Arcadia City Boundary - J.N. 8287 - [illegible]
City Engineer notes along west line [illegible]
guas Duarte - Duarte Road to Mayflower Av[illegible]

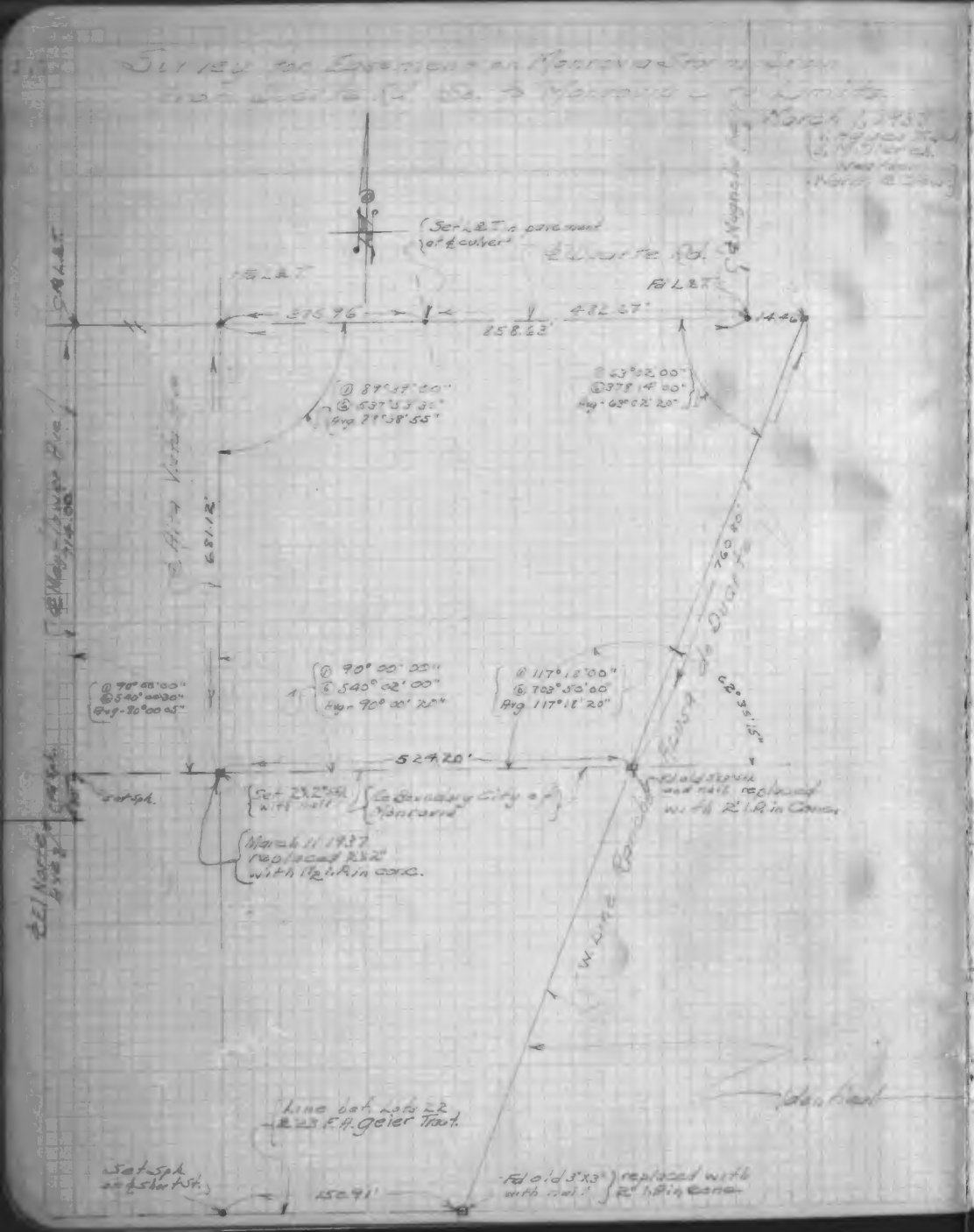
[illegible]dsor Avenue - J.N. 8284 - State Highway [illegible]
Angeles Crest Highway near South end

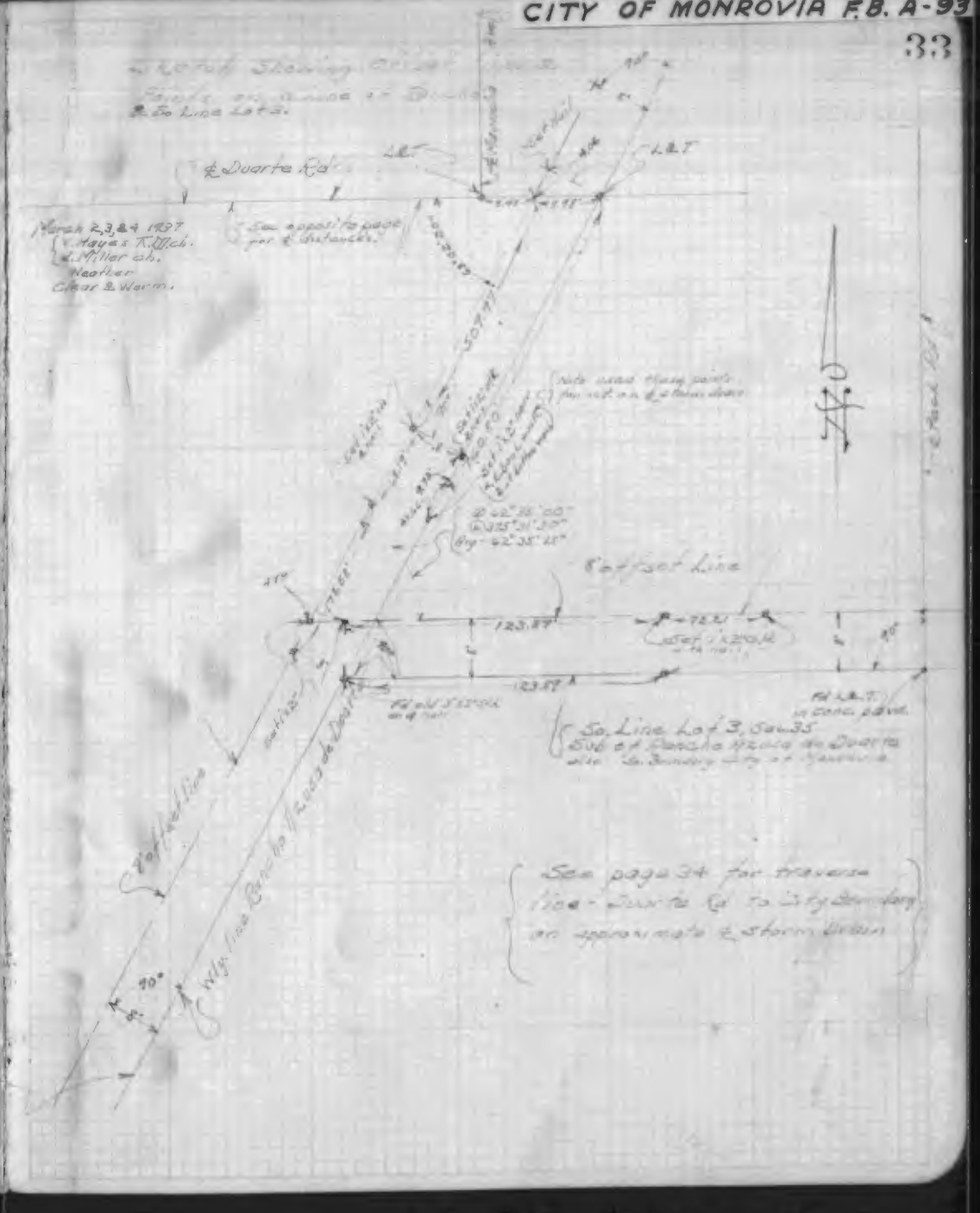
[illegible]omfield Avenue - J.N. 8206 - State Highway [illegible]
Whittier Blvd. from Magnolia St. to Painter Av[illegible]

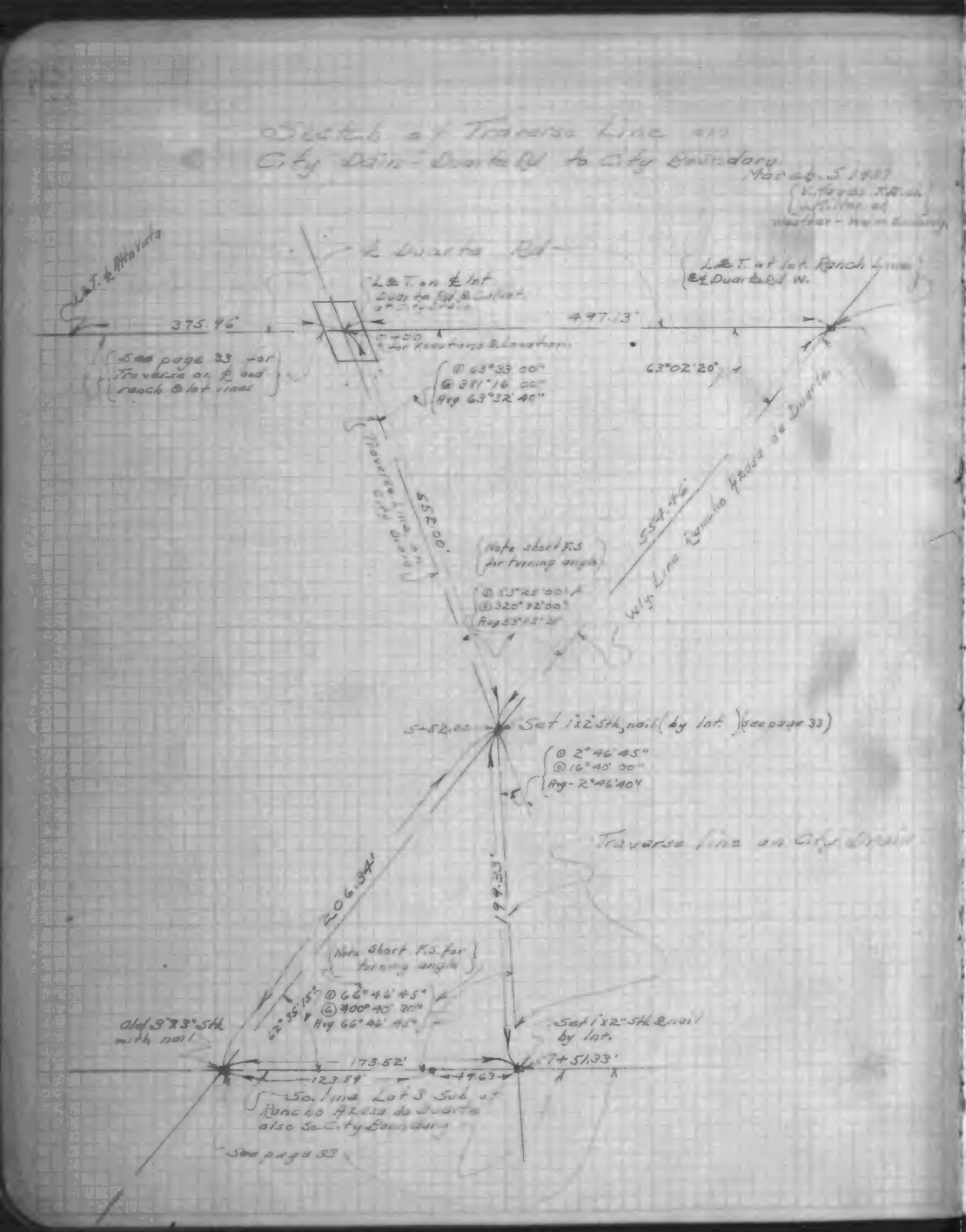
[illegible]odruff Avenue - J.N. 8304 - State Hwy. ties on
Firestone Blvd. - Cerritos Ave. to Studebaker
Rd.

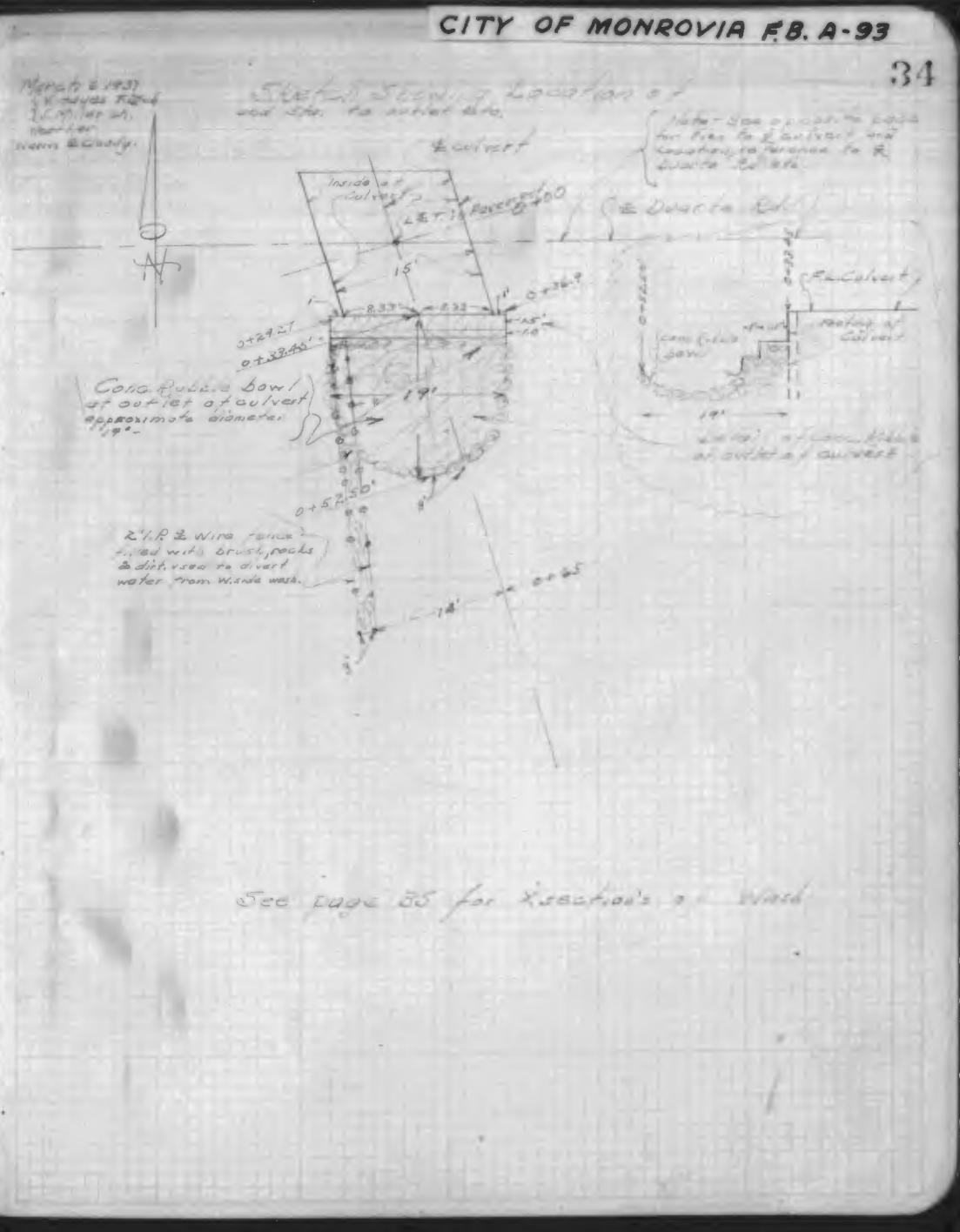
BOOK 1004

1004


Survey for Easements on Monrovia Tract
March 1, 1937
(See L&T in pavement at ℄ culvert)
℄ Duarte Rd.
Fd L&T
375.96
258.23
482.67
1446
63°02'00"
378°14'00"
Avg. 63°02'20"
87°35'00"
537°53'35"
Avg. 87°38'55"
681.12
90°00'00"
540°00'30"
Avg. 90°00'05"
90°00'00"
540°02'00"
Avg. 90°00'20"
117°12'00"
703°50'00"
Avg. 117°12'20"
524.20'
62°35'15"
760.40'
Set Sph.
Set 2½" Pipe with nail
So. Boundary City of Monrovia
Fd old 3½" pipe with nail replaced with Fd 2" I.P. in Conc.
March 11, 1937 replaced 2½" with 1½" I.P. in conc.
W. Line Rancho Santa Anita
Line bet. Lots 22 & 23 F.H. Geier Tract
Set Sph. at ℄ Short St.
150.91'
Fd old 3"x3" with nail replaced with 2" I.P. in Conc.


Sketch Showing Origin of Bearings
So. Line Lot 3.
℄ Duarte Rd.
L&T
March 2, 3, & 4 1937
Clear & Warm.
See opposite page for ℄ Shetlands.
307.91'
62°35'00"
535°31'30"
Avg. 62°35'25"
Set/set Line
123.87
122.21
Set 1½" Pipe with nail
So. Line Lot 3, Sec. 35
Sub of Rancho Santa Anita de Duarte
W. Line Rancho Santa Anita de Duarte
Set/set line
90°
See page 34 for traverse line - Duarte Rd. to City Boundary on approximate ℄ Short Street

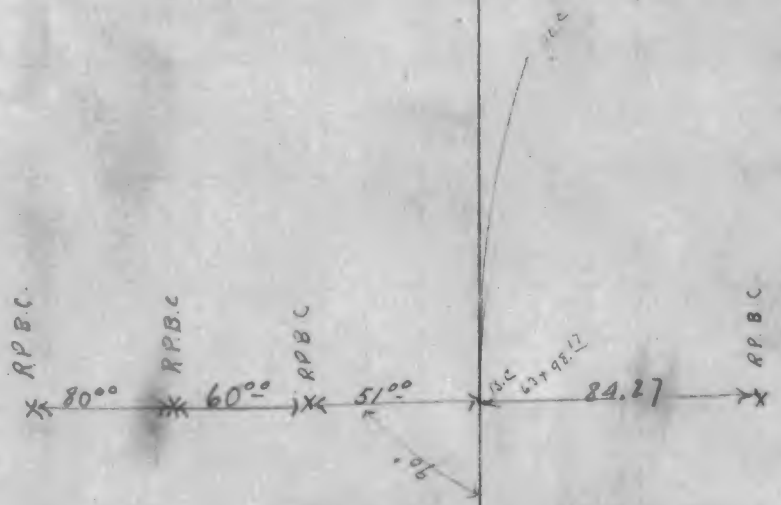

Sketch of Traverse Line on City Drain - Duarte Rd to City Boundary
Mar. 20, 1937
℄ Duarte Rd
L&T on ℄ Int Duar. to ℄ & Culvert
375.96'
497.13'
L&T at Int. Ranch Line & ℄ Duarte Rd W.
63°02'20"
See page 33 for Traverse on ℄ and reach ℄ lot lines
Traverse Line City Drain
S52°00'
Note short F.S for turning angle
Line Rancho Azusa de Duarte
S54.46'
Set 1"x2" Sth. nail (by Int.) (see page 33)
Traverse line on City Drain
206.34'
Note short F.S. for turning angle
Set 1"x2" Sth. nail by Int.
173.52'
123.89
49.63
So. line Lot 3 Sub. of Rancho Azusa de Duarte also So. City Boundary
See page 33


March 8, 1937
Sketch Showing Location of and Sta. to outlet data.
℄ Culvert
Inside of Culvert
L&T to Pavement
℄ Duarte Rd
15'
8.33'
0+29.27
0+33.46'
Conc. Rubble bowl at outlet of culvert approximate diameter "19"
19'
0+52.50'
2" I.P. & Wire fence filled with brush, rocks & dirt used to divert water from W. side wash.
14'
See page 35 for X-sections of wash

Sta.	Alignment	Deflection	Curve Data	Trav. Bearing	Alignment Bearing
+25		6°30'			
+04.96	P.I.				
+02.08	Ex. NT	5°57'			
+08					
66+00		5°47'			
+75		5°04'			
+50		4°21'			
+38		4°00'			
+25		3°38'			
+20		3°29'			
65+00		2°55'			
+75		2°12'			
+50	P.O.C.	1°29'			
+25		0°46'	Δ 23°22' RT R 1000 L - 407.82½' T 206.79 Ex 21.16		
64+10		0°03'			
63+98.17	B.C. RT	0°00			
63+97.87 = 63.40°					

3-11-29
Cloudy & windy

Evons — Chief
Eidson — Transit
R. White — Chain
Marks — Chain
Hone — Stakes
Stutman — Axe
B. White — Axe

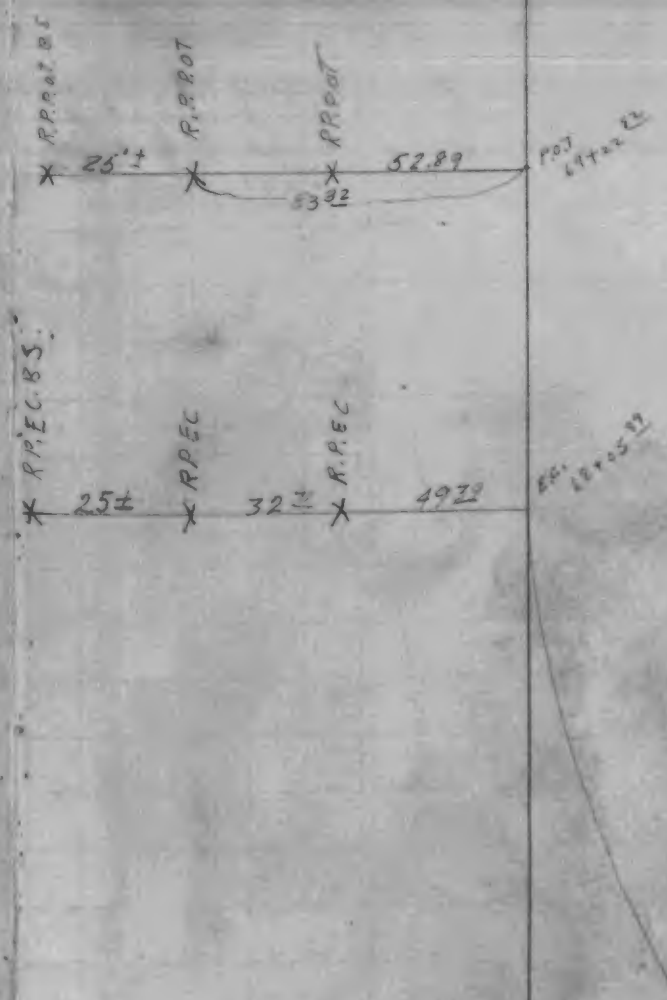


Sta	Align	Vert	Date	Temp	11144
				Bring	Set up

Sta	Align	Vert
140 34		
270 97		
+152.4	206.79 ST	
	519.03	
+2282	P.O.T.	
69+00		
+50		
+95.99	E.C.	11°41
[illegible]		11°31
+75		10°48
+50		10°05
+25		9°22'
67+00		8°39
+75		7°56'
66+50		7°13'

S66°00E

S66°00E



Sta	Align	Defl	Curve Data	True Bearing	Mag Bearing
+46.80	E.C.	9°20	rod held 0.60± L of hub		
+75		17°21			
+02.8		16°11			
73+00		15°54			
+97	384.82 ST 68.84 T	15°02			
+73	140.34 ST 594.00	14°03			
+60		13°07			
+50		12°24			
+20		11°06			
+17.20	P.I.				
+11.73	Ex	9°40			
72+00		8°49			
+67		7°54			
+75		7°02			
+50		5°14			
+25		3°27			
71+80		1°39			
			Δ 38°40'		
			R 400		
76 86	B.C. R	0°00	L 269.94 ST 140.34 Ex = 2390		
+40					
70+00					
				27°20' E	27°30 E

B.S. 5°50 E — 30'± — N.E.C. — 47.63 — P.R.E.C. — 45.40± — 54°33'46"

47.63
45.40
93.03

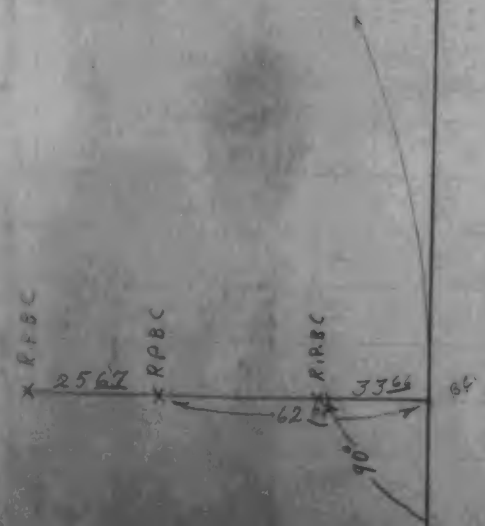
P.I. 72+17.20

B.C. 70+86

3-12-27
Clear cool & windy
Evans Chief
Eidson Transit
R Wilkie, Meeks } chain
Howe Stakes
Slutman, D Wilkie } axe

Sta	Type	Deg	Curve Data	True Bearing	Mag Bearing
+00		14°52			
+55.96	P.O.C.	13°26			
+50		13°26			
+25		12°00			
76+00		10°34			
+75		8°09			
+50		7°42			
+37.50		6°59			
+25		6°16			
75+00		4°50			
+75		3°24			
+50		1°58	Δ 45°10'L		
			R 500		
+25		0°32'	L 655.95		
74+15.64	B.C.	0°00	5 384.82		
			Ex=261.88		

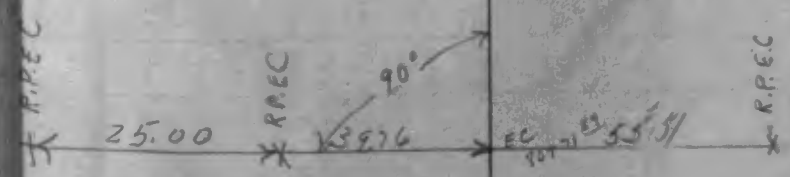
Notes: All R.P. are nuds
Unless otherwise Noted



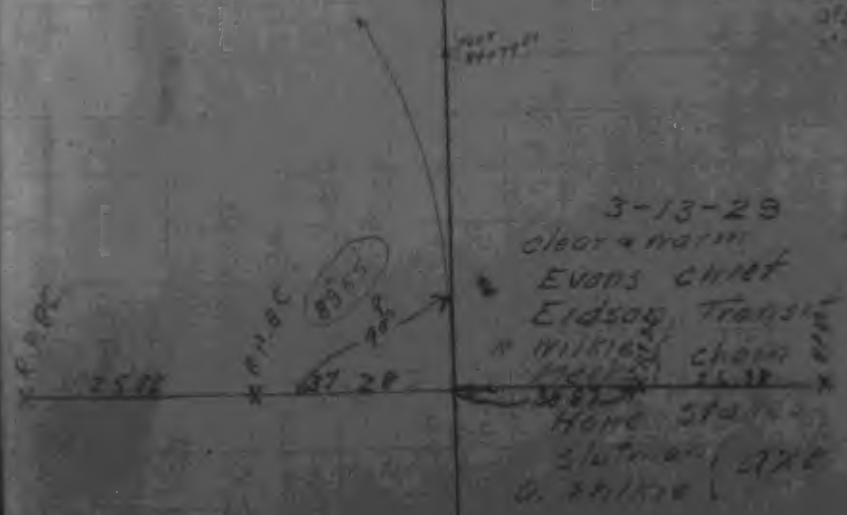
F.B. 1004 8-29

Sta	Align	Defl	Curve Data	True Bearing	Mag Bearing		
+ 75		32°03'					
+50		30°37'					
+40.54	P.O.C.	30°04'					
+ 25		29°11'					
79+00		27°45'					
+75		26°19'					
+50		24°53'					
+25		23°27'					
78+00		22°01'					P.I. not set 78+00
+75		20°35'					
+50		19°09'					
+25		17°44'					
77+00		16°18'					

Sta.	Align	Detl.	Curve Data	True Bearing	R.R. Bearing
+50					
83+00	909 07 55 340.417 38482 55 63430				
+50					
+12					
82+00					
+53.40	P.O.T.			N 77°30' E	N 77°30' E
81+00					
+71.59	E.C.	37°35'			
+50		36°21			
+25		34° 55			
80+00		33°29'			

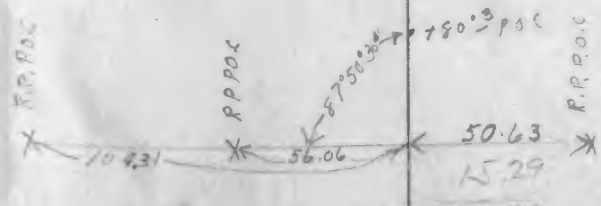


Sta.	Align	Depth	Curve Data	True Bearing	Mag Bearing
450		17°03			
425		15°26			
80+00		13°28			
75		11°41			
50		9°53			
25		8°06			
85+00		6°18			
74+51	P.O.S.T.		Δ 132°~~30~~ 24 LT		
75		4°30	R = 400		
			L = ~~925.03~~	924 33	
			S-T = 909.07	906 22	
			Ex = 593.18		
50		2°43			
33		0°56			
12	P.C.L.	0°00			
84+00					

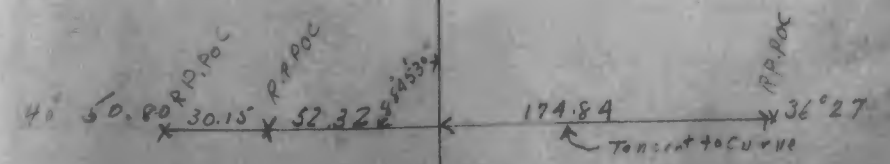


Sta	Align	Defl	Curve Data	True Bearing	Mag Bearing
[illegible]		[illegible]°32			
[illegible]		36°45			
+05					
[illegible]		34°56			
[illegible]		33°05			
+50		31°21			
+25		29°33			
58+00		27°40			
+70.03	POC	26°21½			
+75					
+50	POC.	24°12			
+25		21°24'			
57+00		20°37			
+75		18°50			

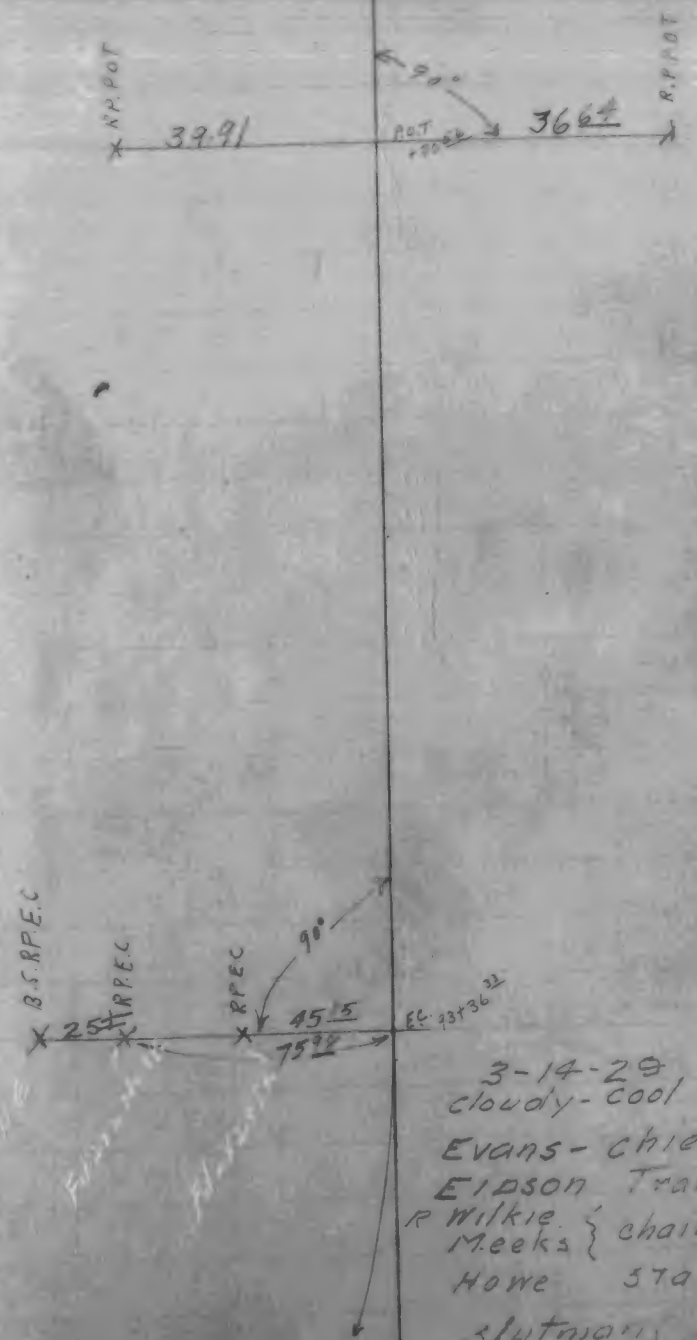
28°59'



Sta	Align	Det/	Curve Data	True Bearing	Mag Bearing
+50		60°00			
+36.70	P.O.C.	59°02			
+25		58°12			
92+00		56°25			
+75		54°37			
+50		52°50			
+25		51°02			
91+00		49°15			
+75		47°27			
+50		45°40			
+25		43°52			
90+00		42°05			
+82.33	P.O.C	40°50½			
+75					



Sta	Align	Defl	Curve Data	True Bearing	Mag Bearing
[illegible]	H.C.P.				
95+50					
95+00					
+50				~~N 55° 00' W~~ N 54 [illegible] W	~ 55° 00' W
94+00					
93+36.32 +37.02	P.C.	66° 15'			
+25		65° 23'			
93+00		63° 36'			
+75		61° 49'			



3-14-29
Cloudy - Cool
Evans - Chief
Eidson Transit
R Wilkie
Meeks } chain
Howe stakes
Slutman
R Wilkie } axe

Sta	Align	Det'l	Curve Data	True Bearing	Mag Bearing
+50					
98+00					
+50					
97+00				N 54° W	
+64.95	P.O.T				
+50					
96+00					

P.O.T
96+64.95

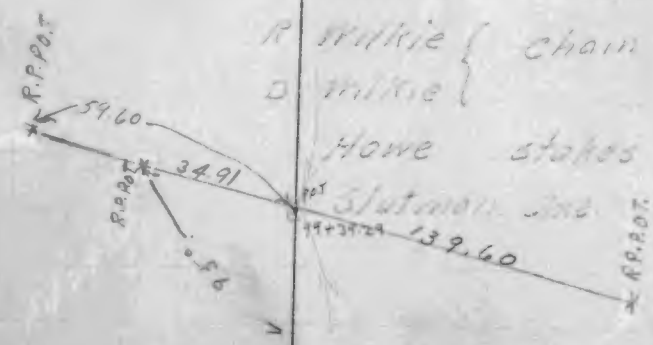
Sta.	Angle Right	Deflection	Curve Data	Transit Bearing	Mag. Bearing
+50					
101+50					
+50				N 55° 00' W	
100+50					
+50					
99+99	P.O.T				
99+00					

All R.P.'s 2X2 Hubs
Unless otherwise Noted

100+05.47

360.71

3-15-29
Clear & warm
Evans Chief
Eidson Transit
R Mikie } Chain
D Mikie }
Howe stakes
Slutman Jno



Sta	Angle	Total	Curve Data	Curve Stations	Remarks
		12°22			
+50		12°45			
+00		1°57			
102+00		1°10			
+50		5°32	L 146°00' R- 400 L- 1618 27 T 1308 34 Ex.		
+00		3°35			
+25		1°47			
102+00.00	73.0 Rt	0°00			
+50					
102+00					

VOID

No Line Change Points
Book 75-75

N 55°00' W
N 54 57 W

N 55°00' W

102+27
102 23
4.02 back
274 R

4.297 ahd
1°47' L
3°35' R

Spread 24 Curve
475.96

R.R. Hubs Buried 6"

150.00

BC 103+00.00
100.00

50.00

00.05

1-21-30

Rt Line Change

+50	46°44'				
109	43°08'				
+50	39°32'				
108	35°57'				
+50	32°21'				
107	28°45'		Δ: 146°00' R=392.5 L=1015.45 T=1303.43		
+50	25°10'				
106	21°34'				
+50	17°58'				
105	14°23'				
+50	10°47'				
+15	8°16'				
104	7°11'				
+50	3°36'				
103+00 BC					
103+00 BC =					

N 54°37 W

117	N°27'
+50	9°29
116	7°32'
+50	5°40'
115	3°46'
+50	1°51'
114+01.47 BC	
113+15.45 EC =	3°00'
113	71°53'
+50	68°18'
112	64°42
+50	61°06'
111	57°30'
+50	53°55'
110	50°19'

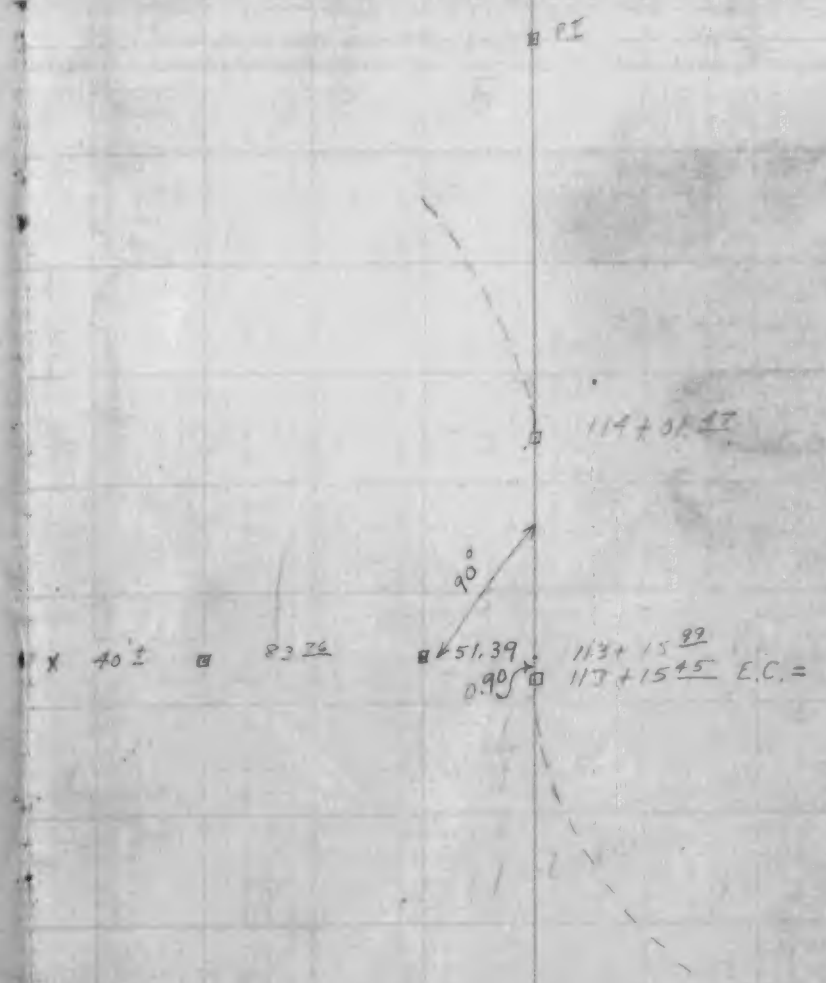
Δ = 48°-25'-30"
R = 750
L = 633.88
T = 337.27

+04.49

867 ft

113+15.99

S 88°54' E



1[illegible]+[illegible] 24 EC		41°24		
125		37°48		
130		34°13		
75		30°38		
50		27°03	Δ=92°46'30"	
25		23°28	R 200	
1[illegible]		19°53	L 2890'	
75		16°18	T 1763.5	
50		12°43		
25		9°08.49		
128+		5°33.62		
127+61.18 PCC			0.5 Lt.	
127+39.06 BC =				
	703.71			
			24 Lt	
120+35.35 EC		24°13'		
120	22°52'			
+50	20°57'			
119	19°02			
+50	17°08'			
118	15°13'			
+50	13°18'			

N 90° 00' E

N 42° 40' 30" E

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. Whit Date 6-11-37 Page 1

Civil notes

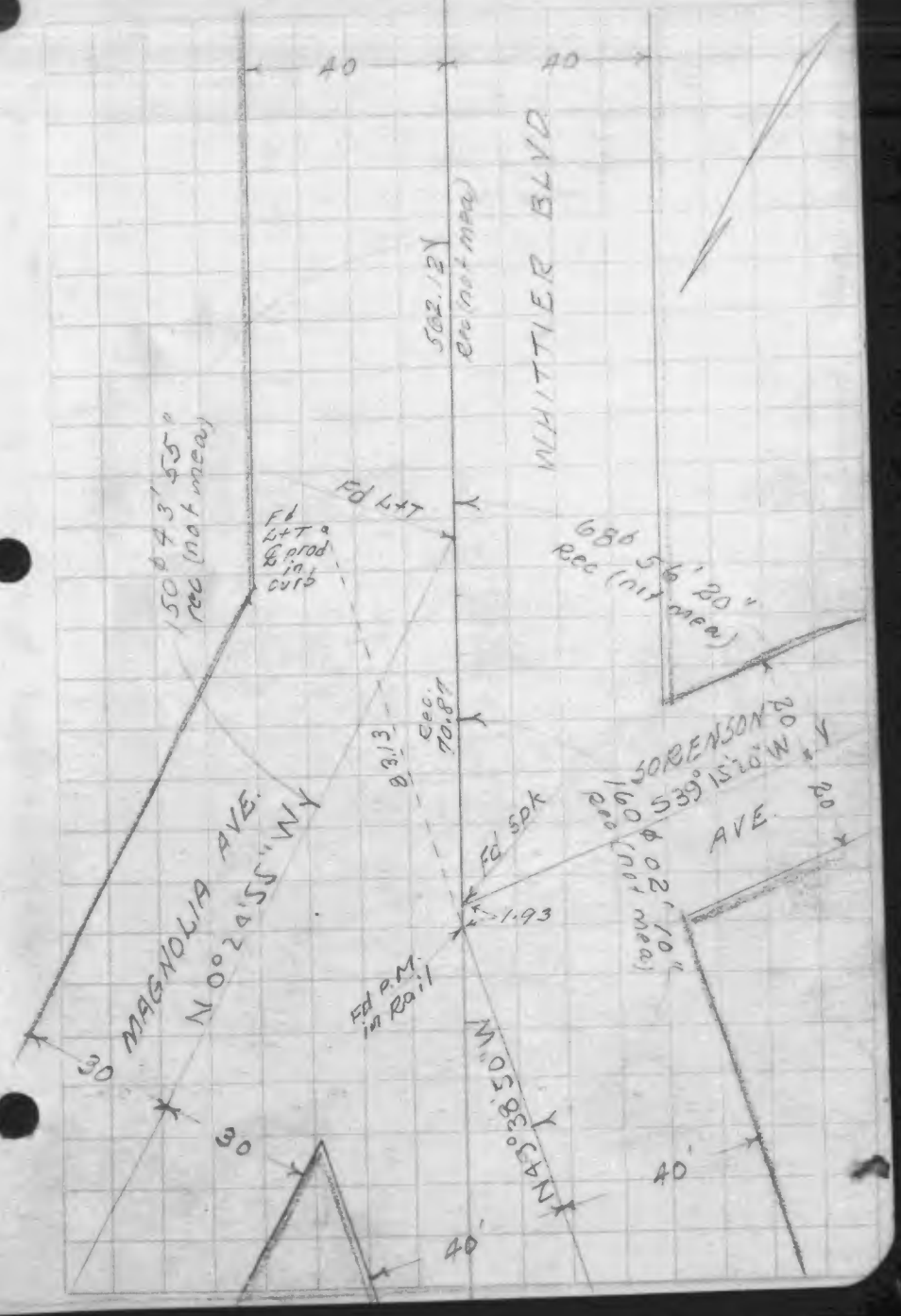
D Line

Station

Origin of Bearings:

Bearing is forward tangent Sorenson Ave to Philadelphia Ave. Given as S 89°45'53"E in County Survey notes of 1925.

S 89°41'00"E



F.B. 1004-64

F.B. 1004-6

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

D Line

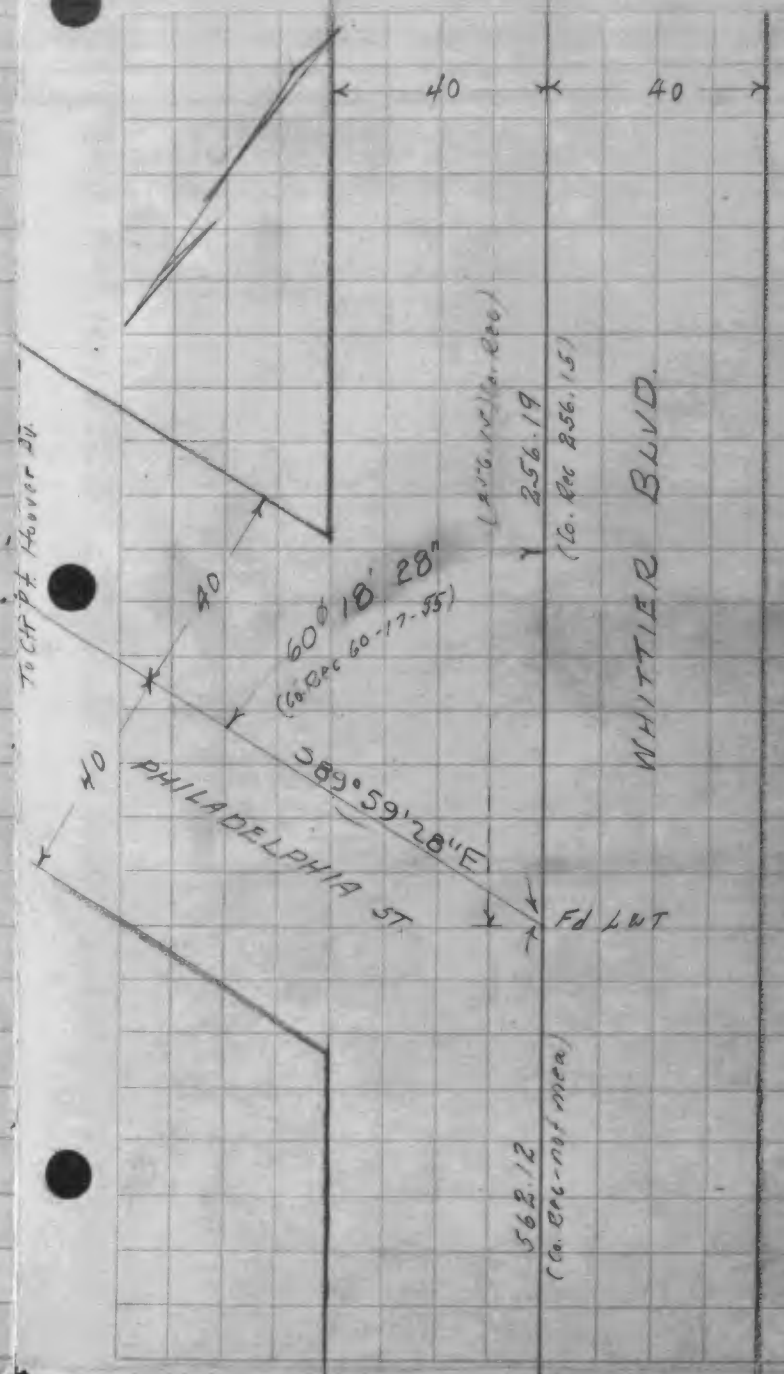
Station

Co. L.A. Rt. 2 Sec. whit

Date 6-11-37 Page 2

476+49.50 Join

475+23.48 ℄ Philadelphia St.



STATE OF CALIFORNIA DIVISION OF HIGHWAYS

D Line

Station

Co. L.A. Rt. 2 Sec. Whit Date 6-11-37 Page 3

S 29° 40' 43" E

S 29° 42' 23" E

S 29° 41' 00" E

H82+00 P.I. Δ Rt = 0° 01' 50"

H77+79.87 P.I. = P.O.C. S.P.R.R. tracks
Δ Lt = 0° 01' 23"

F.B. 1004-68

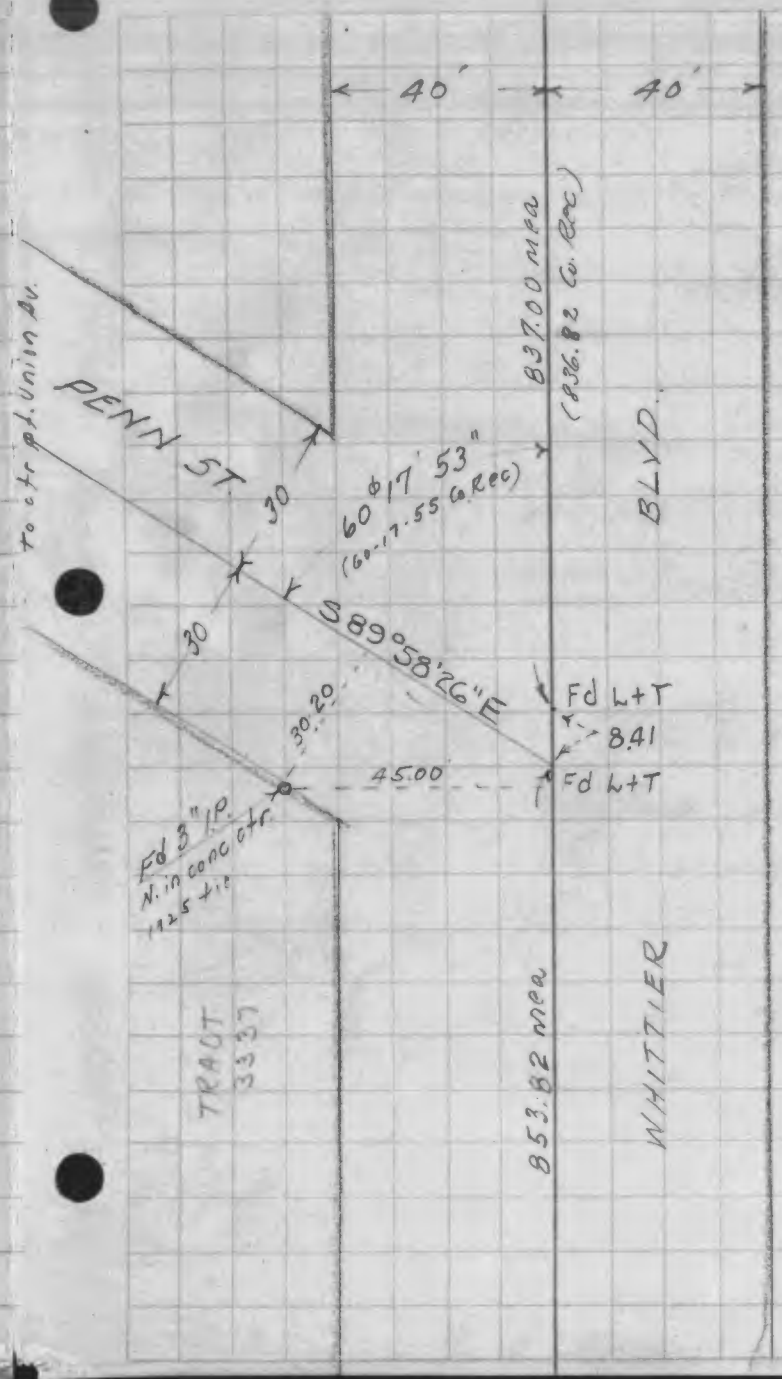
F.B. 1004-69

Pitting notes

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. Unit Date 6-11-37 Page 4

D Line Station					
490+63.14 P.O.T.					
490+54.23 P.O.T. @ Penn St.					



Collins notes

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

D Line

Co. LA Rt. 2 Sec. Unit Date 6-11-37 Page 5

Station

518+30.95 P.O.T.

509+00.94 P.I. Δ Rt 0°00'27"

499+00.14 P.O.T.

S 29° 40' 06" E

S 29° 40' 33" E

DICKERING AV.

35

35

105± No pipe Fd.

Fd x in curb

No ties found

(see over)

20.64 (20.00 Co Rec)

Fd L+T

220.01 (220.00 Co Rec)

Fd L+T

40'

40'

TR 4-47 3496

1000.80 mea.

(1000.00 Co. Rec)

WHITTIER BLVD

0.035

39.96

40.88

Fd L+T

Fd x on headwall reservoir

Fd 4" I.P. N. in conc ctr. 1.4 W Tie

837.00

TR 6297

Collins notes

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

D Line

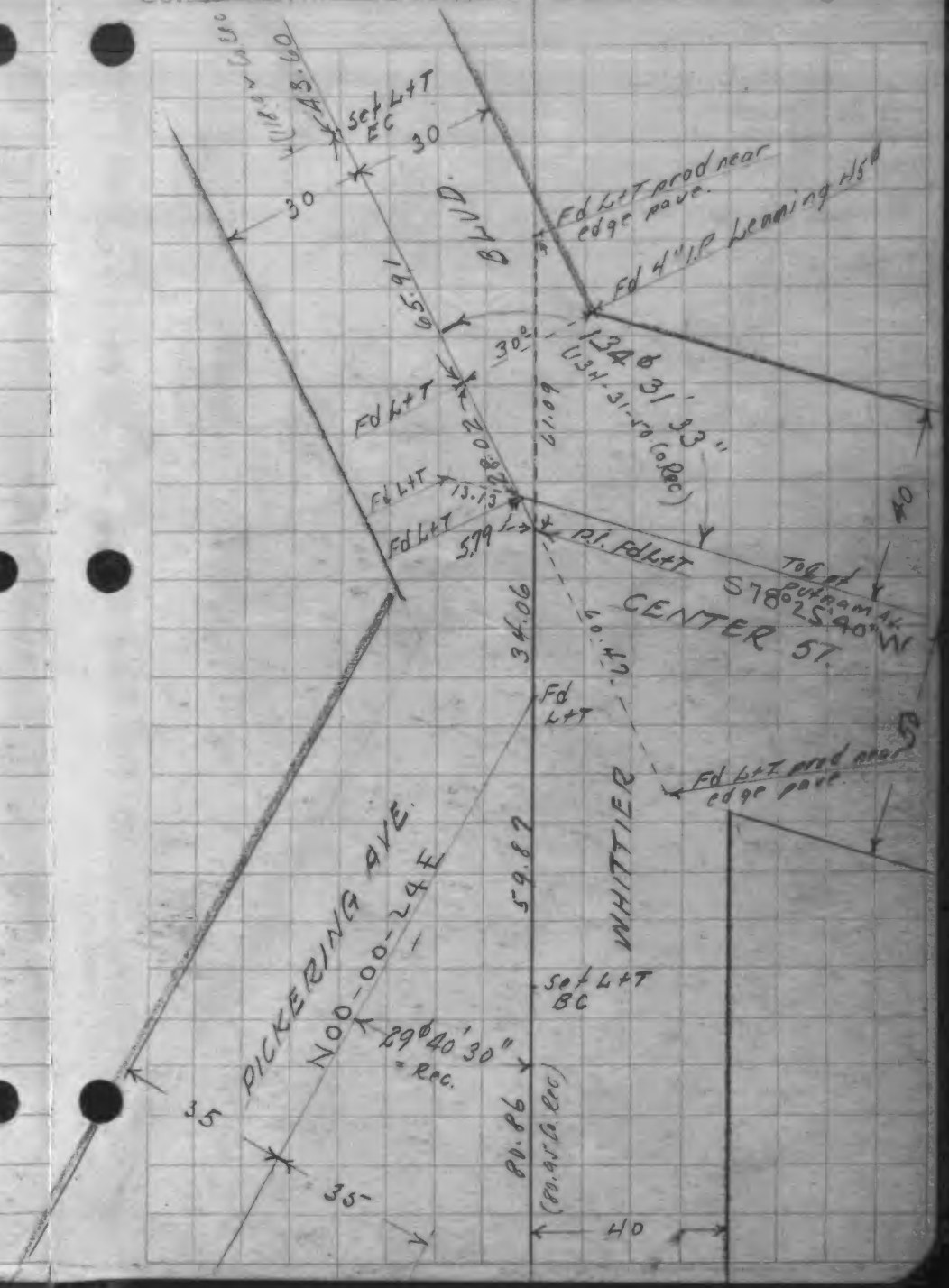
Co. LA Rt. 2 Sec. Whit Date 6-11-37 Page 6

Station	Align	Defl. Lt.
520+96.32	E.C.	13-12.89
+75		11-41.25
+50		9-53.82
+25		8-06.39
520+11.53	POST ℄ Center St.	
520+05.24	P.I.	
520		6-18.96
+25		4-31.53
519+71.68	POST ℄ Pickering	
+50		2-44.10
+25		0-56.67
519+11.81	BC	

Δ = 36-25-47
R = 400
T = 93.93
L = 164.51

S 56° 05' 53" E

S 29° 40' 06" E



Calling notes

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

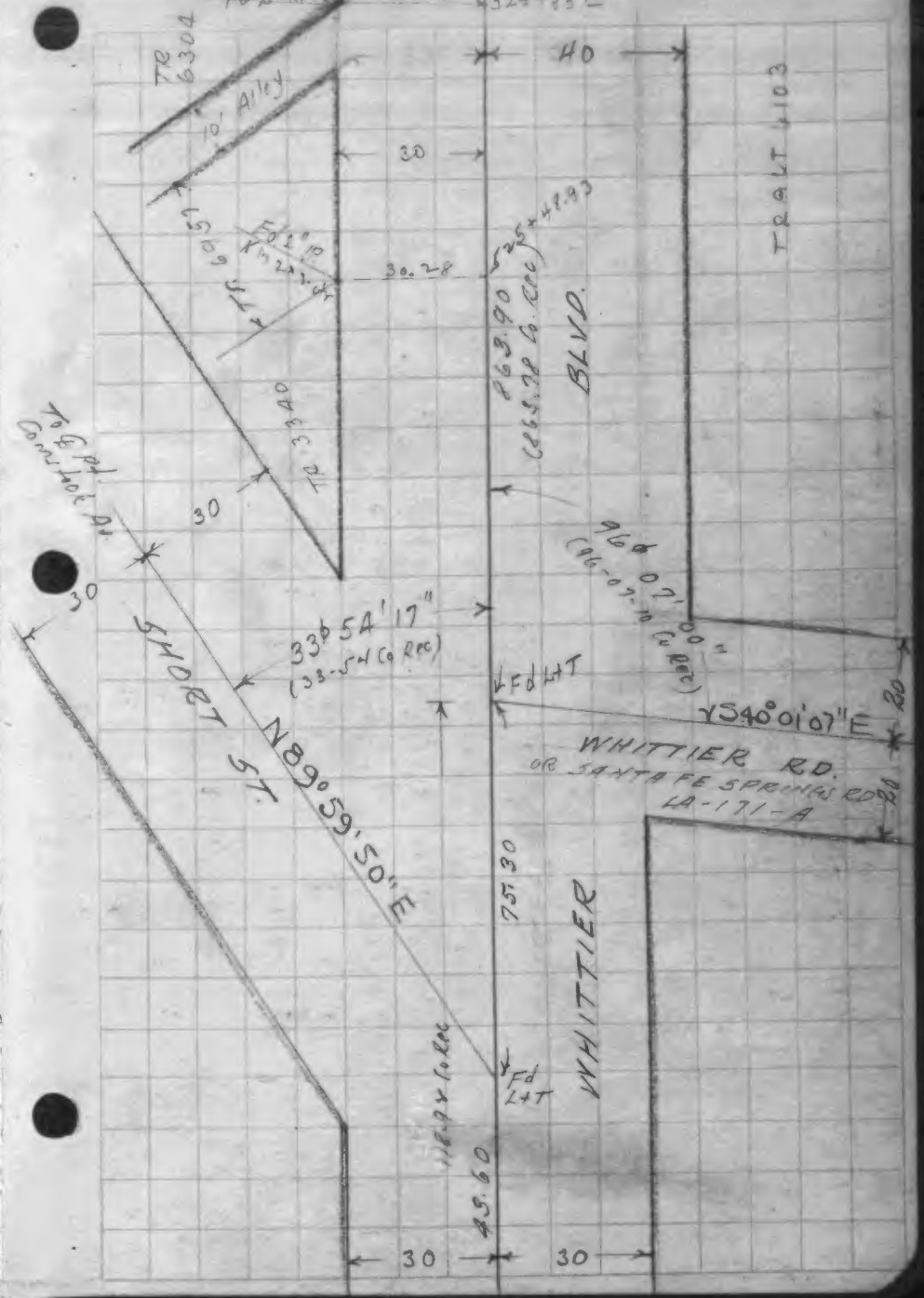
Co. LA Rt. 2 Sec. Whit Date 6-11-37 Page 7

D Line

Station

522+15.22 POT ℄ Whittier Rd.

521+39.92 POT ℄ Short St.



S 56° 05' 53" E

F.B. 1004-76

F.B. 1004-77

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Collins notes

Co. LA Rt. 2 Sec. Whit Date 6-11-37 Page 8

0 Line

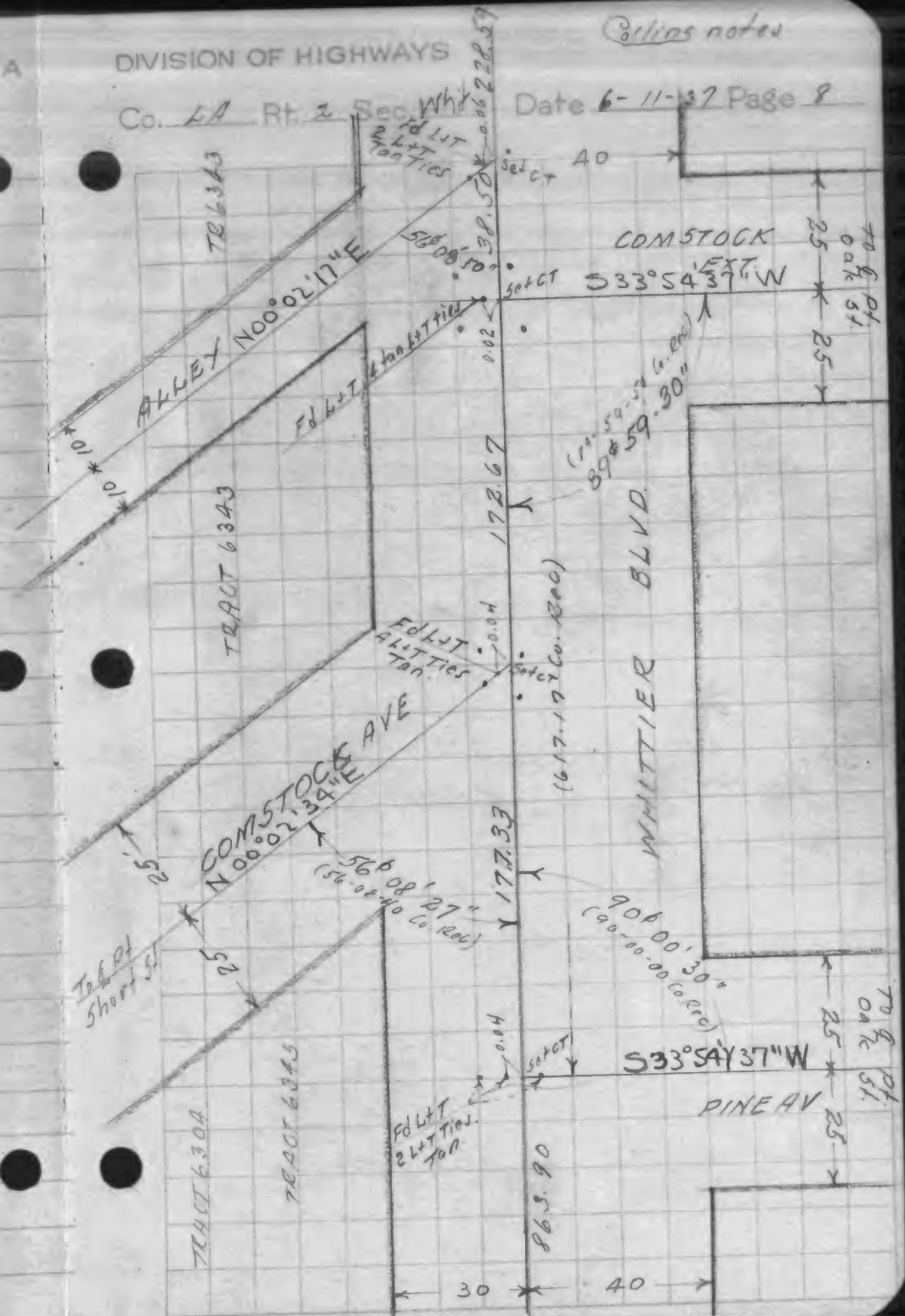
Station

534+67.62 P.O.T. ℄ Alley

534+29.12 P.O.T. ℄ Comstock Av.

532+56.45 P.O.T. ℄ Comstock Av.

530+79.12 P.O.T. ℄ Pine Av.



D Line

STATE OF CALIFORNIA

DIVISION OF HIGHWAYS

Calling notes.

Co. LA Rt. 2 Sec. WNIT

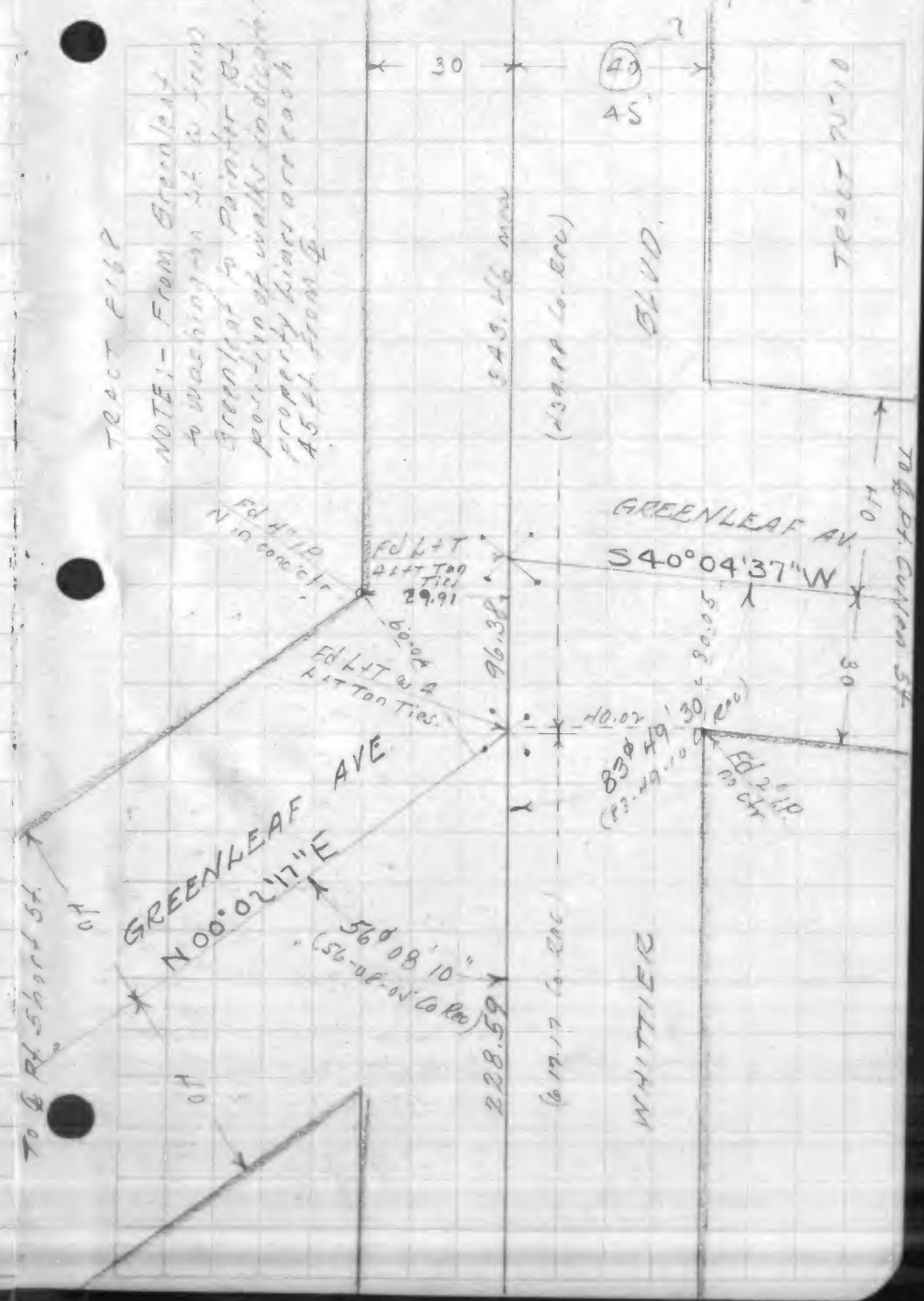
Date 6-12-37 Page 9

Station

537+92.59 P.O.T. ℄ Greenleaf Av. (S)

536+96.21 P.O.T. ℄ Greenleaf Av. (N)

S 56° 05' 53" E



Pitting notes

STATE OF CALIFORNIA DIVISION OF HIGHWAYS

D Line

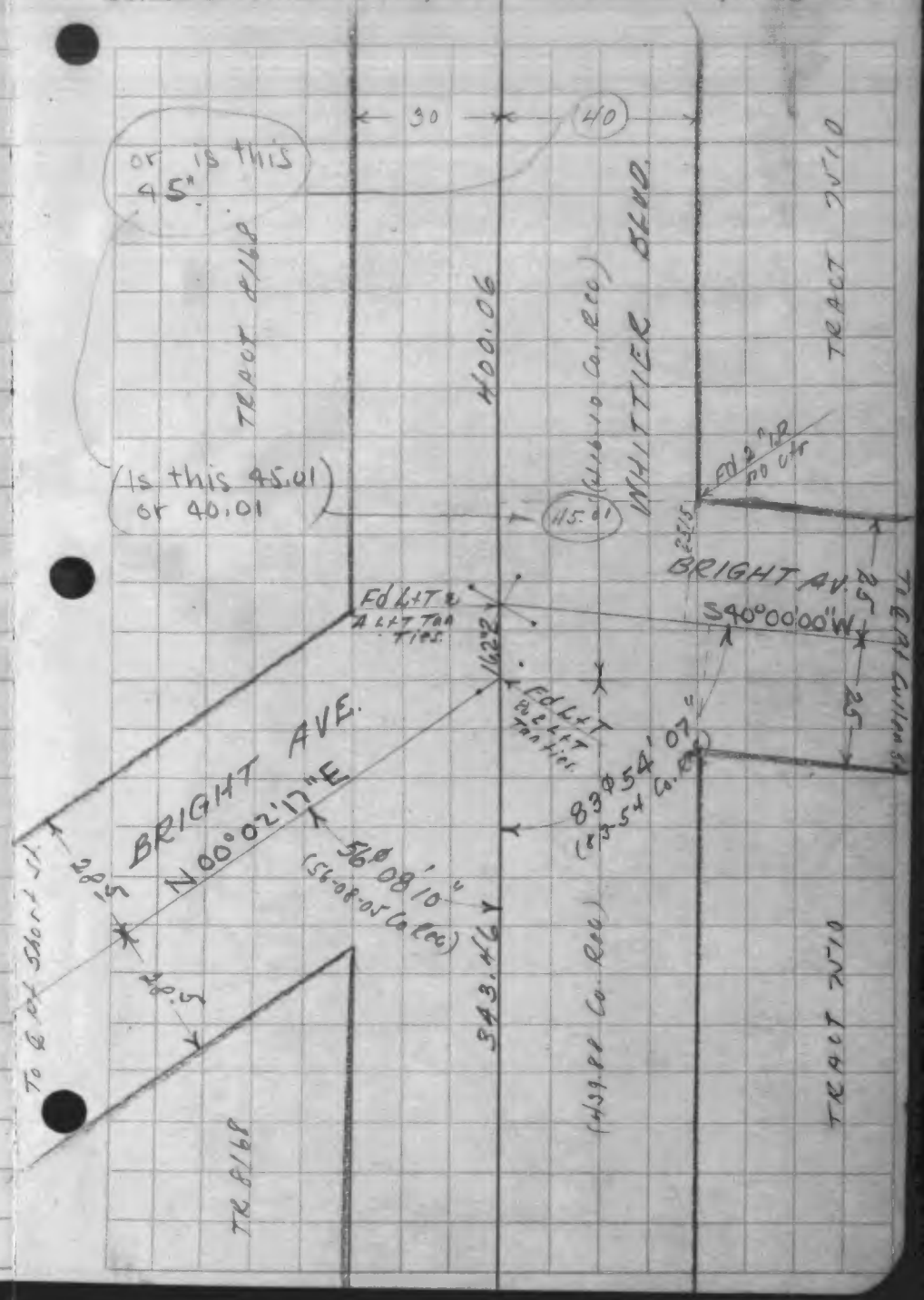
Station

Co. LA Rt. 2 Sec. Whit Date 6-12-57 Page 10

541+52.27 P.O.T. ℄ Bright Av. (S)

541+36.05 P.O.T. ℄ Bright Av. (N)

S 56° 05' 53" E



F.B. 1004-82

STATE OF CALIFORNIA

D Line

Station

545+57.20 POT. ℄ Washington (N)
545+52.33 POT. ℄ Washington (S)

S 56° 05' 53" E

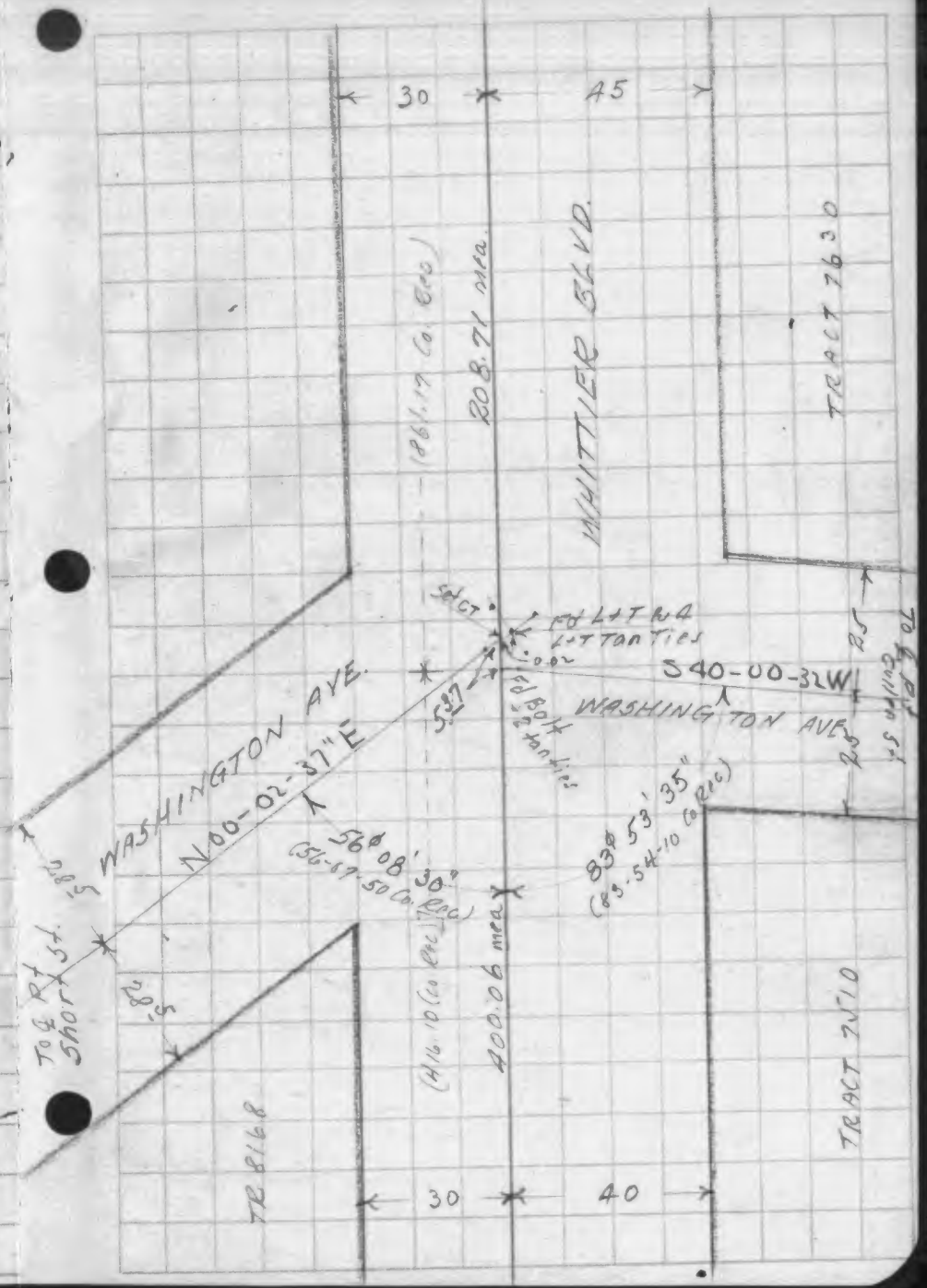
F.B. 1004-83

DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. Whit

Date 6-12-37 Page 11

Collins notes



STATE OF CALIFORNIA

DIVISION OF HIGHWAYS

Co. LA Rt. 2 Sec. Unit

Date 6-12-37 Page 12

Office notes.

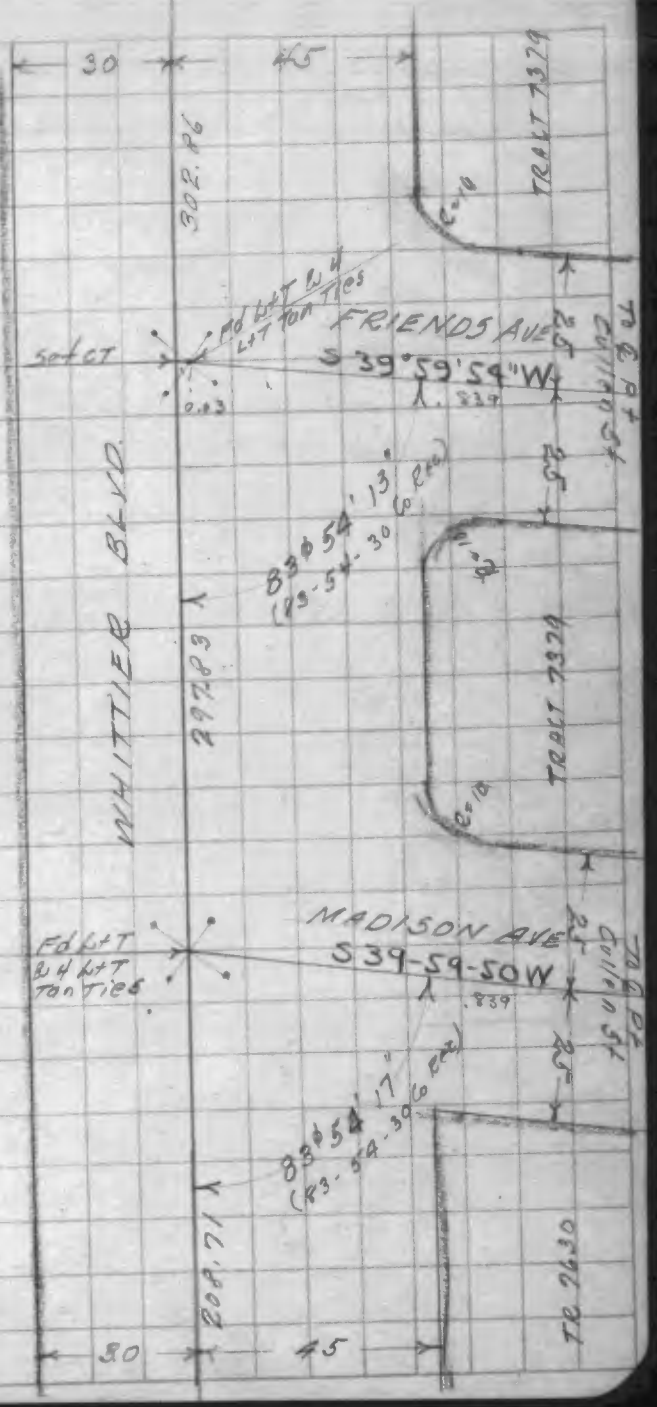
D Line

Station

550+64.2± P.O.T. ℄ Friends Av.

556°05'53"E

547+66.4± P.O.T. ℄ Madison Av.



STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Billins notes

D Line

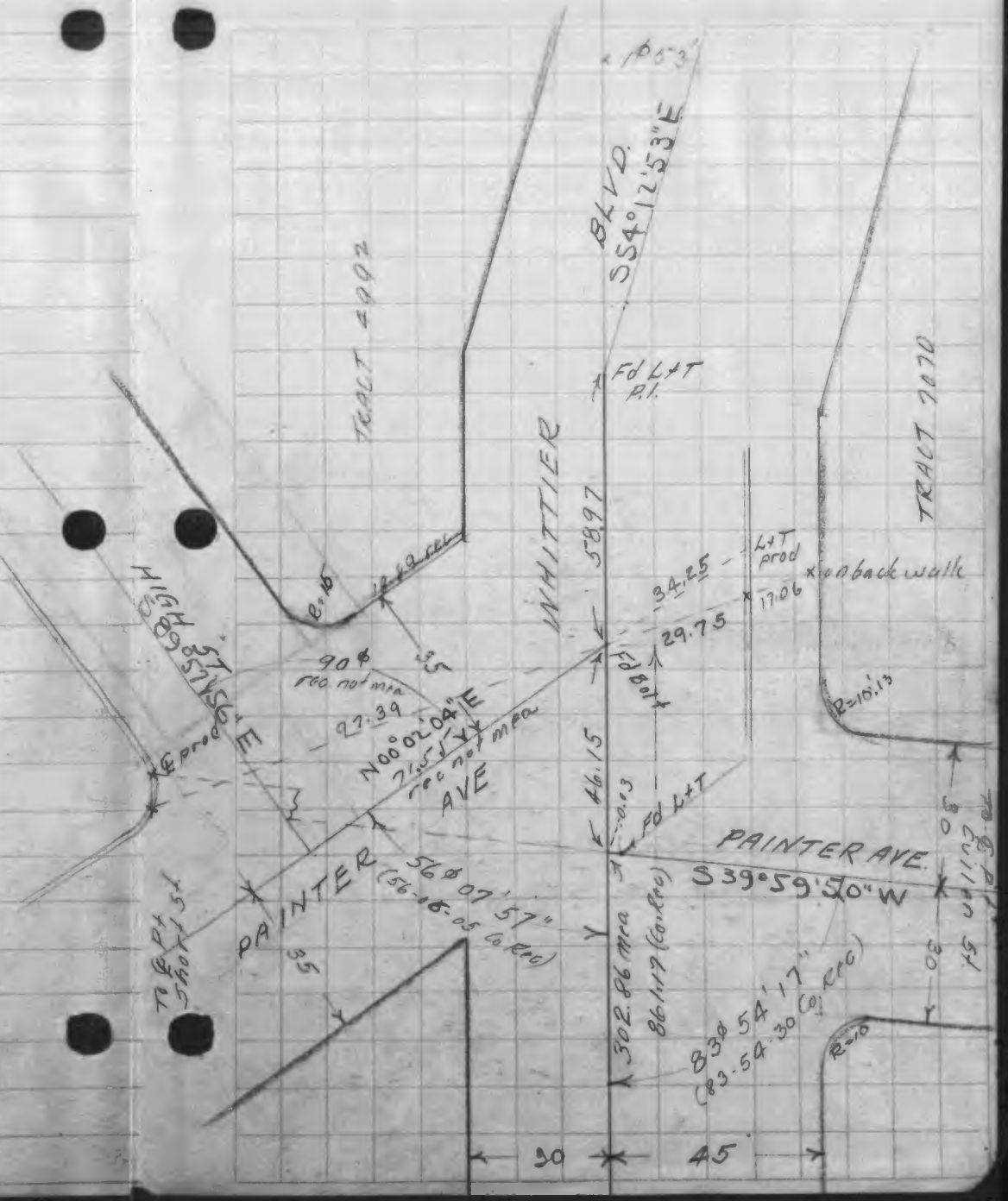
Station

Co. LA Rt. 2 Sec. Whit Date 6-12-37 Page 13

554+72.22 P.I. End job.

554+13.25 P.O.T. ℄ Painter (N)

553+67.10 P.O.T. ℄ Painter Av. (S)



STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Calc. Elder
C.E. Maupin
S.C. Lafontaine & chainmen
D. Davis

Line

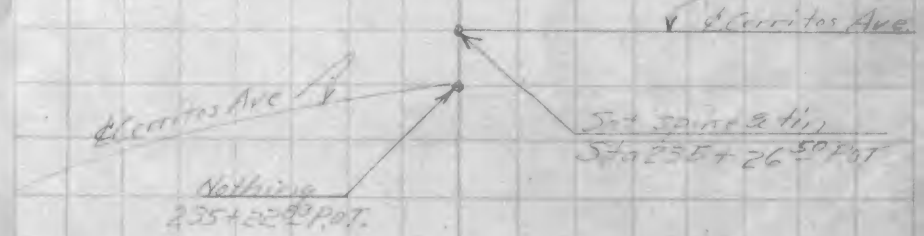
Station

Co. LA Rt. 124 Sec. B Date 12-8-34 Page 1

Tie points

$248+36^{35}$ P.O.T. Spike & washer in pavt

$235+26^{50}$ P.O.T. Spike & tin in pavt
℄ Cerritos Ave to south



STATE OF CALIFORNIA

DIVISION OF HIGHWAYS

Const. Line

Station

Co. L.A. Rte. 4 Sec. B Date [illegible] Page [illegible]

Tie Points

276+26.31 P.I. Spike & washer on ℄ Normalk Downey Road

260+68.03 P.I. Lead & Tack, top of culvert ℄ Woodruff Ave

STATE OF CALIFORNIA

DIVISION OF HIGHWAYS

Co. LA Rt. 74 Sec. 5 Date 12-10-34 Page 5

Const. Line Station		
290+70	P.O.T.	Spike & 2 washers in part
291+10	P.O.T.	Part incomplete.
291+53	P.O.T.	Spike & 2 washers in part

F.B 1004-98

STATE OF CALIFORNIA

DIVISION OF HIGHWAYS

F.B. 1004-

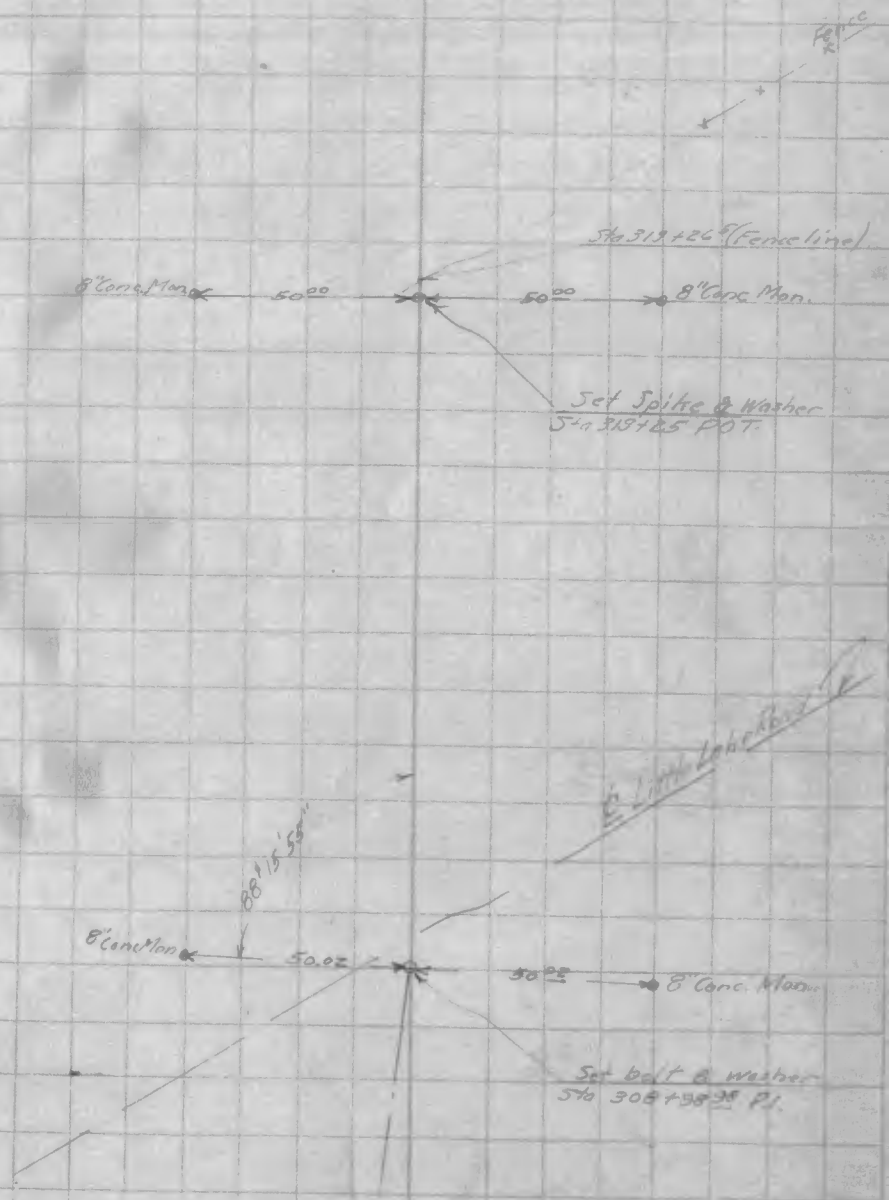
Const. Line

Station

Co. LA Rt. 174 Sec. B Date 12-10-34 Page 4

313+25	P.O.T.	Spike & Washer in pav't. 10± West of ℄, L. Hve Lake Road
308+98.98	P.I.	Bolt & Washer in pav't.

Tie Points



STATE OF CALIFORNIA DIVISION OF HIGHWAYS

Co. LA Rt. 134 Sec. 19 Date 12-10-34 Page

Center Line

Station		
331+13.65	P.O.T.	Spike & 2 washers in part of Appr. ℄ tracks
324+73.19	P.O.T.	Spike & 2 washers in part of ℄ Studebaker Road