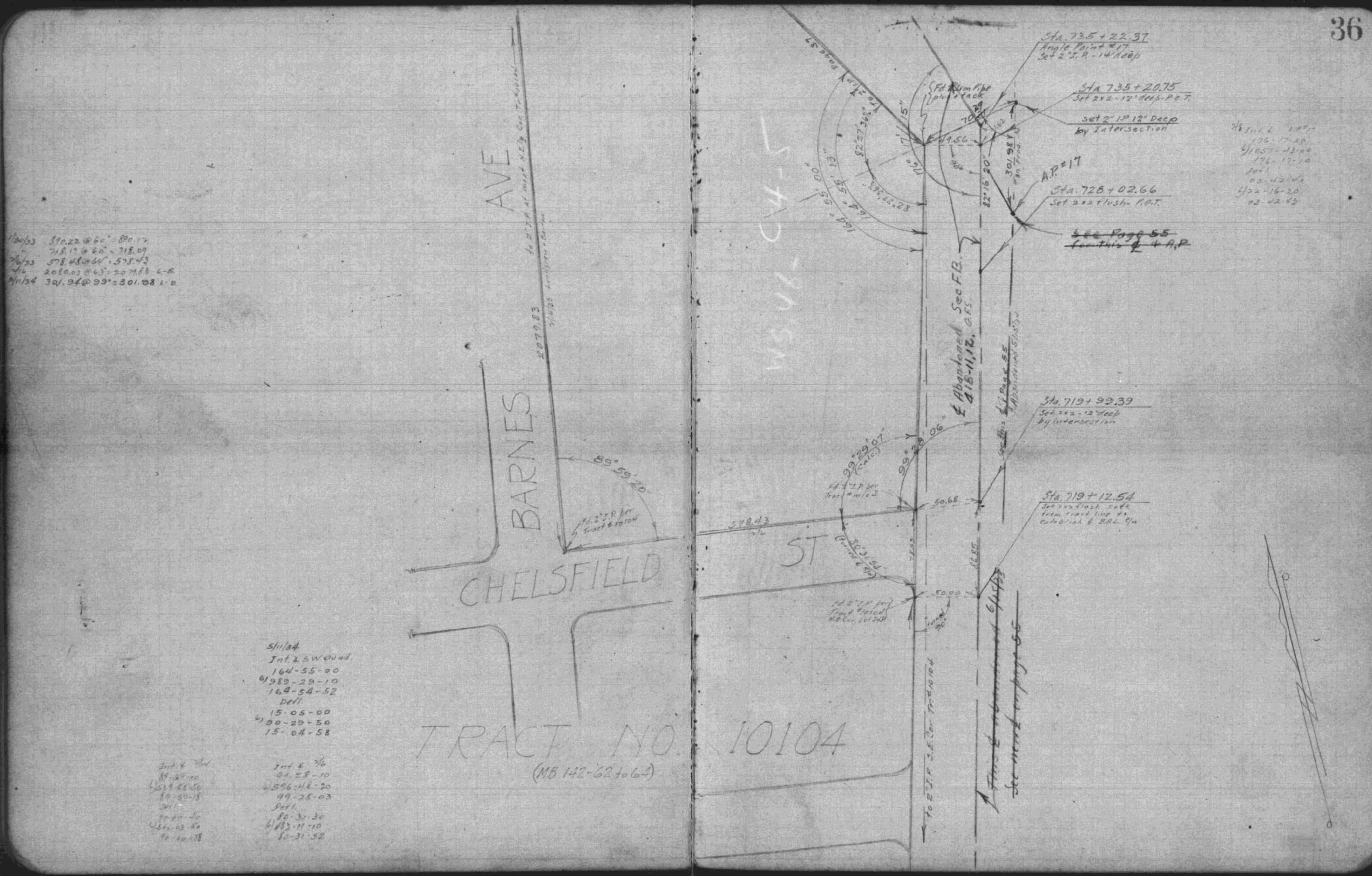


FB. 976-13

352

FB. 976-14

36

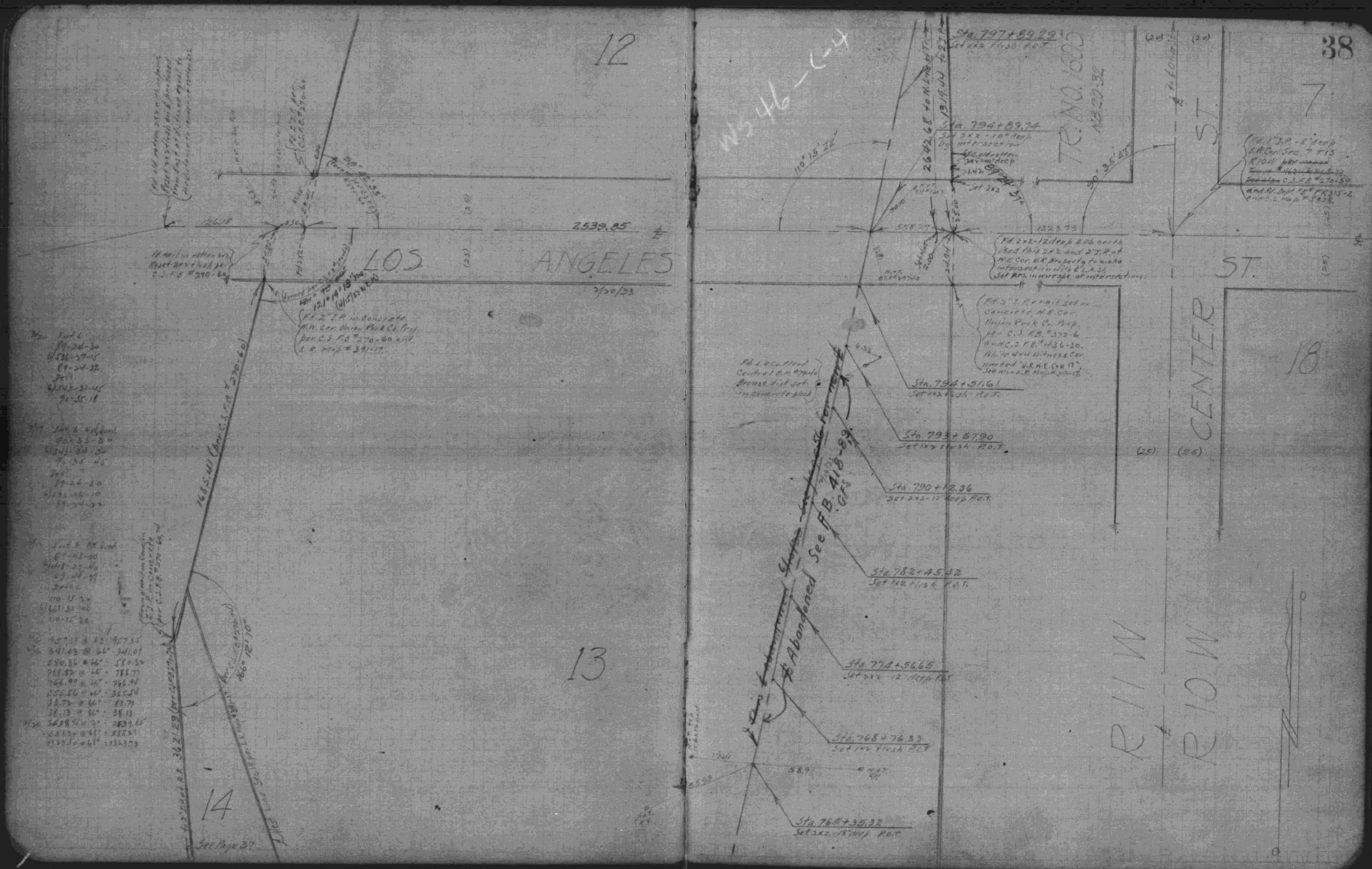


SAN GABRIEL RIVER
PACIFIC
ELECTRIC
RY.
EL MONTE ST.
BARNES AVE
FRANCISQUITO ST.
T.1S-R11W
Sta. 755+78.07
Set 1x2 flush P.O.T.
8/2/35. For New Tie to P.E.R.P. See FB 418-10. W.C.M.
Sta. 748+38.34
Sta. 748+19.46
Removed 8/2/35 W.C.M.
Center Line of North Track
124°44'05"
124°36'03"
Sta. 747+13.16
Sta. 746+79.06
Set 1x2 flush P.O.T.
Abandoned See FB 418-10 (11, 65)
522.15
842.72
73.35
1149.44
72.08
1002.08
119°19'50"
118°51'05"
66°45'22"
82.37
81.54
100.94
5.95
20.00
10.04
Fd 2" I.P.

FB. 976-17

352

FB. 976-18



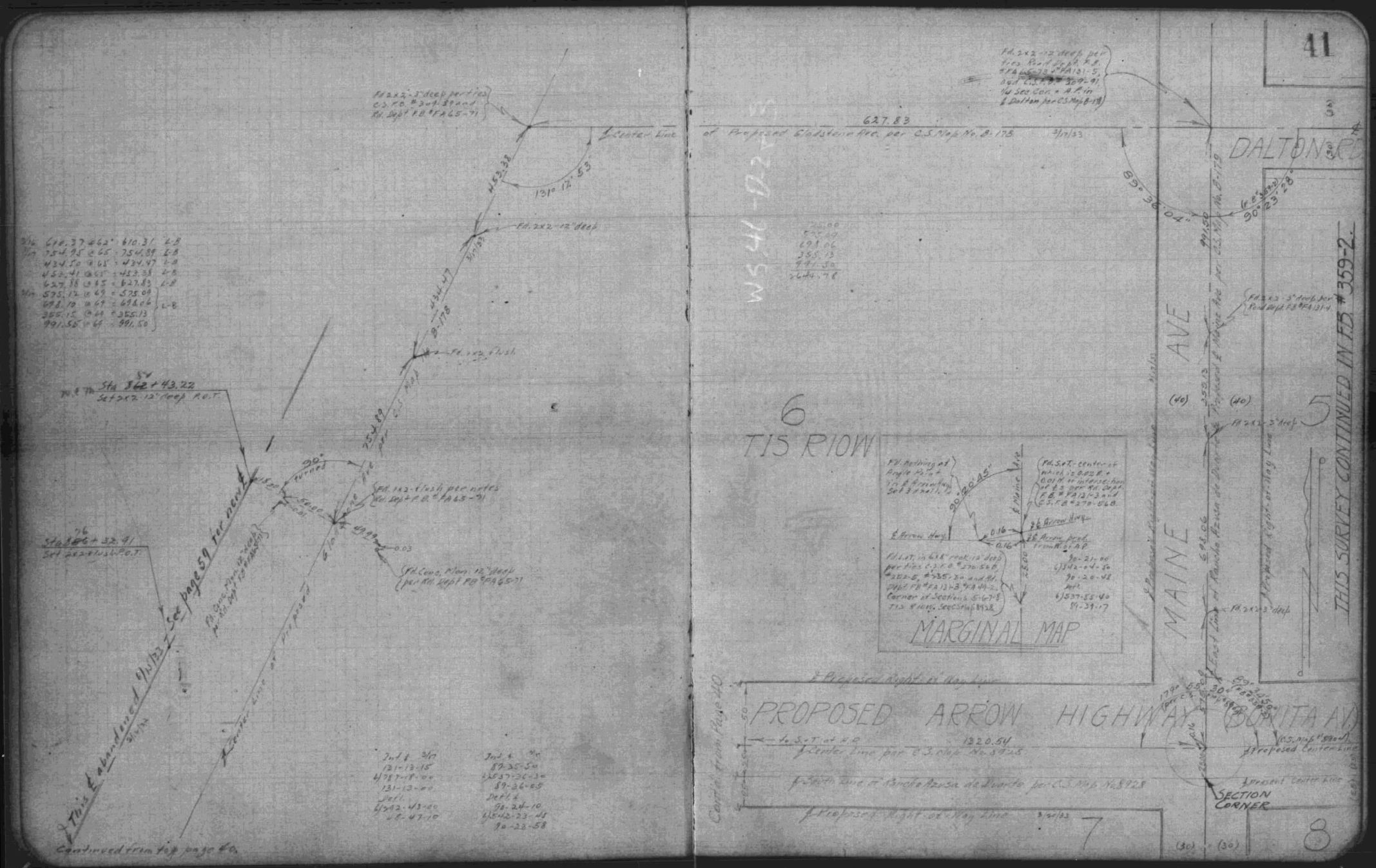
Sta. 831+02.82
Sta. 828+14.40
Set 2x2 - 12" deep by intersection with the Section line as produced from South of 1/4 Cor.
1/4 Section Corner
STEWART AVE
OLIVE ST
2643.10
1221.74
288.42
90° 37' 52"
90° 37' 10"
90° 37' 14"
89° 22' 50"
W.S. 46-SC-5 LD-5
¢ Abandoned See F.B. 418-5,6,7. 6 FS.
Sta 818+81.08
Set Nothing on ¢ R/W.
No. 1605 per map in M.B. 20-32
to establish North Line of Tract
TRACT NO. 1605
R 11 W
CENTER ST
R 10 W
7
2642.68
1284.42
60.68
40° 44' 20"
Sta 808+73.09
Set Nothing on ¢ R/W.
Sta 808+70.03
Set Nothing on ¢.
Set 2x2 by intersections on Offset to ¢ of R/W.
Sta. 805+94.66
Set Nothing on ¢ R/W.
Sta 804+00.05
Angle Point #18
155° 55' 20"
See F.B. 418

PROPOSED
6
T1S R10W
ARROW
HIGHWAY
(BONITA AVE)
Sta 843 + 46.55
Set 2x2 - 12" deep
by intersection
Sta 843 + 12.29
Sta 8?? + 87.54
Sta 8?? + 65.37
Sta 848 + 54.80
Set 2x2 - 12" deep Ref.
363.40
90.32
1144.00
1328.02
2673.38
Granite Stone at Section Corner per C.S. Map No. 8928
7
T1S R10W
STEWART
AVE.
Note
Proposed
Right of Way Line
Also FB 418-3
1/25/33 1144.06 @ 69° = 1144.00 2-5

FB. 976-23

352

FB. 976-24



FB.976-25

FB.976-26

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42

RELOCATION

CENTER LINE OF RIGHT-OF-WAY
COLORADO RIVER TRANSMISSION LINE
STEWART-GRAY ROAD TO MAINE AVE

6/28/33 to 7/16/33. 8/3 - 8/11 '33.

J. J. Orcutt K.
G. H. Barton Chn.
V. F. Lundgren Chn.

Calculations for Relocated ℄ in C.B. #36-13 to 29 incl

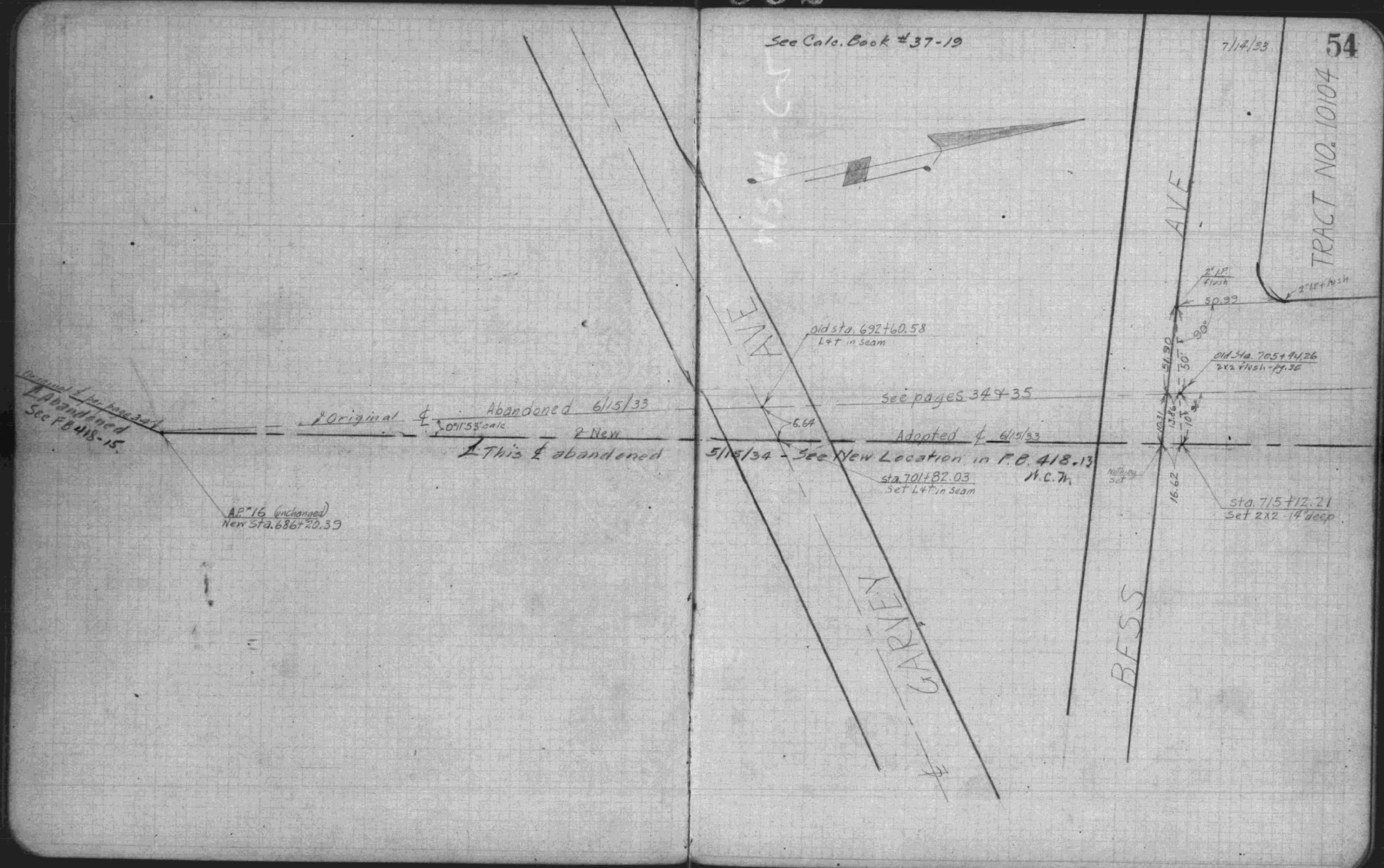
ORIGINAL CENTER LINE, AS SURVEYED ON PAGES 1 TO 41, ABANDONED JUNE 15, '33. PROFILE OF RELOCATED CENTER LINE SHOWN IN F.B.s #360 & #370.

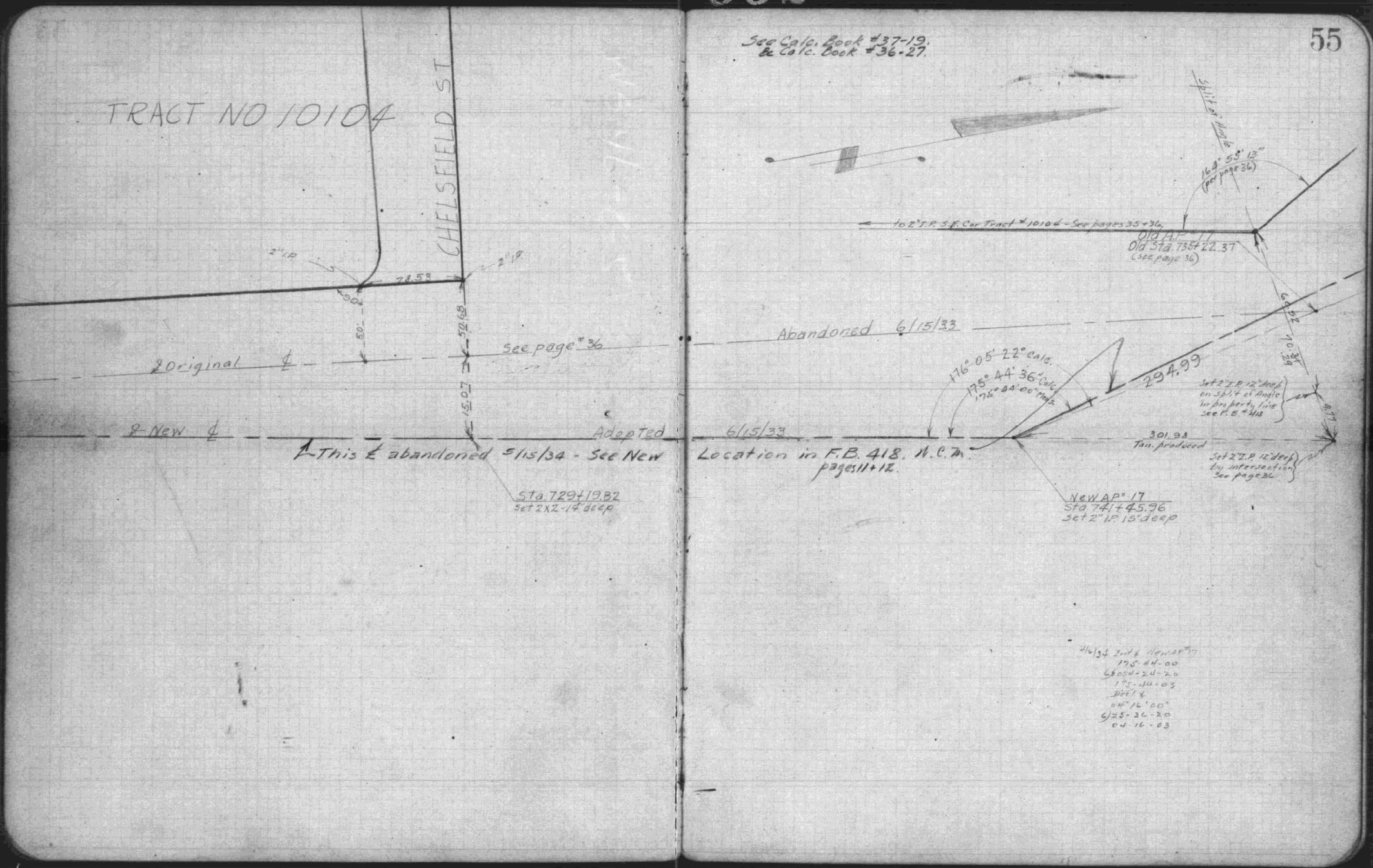
Contd. in F.B. 995-4
(See F.B. 995-4 pages 42 & 43)

FB. 976-27

352

F.B. 976-28

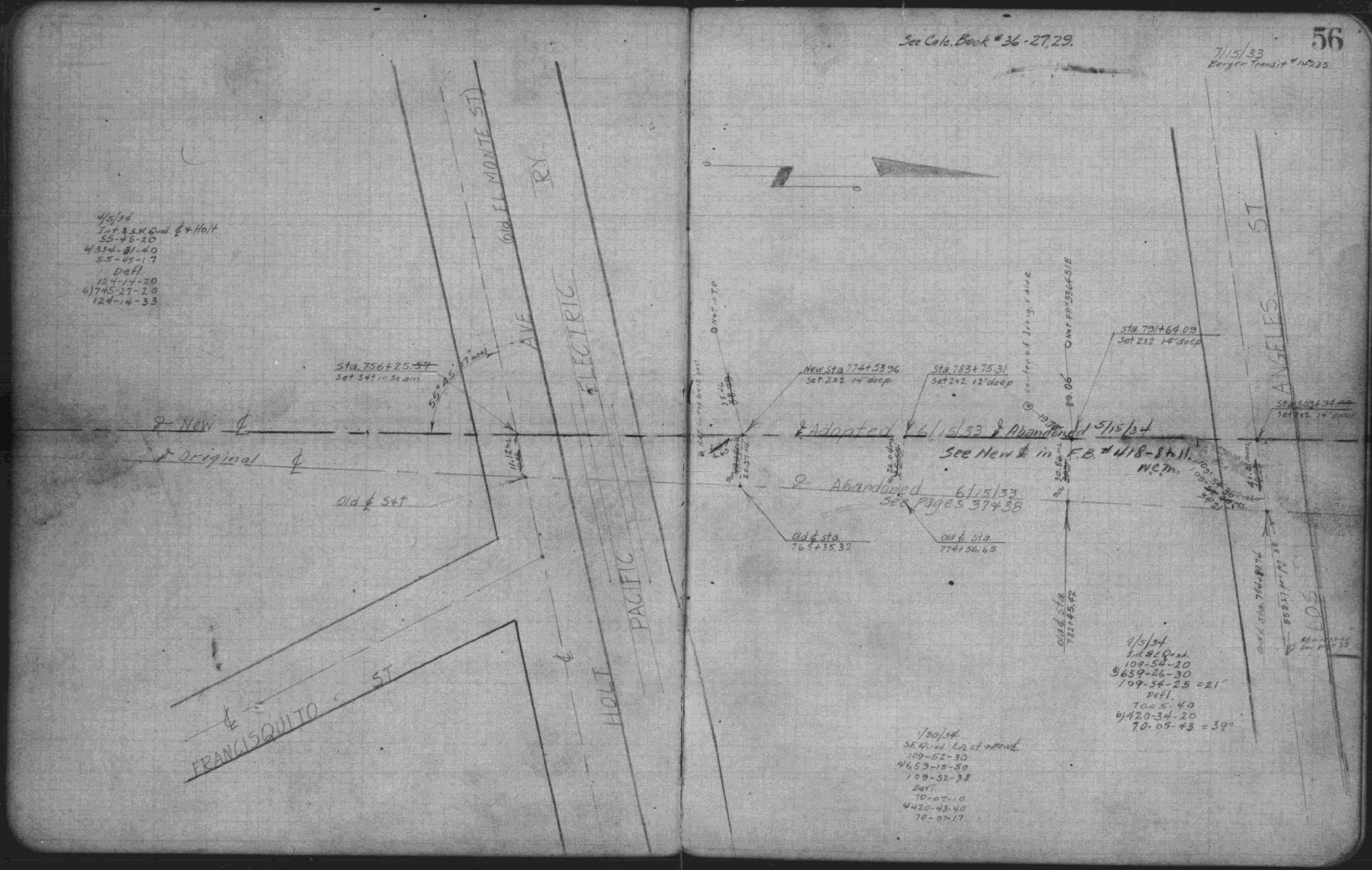



See Calc. Book #37-19.
& Calc. Book #36-27.
TRACT NO 10104
CHELSFIELD ST
2" I.P.
2" I.P.
28.53
90°
50.
50.68
15.07
See page #36
Original ℄
New ℄
Adopted 6/15/33
This ℄ abandoned 5/15/34 - See New Location in F.B. 418. N.C.M. pages 11+12.
Sta. 729+19.82
Set 2x2-14" deep
Abandoned 6/15/33
Split of Angle
164° 55' 13"
(per page 36)
to 2" I.P. S.E. Cor Tract #10104 - See pages 35+36.
Old AP #17
Old Sta. 735+22.37
(see page 36)
176° 05' 22" Calc.
175° 44' 36" Calc.
175° 44' 00" Meas.
294.99
Set 2" I.P. 12" deep on Split of Angle in property line see F.B. #418
301.98
Tan. produced
Set 2" I.P. 12" deep by intersection See page 36
New AP #17
Sta. 741+45.96
Set 2" I.P. 15" deep
4/6/34 Int ℄ New AP #17
175-44-00
6)054-24-20
175-44-03
Defl ℄
04°16'00"
6)25-36-20
04-16-03

FB 976-31

352

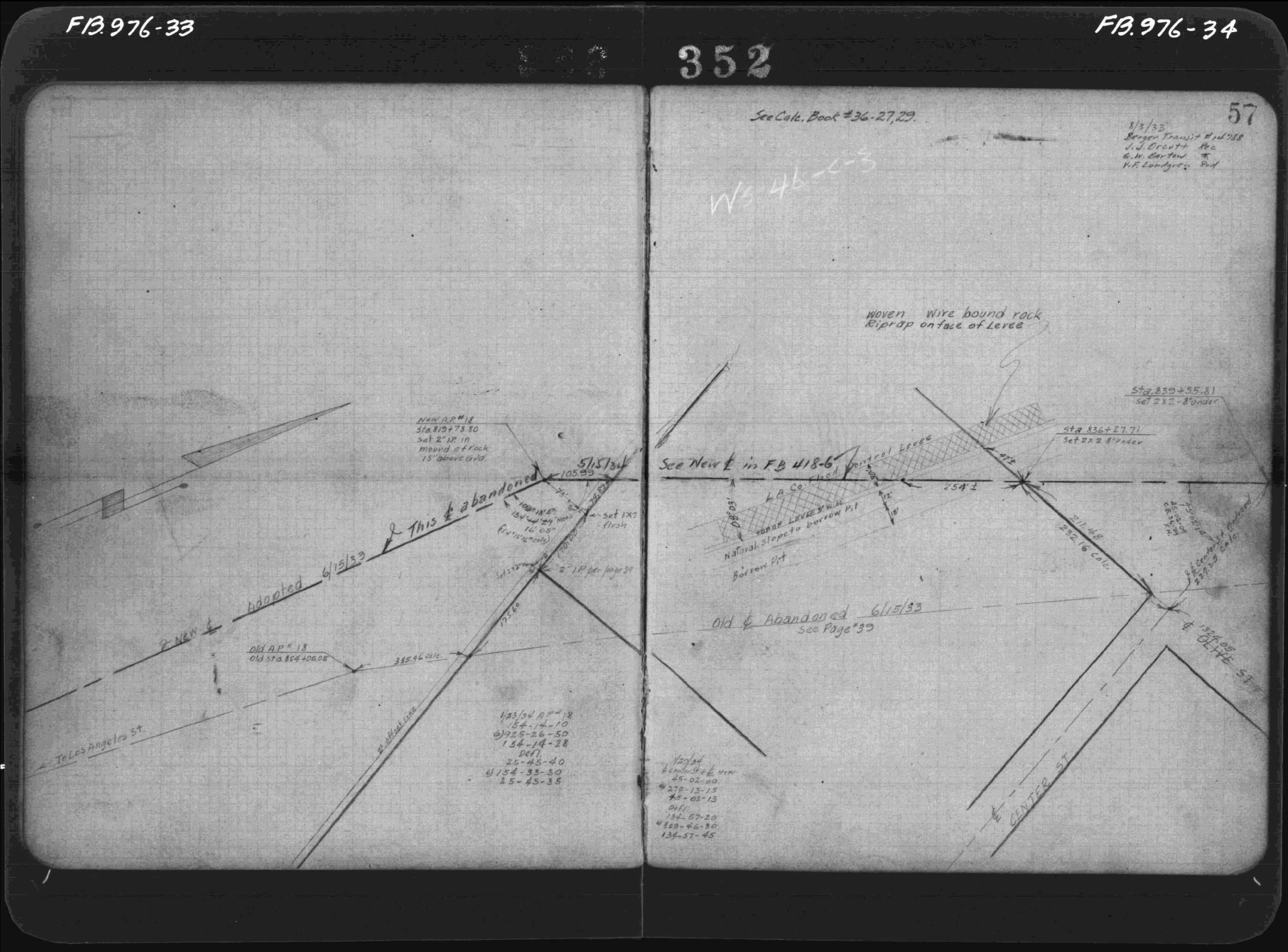
FB 976-32



FB. 976-33

352

FB. 976-34



1/22/34
Avg. 773.95 @ 71° = 773.92
646.53 = 646.51
227.68 = 227.67
486.29 = 486.27
448.41 = 448.39
673.73 = 673.70
728.54 = 728.51
1/26 1298.90 = 1298.85
330.37 = 330.36
1/29 1310.91 66° = 1310.82
720.82 67° = 720.77
620.78 = 620.76

See Calc. Book #36-21,29.

FB 976-37

FB. 976-38

352

See Calc Book #36-21

℄ changed 1/24/34
L#3 136.33 @ 70° = 136.32
425.13 " " = 425.11
727.00 " " = 726.97
614.21 " " = 614.18
518.08 " " = 518.06

Old ℄ Abandoned 6/15/32
see page 40-41

77.435

Old ℄ sta 891+43.22
see page 41

262.08

90°00'00" (Calc)

85°48' (Calc) 10'

sta. 892+43.74
Set L#1 in Large rock flush

℄ Old ℄ per C.B. #36-21, Adj. Nov. 1934

New Sta 885+48.40
Set 2x2 flush

1/11/34 New ℄ Pkw established

59

810
40 40

P.M. in N Leg Tow. 244 DI 1' above conc.

Replaced 2x2 with ℄ Mk in (box) 14' down with 2x2 2' down

64.41

75.09

54.235

Maine Ave

1/11/34 ℄ Pkw ℄ 12 offset
145-16-40
6/1871-27-10
145-14-32
Dist.
34-46-40
6/208-33-50
34-45-38

2" I.P. P.P.

Set Kw. Plug in 3/4" I.P. 15' down

P.M. in E Leg Tow. #244 DI 1' above conc.

Ties by King 10/1/34

Note - Set this point by inters. using Rd. Dept. and L.A.B.P+L. points as per 359-2 and Trans. Line points as per Ties (533-62+43) which fitted the existing points with the exception of the tie between P.P. and ℄ of Maine Ave. which is actually 75.09'. Measured angle + found it OK (145-13'-53") King 11/1/34

New Sta 904+52.02
Angle Point #20
Set nail in 2" I.P. by intersection

10/13/34 OK Sta

New Sta ~~904+51.985~~ N.C. Tn.
Set 2" I.P. flush to establish new ℄ Pkw (no nail in Iron Pipe at this point. Mon.

75.09 See Ties above

New Sta 903+~~56.32~~ 56.16
set 2x2 4" deep by Intersection

℄ Offset Line Per 359-2

136.70 (Calc)

186.85

145° 14' (Calc 2 sec Mon)

℄ 186.6 Offset Line per 18°359-2

Fd 2x2 stamp per 18-359-2

145°14' (Calc) 34

New Sta 893+90.05
set 2x2 4" deep

℄ C.C.

New Sta 891+63.08
Set 2x2 flush

Sta 905+27.11
Set 2x2 flush

85° (Calc)

℄ Dalton Road

1/4 Sec. Cor. Fd. 2x2 pr. mg. #1

℄ Pkw

Sta 904+52.02

Fd. 2x2 Stamp 1916

℄ MAINE AVE

℄ Center Line per Page 41

TRACT NO. 916
(M.S. 21-26)

FB-448-4

Fd. Axle Conc. Mon. N.W. Cor. T. 1916 per C.S. FB #252-S. See F.B. #359-2

out

set ℄ out

F.B. 976-39

F.B. 976-40

418

3

May 16, 1934
G.A. Miller C.P. + Rec
A.W. Gibbs ⊼
H.R. Eastman Chn
J.H. Schuerman Chn
L.R. Fiotte Ave

NOTE:-
See F.B. 352-58
for complete notes. (original)

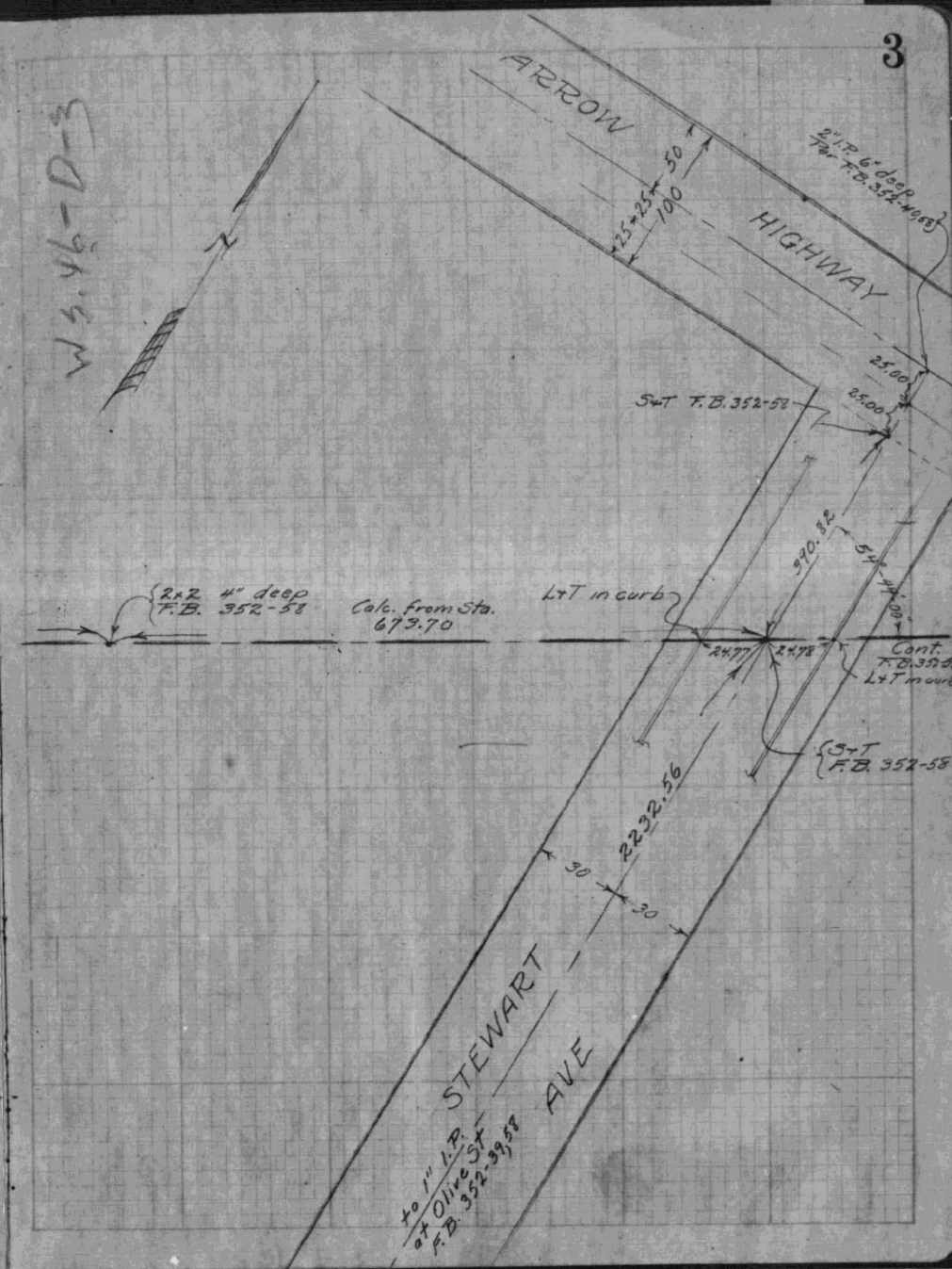
Calc from Sta. 499.58

{2x2 4" deep F.B. 352-58

Calc. from Sta. 448.39

to 2" I.P. pg. 4

℄ per F.B. 352-58



FB.976-41

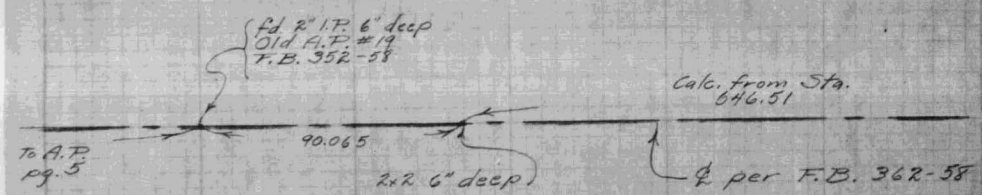
FB.976-42

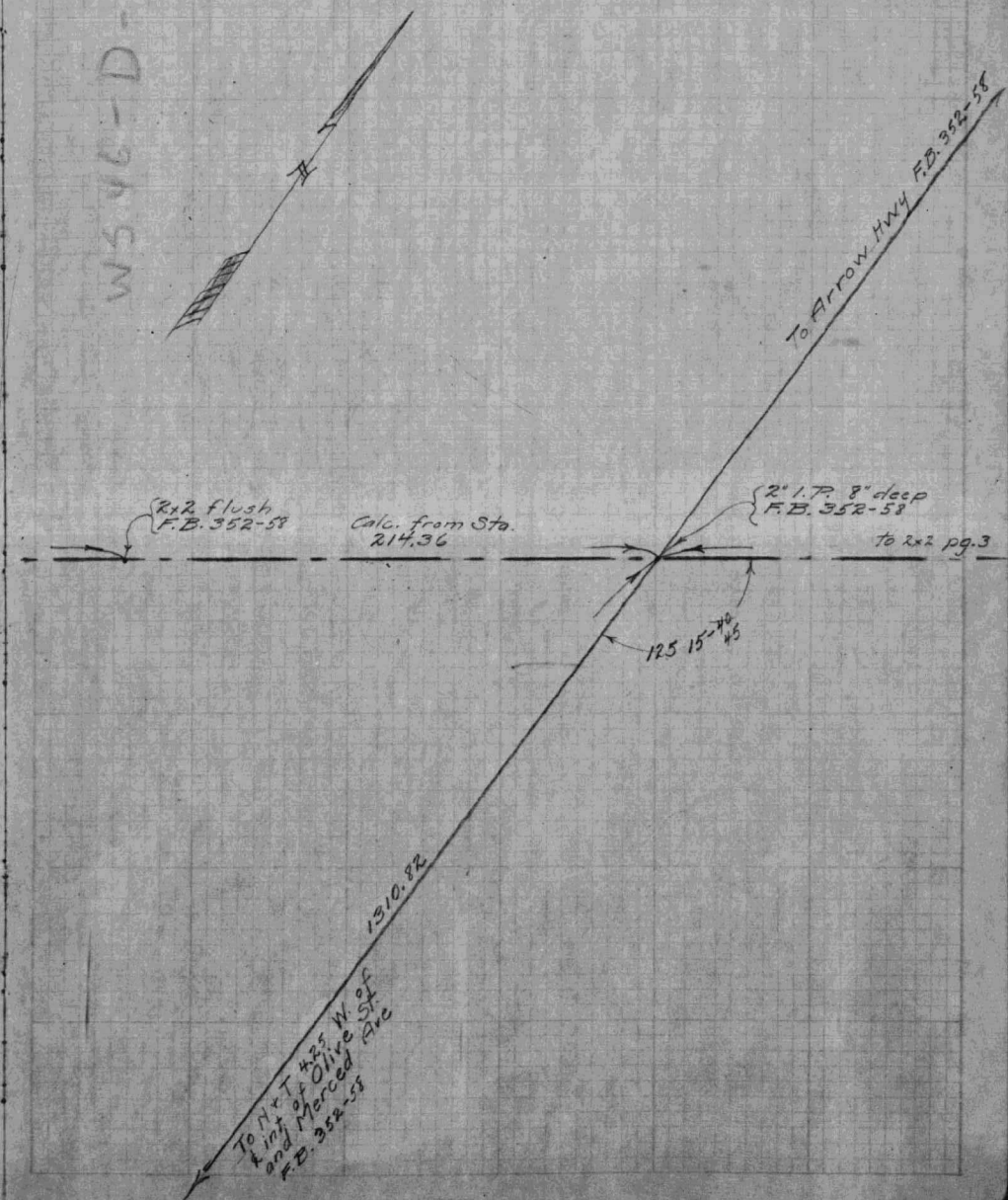
418

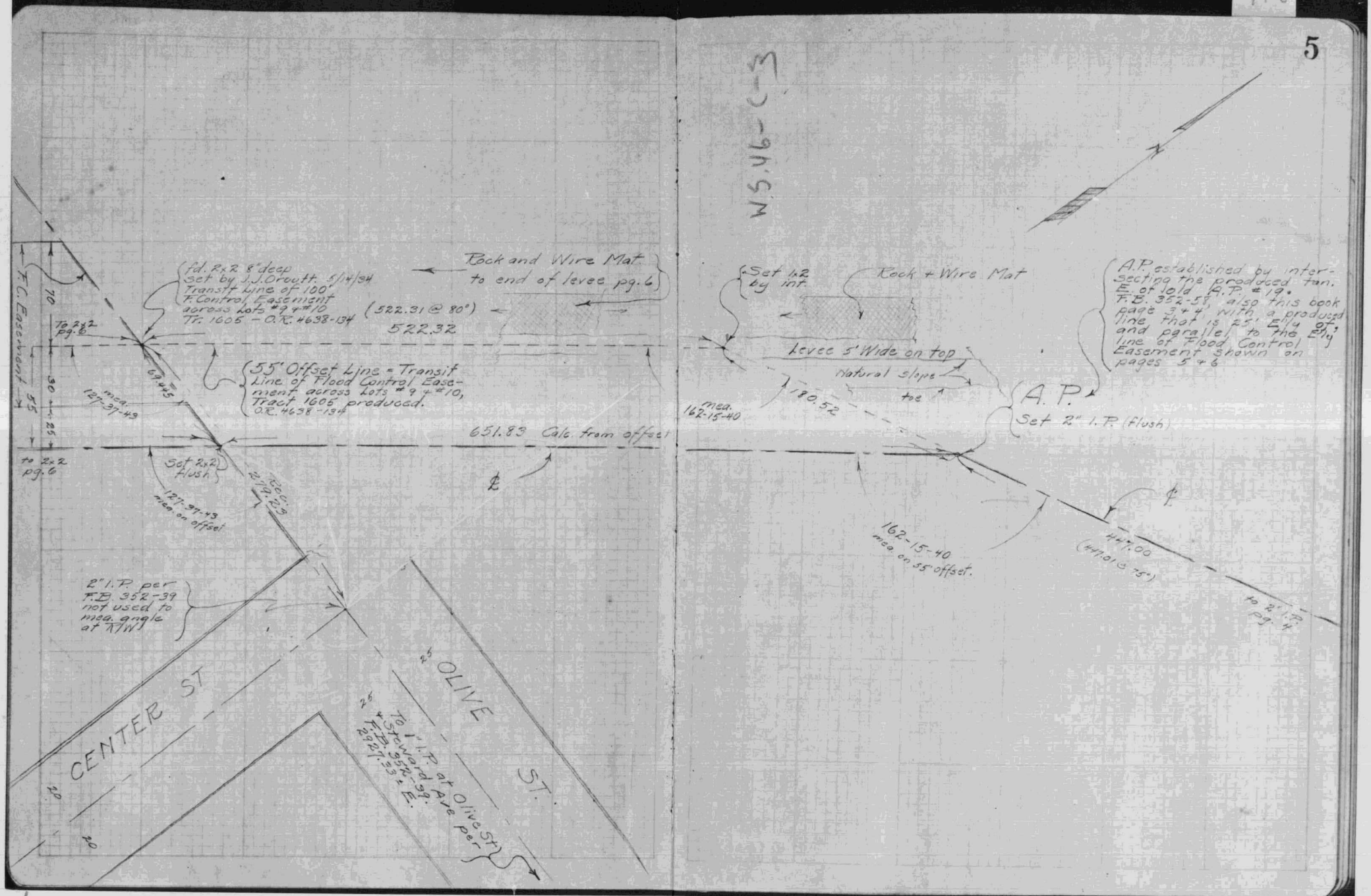
4

NOTE :—

See F.B. 352-58
for complete notes (original)






W.S.46-C-3
Rock and Wire Mat to end of levee pg. 6
fd. 2x2 8" deep set by J.J. Orcutt. 5/14/34 Transit Line of 100' F. Control Easement across Lots #9 + #10 Tr. 1605 - O.R. 4638-134
(522.31 @ 80°)
522.32
F.C. Easement
To 2x2 pg. 6
55' Offset Line = Transit Line of Flood Control Easement across Lots #9 + #10, Tract 1605 produced. O.R. 4638-134
mea. 127-37-43
69.445
651.83 Calc. from offset
to 2x2 pg. 6
Set 2x2 flush
127-37-43 mea. on offset
Rec. 279.23
2" I.P. per F.B. 352-39 not used to mea. angle at N/W
CENTER ST
OLIVE ST.
To 1" I.P. at Olive St. + Steward Ave per F.B. 352-39. 2927.33± E.
Set 1x2 by int.
Rock + Wire Mat
Levee 5' Wide on top
Natural slope
toe
180.52
mea. 162-15-40
A.P. established by intersecting the produced tan. E. of old A.P. #19. F.B. 352-58, also this book page 3 + 4, with a produced line that is 25' E'ly of, and parallel to the E'ly line of Flood Control Easement shown on pages 5 + 6
A.P.
Set 2" I.P. (flush)
162-15-40 mea. on 55' offset.
447.00
(447.01 @ 75°)
to 2" I.P. pg. 4

FB. 976-45

F.B. 976-46

418

6

WS. 46-C-3

S 70°35' Rec to S.W. Cor Lot #9

End of levee and Rock and Wire Mat shown on pg. 5

(749.83 @ 82°)

749.85

to 4x2 pg. 7

3'

Set 1x2 S. End Levee

90°

Top levee 5' wide natural slope

toe

F. C.

69.44'

Fd. 2x2 flush Set by J. J. Orcutt 5/14/34 Transit Line of 100' F.C. Easement across Lots #9 & #10 Tr. 1605 O.R. 4638-134

52° 22' 36" 69.44'

Calc. from 55' off. 792.2#

to 4x2 pg. 7

55.00'

Set 1x2 flush

℄

Set 2x2 flush

TR. 1605

M.B. 20-32

55' Offset Line = Flood Control Transit Line

(838.12 @ 78°)

838.12

to 2x2 Olive St. pg. 5

EASEMENT

100'

10'

90'

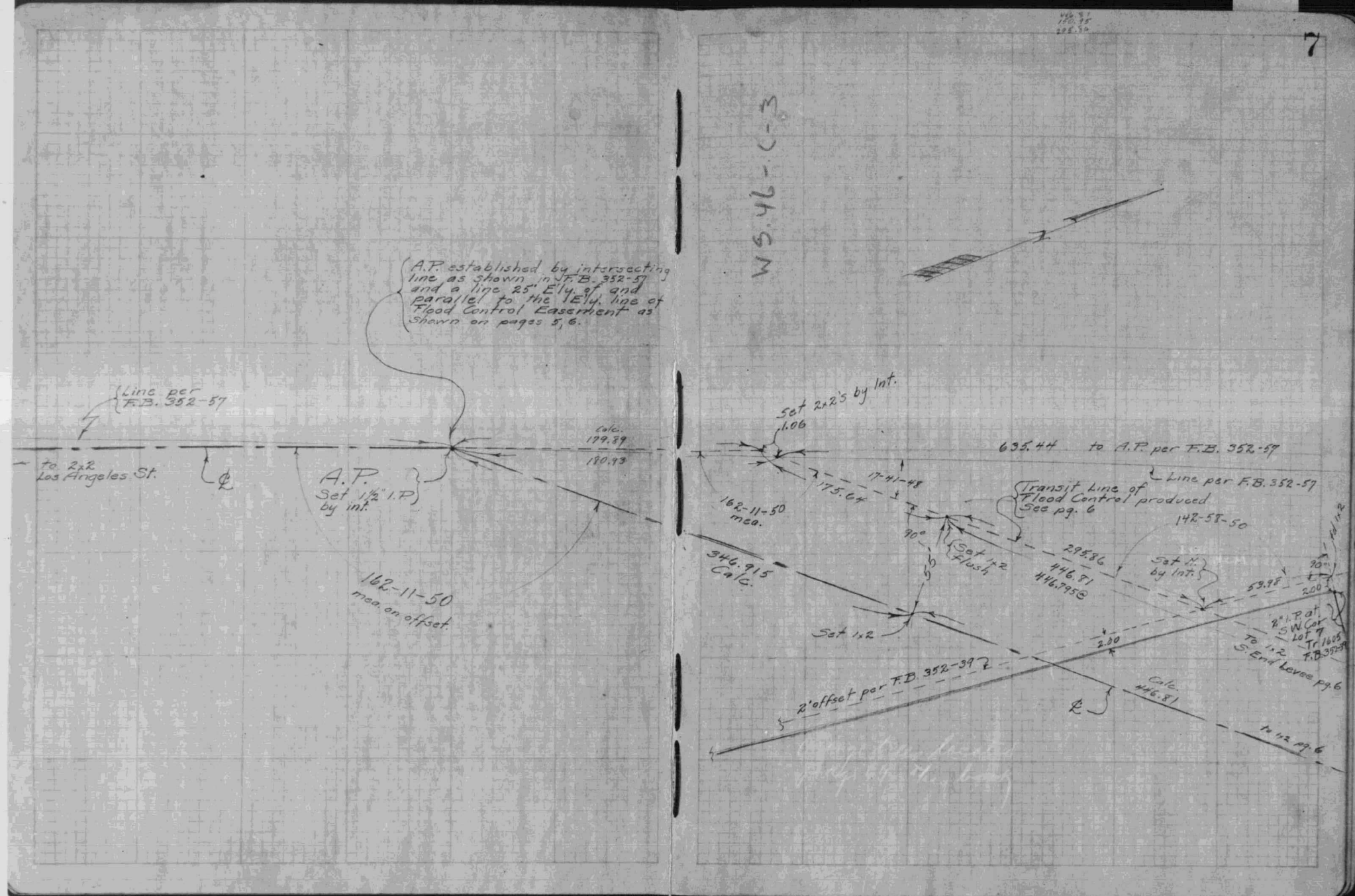
25'

55'

Calc. from 55' off. 838.15

to 2x2 pg. 5

℄



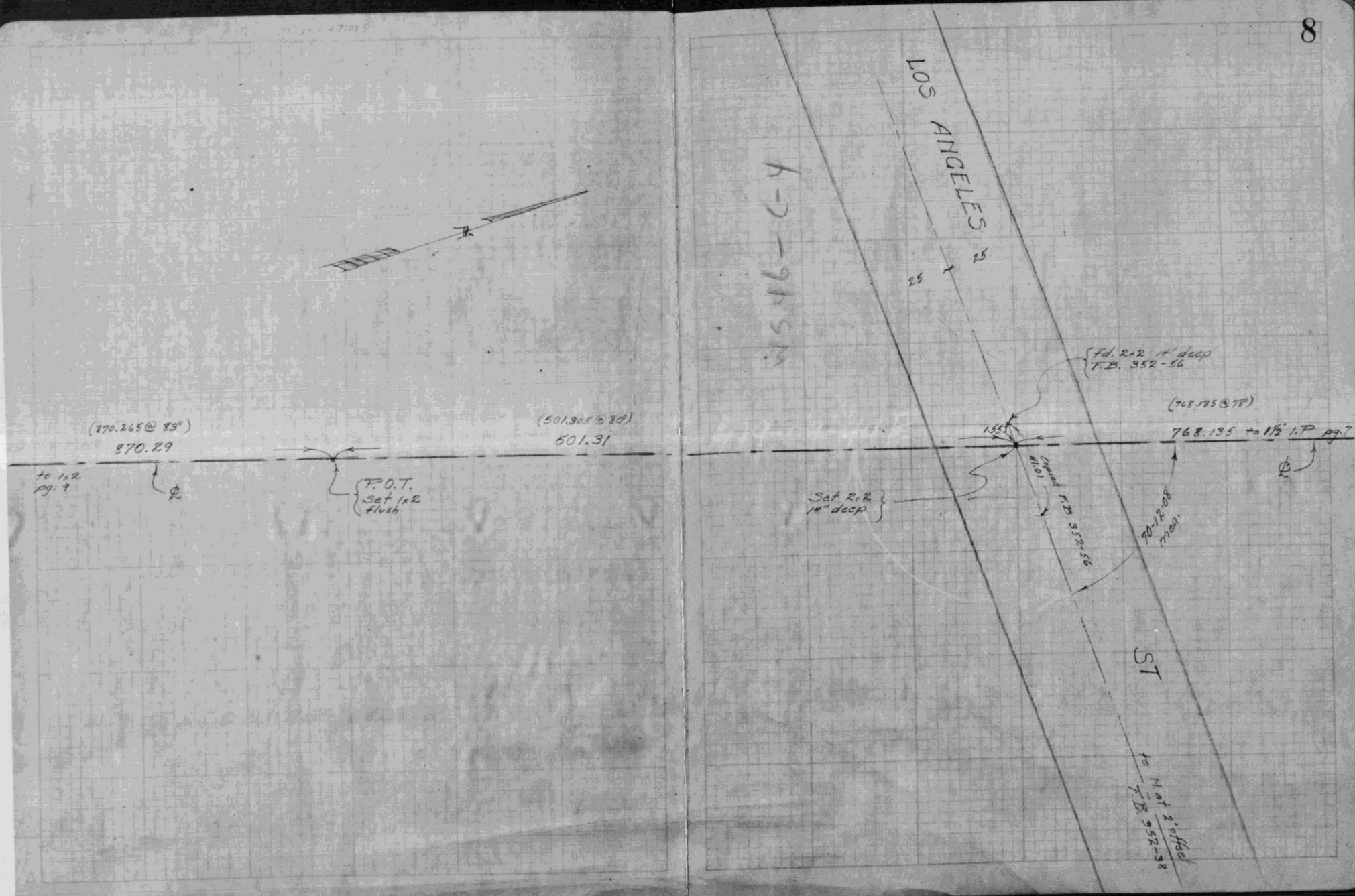
WS.46-C-3
A.P. established by intersecting line as shown in F.B. 352-57 and a line 25' Ely. of and parallel to the Ely. line of Flood Control Easement as shown on pages 5, 6.
Line per F.B. 352-57
to 2x2 Los Angeles St.
℄
A.P. Set 1½" I.P. by int.
Calc. 179.89
180.93
162-11-50 mea. on offset.
Set 2x2's by Int.
1.06
635.44 to A.P. per F.B. 352-57
Line per F.B. 352-57
17-41-48
175.64
162-11-50 mea.
Transit Line of Flood Control produced See pg. 6
142-58-50
90°
Set 1x2 Flush
295.86
446.81
446.795@
Set N. by Int.
53.98
90°
2.00
346.915 Calc.
Set 1x2
2.00
2" I.P. at S.W. Cor. Lot 7 Tr. 1605 F.B. 352-39
To 1x2 S. End Levee pg. 6
2' offset per F.B. 352-39
℄
Calc. 446.81
to 1x2 pg. 6

F.B. 976-49

F.B. 976-50

418

8



FB.976-51

FB.976-52

418

5/20/54 9

(325.31 @ 86°)
325.33

(565.28 @ 84°)
565.30

to 2x2 pg. 10

℄

P.O.T. Set 1x2 flush

(667.98 @ 84°)
668.005

Set N+T P. Pole

Set S+T Gum tree

P.O.T. Set 1x2 flush

P.O.T Set 1x2 flush

to 1x2 pg. 8

FB. 976-53

FB. 976-54

418

10

NOTE — 5/22/34

See F.B. 352-37 for survey of Holt Ave and P.E. Ry.

8/2/35 - Tie to P.E. Ry. Switches and Culvert made. W.C.M.

W.C.M.

PACIFIC ELECTRIC RY. TRACKS

ALBARNES SPUR

HOLT

WEST

RAMONA

AVE

FRANCISQUITO

ST

BLVD

(COLTON-SAN DIMAS LINE)

inner edge rail

Fd. S+T F.B. 352-56

Fd. S+T F.B. 352-37 1.62 1.475

(115.50 @ 82°)

115.50

(721.08 @ 84°)

721.11

(995.45 @ 86°)

995.50

F.O.T. Set 1x2 flush

F.O.T. Set 2x2 flush

to 1x2 pg. 9

to 2" I.P. pg. 11

Set L+T by int.

55-44-30 mea.

55-44-30 mea.

71.875 mea.

To L+T See F.B. 352-37

3-36" Corrugated Steel Pipes spaced 4'-2" C. to C.

5.70

6.25 Set 1x2 flush

6.95 Set 1x2 flush

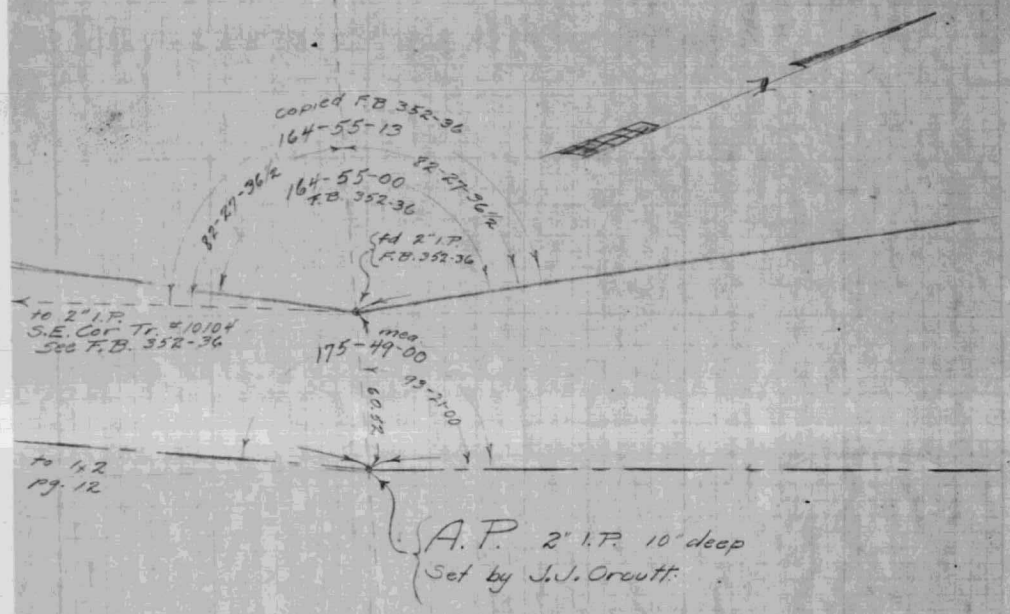
FB.976-55

FB.976-56

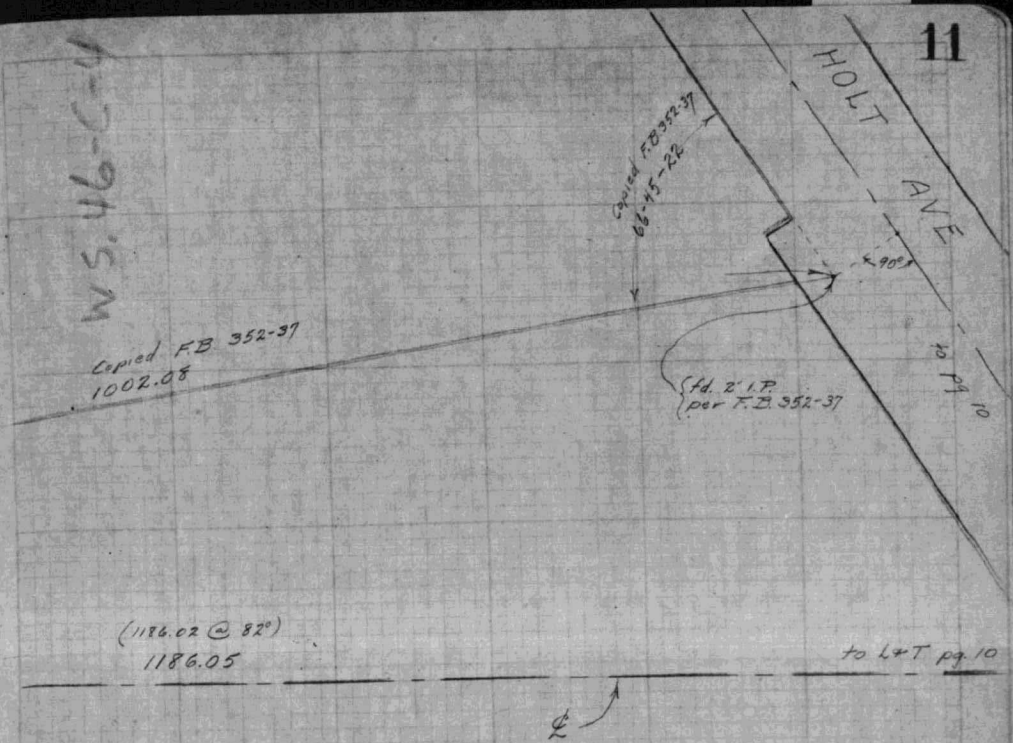
418

11

5/24/94
G.D. Miller
Gibbs
Eastman
Schuerman
Flatte



W.S. 46-C-1



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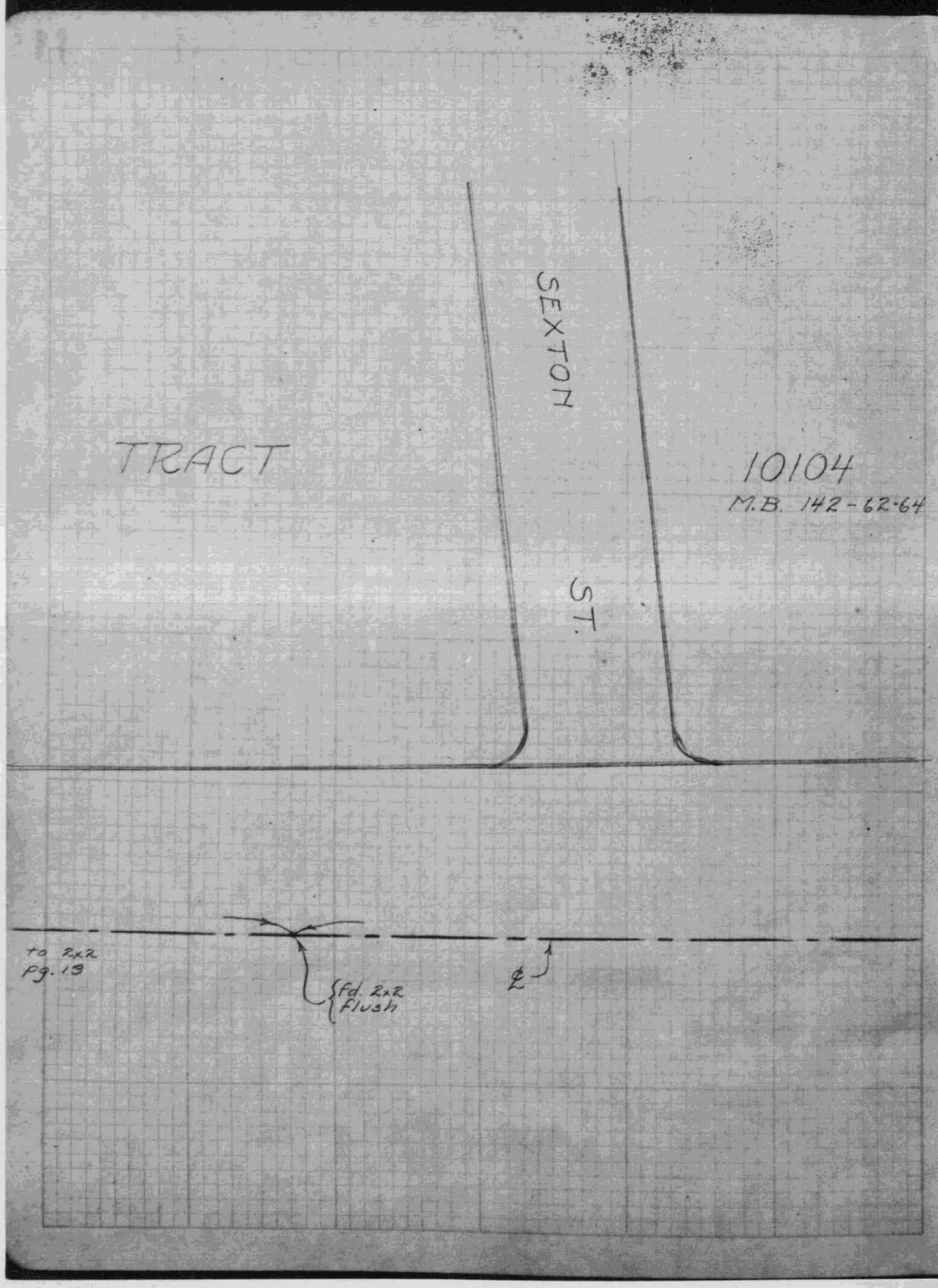
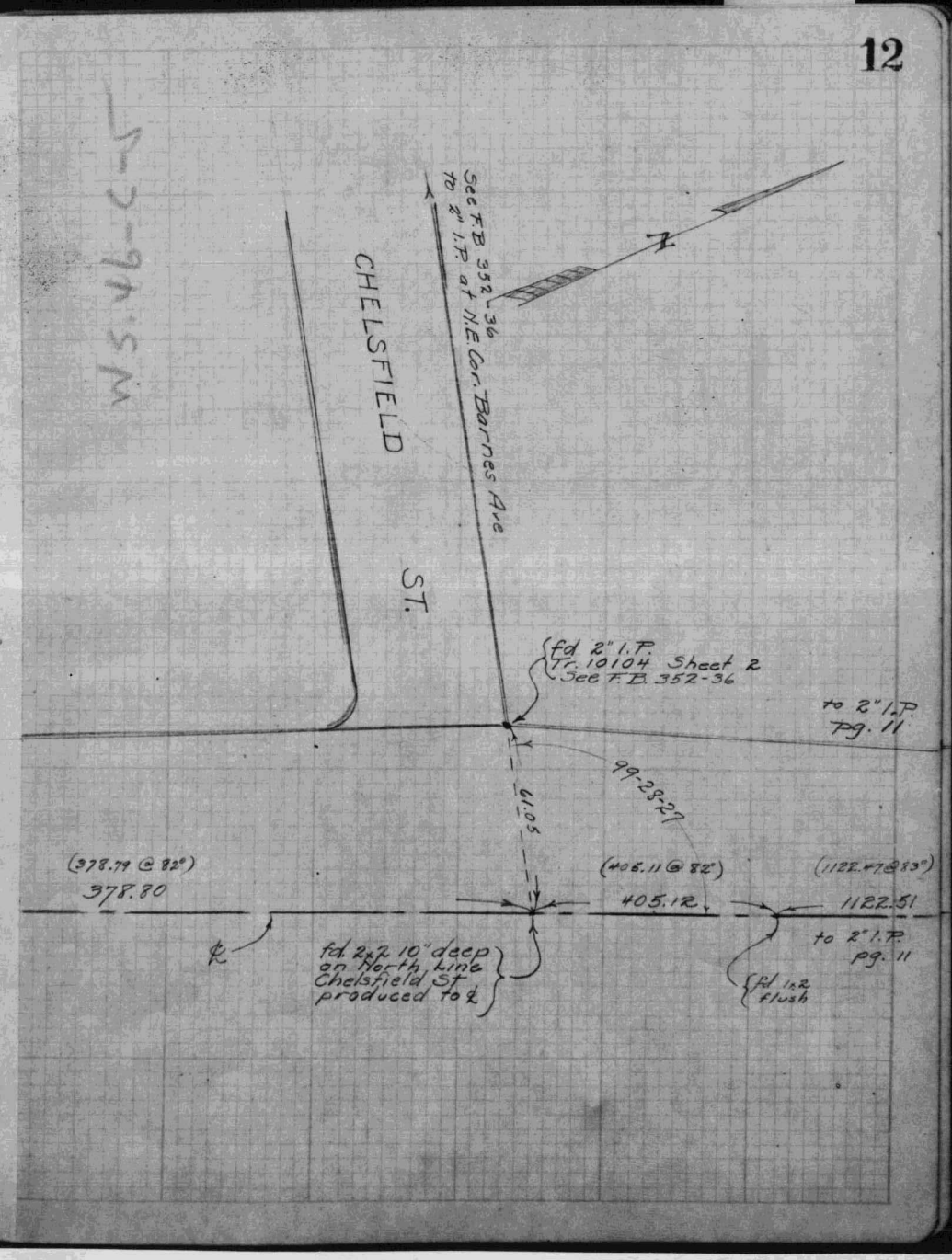

TRACT
SEXTON
ST.
10104
M.B. 142-62-64
to 2x2
pg. 13
fd. 2x2
flush
℄

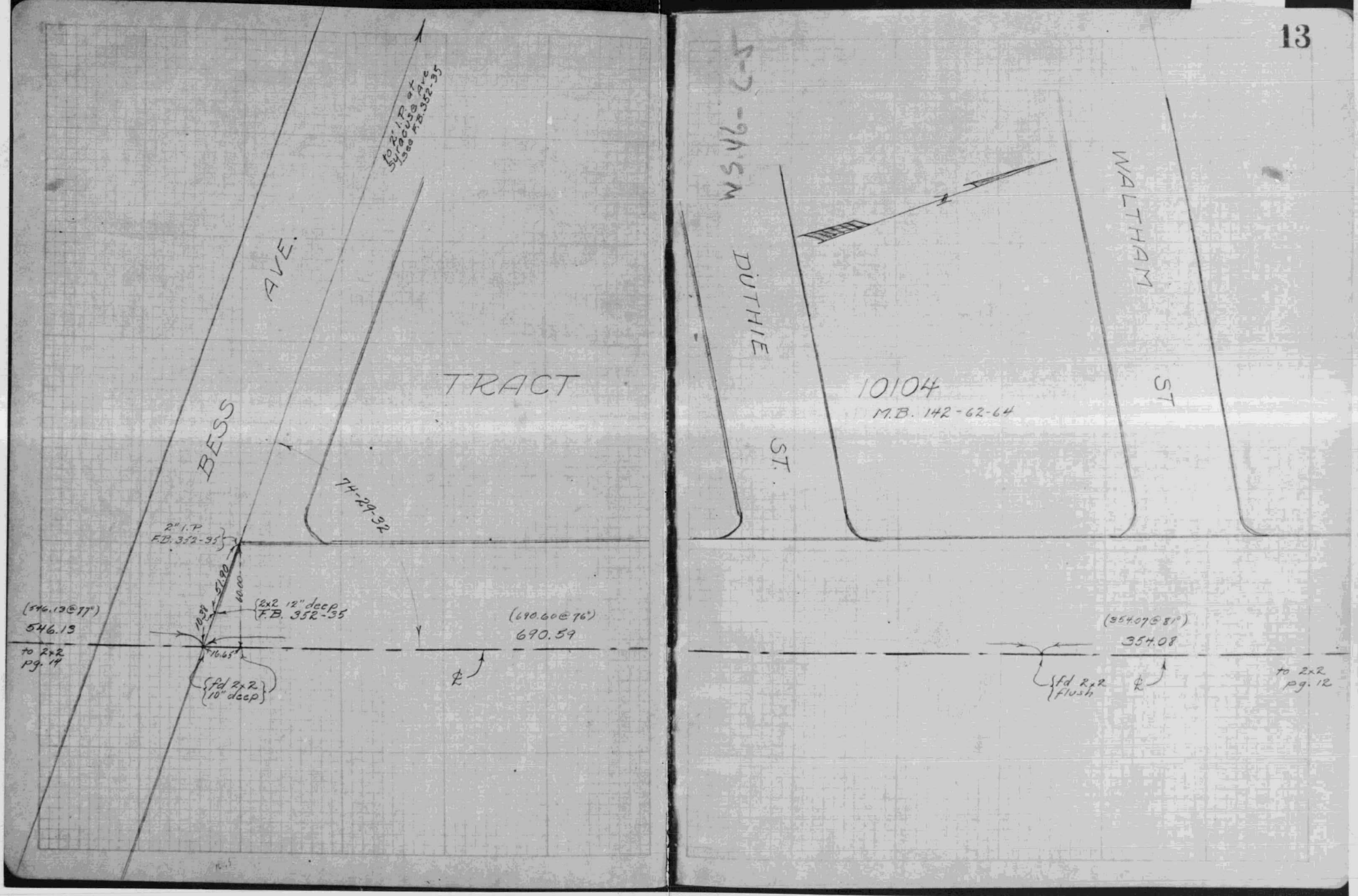

CHELSFIELD
ST.
See F.B. 352-36
to 2" I.P. at N.E. Cor. Barnes Ave
N
fd 2" I.P.
Tr. 10104 Sheet 2
See F.B. 352-36
to 2" I.P.
pg. 11
99-28-27
61.05
(378.79 @ 82°)
378.80
(405.11 @ 82°)
405.12
(1122.47 @ 83°)
1122.51
℄
fd. 2x2 10" deep
on North Line
Chelsfield St
produced to ℄
to 2" I.P.
pg. 11
fd 1x2
flush

FB. 976-59

FB. 976-60

418

13



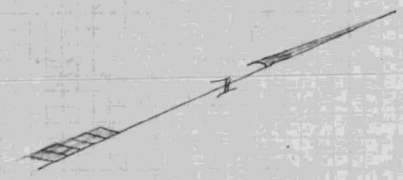
FB. 976-61

FB. 976-62

418

14

WS 46-C-5



NOTE:-
See F.B. 352-34 for original survey of Garvey Blvd.

GARVEY

℄

10'+10'+10' Conc. pav.

{fd L+T See F.B. 352-34

(359.30 @ 79°)
359.30

56.02

(708.56 @ 77°)
708.56

{to 2"I.P. pg. 13

{fd. 2x2 flush

(522.84 @ 81°)
522.85

℄

{fd 2x2 flush

{fd L+T in expansion joint

{fd 2x2 flush

℄

{fd. 2x2 flush

{to 2x2 pg. 13

56.58+43

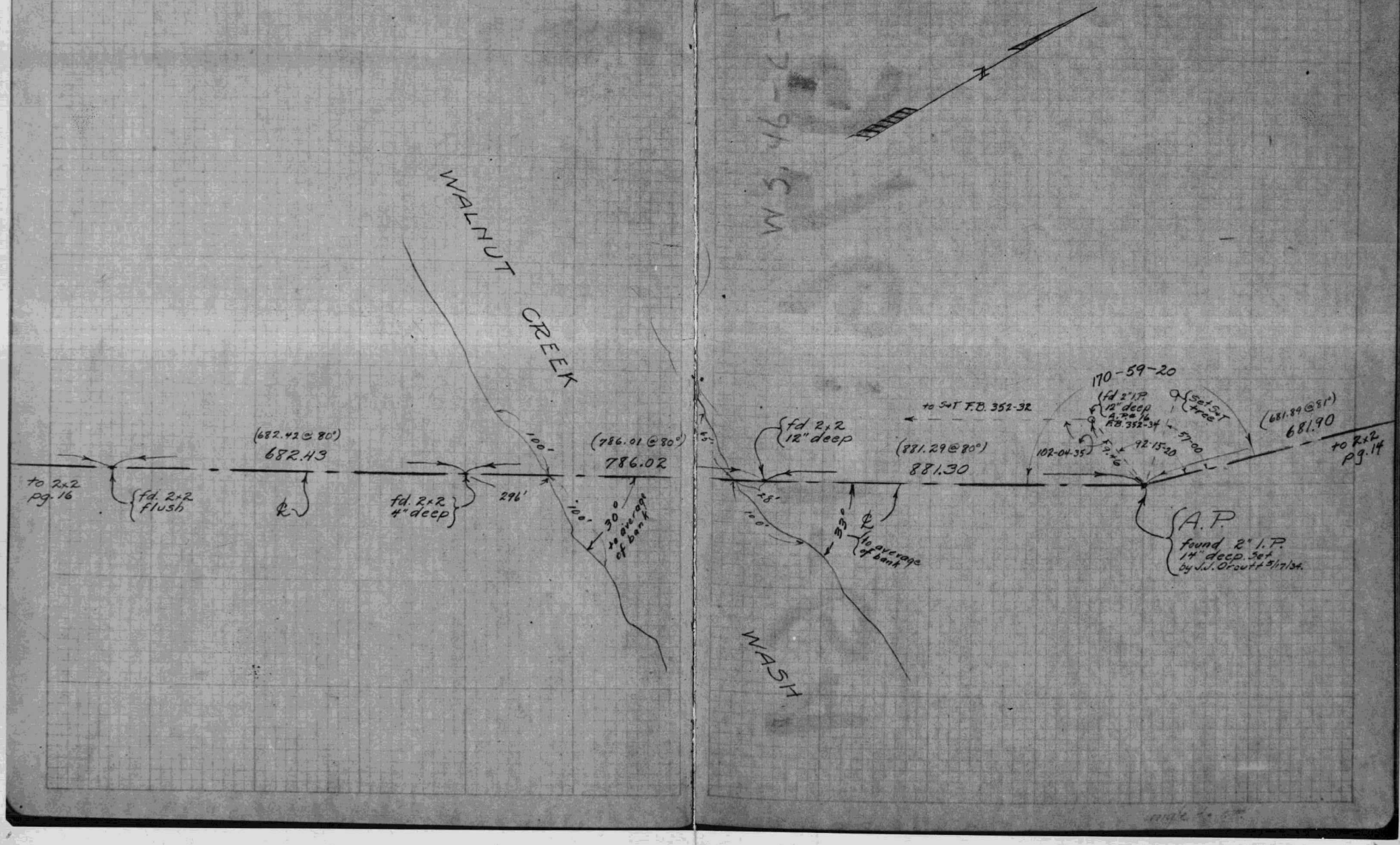
BLVD

FB.976-63

FB.976-64

418

15

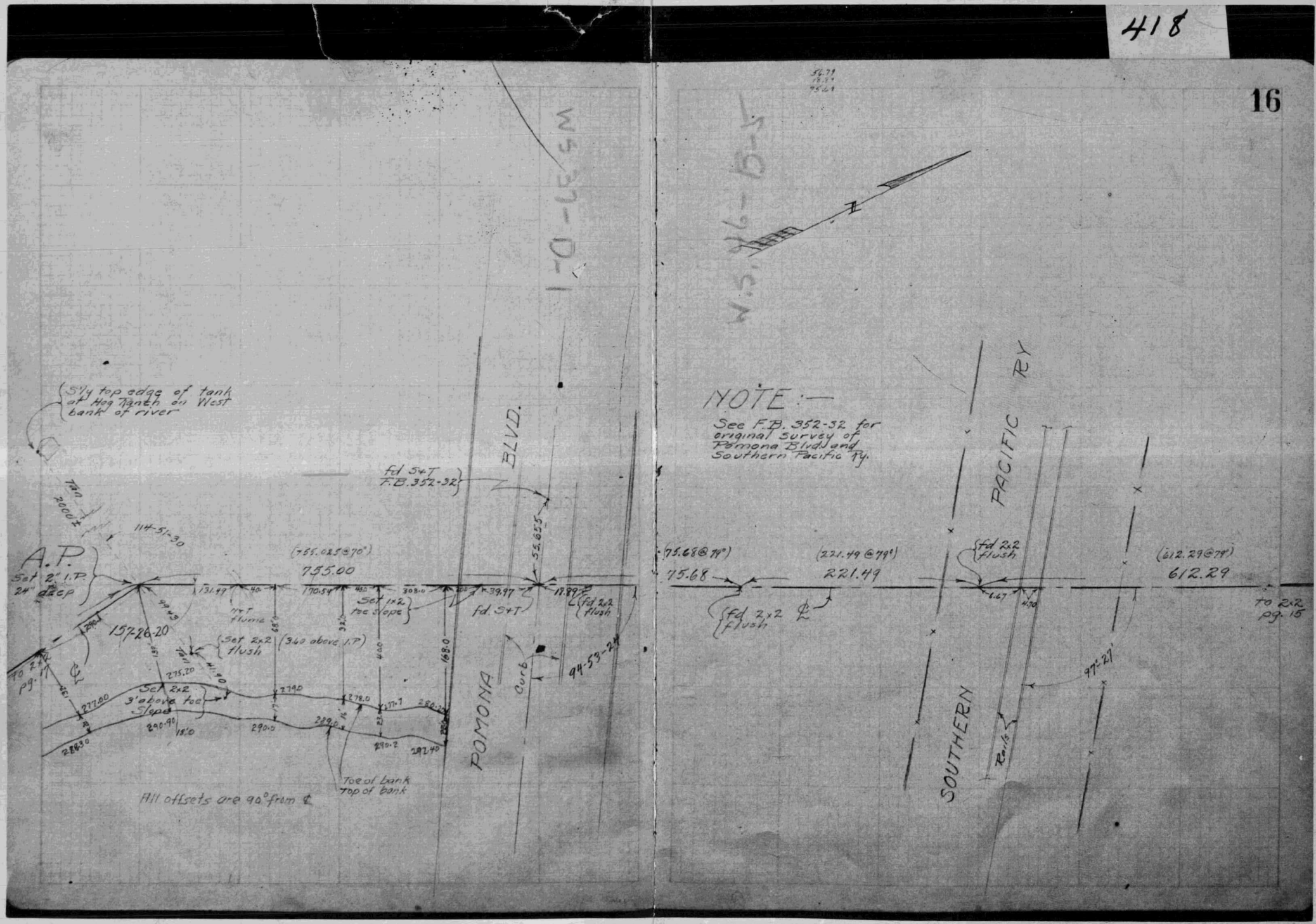


FB. 976-65

FB. 976-66

418

16



FB 976-67

FB. 976-68

6433

42

EULALIA BLVD

101.5'

45°

100'

50'

50'

WILSHIRE BLVD

933.65'

N 90°00'

41°36'

43°34'30"

90°00'05"

Lt.

Spk.

Capistrano Way

95-78-14

96.5'

41.15

41-8.65

98.50'

LA JOLLA AVE

See 10609-74

40.17

Lt.

Spk. Lt.

42.2

S E 45'

54.14

To Lt.

To Lt.

Lt.

Lt.

6433

42

See 95-78 16-17

BLVD

WILSHIRE BLVD

EULALIA

99.90'

Pt. N. & S. Sph. Inches

Pt. Sph.

Lt & Prod.

Wire Ins. 20-26

SAN LUIS REY

See 10609-73

25'

50'

EULALIA

125.00'

WILSHIRE BLVD

5.05

Sur. Lt.

69.665

57°59'10"

55.485

Sur. Lt.

See 10609-73

SWEETZER AVE

P.E. 50' RT OF WAY

54.81

86.39

31°19'10"

Sur. Lt.

Ed. B. St. Punch Mk.

EULALIA

To Spk. Sur. Pt.

186.78

89°59'55"

Sur. Lt.

FB. 976-69

FB. 976-70

7303

46

Ties 13209-11

St

Kings

78.29

13209-1

45.40

97.99

11.66

70

40

30

82° 20' 41"

958.34

Ties 13209-12

S+T

Third

Kenel

70.82

13209-12

89°51'50"

7303-39

82°20'

20.00

SPK

Sweetzer Ave

10609-44

To Base Curbs

60

30

67.77

48.75

90

48.89

67.74

24.48

320.16

43.23

SPK.

0.76

13209-12

Accompanying tie adjustments by Semple + Party 11-27-28

82°21.00"

73.3-14

47.52

47.54

46.40

28.52

28.37

1x2

Croft Nobe Ave

To 8440-78 Pg 64

46.46

48.01

47.87

36.37.30

36°06'20"

37.13.30

37°12'30"

Reset L.+T.

70

40

30

89°51'30"

7303-40

321.35

Third

24.01

61.49

49.40

82°21.00"

7303-40

Orlando Ave

To Base Curbs

Orlando Drive

60

30

33

35

48.30

1.53

48.02

38.30

48.68

31°52'30"

35°28'

Sec 10609-43

FB. 976-71

FB. 976-72

7303

7303

INDEXED 1/8 27

T. 8410-78

65

Tract Line
Established by
Marsh & Party 7/20-30

Replaced
Ties checked
by Sample &
party 7-9-31

L&T's & New T. 02
By Benner - party
7/12/29

Croft

Orlando

Survey

Survey

Ave

Ave

Ave

Ties
Copied
from
"8410-78

Ties
Copied
from
"8410-79

T. 8410-79

T. 8410-78

T. 8410-78

T. 8410-77

T. 8410-77

T. 8410-79

To Pg 64

To Pg 64

To Pg 63

To Pg 63

1320.05

1320.10

1320.10

1320.10

385.11

385.11

170.00

101.57'

35.76'

38.04'

35.80'

38.45'

33.45'

22.24'

21.98'

22.30'

22.86'

27.96'

54.89'

57.40'

54.96'

54.79'

54.5'

Reset

Spk

Top

L&T

Fnd 2" x 2"

P.K. Nail

T.M.

Marsh 1929

Parker 1930

Fnd 1/2" Pipe

Fnd 1/2" Iron Pipe

Fnd 1/2" Rebar

Fnd 3/4" Pipe

Fnd 3/4" Iron Pipe

Fnd 3/4" Rebar

Fnd 1" Pipe

Fnd 1" Iron Pipe

Fnd 1" Rebar

Fnd 1 1/4" Pipe

Fnd 1 1/4" Iron Pipe

Fnd 1 1/4" Rebar

Fnd 1 1/2" Pipe

Fnd 1 1/2" Iron Pipe

Fnd 1 1/2" Rebar

Fnd 2" Pipe

Fnd 2" Iron Pipe

Fnd 2" Rebar

Fnd 2 1/2" Pipe

Fnd 2 1/2" Iron Pipe

Fnd 2 1/2" Rebar

Fnd 3" Pipe

Fnd 3" Iron Pipe

Fnd 3" Rebar

Fnd 3 1/2" Pipe

Fnd 3 1/2" Iron Pipe

Fnd 3 1/2" Rebar

Fnd 4" Pipe

Fnd 4" Iron Pipe

Fnd 4" Rebar

Fnd 4 1/2" Pipe

Fnd 4 1/2" Iron Pipe

Fnd 4 1/2" Rebar

Fnd 5" Pipe

Fnd 5" Iron Pipe

Fnd 5" Rebar

Fnd 5 1/2" Pipe

Fnd 5 1/2" Iron Pipe

Fnd 5 1/2" Rebar

Fnd 6" Pipe

Fnd 6" Iron Pipe

Fnd 6" Rebar

Fnd 6 1/2" Pipe

Fnd 6 1/2" Iron Pipe

Fnd 6 1/2" Rebar

Fnd 7" Pipe

Fnd 7" Iron Pipe

Fnd 7" Rebar

Fnd 7 1/2" Pipe

Fnd 7 1/2" Iron Pipe

Fnd 7 1/2" Rebar

Fnd 8" Pipe

Fnd 8" Iron Pipe

Fnd 8" Rebar

Fnd 8 1/2" Pipe

Fnd 8 1/2" Iron Pipe

Fnd 8 1/2" Rebar

Fnd 9" Pipe

Fnd 9" Iron Pipe

Fnd 9" Rebar

Fnd 9 1/2" Pipe

Fnd 9 1/2" Iron Pipe

Fnd 9 1/2" Rebar

Fnd 10" Pipe

Fnd 10" Iron Pipe

Fnd 10" Rebar

Fnd 10 1/2" Pipe

Fnd 10 1/2" Iron Pipe

Fnd 10 1/2" Rebar

Fnd 11" Pipe

Fnd 11" Iron Pipe

Fnd 11" Rebar

Fnd 11 1/2" Pipe

Fnd 11 1/2" Iron Pipe

Fnd 11 1/2" Rebar

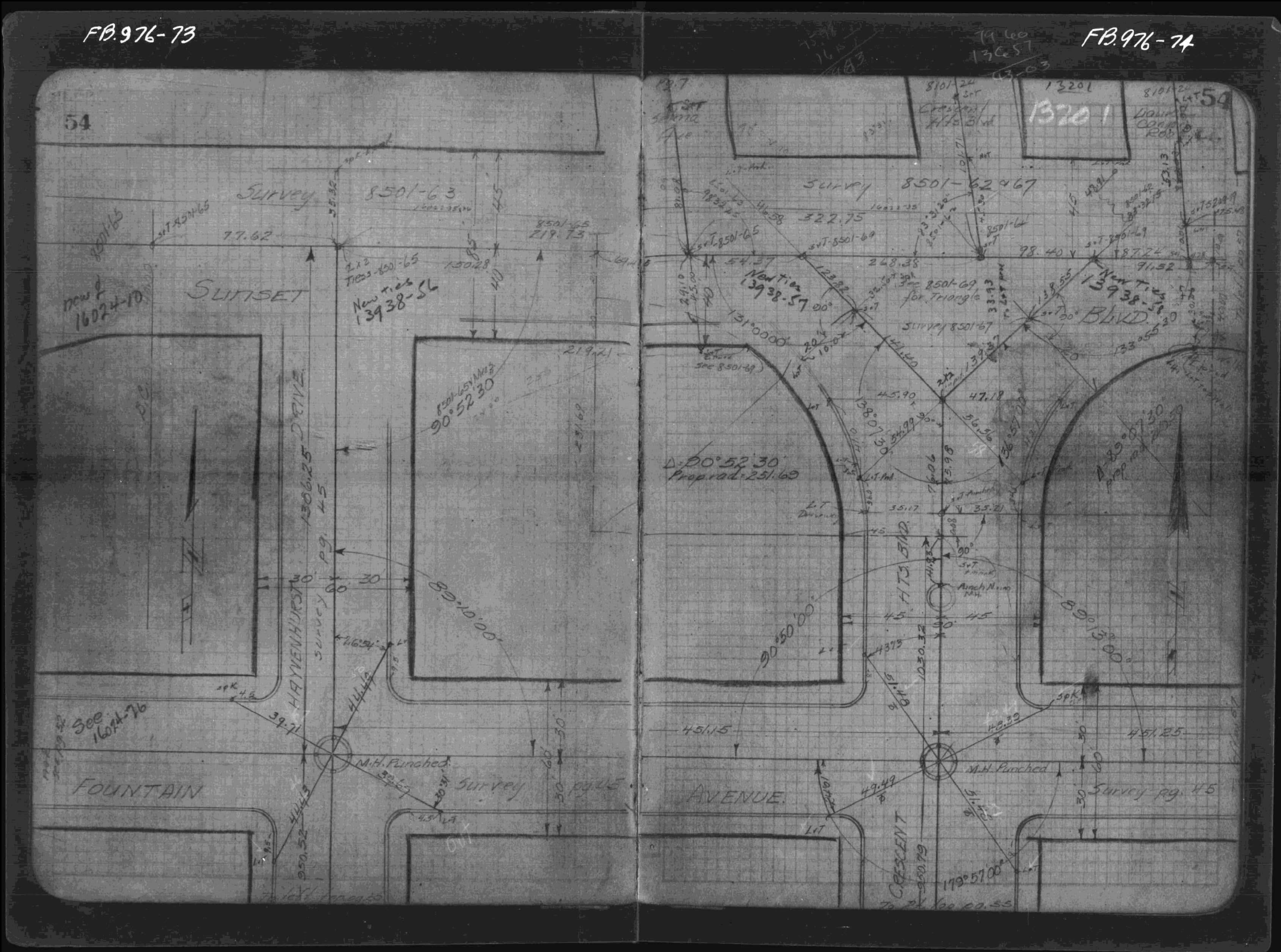
Fnd 12" Pipe

Fnd 12" Iron Pipe

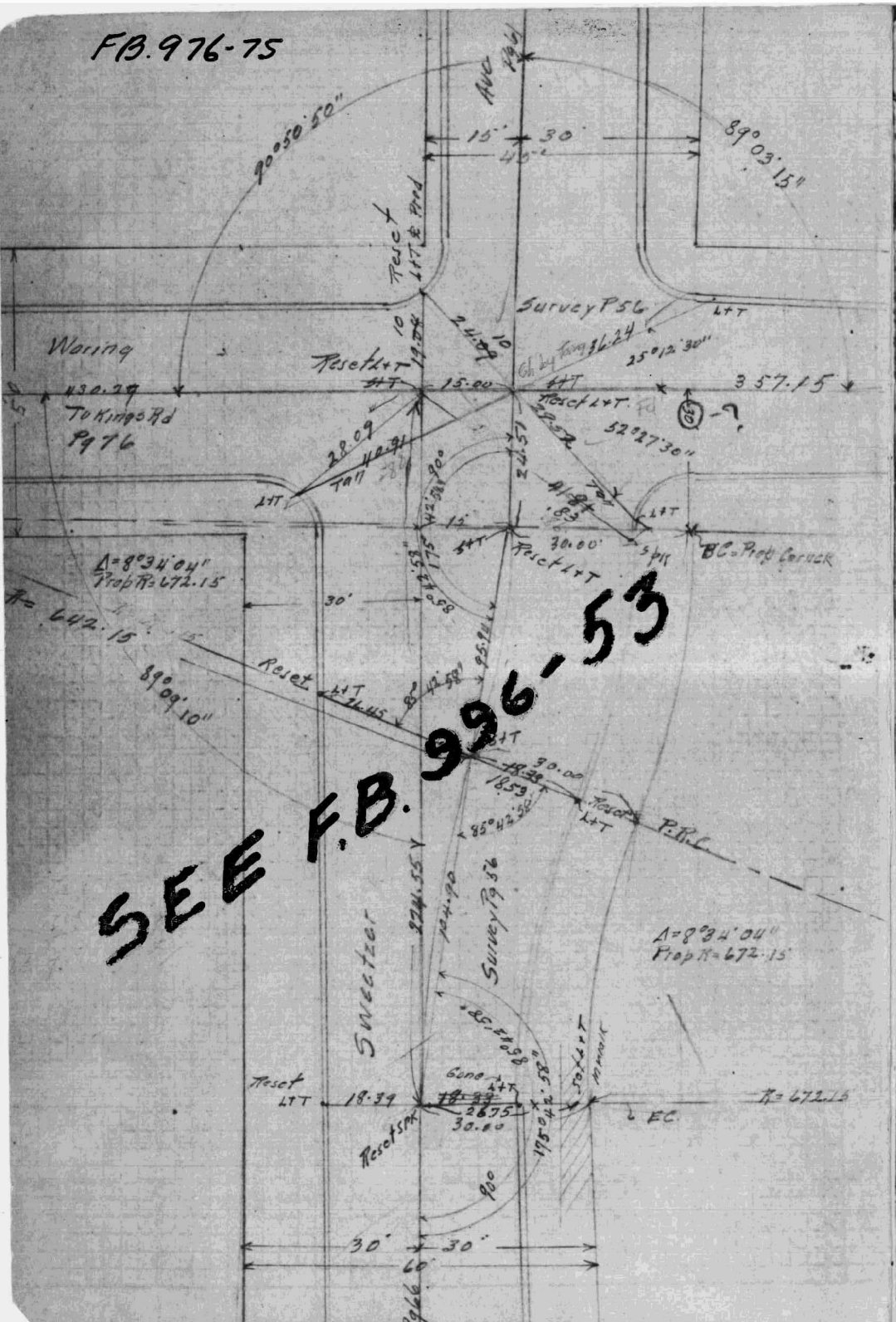
Fnd 12" Rebar

FB.976-73

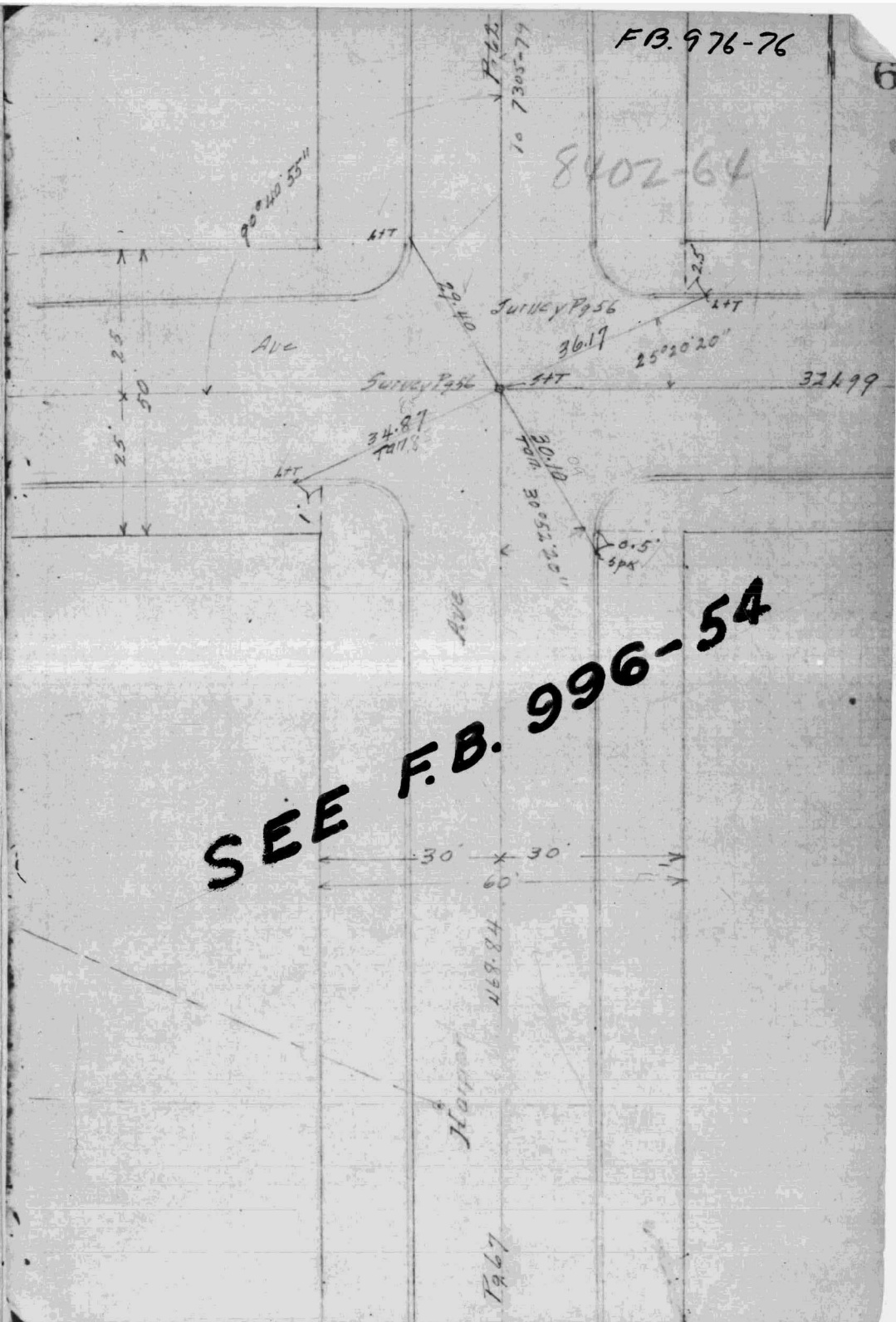
FB.976-74



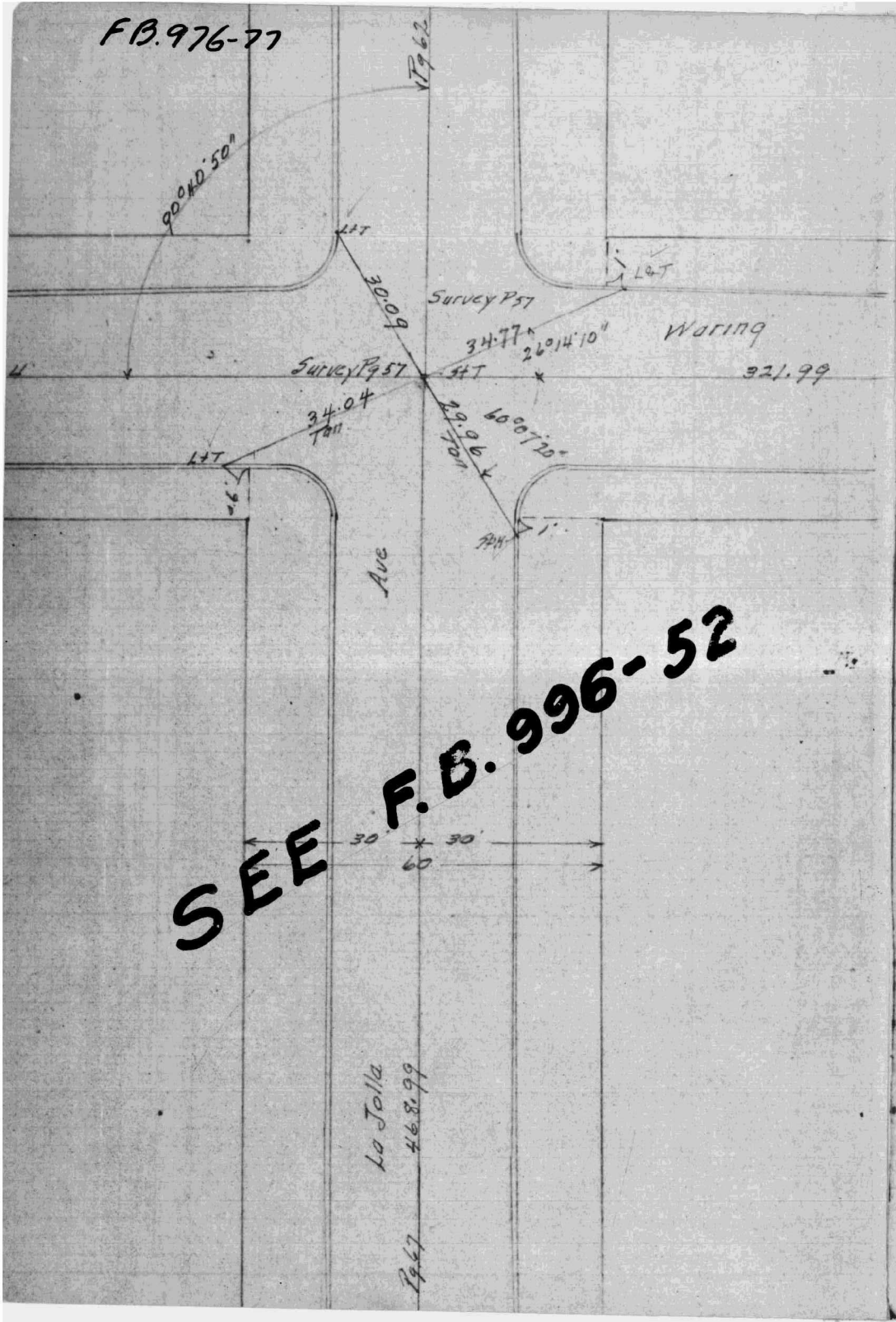
FB. 976-75



FB. 976-76



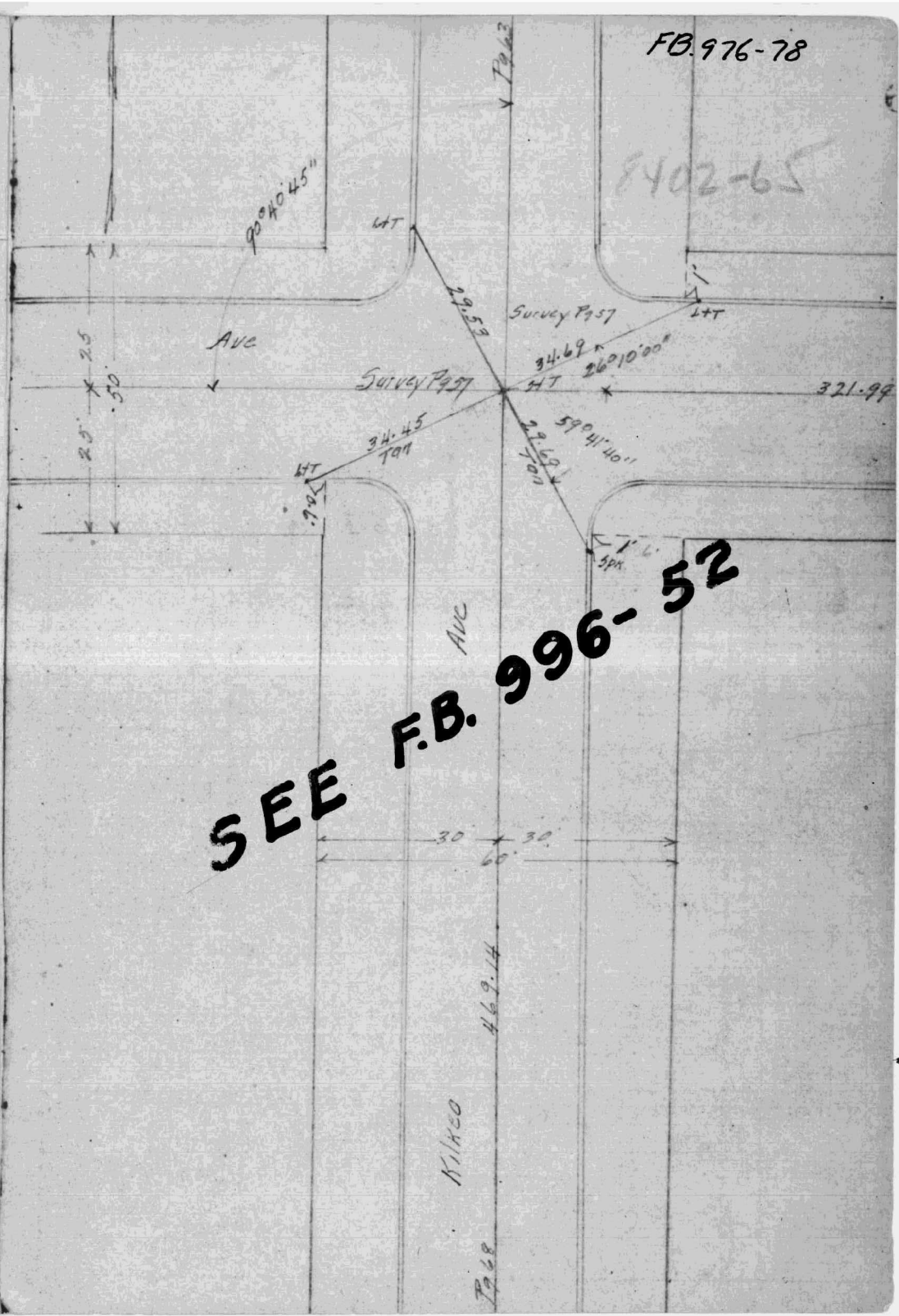
FB.976-77



SEE F.B. 996-52

FB.976-78

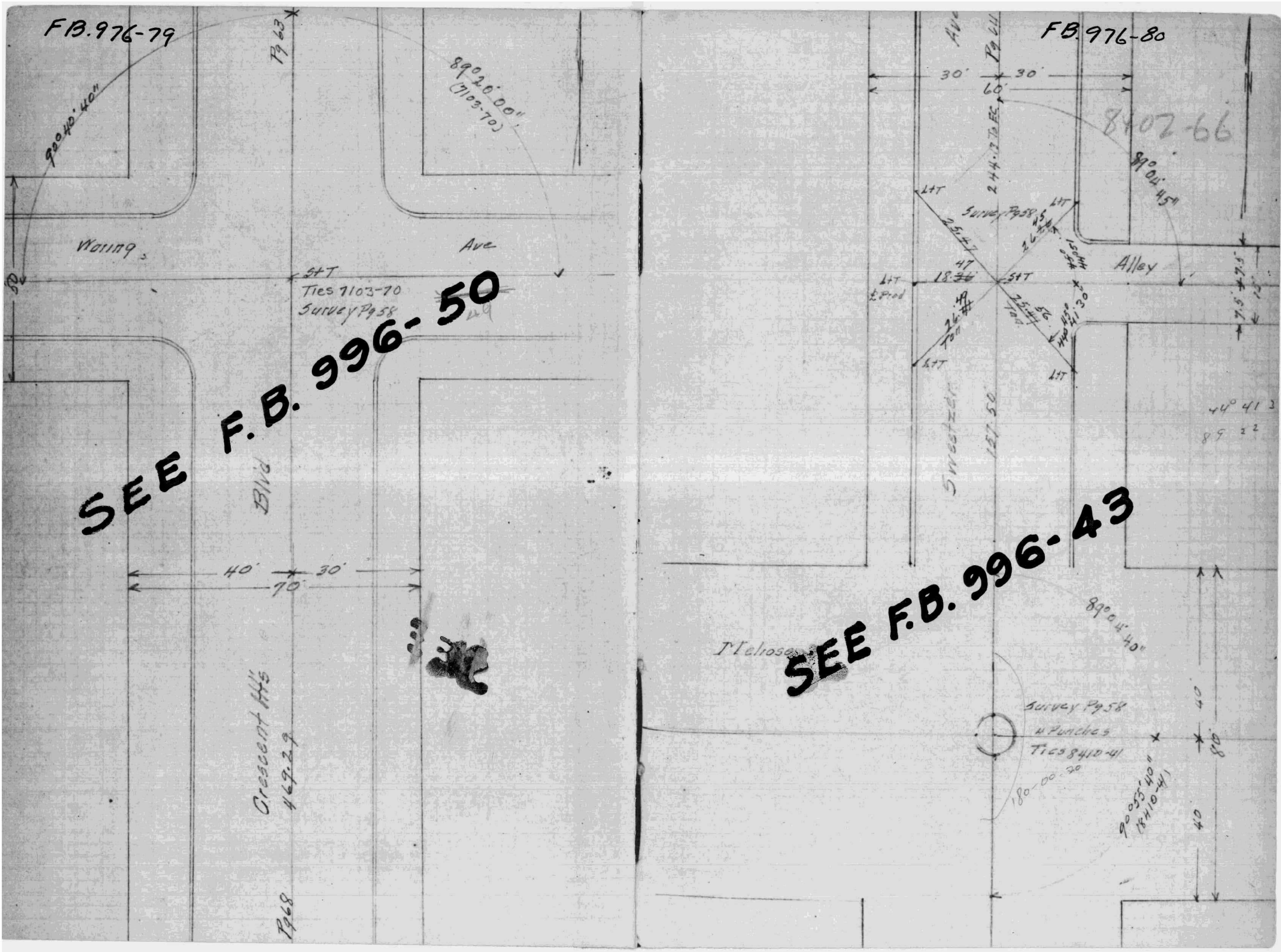
8402-65

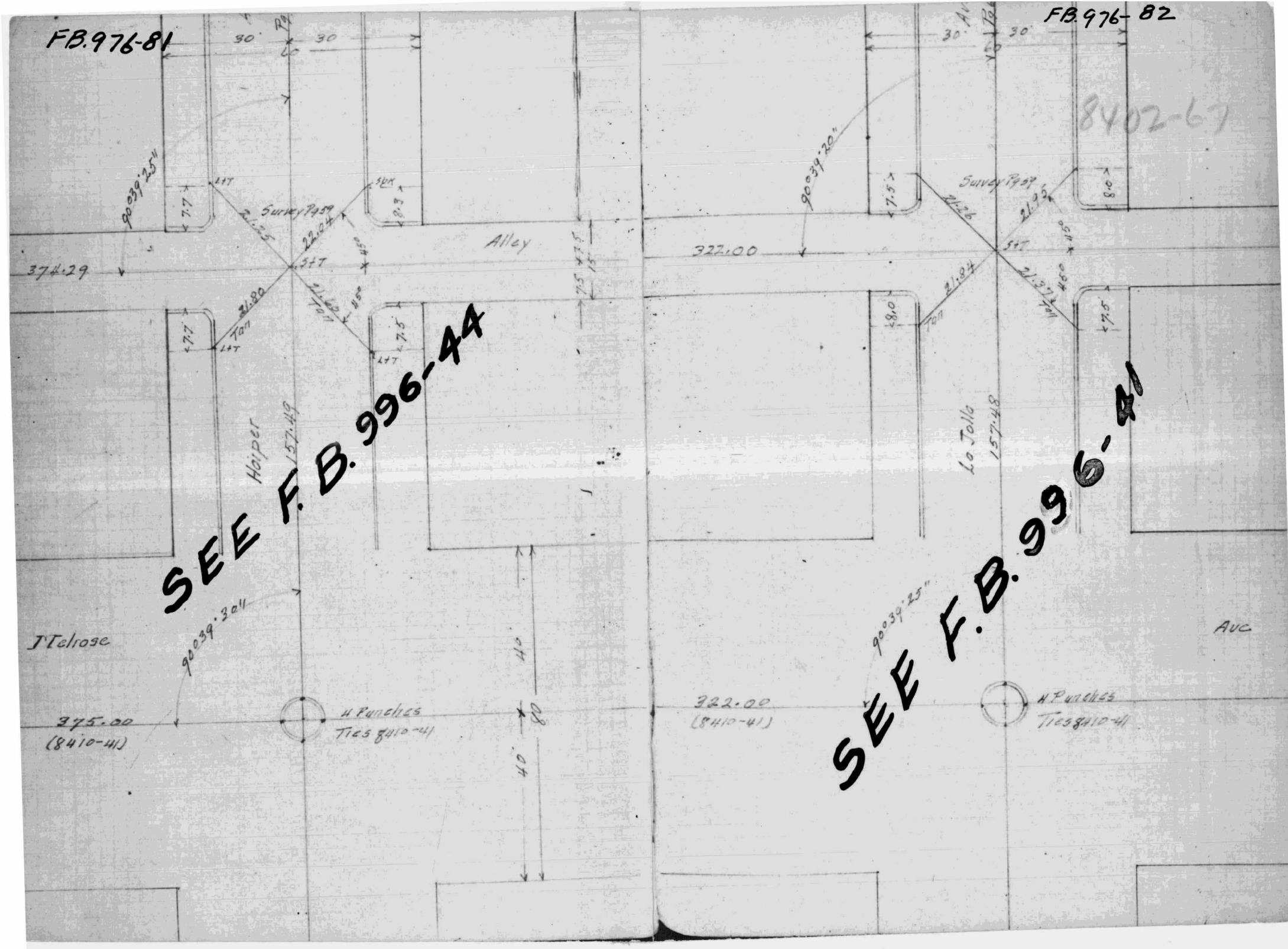


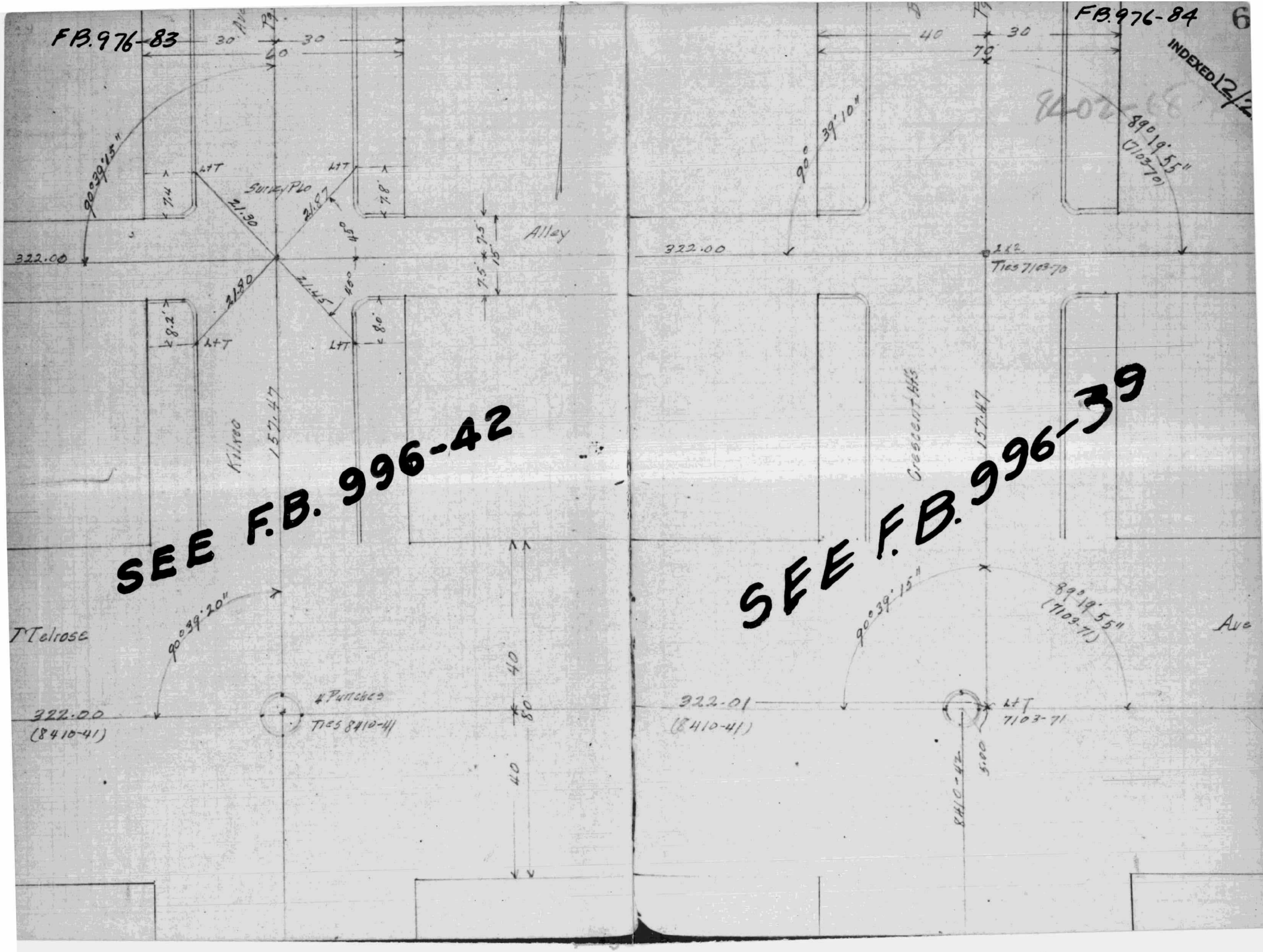
SEE F.B. 996-52

FB. 976-79

FB. 976-80

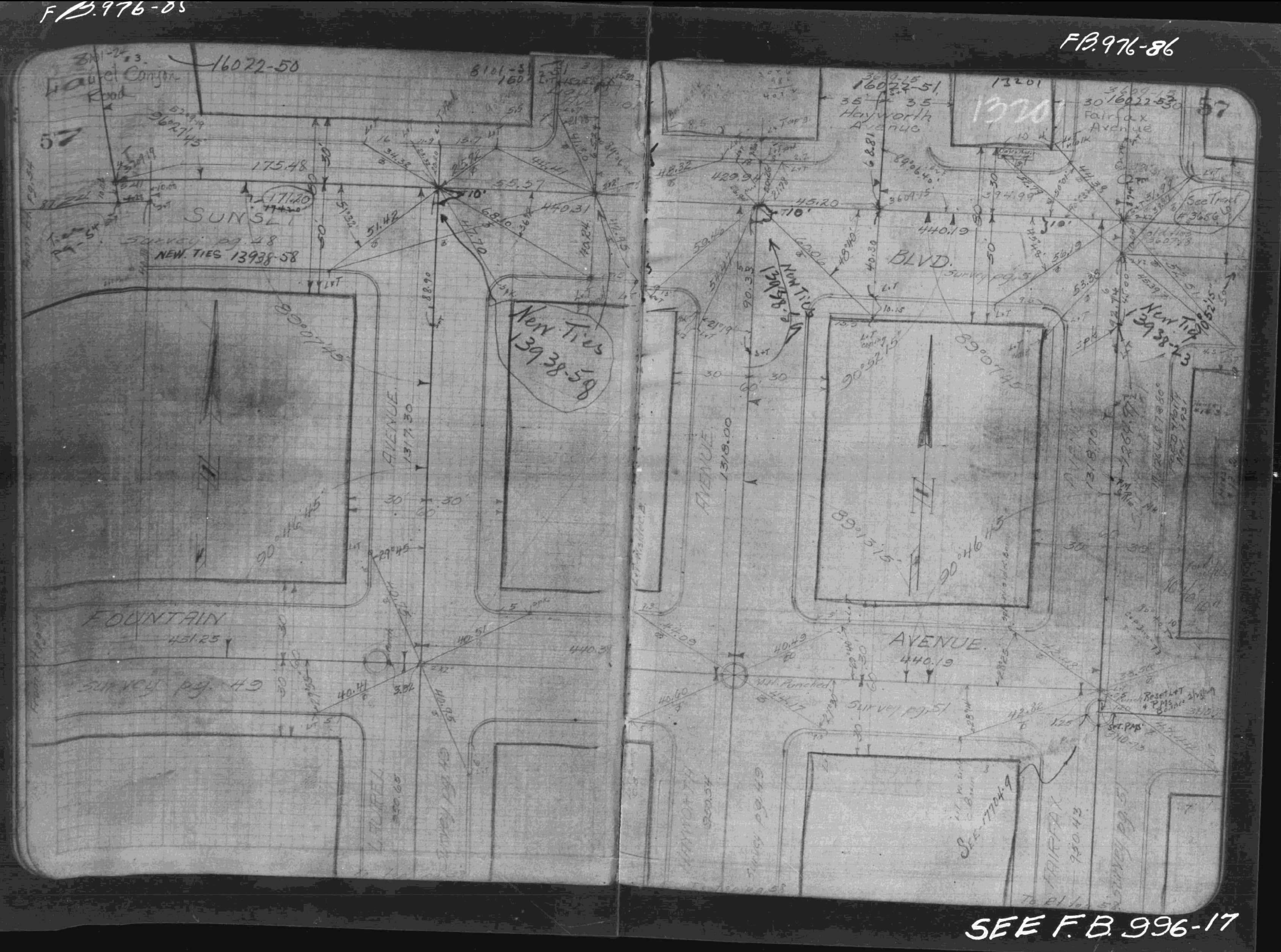



FB.976-81
FB.976-82
8402-67
SEE F.B. 996-44
SEE F.B. 996-41
Alley
Harper
157.49
Telrose
375.00
(8410-41)
4 Punches
Ties 8410-41
90°39'25"
90°39'30"
90°39'20"
90°39'25"
374.29
322.00
322.00
(8410-41)
Survey Pg 59
Survey Pg 59
La Jolla
157.48
Ave
Tan
Tan
Tan
Tan
L+T
S+T
S+T
L+T
L+T
L+T
30'
30'
60
40
80
40
7.7
7.7
7.5
7.5
7.5
7.5
8.3
8.0
8.0
7.5
21.25
22.04
21.80
21.60
21.26
21.95
21.84
21.37
45°
45°
45°
45°


FB.976-83
30
30
60
90°39'15"
L+T
Survey Plo
21.30
21.87
7.4
7.8
45°
Alley
322.00
7.5
15
21.80
21.45
8.2
8.0
Kilkoo
157.47
SEE F.B. 996-42
90°39'20"
T Telrose
40
80
40
4 Punches
Ties 8410-41
322.00
(8410-41)
FB.976-84
6
INDEXED 12/2
40
30
70
90° 39'10"
89°19'55"
(7103-70)
322.00
2x2
Ties 7103-70
Crescent Hts
157.47
SEE F.B. 996-39
90°39'15"
89°19'55"
(7103-71)
Ave
322.01
(8410-41)
L+T
7103-71
8410-42
5.00

F.B. 976-85

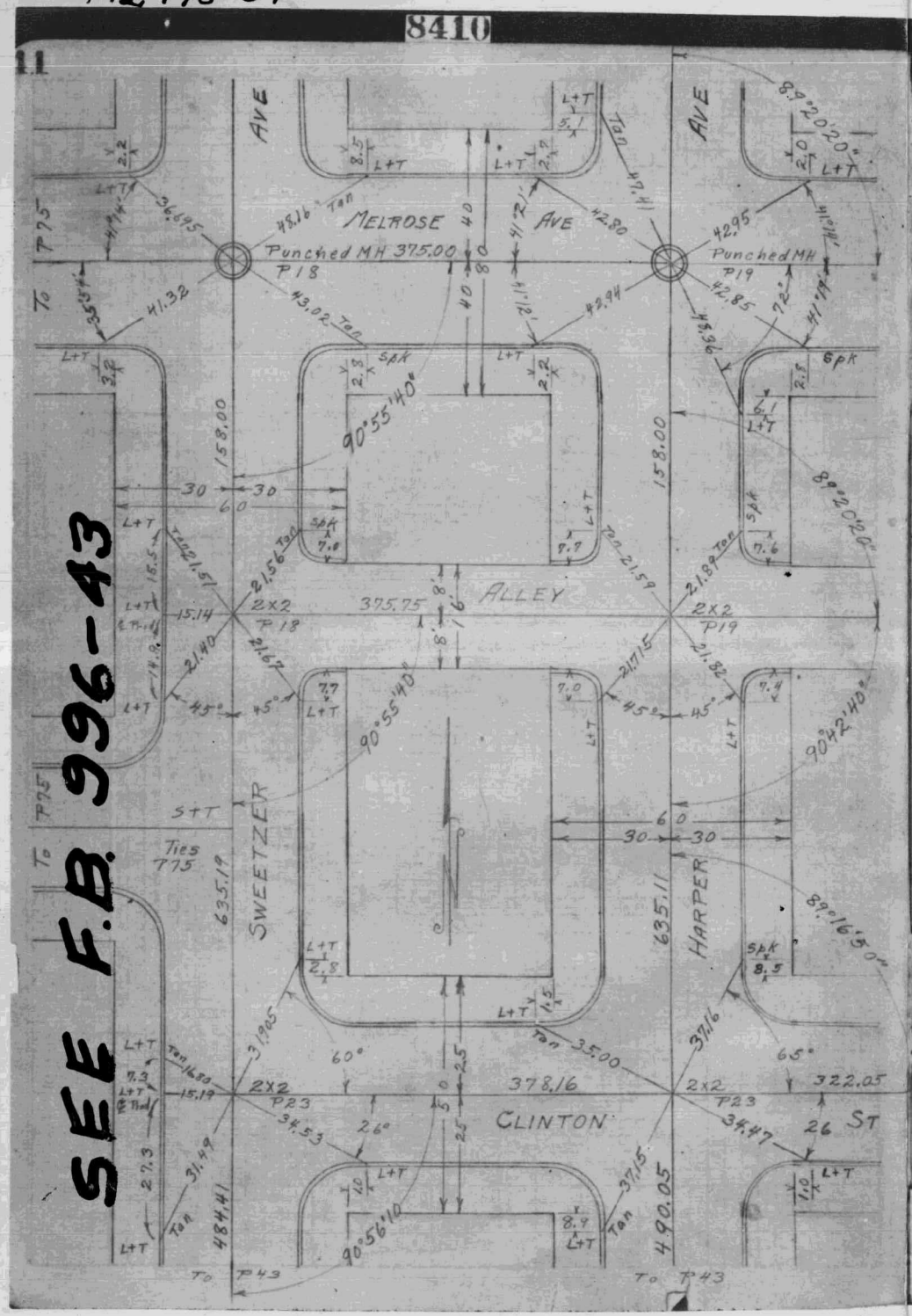
F.B. 976-86

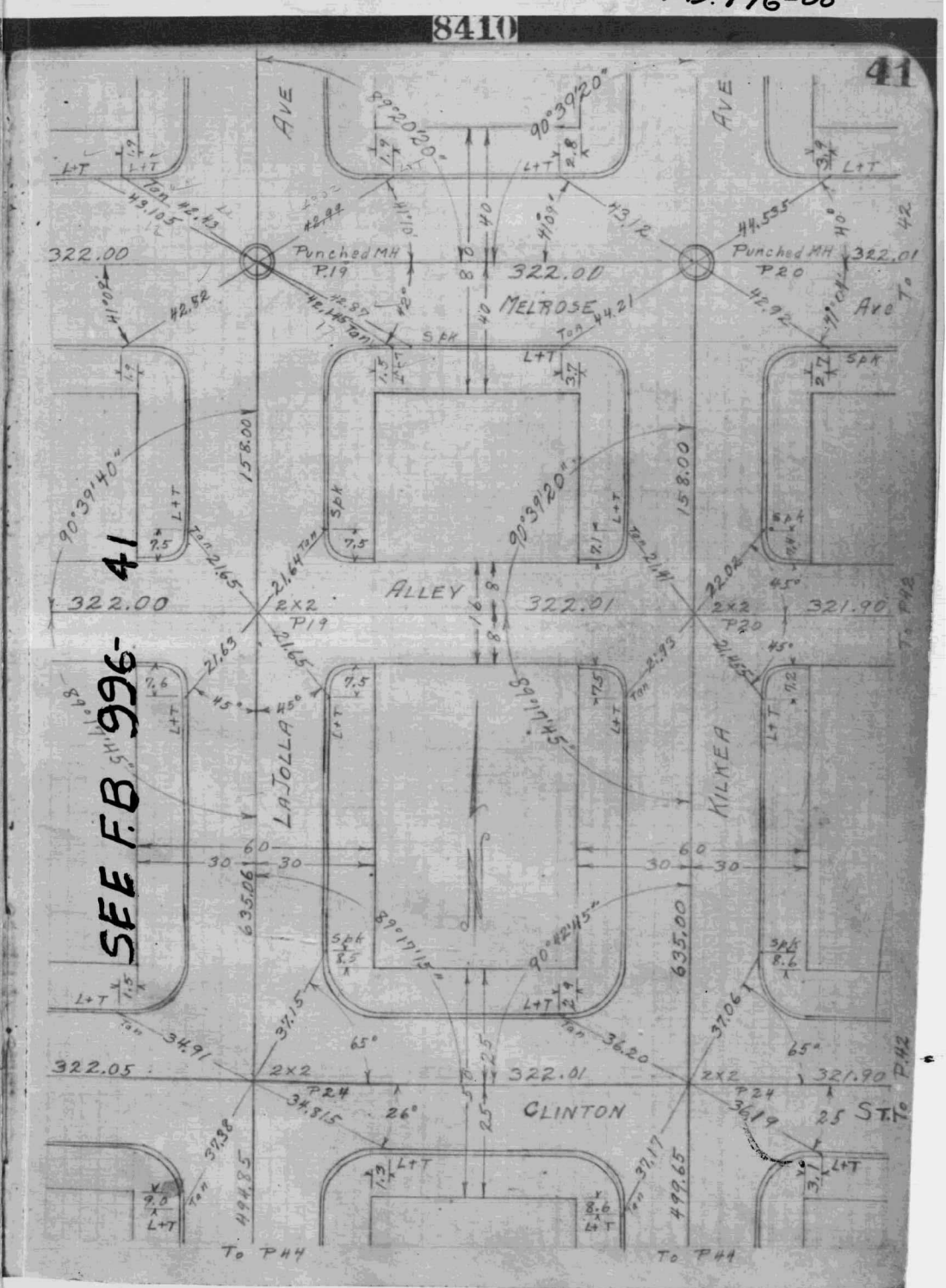


SEE F.B. 996-17

FB.976-87

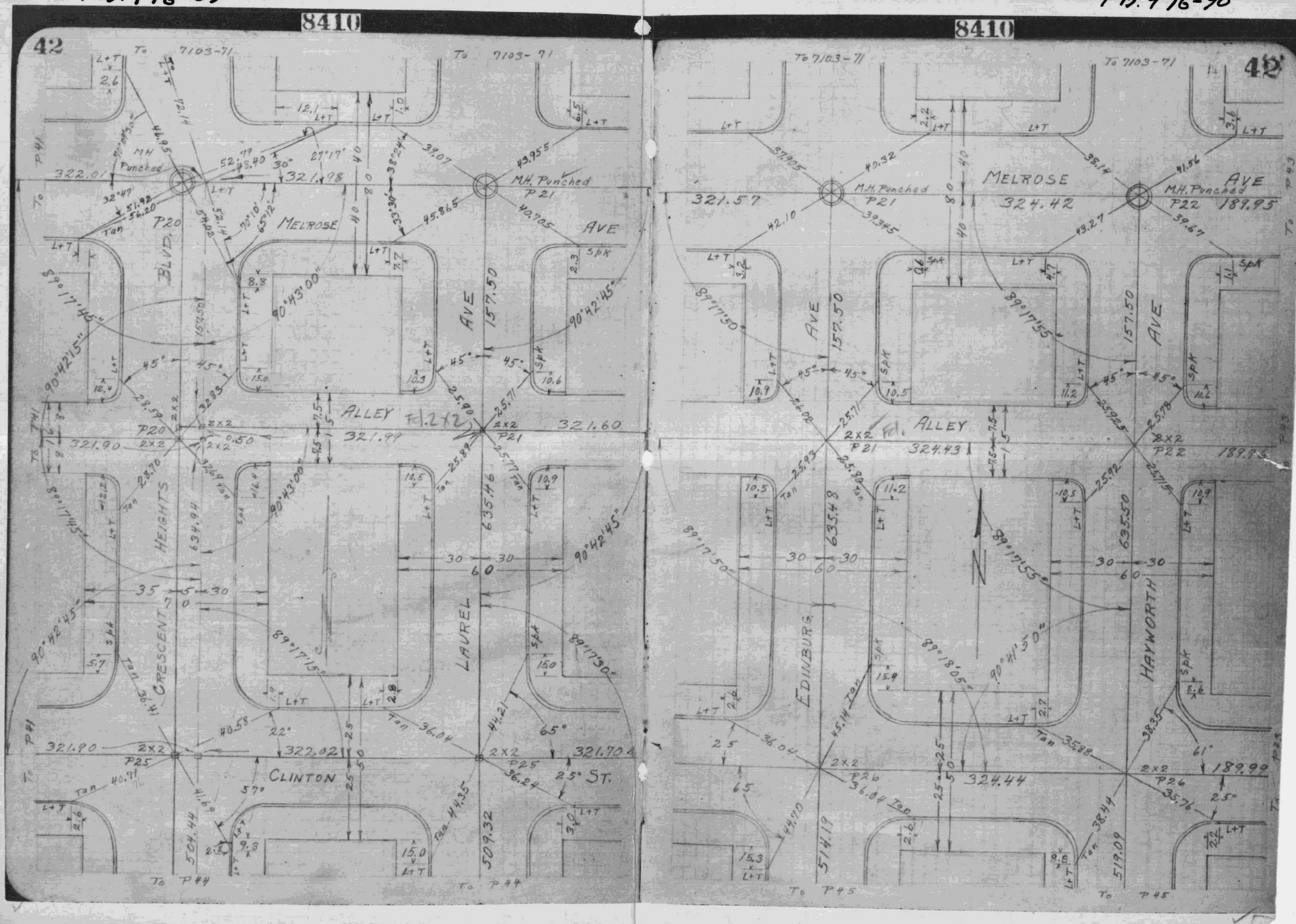
FB.976-88





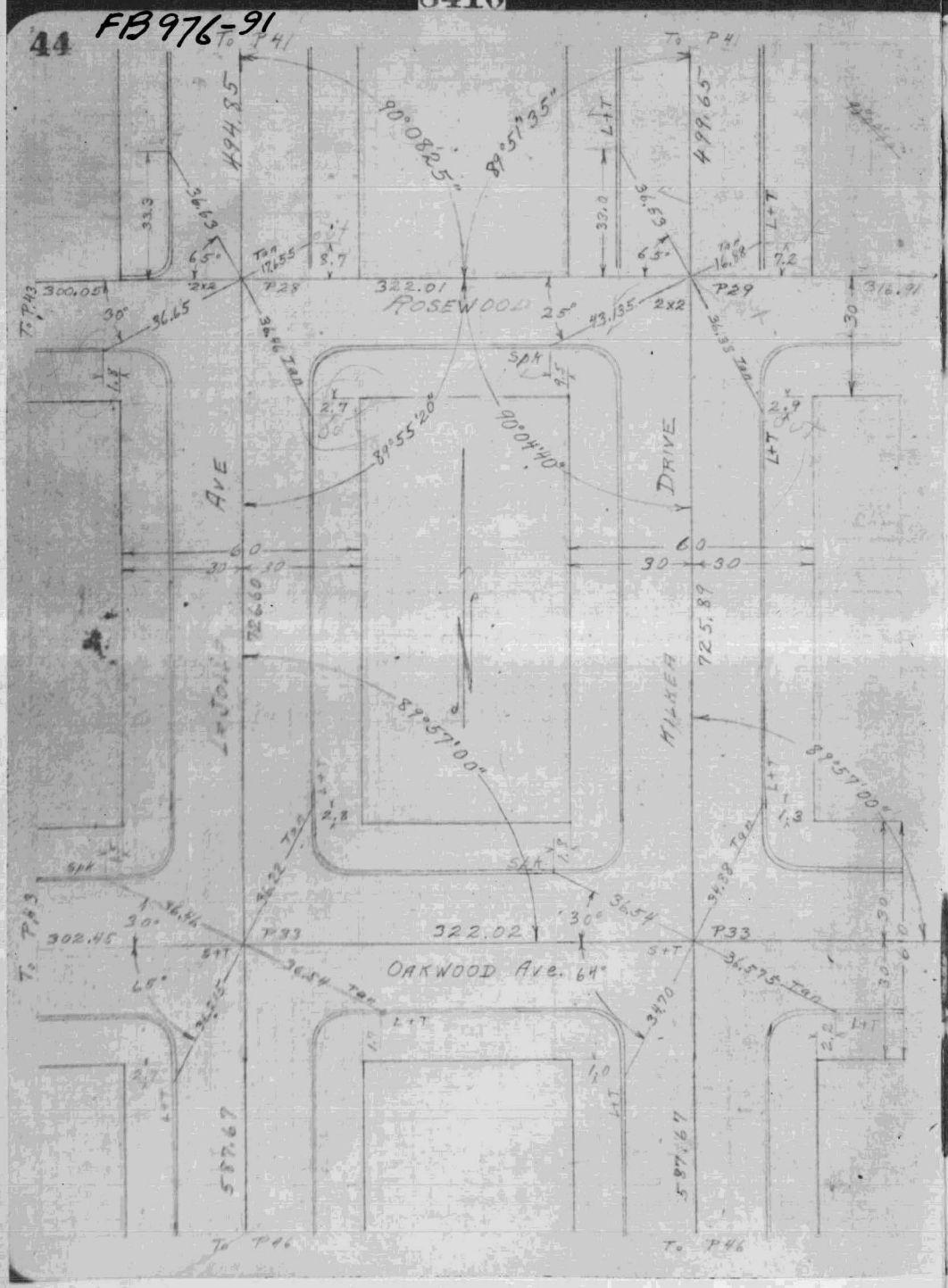
FB. 976-89

FB. 976-90



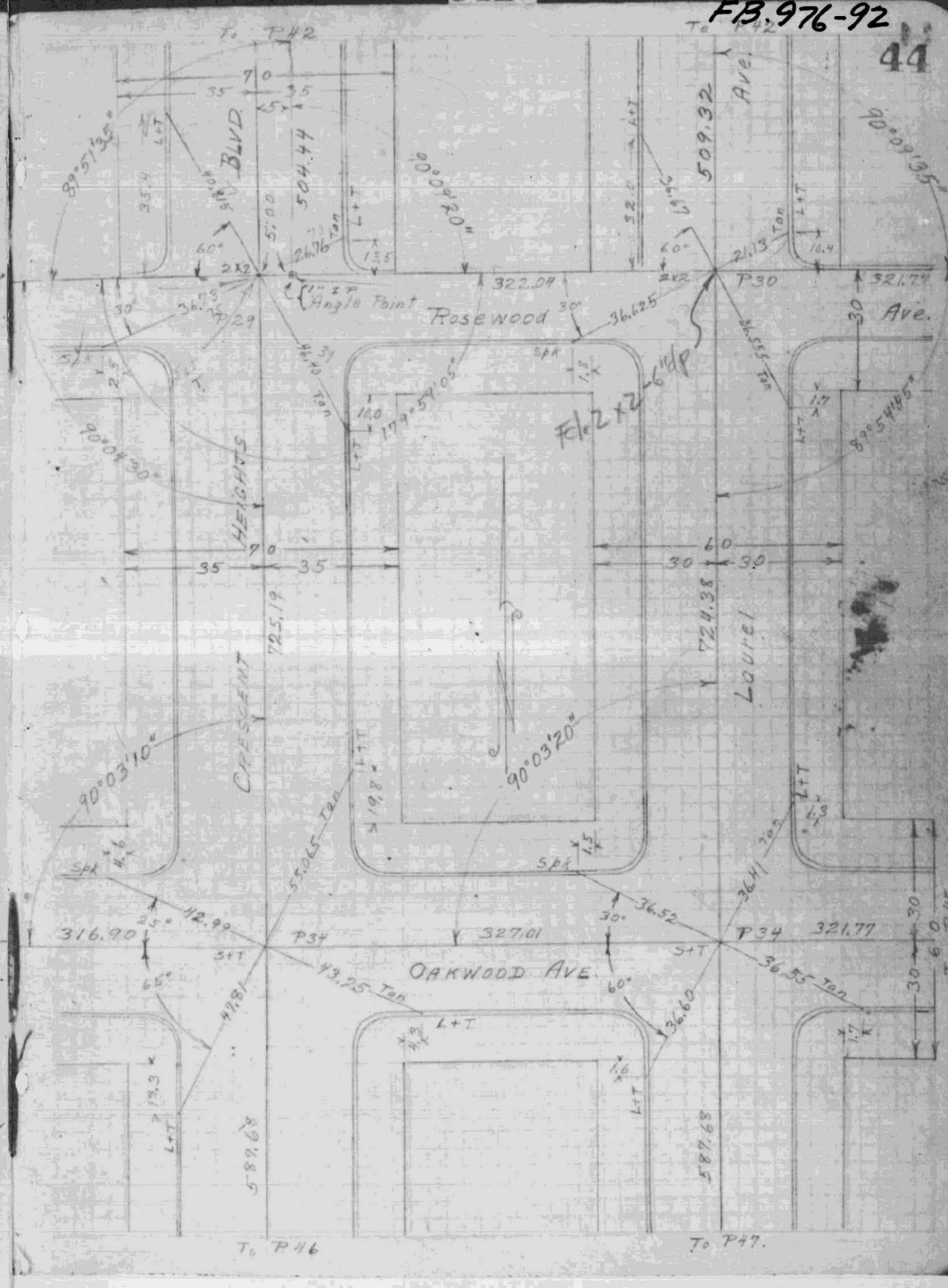
FB976-91

44



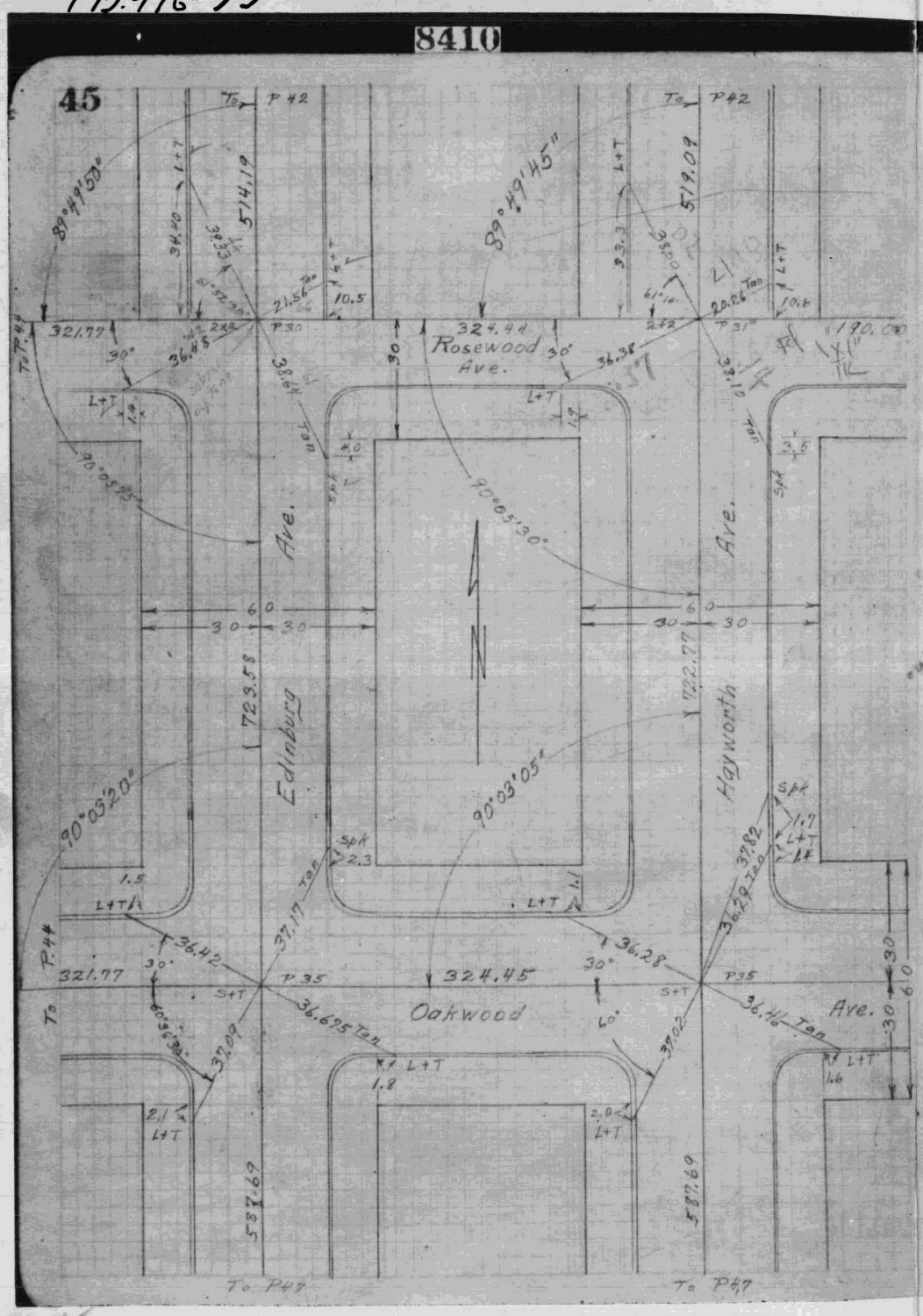
FB.976-92

44



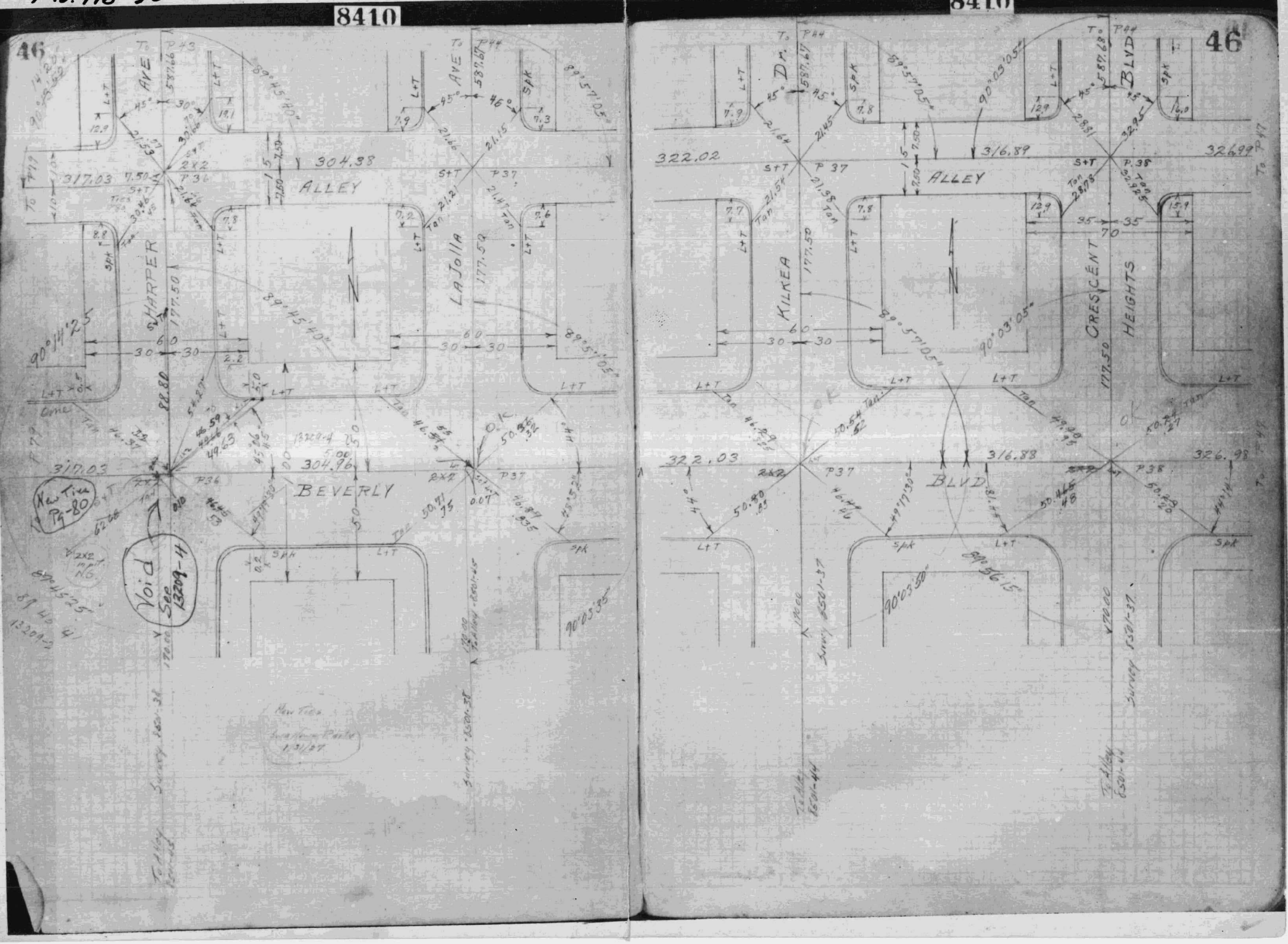
FB.976-93

FB.976-94



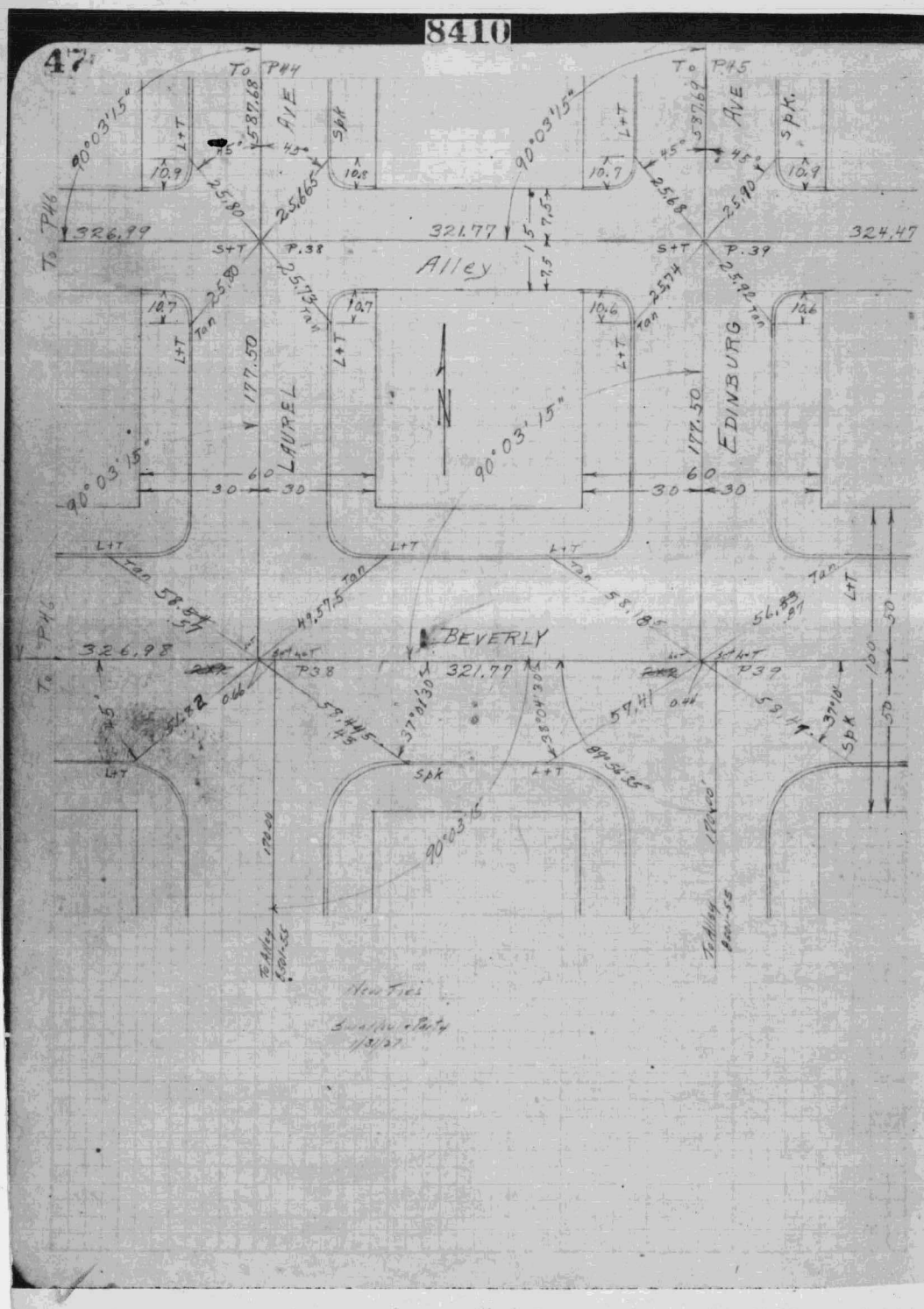
FB. 976-95

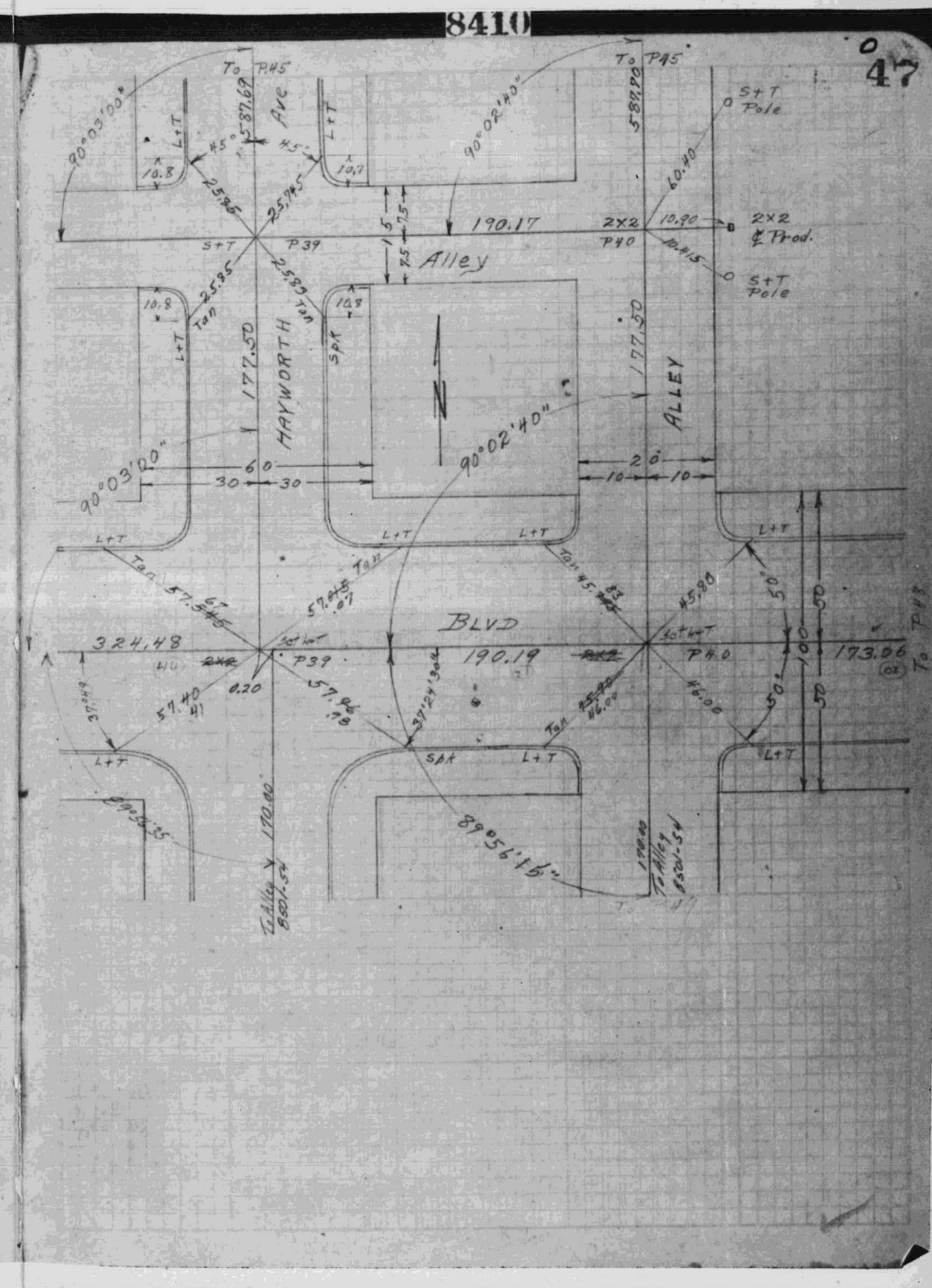
FB. 976-96



FB.976-97

FB.976-98



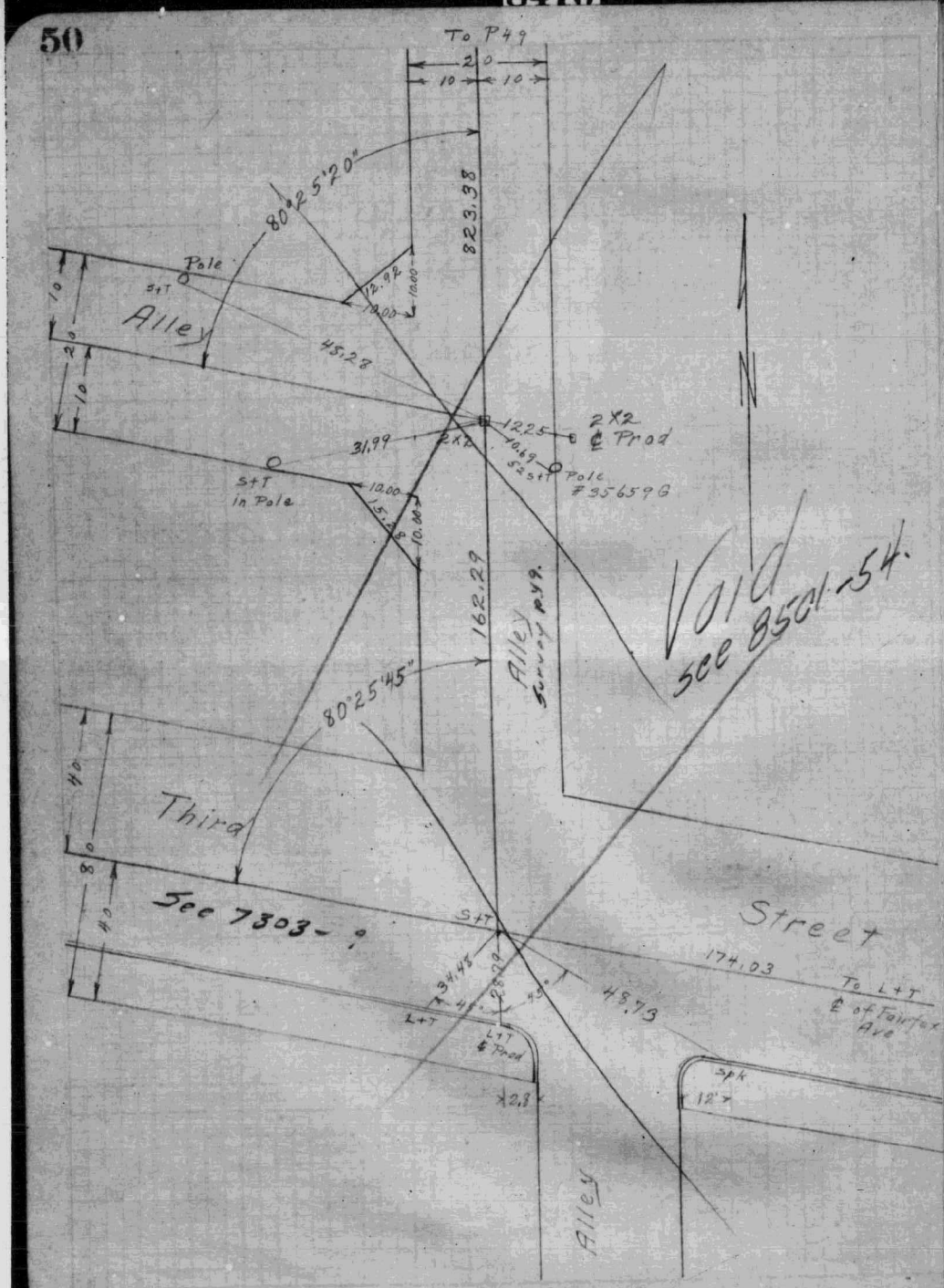


FB. 976-99

FB. 976-100

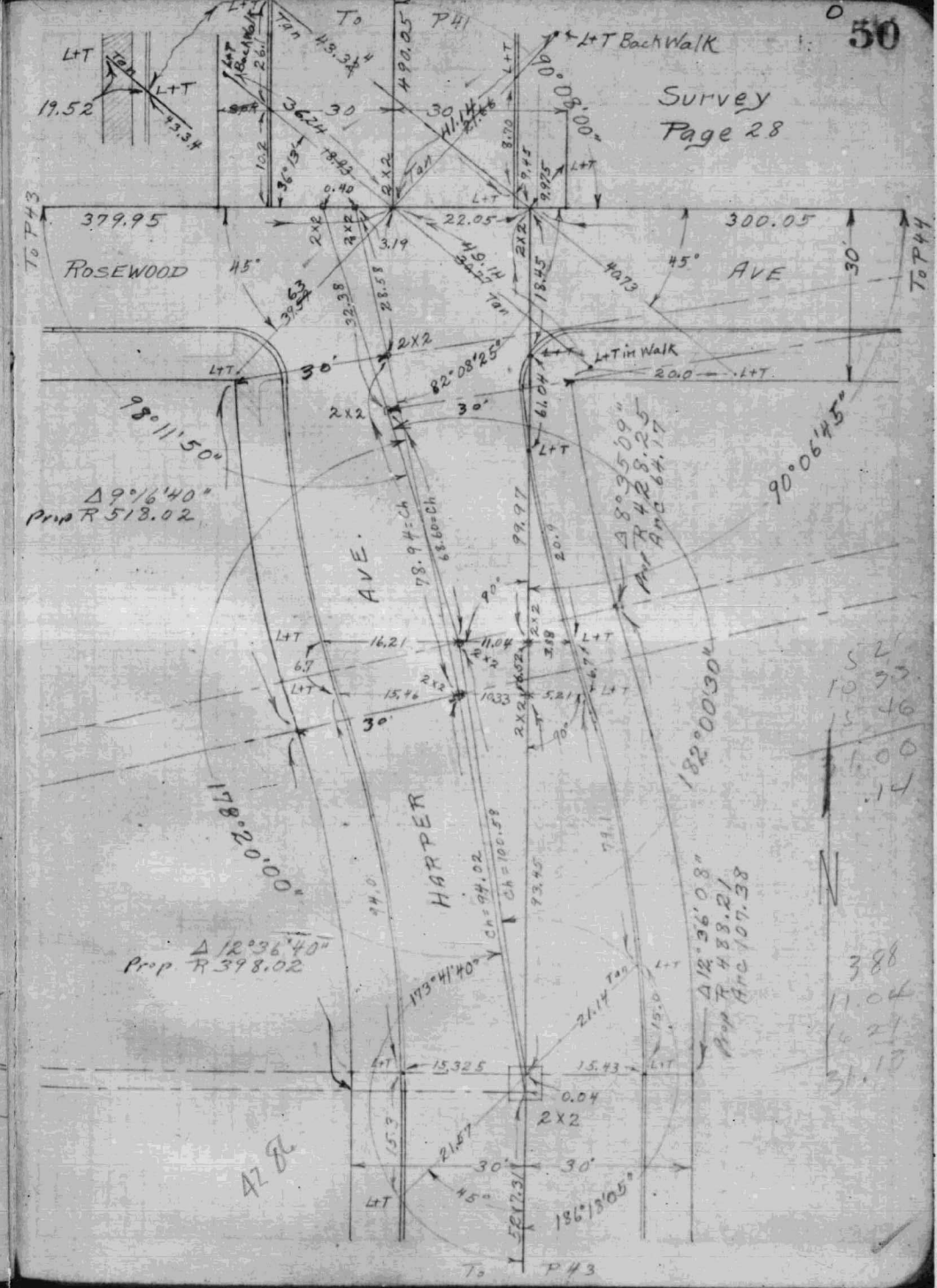
8410

50



8410

50



FB.976-101

FB.976-102

WILLOUGHBY AVE

FAIRFAX AVE to CRESCENT HTS BLVD.

TIES, ANGLES AND DISTANCES

G.W. Jan. 15, 1925

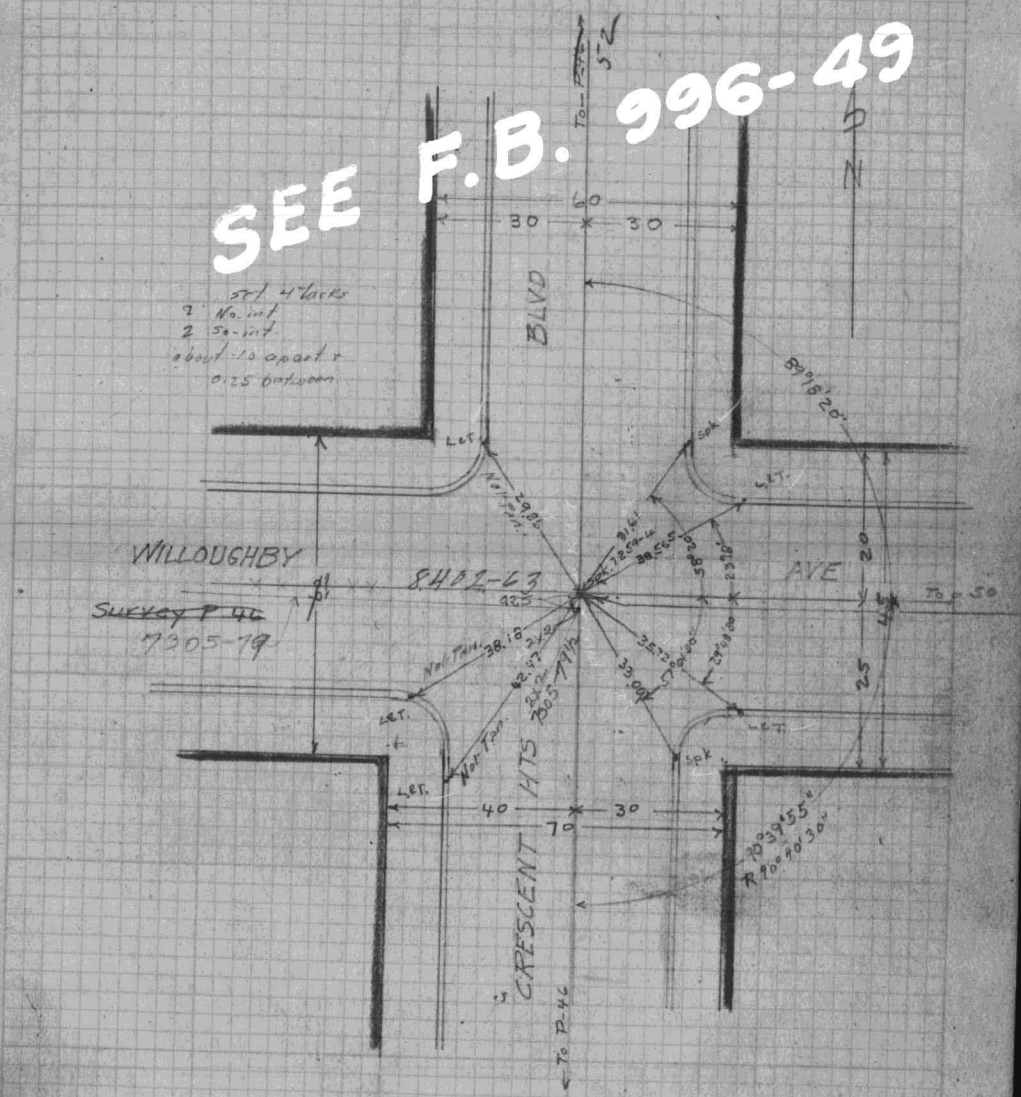
C.W. Clark
O.A. Pritchett
E. Clearer
C.C. Dixon

7259-4

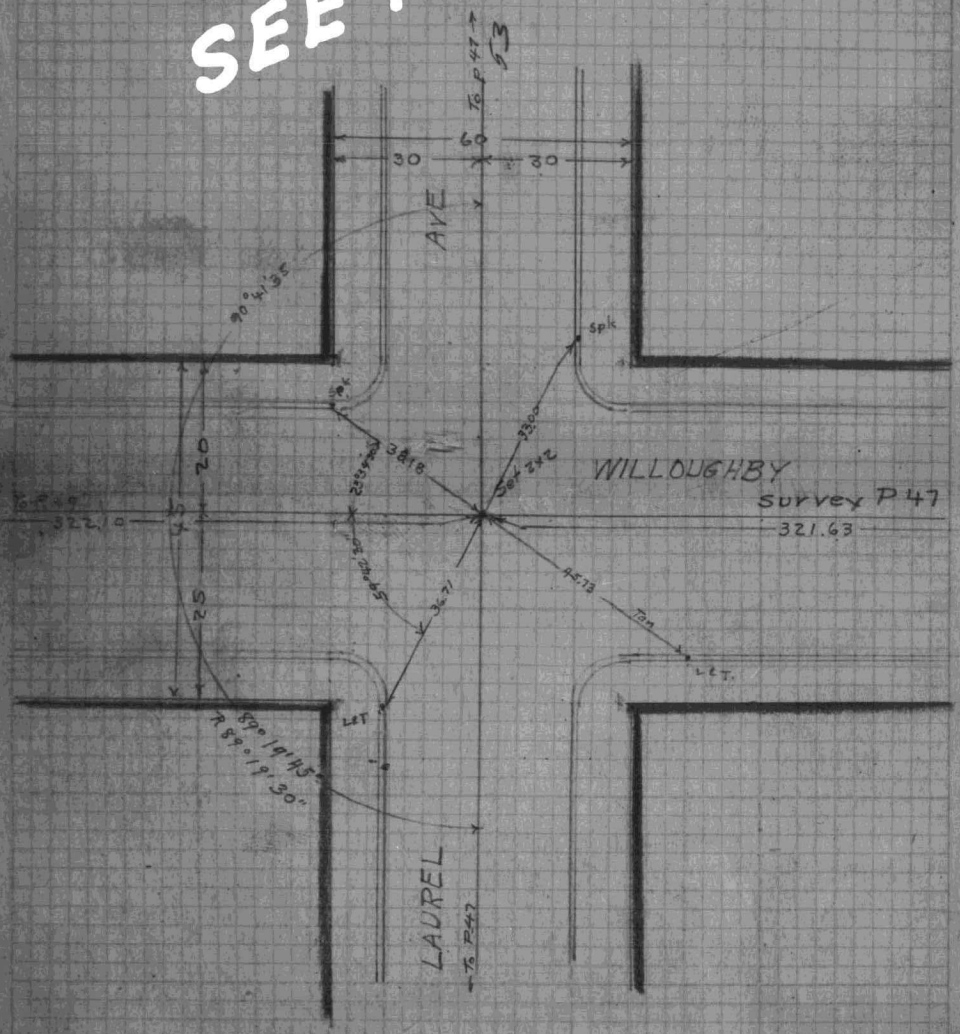
See P 46 for Survey

7103

SEE F.B. 996-49



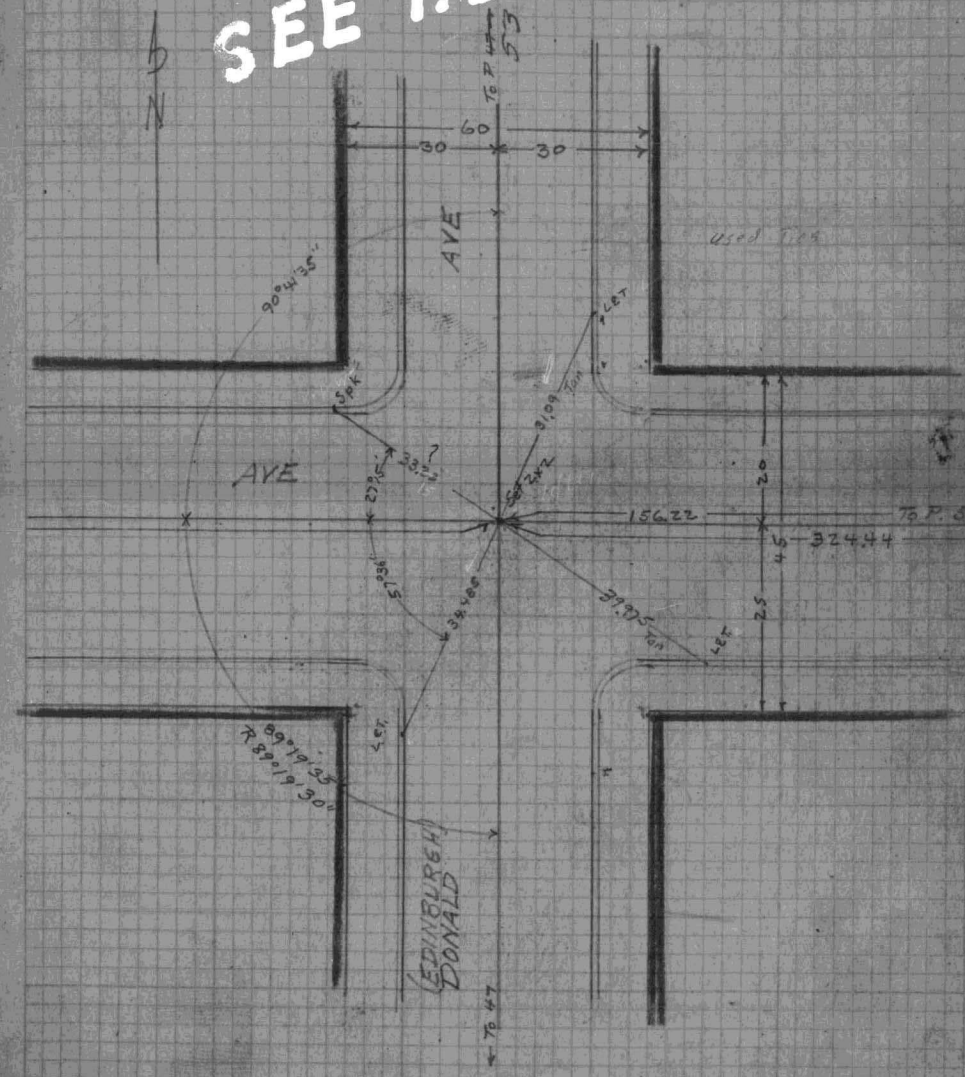
SEE F.B.996-50



SEE F.B.996-47

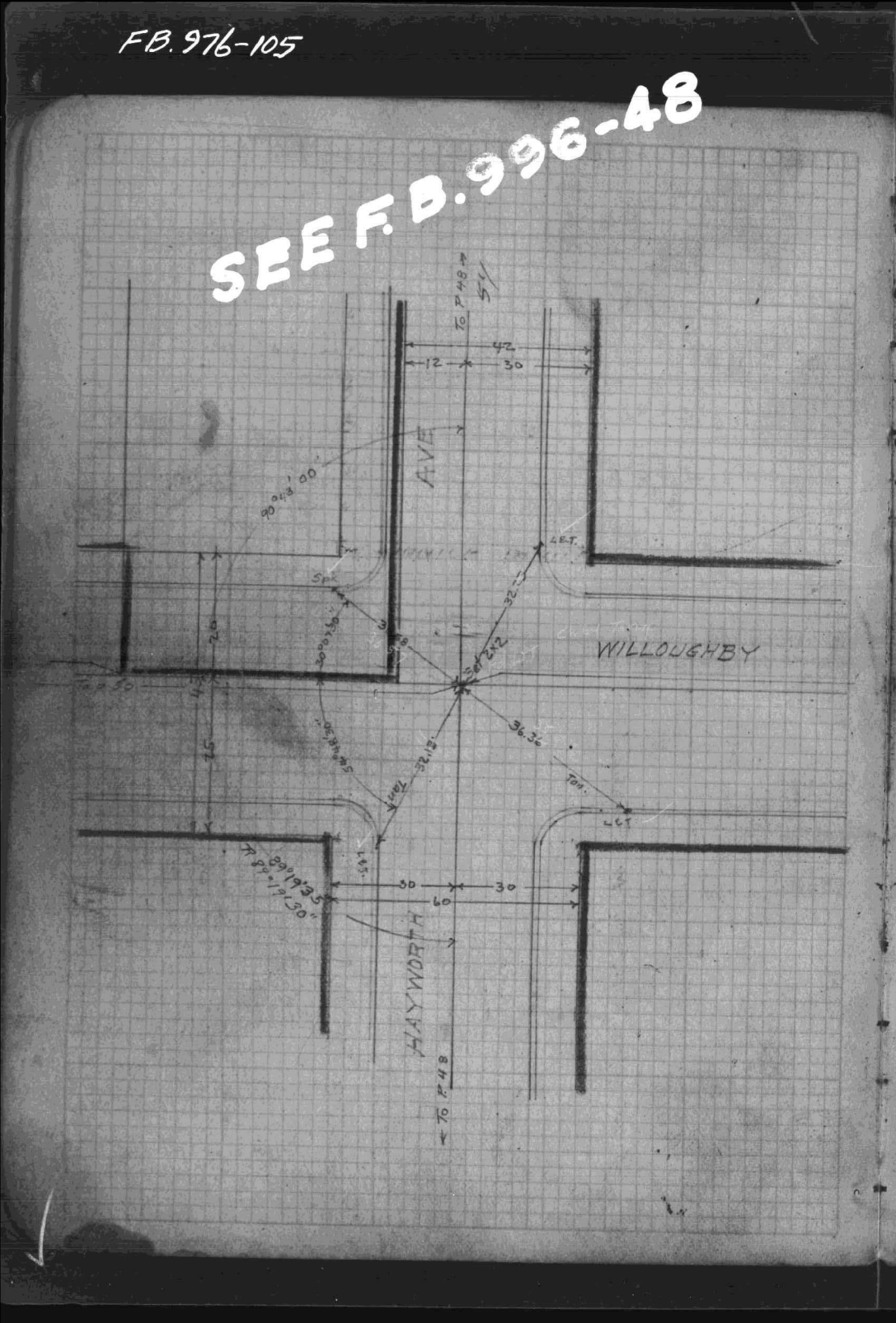
7103

7/03



FB. 976-105

SEE F.B. 996-48

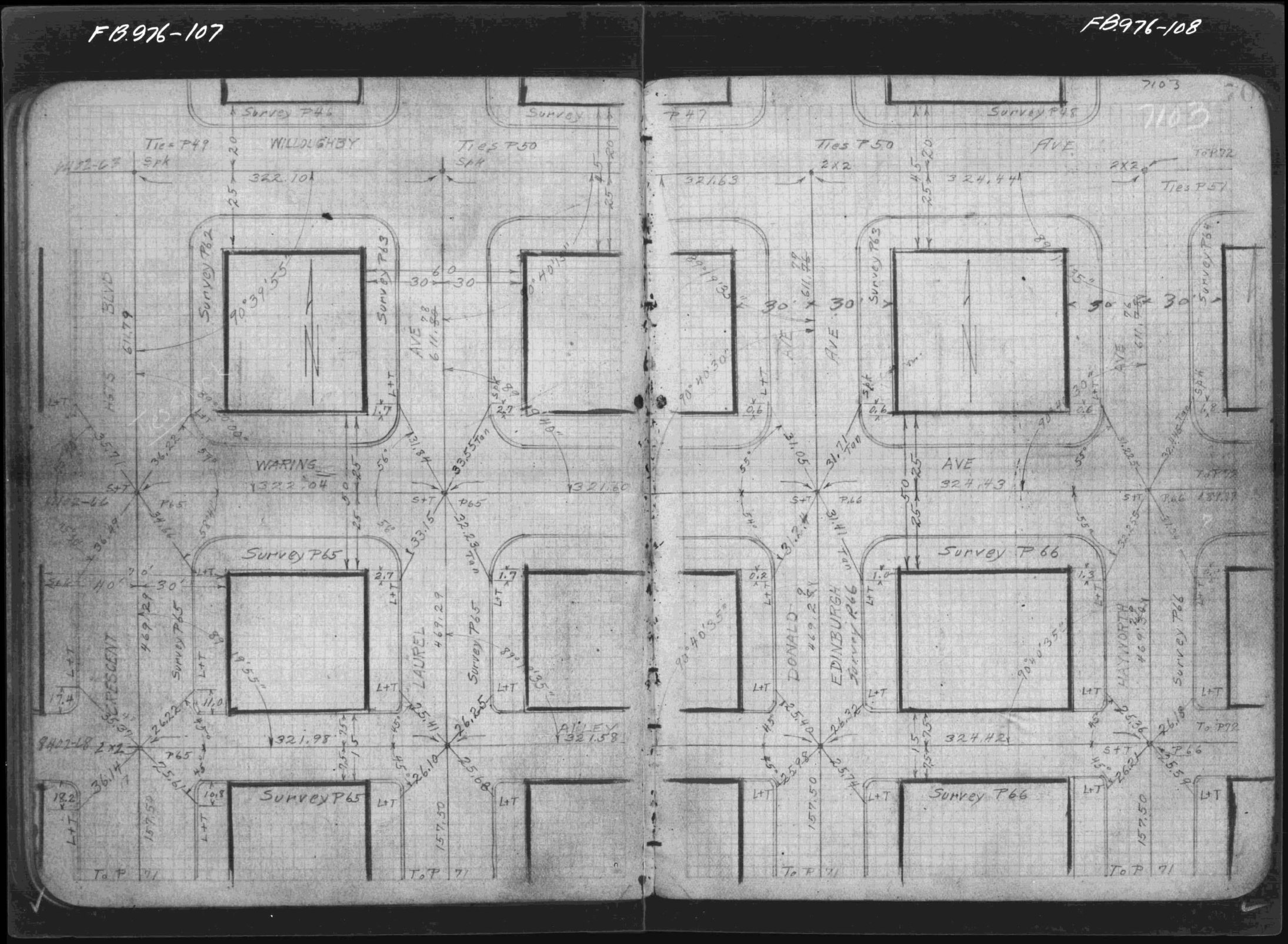


FB. 976-106

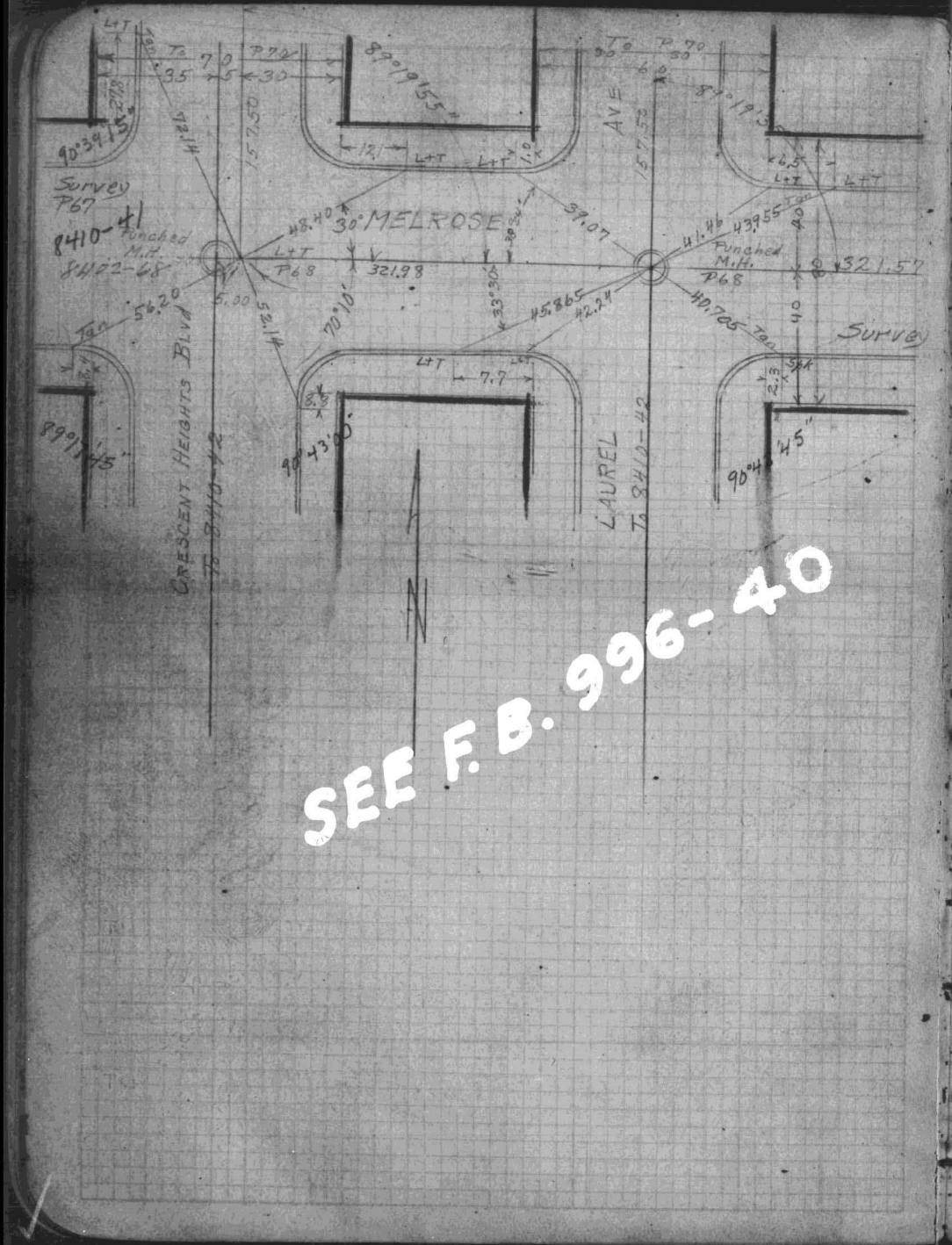
SEE F.B. 996-46

FB.976-107

FB.976-108

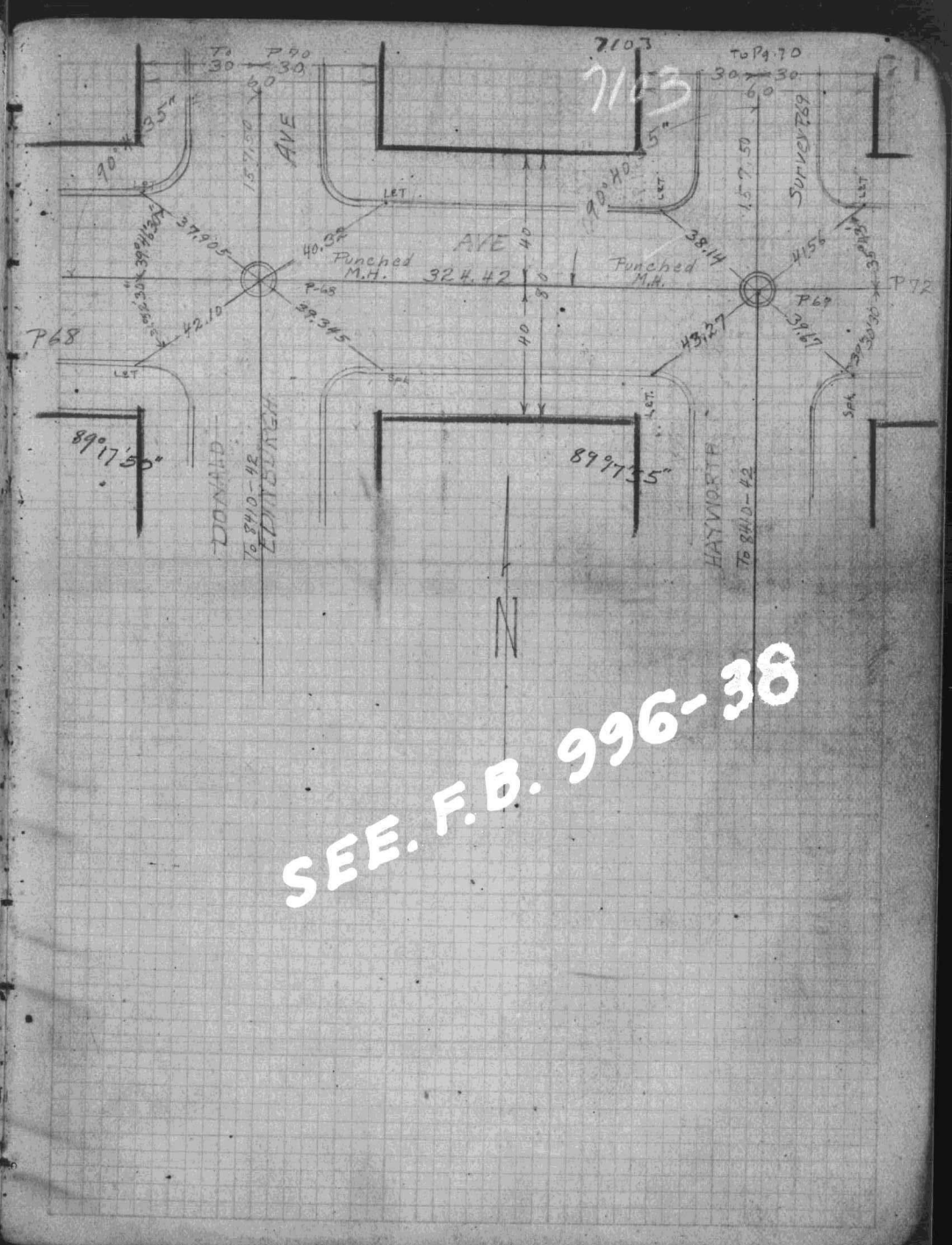


FB.976-109



SEE F.B. 996-40

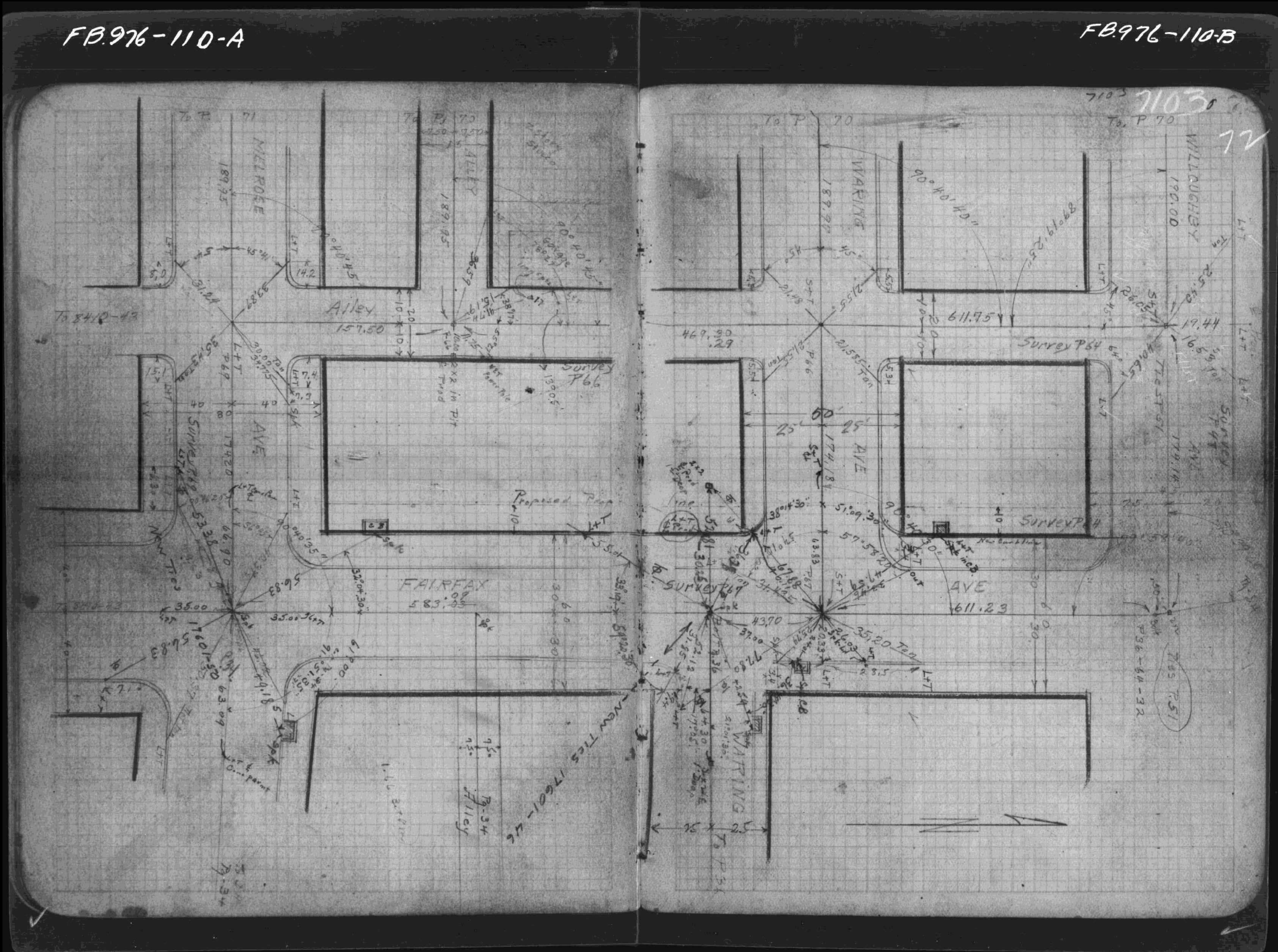
FB.976-110



SEE. F.B. 996-38

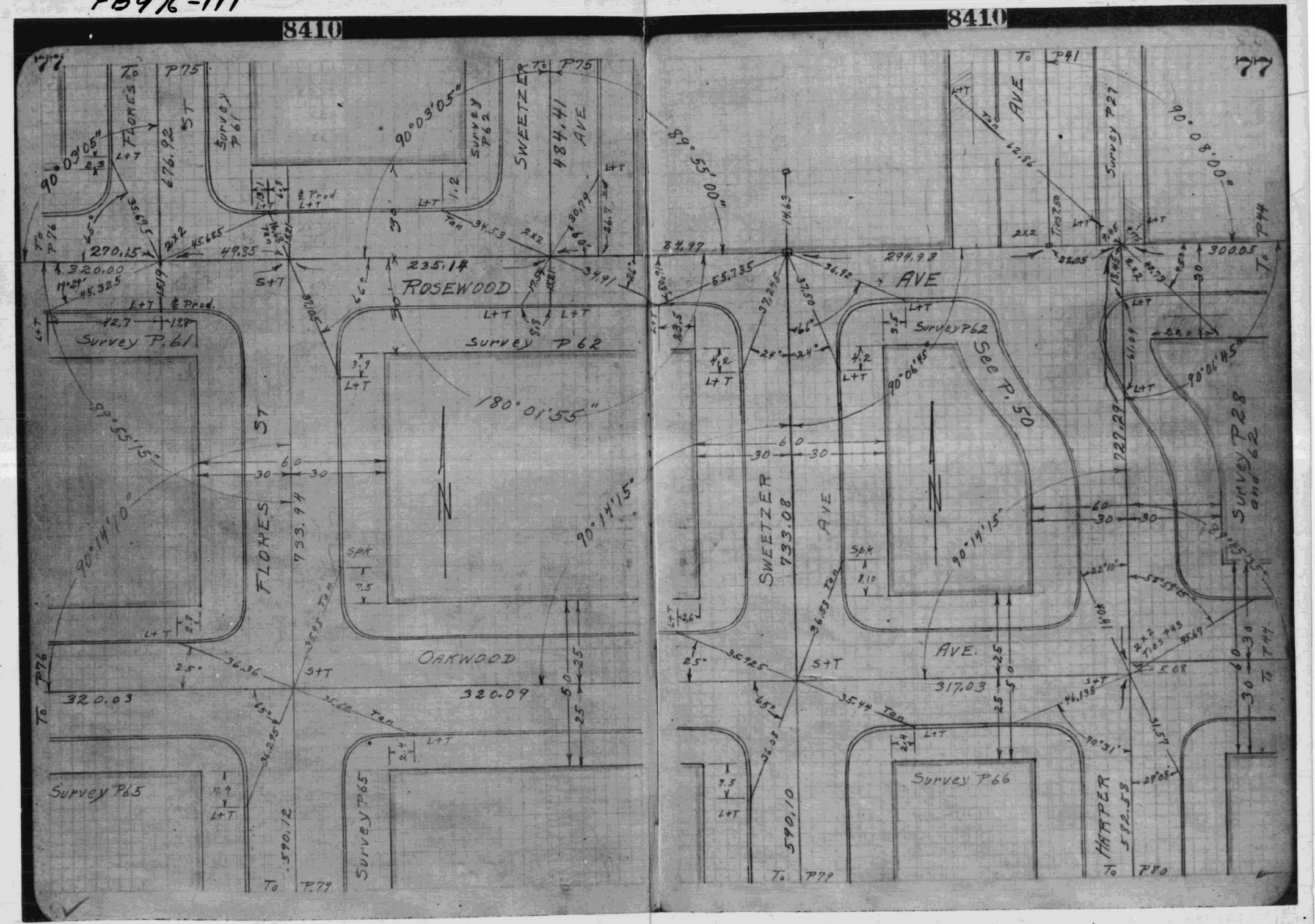
FB.976-110-A

FB.976-110-B



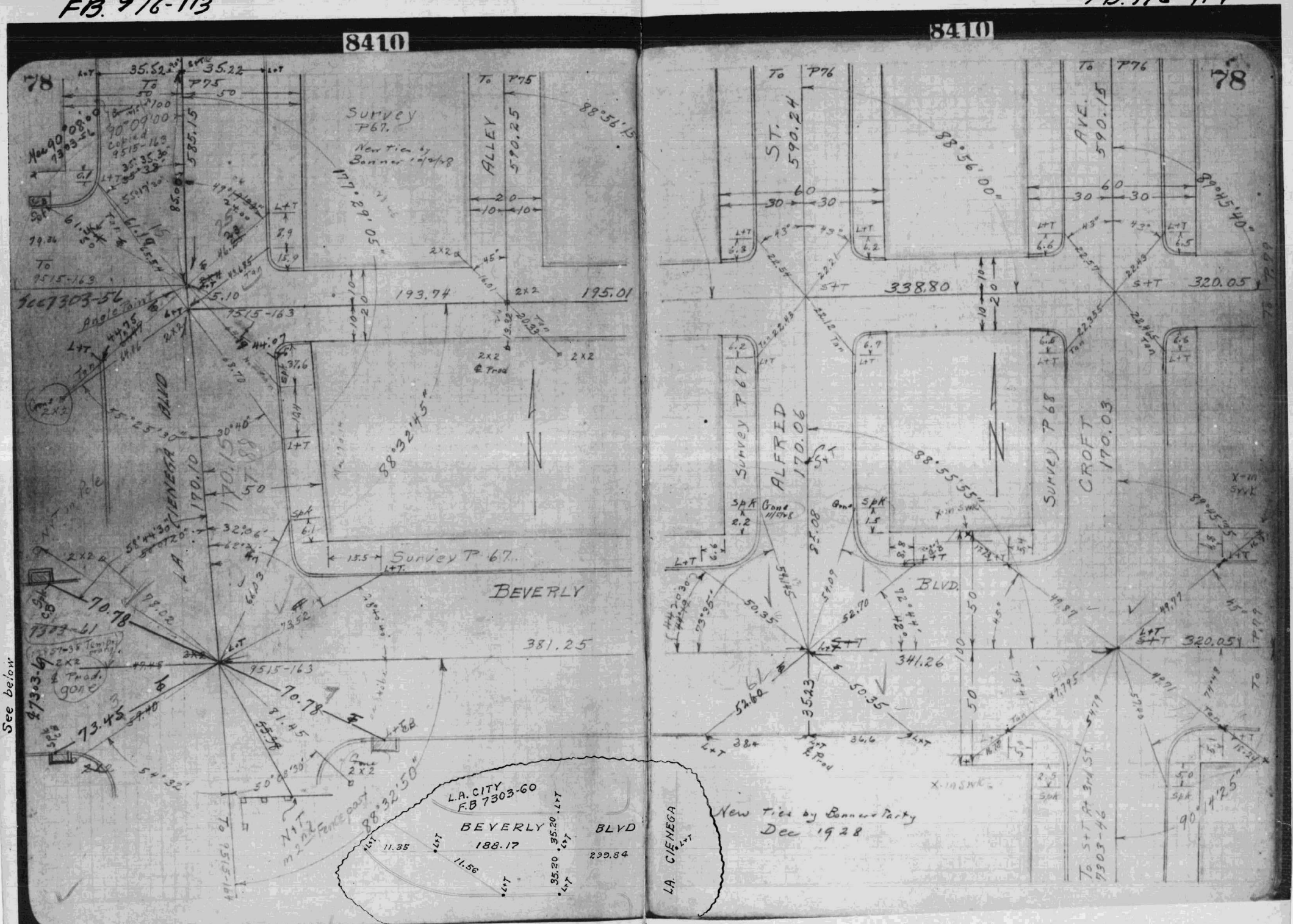
FB976-111

FB.976-112



FB. 976-113

FB. 976-114



FB. 976-115

FB. 976-116

8410

8410

79

79

To P76

To P77

ORLANDO AVE. 590.14

KINGS RD. 590.13

FLORES ST 590.12

SWEETZER AVE. 590.10

BEVERLY BLVD.

Survey P.68

Survey P.69

Survey P.70

170.02

170.01

310.04

320.05

320.04

320.08

317.03

89°45'35" 90°14'25"

90°14'15" 90°14'20"

L+T's in SWK

2x2 & Prod.

New ties by Bonner & Puty Dec 1928

O.K.

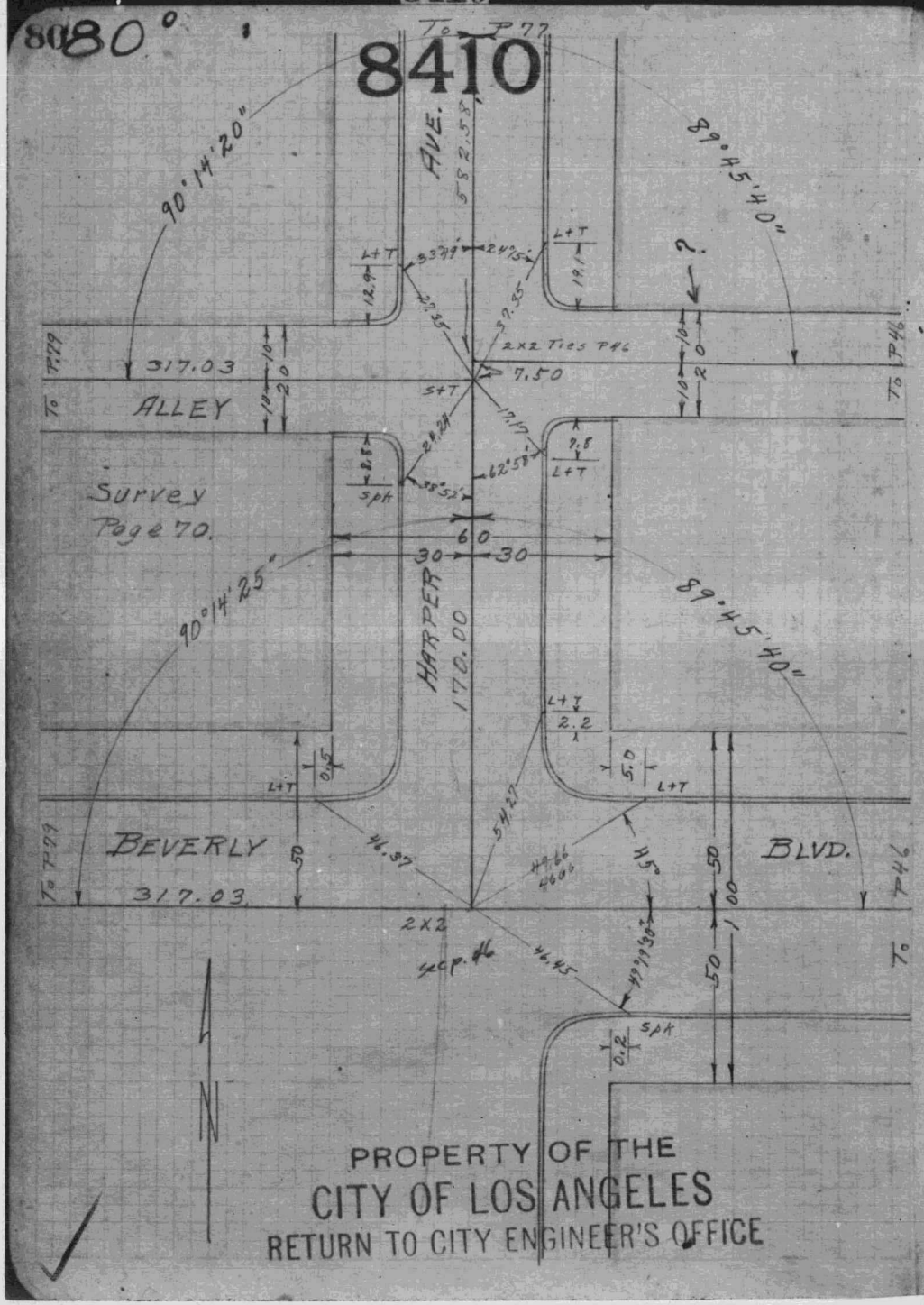
13209-10

13209-11

FB 976-117

8410

80



PROPERTY OF THE
CITY OF LOS ANGELES
RETURN TO CITY ENGINEER'S OFFICE

FB.976-118

8410

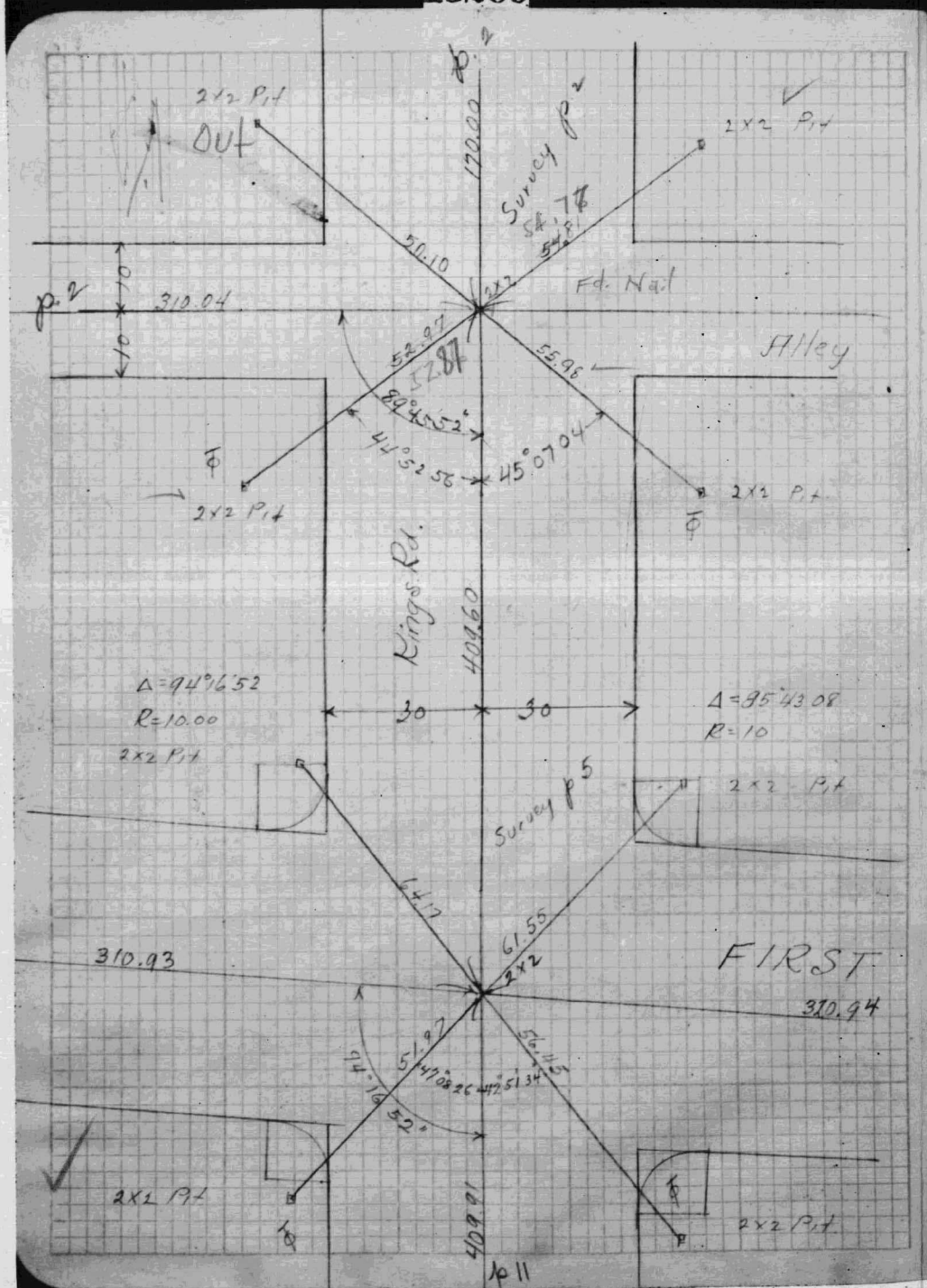
80

360
177-29 05
182-30-55
90-09
2021 55
1,000.85
50.04

FB. 976-119

FB. 976-120

13209



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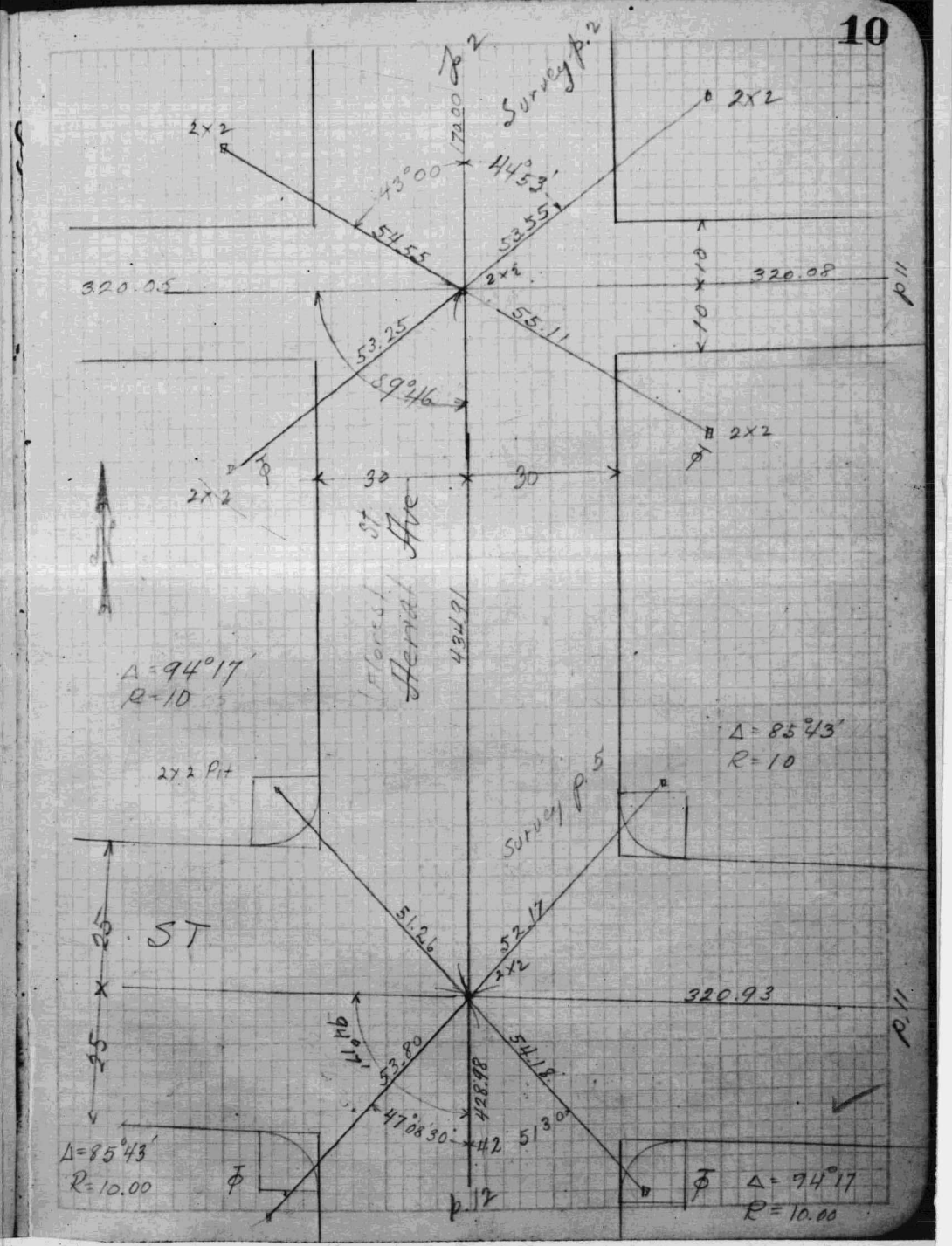


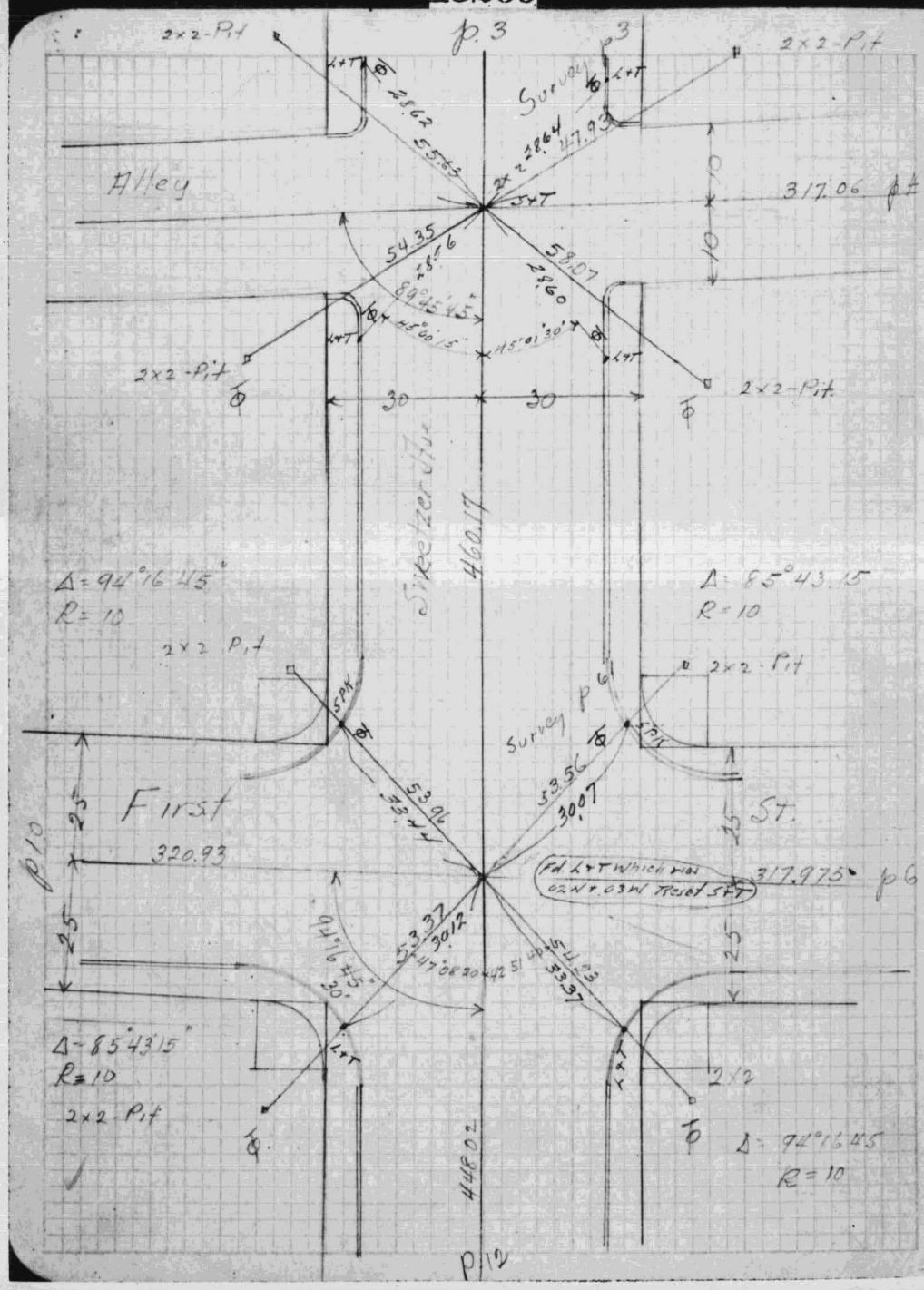
FB. 976-121

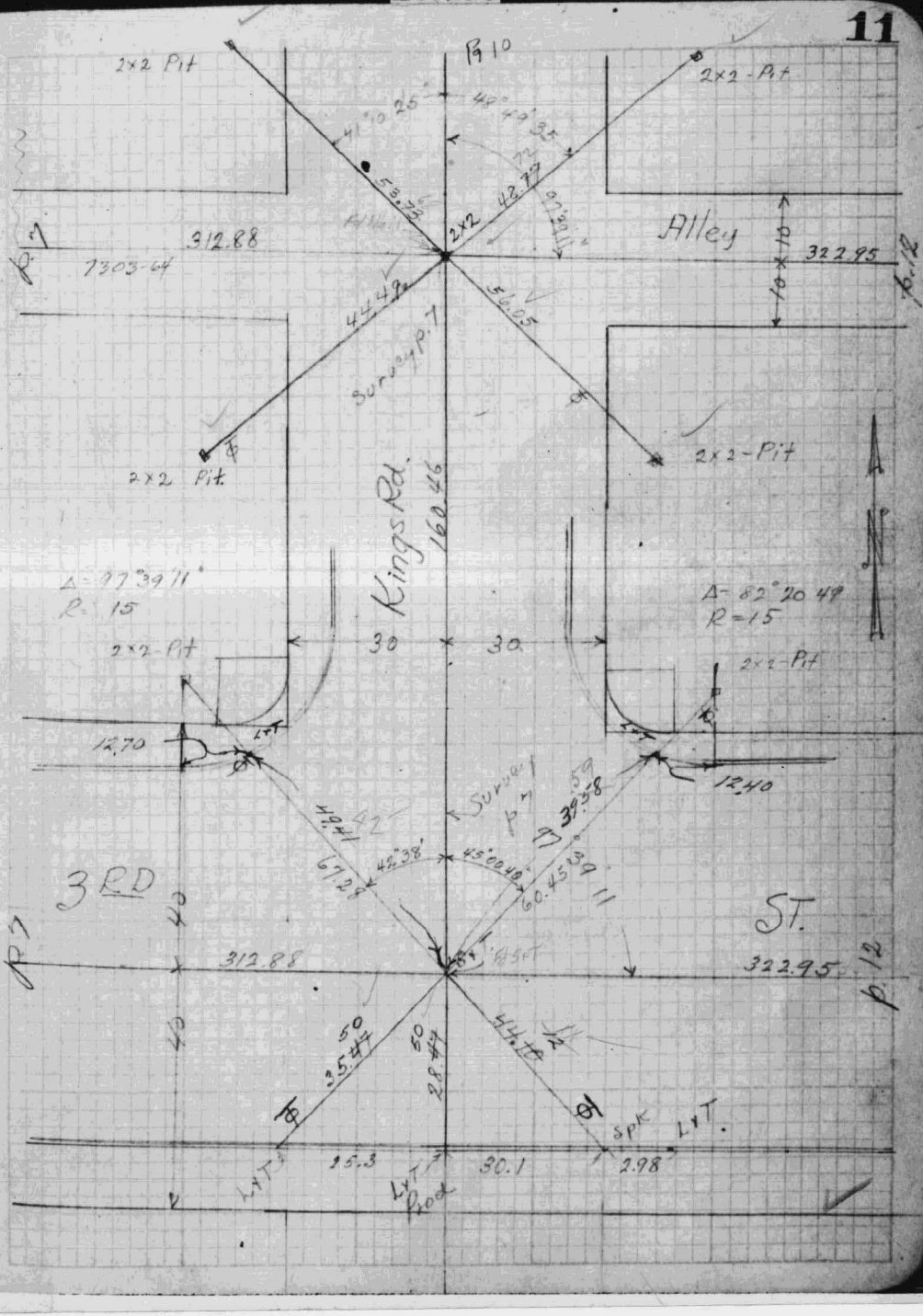
FB. 976-122

13209

13209

11



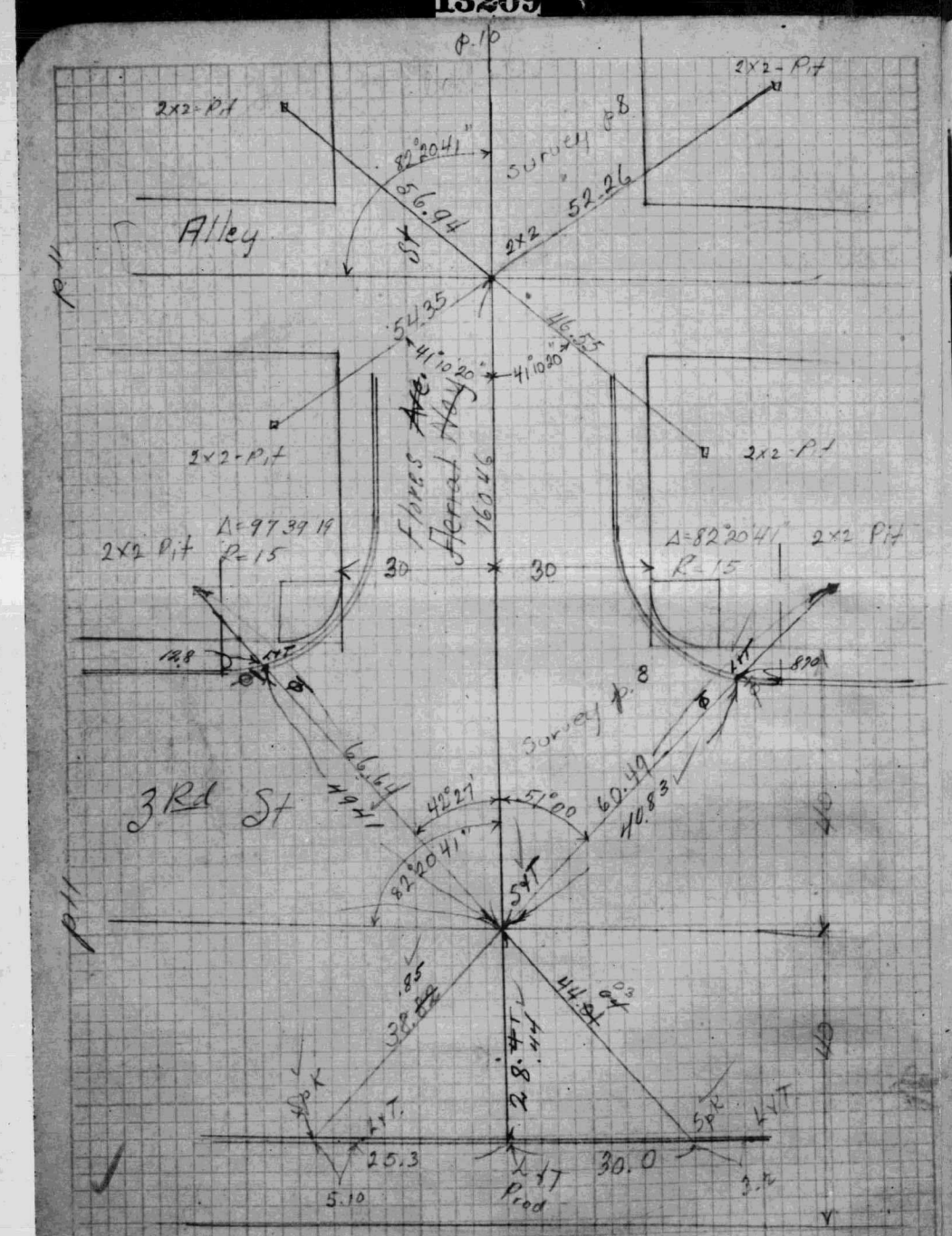


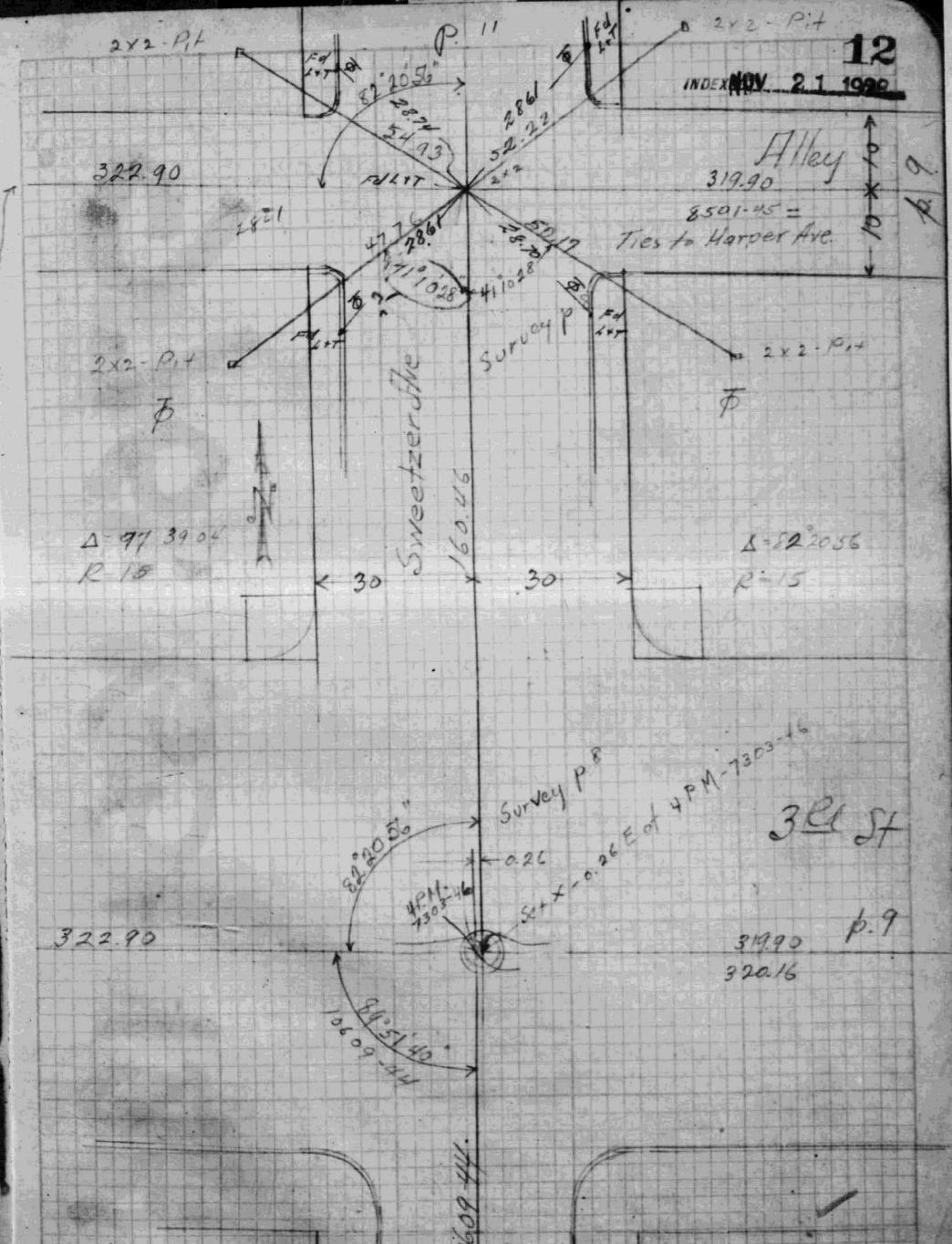
FB. 976-123

FB. 976-124

13209

13209





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