NOTES RED. JOB NO. 0300.16 SURVEY OF PRINCESS PARK ESTATES

DATE SURVEY BY L.V. SMITH

NOTES CHKD. NOTES BY R. STRADER & L.V.S. DATE AUG. 5, 1968

DATE INDEXED DATE

F. B. 3471 PG. 9

LAND MOVEMENT SURVEY
PRINCESS PARK ESTATES

BENCH LEVELS TO ESTABLISH VERTICAL CONTROL FOR LAND MOVEMENT CHECK

J.N. 0300.16

AUG 1968

PARTY
L.V. SMITH
R.A. SWANN
A.R. RIVERA
L. MANLEY
R. STRADER

B.M. 1ST RUN DIFF. 2ND RUN 3RD RUN ADJ. ELEV. DESCRIPTION

NOTE: ANY ADDITIONS OR CHANGES ON THIS SHEET MUST BE MADE, OR CIRCLED IN RED INK, WITH DATE AND NAME OF PERSON MAKING CHANGE.

Do not extend notes this side of this line

PLEASE RETURN TO
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725 LOS ANGELES COUNTY ENGINEERING BLDG.

765420 S & E-355 4-54

F. B. 347/PG. 10

JOB NO. 0300.16 SURVEY OF PRINCESS PARK ESTATES NOTES RED

SURVEY BY L.V. SMITH DATE

NOTES BY R. STRADER & L.V.S. DATE AUG. 15, 1968 NOTES CHKD.

INDEXED [illegible] DATE DATE

765420 S & E-353 4-54

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Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
202-1	1428.291					B.M. 202-1 ELEV. = 1428.291 1966 ADJ. F.B. 2878-9 SIERRA HWY, 0.3 MILES SLY. OF SOLEDAD CANYON ROAD, IN THE S.E. CORNER OF SANTA CLARA RIVER BRIDGE No 53-423 WESTERLY BARREL. L.A. Co. FLOOD CONTROL DIST. BRASS CAP SET FLUSH IN CONC.
+	9.431		9.387			
⊼	1437.722	+6.329	+6.328		+6.328	Main loop BM 202-1 to P-9 to P-12 to P-13 to P-14 to BM 202-1
−	3.102		3.059			
T.P.	1434.620					
+	7.460		7.539			
⊼	1442.080	+4.196	+4.196		+4.196	
−	3.264		3.343			
T.P.	1438.816					
+	6.080		6.039	6.031		
⊼	1444.896	+3.210	+3.220	+3.209	+3.209	
−	2.870		2.819	2.822		
T.P.	1442.026					
+	4.952		5.042			
⊼	1446.978	−6.530	−6.528		−6.528	
−	11.482		11.570			
T.P.	1435.496					
+	1.193		1.121			
⊼	1436.689	−7.402	−7.401		−7.401	
−	8.595		8.522			
T.P.	1428.094					

76S420 S & E-353 4-54

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1428.094					
+	5.089		5.101			B.M. 202-4 - ELEV. = 1422.7[illegible]
⊼	1433.183	-5.294	-5.289		-5.24 ~~15~~ 20	1966 ADJ. F.B. 2878-1[illegible]
−	10.383		10.390			SOLEMINT, 0.55 MILE S.W[illegible]
202-4	1422.800				1422.8005	SOUTHERN PACIFIC COMPANY R[illegible]
						ROAD, 1.1 MILES WEST ALONG [illegible]
						ROAD FROM SECTION HOUSE [illegible]
						HUMPHREYS, ABOUT 370 FE[illegible]
						EASTERLY OF SIERRA HWY. [illegible]
+	7.219		7.171			"T" JUNCTION OF FENCE LINE[illegible]
⊼	1430.019	+1.349	+1.346		+1.34 ~~75~~ 71	SOUTH OF EAST-WEST FENCE, [illegible]
−	5.870		5.825			OF N.-S. FENCE, ABOUT 6 FT [illegible]
TP	1424.149					THAN TRACK - SET ON TOP OF [illegible]
+	3.559		3.490			1½" IRON PIPE PROJECTING [illegible]
⊼	1427.708	-0.930	-0.933		-0.9 ~~33~~ 20	0.3 ABOVE GROUND. A G.L.O.
−	4.489		4.423			IRON CAP WITNESS COR. ¼ SE[illegible]
202-2	1423.219				1423.2754	B.M. 202-2 ELEV. = 1423.[illegible]
						1966 ADJ. F.B. 2878-10
						SOLEMINT, 0.55 MILE S.WLY.
						SIERRA HWY. 0.55 MILES S.LY. O[illegible]
						CYN. RD., IN THE WEST CONC. [illegible]
+	2.970		2.941			MENT OF SOUTHERN PACIFI[illegible]
⊼	1426.189	-1.252	-1.249		-1.25 ~~25~~ 9	ROAD BRIDGE No. 444.22, S.B[illegible]
−	4.222		4.190			N. OF N. RAIL, 1.5' LOWE[illegible]
TP	1421.967					THAN TRACK - SET IN TOP [illegible]
+	6.792		6.721			NORTH END OF W. CONC. [illegible]
⊼	1428.759	+3.520	+3.521		+3.5 ~~805~~ 0	MENT. A USC & GS BRA[illegible]
−	3.272		3.200			STAMPED E-486-1955
TP	1425.487					

NOTES RED. JOB No. 0300.16 SURVEY OF Princess Park Estates
DATE SURVEY BY L.V. Smith
NOTES CHKD. [illegible] R. Strader & L.V.S. DATE Aug 16, 19[illegible]
DATE INDEXED DATE

F.B. 3471 PG. 11

F. B. 3471 PG. 12

JOB NO. 0300.16 SURVEY OF Princess Park Estates NOTES RED.
SURVEY BY L. V. Smith DATE
NOTES BY R. Strader & L. V. S. DATE Aug. 15, 1968 NOTES CHKD.
INDEXED B. B. Galli DATE DATE

76S420 S & E-853 4-54

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725 LOS ANGELES COUNTY ENGINEERING BLDG.

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1425.487					
+	9.910		9.877			
Λ	1435.397	+ 8.618	+ 8.617		+ 8.617	
−	1.292		1.260			
TP	1434.105					
+	9.598		9.548			
Λ	1443.703	+ 8.668	+ 8.668		+ 8.668	
−	0.930		0.880			
TP	1442.773					
+	10.820		10.796			
Λ	1453.593	+ 10.012	+ 10.014		+ 10.014	
−	0.808		0.782			
TP	1452.785					
+	10.989		10.909			
Λ	1463.774	+ 8.569	+ 8.569		+ 8.569	
−	2.420		2.340			
TP	1461.354					
+	5.679		5.660			
Λ	1467.033	+ 0.229	+ 0.228		+ 0.228	
−	5.450		5.432			
TP	1461.583					
+	4.914		4.845			
Λ	1466.497	− 1.711	− 1.706		− 1.706	
−	6.625		6.551			
TP	1459.872					
+	5.052		5.030			
Λ	1464.924	− 0.629	− 0.630		− 0.629	
−	5.681		5.660			
TP	1459.243					

76S420 S & E-353 4-54

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1459.243					
+	4.958		4.902			
⊼	1464.201	-0.542	-0.544		-0.548	5
−	5.500		5.446			
TP	1458.701					
+	4.989		4.880			
⊼	1463.690	-1.060	-1.061		-1.080	10
−	6.049		5.941			
TP	1457.641					
+	4.844		4.790			
⊼	1462.485	-1.228	-1.232		-1.230	4
−	6.072		6.022			
TP	1456.413					
+	4.721		4.556			
⊼	1461.134	-1.240	-1.244		-1.248	5
−	5.961		5.800			
TP	1455.173					
+	4.849		4.776			
⊼	1460.022	-1.431	-1.432		-1.43x	9
−	6.280		6.208			
TP	1453.742					
+	4.279		4.210			
⊼	1458.021	-2.081	-2.085		-2.083	5
−	6.360		6.295			
TP	1451.661					
+	4.141		4.135			
⊼	1455.802	-2.620	-2.615		-2.6x	80
−	6.761		6.750			
TP	1449.041					

NOTES RED JOB NO. 0300.16 SURVEY OF Princess Park Estates
DATE SURVEY BY L. V. Smith
NOTES CHECK NOTED BY R. Strauss DATE Aug. 15, 19[illegible]
DATE INDEXED DATE

F. B. 3471 PG. 13

768420 S & E-353 4-54

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725 LOS ANGELES COUNTY ENGINEERING BLDG.

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1449.041					
+	3.950		4.019			
⊼	1452.991	-2.450	-2.449		-2.4~~49~~500	
−	6.400		6.468			
TP	1446.591					
+	4.350		4.400			
⊼	1450.941	-1.990	-1.986		-1.988~~0~~4	
−	6.340		6.386			
TP	1444.601					
+	5.080		5.107			
⊼	1449.681	-0.619	-0.617		-0.618~~0~~5	
−	5.699		5.724			
TP	1443.982					
+	6.308		6.342			
⊼	1450.290	+1.408	+1.411		+1.409~~5~~1	
−	4.900		4.931			
TP	1445.390					
+	6.383		6.425			
⊼	1451.773	+2.651	+2.649		+2.6~~50~~496	
−	3.732		3.776			
BM P-1	1448.041				1448.0303	BM P-1 INTERSECTION OF SIERRA HWY. & WHISPERING LEAVES DRIVE, NORTHERLY CORNER, 5 FT. ELY. OF EAST CURB RETURN ON SIERRA HWY. SET BT. SPK. IN LEAD IN CONCRETE CURB, MARKED BM P-1.
+	6.021		5.985			
⊼	1454.062	+4.434	+4.432		+4.4~~33~~25	
−	1.587		1.553			
TP	1452.475					

JOB NO. 0300-16 SURVEY OF PRINCESS PARK ESTATES NOTES RED
SURVEY BY L.V. SMITH DATE
NOTES BY R. STADER DATE AUG. 15, 1968 NOTES CHKD.
INDEXED D.T. GALLI DATE DATE

F. B. 3471 PG. 14

769420 S & E-353 4-54

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725 LOS ANGELES COUNTY ENGINEERING BLDG.

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1452.475					
+	6.581		6.551			
π	1459.056	+ 2.999	+ 3.000		+2.9995	
−	3.582		3.551			
BM P-2	1455.474				1455.4620	BM P-2 INTERSECTION WHISPERING LEAVES DRIVE & DALTON ST., N'LY CORNER 10 FT. NORTH OF CURB RETURN ON WHISPERING LEAVES DRIVE. SET BOAT SPK. IN LEAD IN CONCRETE CURB - CURB MARKED BM P-2
+	10.707		10.727			
π	1466.181	+ 9.826	+ 9.827		+9.8285	
−	0.881		0.900			
TP	1465.300					
+	9.430		9.467			
π	1474.730	+ 6.151	+ 6.156		+6.1535	
−	3.279		3.311			
BM P-3	1471.451				1471.4412	BM P-3 INTERSECTION WHISPERING LEAVES DRIVE & SIERRA ESTATES DR., SW CORNER, 18 FT. WEST OF CURB RETURN ON SIERRA ESTATES DR. SET BOAT SPK. IN LEAD IN CONCRETE CURB - CURB MARKED BM P-3
+	10.548		10.498			
π	1481.999	+ 9.946	+ 9.947		+9.9465	
−	0.602		0.551			
TP	1481.397					

NOTES RED _____ JOB NO. 300.16 SURVEY OF Princess Sierra Estates
DATE _____ SURVEY BY K. SMITH
NOTE CHKD _____ NOTES CHKD. STRAUSER DATE 6-4-56
DATE _____ INDEXED _____ DATE _____

F.B. 3471 Pg. 15

768420 S & E-353 4-54

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1481.397					
+	11.932		11.958			
⊼	1493.329	+11.641	+11.640		+11.6405	
−	0.291		0.318			
BM P-4	1493.038				1493.0273	BM P-4 INTERSECTION OF SIERRA ESTATES DR. & OAK CROSSING ROAD, NORTH EASTERLY CORNER, 5 FT. EAST OF EASTERLY CURB RETURN, SET BOAT SPK. IN LEAD IN CONC. CURB - CURB MARKED P-4
+	11.091		11.148			
⊼	1504.129	+10.682	+10.685		+10.6835	
−	0.409		0.463			
TP	1503.720					
+	11.952		11.915			
⊼	1515.672	+11.440	+11.440		+11.4400	
−	0.512		0.475			
TP	1515.160					
+	10.547		10.567			
⊼	1525.707	+9.370	+9.370		+9.3700	
−	1.177		1.197			
BM P-5	1524.530				1524.5194	BM P-5 INTERSECTION OF SIERRA ESTATES DR. & FAIRGATE AVE., SOUTH WESTERLY CORNER, 7 FT. SOUTH OF SOUTHERLY CURB RETURN, SET BOAT SPK. IN LEAD IN CONC. CURB - CURB MARKED P-5
+	10.032		10.058			
⊼	1534.562	+9.542	+9.546		+9.5440	
−	0.490		0.512			
TP	1534.072					

JOB NO. 0300-16 SURVEY OF PRINCESS PARK ESTATES NOTES RED
SURVEY BY L.V. SMITH DATE
NOTES BY R. STRADER DATE AUG. 16, 1968 NOTES CHKD
INDEXED C.J. GALLI DATE DATE

F.B. 3471 PG. 16

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1534.072					
+	9.877		9.890			
⊼	1543.949	+ 7.784	+ 7.782		+ 7.78~~80~~ 25	
−	2.093		2.108			
BM P-6	1541.856				1541.8455	BM P-6 INTERSECTION FAIRGATE AVE & ABDA[illegible] EASTERLY CURB, 5 FT. SOUTHE[illegible] OF S'LY EDGE OF DRIVEWAY [illegible] HOUSE # 26442. SET BOAT SP[illegible] IN LEAD IN CONC. CURB - CU[illegible] MARKED P-6
+	9.785		9.831			
⊼	1551.641	+ 8.996	+ 8.992		+ 8.99~~40~~ 36	
−	0.789		0.839			
TP	1550.852					
+	11.246		11.199			
⊼	1562.098	+ 10.878	+ 10.880		+ 10.87~~90~~ 85	
−	0.368		0.319			
TP	1561.730					
+	6.226		6.196			
⊼	1567.956	+ 1.771	+ 1.772		+ 1.77~~15~~ 0	
−	4.455		4.424			
BM P-7	1563.501				1563.4886	BM P-7 ON ABDALE ST., NORTHERLY [illegible] 13, 13⁴ FT. WEST OF WESTERLY E[illegible] OF DRIVEWAY TO HOUSE # [illegible] 27. SET BOAT SPK. IN LEAD IN [illegible] CURB - CURB MARKED P-[illegible]
+	11.380		11.360			
⊼	1574.881	+ 10.490	+ 10.490		+ 10.4~~90~~ 96	
−	0.890		0.870			
TP	1573.991					

NOTES RED. [illegible] SURVEY OF PRINCESS PARK ESTATES
DATE
SURVEY BY L.V. SMITH
NOTES CHECK [illegible] R. STRIBOER DATE Aug. 16, 19[illegible]
DATE
INDEXED
DATE

F. B. 347 PG. 17

765420 S & E-353 4-54

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JOB NO. 200.26 SURVEY OF PRINCESS PARK ESTATES NOTES RED _____ DATE _____
SURVEY BY L. V. SMITH
NOTES BY R. STADER DATE AUG. 16, 1968 NOTES CHKD. _____ DATE _____
INDEXED BY G. GALLI DATE _____

F.B. 347 / Pg. 18

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
T.P.	1573.991					
+	11.432		11.391			
⅄	1585.423	+10.492	+10.491		+10.4915	
−	0.940		0.900			
BM P-8	1584.483				1584.4692	BM P-8 ON ABDALE ST., NORTHERLY CURB, 14 FT. WESTERLY OF WESTERLY EDGE OF DRIVEWAY TO HOUSE # 19247. SET BOAT. SPK. IN LEAD IN CONC. CURB - CURB MARKED P-8
+	11.836		11.875			
⅄	1596.319	+11.507	+11.507		+11.5066	
−	0.329		0.368			
TP	1595.990					
+	11.993		11.960			
⅄	1607.983	+11.363	+11.365		+11.3635	
−	0.630		0.595			
TP	1607.353					
+	10.810		10.848			
⅄	1618.163	+8.066	+8.068		+8.0668	
−	2.744		2.780			
BM P-9	1615.419				1615.4059	BM P-9 INTERSECTION ABDALE ST. & BEACHGROVE CT., SOUTHEASTERLY CORNER, 0.2 FT. S'LY OF S'LY CURB RETURN. SET BOAT SPK. IN LEAD IN CONC. CURB - CURB MARKED P-9
+	3.630		3.668			
⅄	1619.049	+2.039	+2.041		+2.0400	
−	1.591		1.627			
TP	1617.458					

Intermediate Loop P-9 to P-10 to P-11 to P-9

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1617.458					
+	6.833		6.802		.8	
Σ	1624.291	+ 1.543	+ 1.542		+1.5 ~~1.54~~	
−	5.290		5.260			
BM P-10	1619.001				1618.9890	BM P-10 ON BEACHGROVE CT, S'LY CURB 6 6 FT. WESTERLY OF W'LY EDGE OF DRIVEWAY TO HOUSE # 19 SET BOAT SPK. IN LEAD IN CURB - CURB MARKED P-10
+	11.124		11.160		.8	
Σ	1630.125	+ 9.075	+ 9.076		+9.0 ~~9.05~~	
−	2.049		2.084			
BM P-11	1628.076				1628.0648	BM P-11 ON BEACHGROVE CT. END OF CURB ON DRIVEWAY CURB PROD OF FENCE LINE BETWEEN HOUSE 19200 & HOUSE # 19201, SET SPK. IN LEAD IN CONC. CURB CURB MARKED P-11
+	2.084		2.110		.2	
Σ	1630.160	− 8.829	− 8.830		−8.2 ~~8.85~~	
−	10.913		10.940			
TP	1619.247					
+	1.091		1.120		.297	
Σ	1620.338	− 3.831	− 3.829		−3.83 ~~3.80~~	
−	4.922		4.949			
TP *	1615.416				1615.4059	* BM P-9
+	11.780		11.808		.65	
Σ	1627.196	+ 11.348	+ 11.346		+11.34 ~~11.30~~	
−	0.432		0.462			
TP	1626.764					

NOTES RED _____ JOB NO. 2200-16 SURVEY OF BEACHGROVE CT. BETWEEN
DATE _____ SURVEY BY L.Y. SMITH
NOTES CHKD. _____ NOTES BY R. CHEEVER DATE 4/16/64
DATE _____ INDEXED _____ DATE _____

F.B. 2717 PG. 19

F. B347/Pg. 20

JOB NO. 0300.16 SURVEY OF Princess Park Estates NOTES RED
SURVEY BY L. V. Smith DATE
NOTES BY R. Strader DATE Aug. 16, 1968 NOTES CHKD.
INDEXED D. B. Galli DATE DATE

768420 S E-353 4-54

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1626.764					
+	11.093		11.132			
⊼	1637.857	+10.701	+10.702		+10.70~~+5~~ 1	
−	0.392		0.430			
TP	1637.465					
+	11.249		11.291			
⊼	1648.714	+ 8.961	+ 8.961		+8.96 x 0 05	
−	2.288		2.330			
BM P-12	1646.426				1646.4140	BM P-12 INTERSECTION ABDALE ST & MAPLE-BAY CT., WESTERLY CURB, 3 6 FT. N'LY OF N'LY EDGE OF DRIVEWAY TO HOUSE # 26173. SET BOAT SPK IN LEAD IN CONC. CURB-CURB MKED. P-12
+	11.691		11.729			
⊼	1658.117	+11.115	+11.117		+11.4~~40~~ 56	
−	0.576		0.612			
TP	1657.541					
+	11.353		11.371			
⊼	1668.894	+10.743	+10.741		+10.7~~420~~ 15	
−	0.610		0.630			
TP	1668.284					
+	11.665		11.680			
⊼	1679.949	+9.715	+ 9.712		+9.7~~+35~~ 1	
−	1.950		1.968			
TP	1677.999					
+	6.489		6.509			
⊼	1684.488	+ 2.162	+ 2.161		+2.~~16~~ x 5 0	BM P-13 ON ABDALE ST., WESTERLY CURB, 5 2 FT. N'LY OF N'LY EDGE OF DRIVEWAY TO HOUSE # 26137. SET BOAT SPK. IN LEAD IN CONC. CURB - CURB MARKED P-13
−	4.327		4.348			
BM P-13	1680.161				1680.1458	

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Do not extend notes this side of this line

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
BM P-13	1680.161					BM P-13 SEE PG 20 [illegible]
+	11.791		11.815		1	DESCRIPTION
⊼	1691.952	+11.034	+11.035		+11.0345	
−	0.757		0.780			
TP	1691.195					
+	11.930		11.960		85	
⊼	1703.125	+11.209	+11.209		+11.2091	
−	0.721		0.751			
TP	1702.404					
+	11.050		11.077		86	
⊼	1713.454	+10.069	+10.069		+10.0890	
−	0.981		1.008			
TP	1712.473					
+	5.632		5.655		0	
⊼	1718.105	+0.537	+0.538		+0.5375	Intermediate loop P-14 [illegible] P-16 to P-17 to P-14
−	5.095		5.117			
BM P-14	1713.010				1712.9934	BM P-14
+	7.189		7.146		5	INTERSECTION ABDALE ST. &
⊼	1720.199	+2.069	+2.067		+2.0680	FRIENDLY VALLEY PKWY., NE
−	5.120		5.079			COR., 1° FT. N'LY OF N'LY [illegible]
TP	1715.079					RETURN, SET BOAT SPK. IN [illegible]
+	5.857		5.893		50	IN CONC. CURB - CURB MARKED [illegible] 14
⊼	1720.936	+1.455	+1.454		+1.4545	
−	4.402		4.439			
BM P-15	1716.534				1716.5169	BM P-15
						INTERSECTION FRIENDLY VALLEY [illegible]
						& OAKFLAT CT., S'LY CURB
						13' FT. E'LY OF E'LY [illegible]
						OF DRIVEWAY TO HOUSE # [illegible]
						SET BOAT SPK. INLEAD IN CONC. [illegible]
						CURB MKD. P-15.

NOTES RED _____ JOB NO. 8300-16 SURVEY OF PRINCESS PARK ESTATES
DATE _____ SURVEY BY L.Y. SMITH
NOTES CHKD. _____ NOTES BY R. STRANEK DATE AUG. 16, 1960
DATE _____ INDEXED _____ DATE _____

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
B.M. P-15	1716.534					
+	5.894		5.905		525	
⊼	1722.428	+1.454	+1.450		+1.45~~2~~0	
−	4.440		4.455			
B.M. P-16	1717.988				1717.9694	B.M. P-16 ON FRIENDLY VALLEY PKWY. 230 '± ELY OF INTERSECTION OAK FLAT CT. ON S. ELY CURB 6.8' SLY. OF S. END OF DRIVEWAY OF HOUSE # 19122. SET LD. & BOAT SPK IN CURB - CURB MARKED P-16
+	5.900		5.928		5	
⊼	1723.888	+1.382	+1.384		+1.38~~8~~0	
−	4.518		4.544			
B.M. P-17	1719.370				1719.3529	B.M. P-17 ON FRIENDLY VALLEY PKWY AT CUL-DE-SAC. WLY CURB 3.6' SLY OF DRIVEWAY TO HOUSE # 19105. SET LD. & BOAT SPK. IN CURB. CURB MARKED P-17
+	4.583		4.608		880	
⊼	1723.953	-1.988	-1.989		-1.9885	
−	6.571		6.597			
T.P	1717.382					
+	4.776	4.823	4.823		10	
⊼	1722.158	-2.02~~2~~	-2.022		-2.02~~x~~5	
−	6.797	6.845	6.845			
T.P.	1715.361					

JOB NO 0300.16 SURVEY OF PRINCESS PARK ESTATES NOTES RED. DATE
SURVEY BY L.V. SMITH DATE AUG. 16, 1968 NOTES CHKD. DATE
NOTES BY L.V. SMITH DATE
INDEXED A.L. GALLI DATE

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NOTES RED _____ JOB NO. 0300.16 SURVEY OF PRINCESS PARK ESTATES
DATE _____ SURVEY BY L. V. SMITH
NOTES CHKD. _____ NOTES BY R. STRADER DATE Aug. 19, 1955
DATE _____ INDEXED _____ DATE _____

B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
T.P.	1715.361					
+	4.100		4.150		05	
⊼	1719.461	-2.352	-2.350		-2.354	
−	6.452		6.500			
P-14	1713.009				1712.9934	
+	1.661		1.687		9	
⊼	1714.670	-10.141	-10.142		-10.14	
−	11.802		11.829			
TP	1702.868					
+	0.320		0.349		5	
⊼	1703.188	-10.579	-10.579		-10.57	
−	10.899		10.928			
TP	1692.289					
+	0.506		0.520		9	
⊼	1692.795	-10.385	-10.388		-10.385	
−	10.891		10.908			
TP	1681.904					
+	0.220		0.257		5	
⊼	1682.124	-10.763	-10.763		-10.763	
−	10.983		11.020			
TP	1671.141					
+	0.730		0.764		9	
⊼	1671.871	-10.341	-10.344		-10.342	
−	11.071		11.108			
TP	1660.800					
+	0.210		0.226		80	
⊼	1661.010	-10.908	-10.907		-10.908	
−	11.118		11.133			
TP	1649.892					

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1649.892					
+	0.580		0.591			
$\bar{\pi}$	1650.472	-10.287	-10.289		-10.288 4	
−	10.867		10.880			
TP	1639.605					
+	0.620		0.638			
$\bar{\pi}$	1640.225	-10.022	-10.022		-10.022 5	
−	10.642		10.660			
TP	1629.583					
+	0.721		0.734			
$\bar{\pi}$	1630.304	-10.182	-10.180		-10.181 4	
−	10.903		10.914			
TP	1619.401					
+	1.853		1.884			
$\bar{\pi}$	1621.254	-3.979	-3.979		-3.979 4	
−	5.832		5.863			
TP	1615.422					
+	0.510		0.531			
$\bar{\pi}$	1615.932	-8.067	-8.067		-8.067 5	
−	8.577		8.598			
TP	1607.355					
+	0.392		0.420			
$\bar{\pi}$	1607.747	-11.367	-11.366		-11.366 9	
−	11.759		11.786			
TP	1595.988					
+	1.989		2.018			
$\bar{\pi}$	1597.977	-9.114	-9.114		-9.114 5	
−	11.103		11.132			
TP	1586.874					

JOB NO. 0300-16 SURVEY OF PRINCESS PARK ESTATES NOTES RED. _____ DATE _____
SURVEY BY L.V. SMITH
NOTES BY R. STRADER DATE AUG. 16, 1968 NOTES CHKD. _____
INDEXED C.J. GALLI DATE _____ DATE _____

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1586.874					
+	0.879		0.903			
⊼	1587.753	-10.365	-10.367		-10.366 4	
−	11.244		11.270			
TP	1576.509					
+	0.234		0.260			
⊼	1576.743	-10.582	-10.581		-10.58~~15~~ 20	
−	10.816		10.841			
TP	1565.927					
+	1.487		1.580			
⊼	1567.414	-9.563	-9.561		-9.562 4	
−	11.050		11.141			
TP	1556.364					
+	0.448		0.499			
⊼	1556.812	-10.062	-10.062		-10.062 5	
−	10.510		10.561			
TP	1546.302					
+	0.390		0.416			
⊼	1546.692	-4.441	-4.443		-4.442 4	
−	4.831		4.859			
TP	1541.861					
+	2.059		2.034			
⊼	1543.920	-7.780	-7.778		-7.778 5	
−	9.839		9.812			
TP	1534.081					
+	1.136		1.290			
⊼	1535.217	-9.543	-9.543		-9.543 4	
−	10.679		10.833			
TP	1524.538					

NOTES RED ____ JOB NO. 0300.16 SURVEY OF PRINCESS PARK ESTATES
DATE ____ SURVEY BY L. V. SMITH
NOTES CHKD. ____ NOTES BY R. STRADER DATE AUG. 16, 1960
DATE ____ INDEXED ____ DATE ____

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JOB NO. 0300.16 SURVEY OF PRINCESS PARK ESTATES NOTES RED

SURVEY BY L. V. SMITH DATE

NOTES BY R. STRADER DATE AUG. 16, 1968 NOTES CHKD.

INDEXED G. J. GALLI DATE DATE

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1524.538					
+	1.229		1.244			
⊼	1525.767	-9.367	-9.366		-9.3665	
−	10.596		10.610			
TP	1515.171					
+	0.474		0.495			
⊼	1515.645	-11.440	-11.440		-11.4404	
−	11.914		11.935			
TP	1503.731					
+	0.396		0.408			
⊼	1504.127	-10.684	-10.682		-10.6834	
−	11.080		11.090			
TP	1493.047					
+	0.336		0.352			
⊼	1493.383	-10.874	-10.876		-10.8754	
−	11.210		11.228			
TP	1482.173					
+	0.940		0.957			
⊼	1483.113	-9.591	-9.593		-9.5925	
−	10.531		10.550			
TP	1472.582					
+	3.210		3.230			
⊼	1475.792	-5.390	-5.388		-5.3894	
−	8.600		8.618			
TP	1467.192					
+	1.270		1.299			
⊼	1468.462	-7.841	-7.841		-7.8414	
−	9.111		9.140			
TP	1459.351					

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
TP	1459.351					
+	1.690		1.716			
⊼	1461.041	-8.393	-8.392		-8.392 9	
−	10.083		10.108			
TP	1450.958					
+	1.780		1.786			
⊼	1452.738	-5.166	-5.166		-5.166 4	
−	6.946		6.952			
TP	1445.792					
+	4.418		4.435			
⊼	1450.210	-1.798	-1.801		-1.784 9	
−	6.216		6.236			
TP	1443.994					
+	5.994		6.021			
⊼	1449.988	+0.800	+0.800		+0.7995	
−	5.194		5.221			
TP	1444.794					
+	6.222		6.242			
⊼	1451.016	+1.807	+1.809		+1.8076	
−	4.415		4.433			
TP	1446.601					
+	6.350		6.387			
⊼	1452.951	+2.450	+2.451		+2.450 1	
−	3.900		3.936			
TP	1449.051					
+	6.493		6555	6.619		
⊼	1455.544	+2.607	+2.618	+2.619	+2.618 1	
−	3.886		3.937	4.000		
T.P.	1451.658					

NOTES RED ____ JOB NO. 0700.16 SURVEY OF Princess Park Estates
DATE ____ SURVEY BY L.V. Smith
NOTES CHKD ____ NOTES BY L.V. Smith DATE Aug. 19, 1968
DATE ____ INDEXED ____ DATE ____

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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
T.P.	1451.658					
+	6.510		6.541			
⊼	1458.168	+2.083	+2.083		+2.08~~30~~ 26	
−	4.427		4.458			
T.P.	1453.741					
+	6.155		6.209			
⊼	1459.896	+1.432	+1.432		+1.4~~32~~ 16	
−	4.723		4.777			
T.P.	1455.173					
	6.090		6.100			
	1461.263	+1.240	+1.240		+1.~~24~~ 396	
	4.850		4.860			
T.P.	1456.413					
+	6.067		6.080			
⊼	1462.480	+1.231	+1.230		+1.~~23~~ 0	
−	4.836		4.850			
T.P.	1457.644					
+	6.039		6.088	6.091		
⊼	1463.683	+1.063	+1.054	+1.061	+1.06~~20~~ 16	
−	4.976		5.034	5.030		
T.P.	1458.707					
+	5.614		5.671			
⊼	1464.321	+0.542	+0.541		+0.54~~15~~ 0	
−	5.072		5.130			
T.P.	1459.249					
+	5.732		5.758			
⊼	1464.981	+0.630	+0.630		+0.6~~30~~ 296	
−	5.102		5.128			
T.P.	1459.879					

JOB NO. 0300.16 SURVEY OF PRINCESS PARK ESTATES NOTES RED
SURVEY BY L.V. SMITH DATE
NOTES BY L.V.S. DATE AUG. 19, 1968 NOTES CHKD
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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
T.P.	1459.879					
+	6.693		6.720			
⅄	1466.572	+1.710	+1.709		+1.709	
−	4.983		5.011			
T.P.	1461.589					
+	5.909		5.942			
⅄	1467.498	−0.229	−0.229		−0.229	
−	6.138		6.171			
T.P.	1461.360					
+	5.235		5.275			
⅄	1466.595	−0.865	−0.868		−0.868	
−	6.100		6.143			
T.P.	1460.495					
+	5.069		5.103			
⅄	1465.564	−1.270	−1.271		−1.271	
	6.339		6.374			
T.P.	1459.225					
+	4.508		4.541			
⅄	1463.733	−3.149	−3.151		−3.151	
−	7.657		7.692			
T.P.	1456.076					
+	1.670		1.700			
⅄	1457.746	−7.864	−7.868		−7.868	
−	9.534		9.568			
T.P.	1448.212					
+	2.980		3.002			
⅄	1451.192	−4.930	−4.929		−4.929	
−	7.910		7.931			
T.P.	1443.282					

NOTES RED _____ JOB NO. 300.16 SURVEY OF Princess Park Estates
DATE _____ SURVEY BY L. V. [illegible] DATE Aug. 19, 1968
NOTES CHKD _____ NOTES BY [illegible]
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B.M.	1ST RUN	DIFF.	2ND RUN	3RD RUN	ADJ. ELEV.	DESCRIPTION
T.P.	1443.282					
+	2.848		2.932			
⊼	1446.130	-4.429	-4.432		-4.4~~305~~ 9	
−	7.277		7.364			
T.P.	1438.853					
+	3.456		3.511			
⊼	1442.309	-4.195	-4.196		-4.19~~55~~ 9	
−	7.651		7.707			
T.P.	1434.658					
+	3.587		3.651			
⊼	1438.245	-6.331	-6.331		-6.~~331~~ 4	
	9.918		9.982			
B.M. 202-1	1428.327				1428.2910	B.M. 202-1 ELEV. = 1428.291 1966 ADJ. F.B. 2878-9 SIERRA HWY., 0.3 MILES SLY. OF SOLEDAD CANYON ROAD, IN THE S.E. CORNER OF SANTA CLARA RIVER BRIDGE No. 53-423 WESTERLY BARREL. L.A. Co. FLOOD CONTROL DIST. BRASS CAP SET FLUSH IN CONC.

JOB NO. 2300.16 SURVEY OF PRINCESS PARK ESTATES NOTES RED.
SURVEY BY L.Y. SMITH DATE
NOTES BY L.Y. SMITH DATE AUG 19, 1968 NOTES CHKD.
INDEXED R.J. GALLI DATE DATE

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Map No.
Office Work
Checked
Date

Survey of Princess Park Est.
JN 0300.16 Tape 0205 Std 68 °F
Surveyed by W J Voge
Notes Vage Date 5-66
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PRINCESS PARK ESTATES ℄

JN 0300.16

References Used:

TR 30201	FB 3080
TR 30394	FB 3083
TR 30395	FB 3086

Party: Voge
Strader
Manley
Swann

76F3098 CE#310 9-67

PWFB 2514 87

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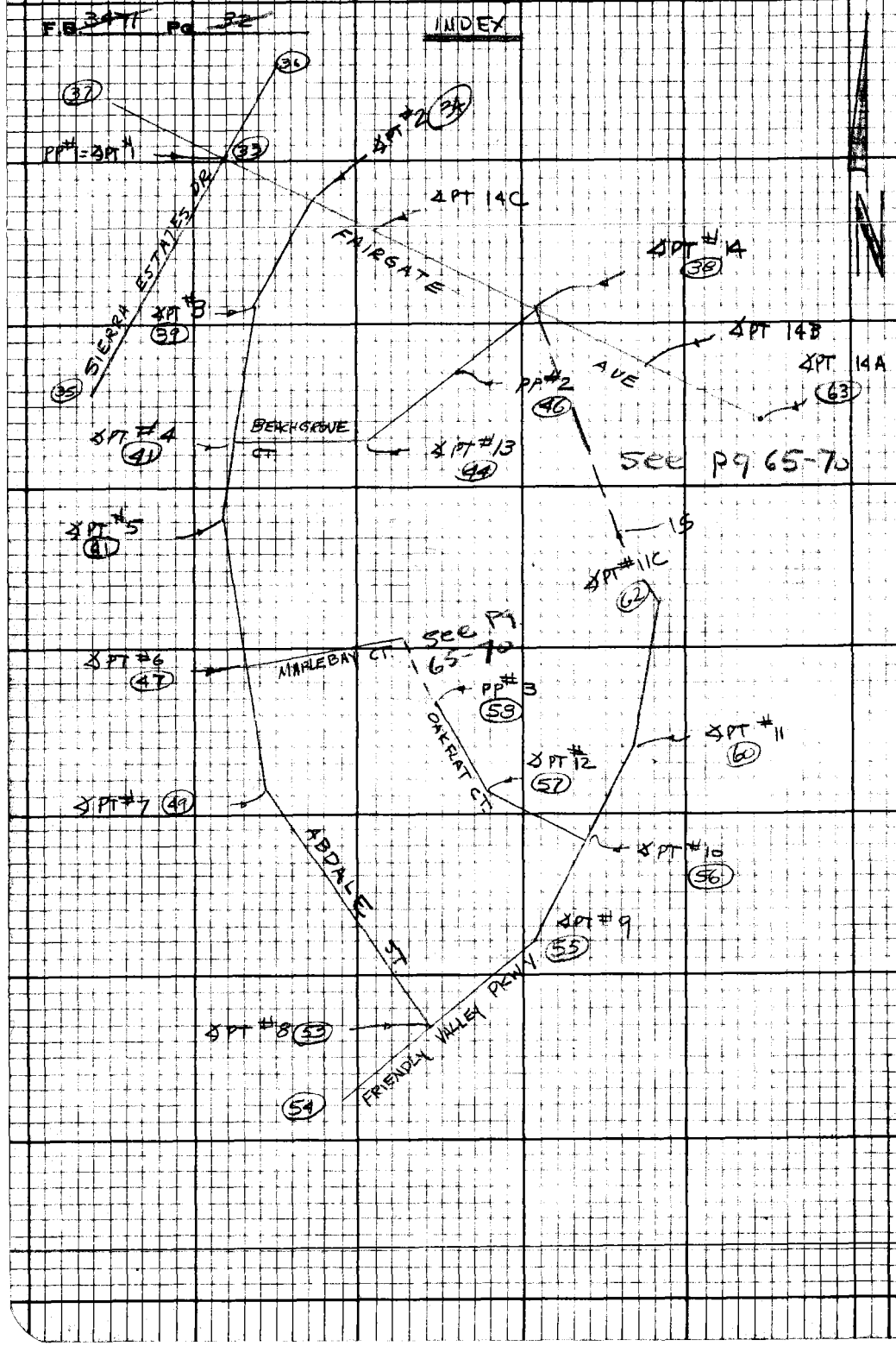

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PWFB 2514 88, 89

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Date

Survey of
Surveyed by
Notes
Date
Indexed

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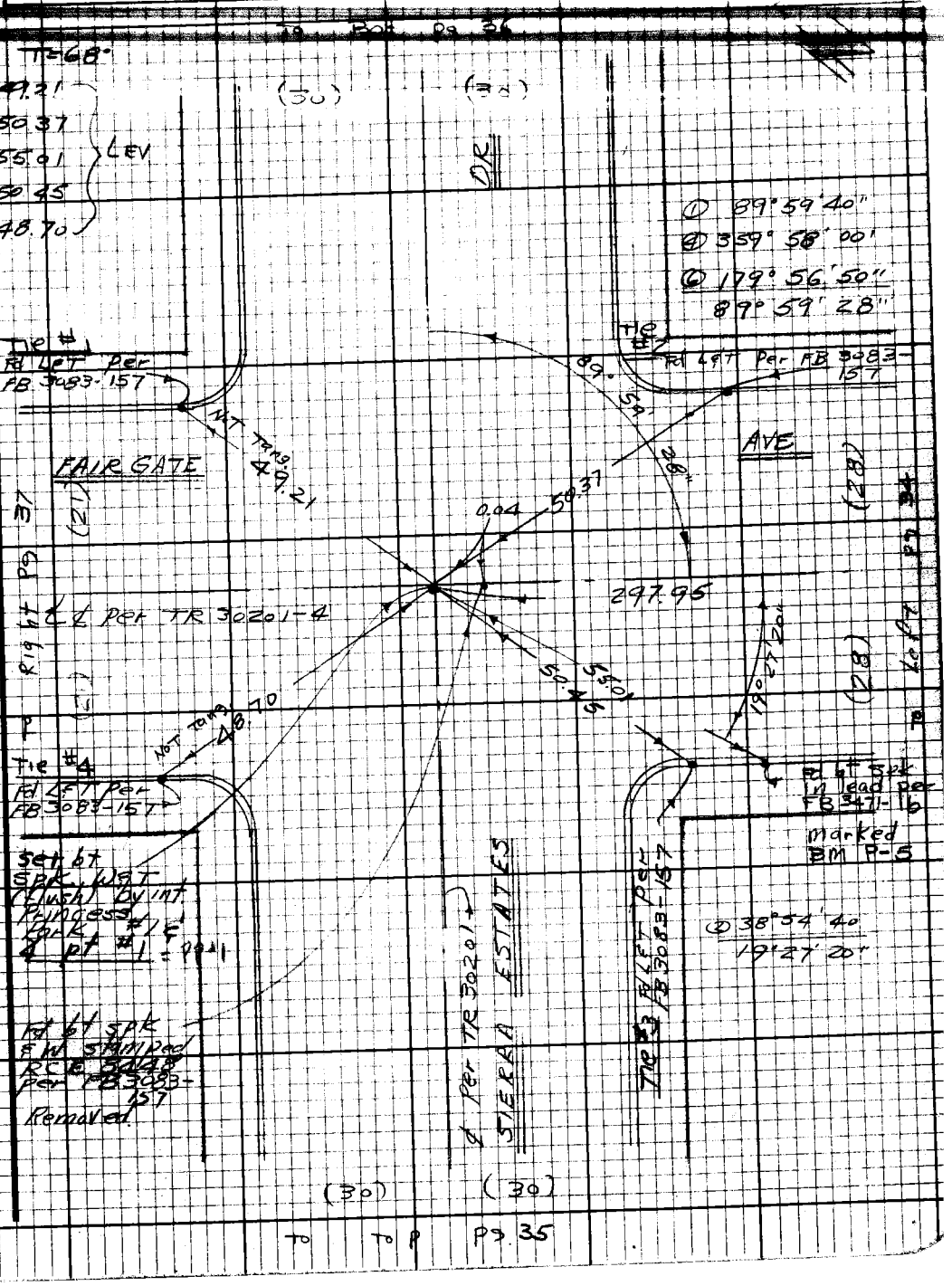
TR 30201



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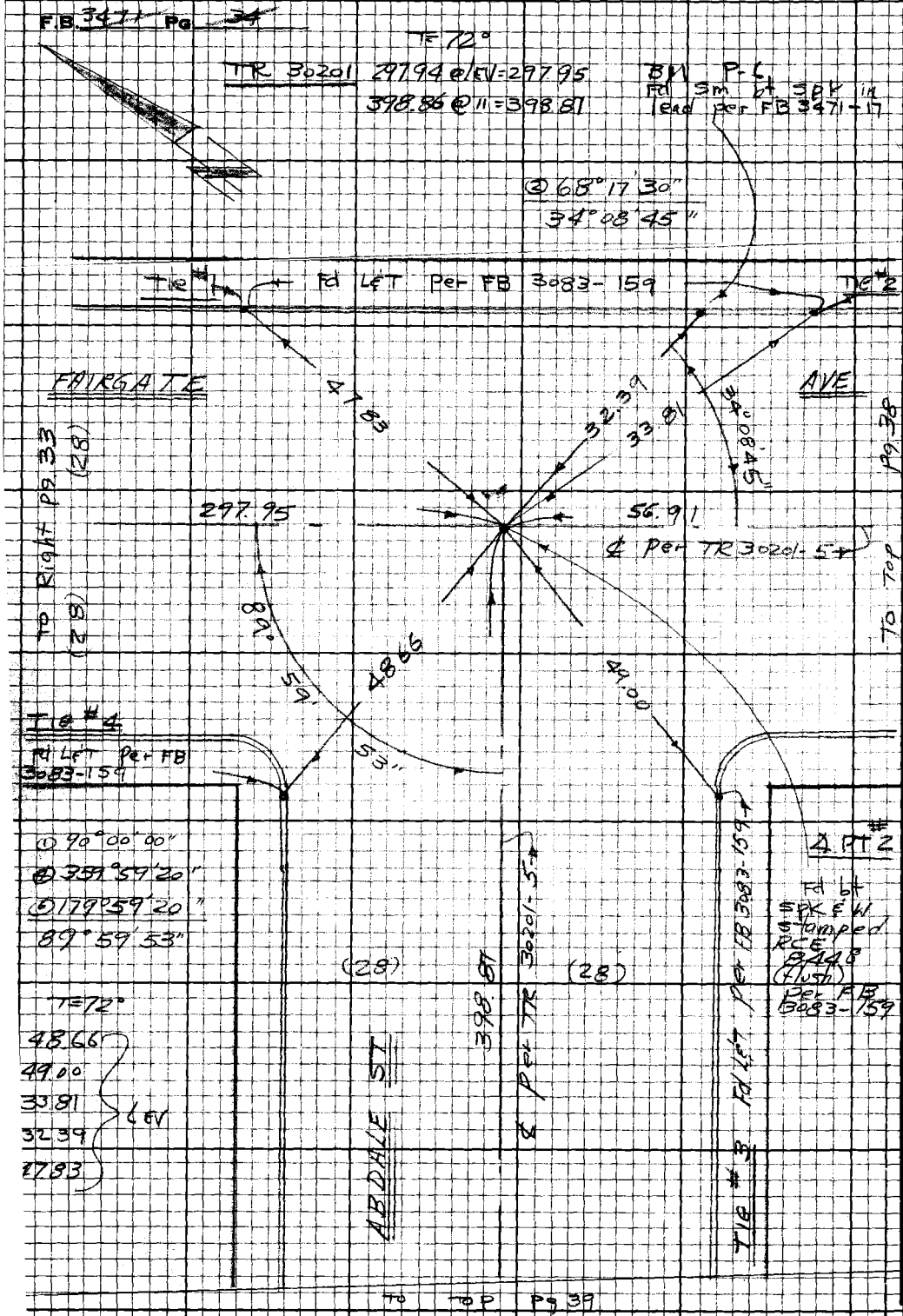

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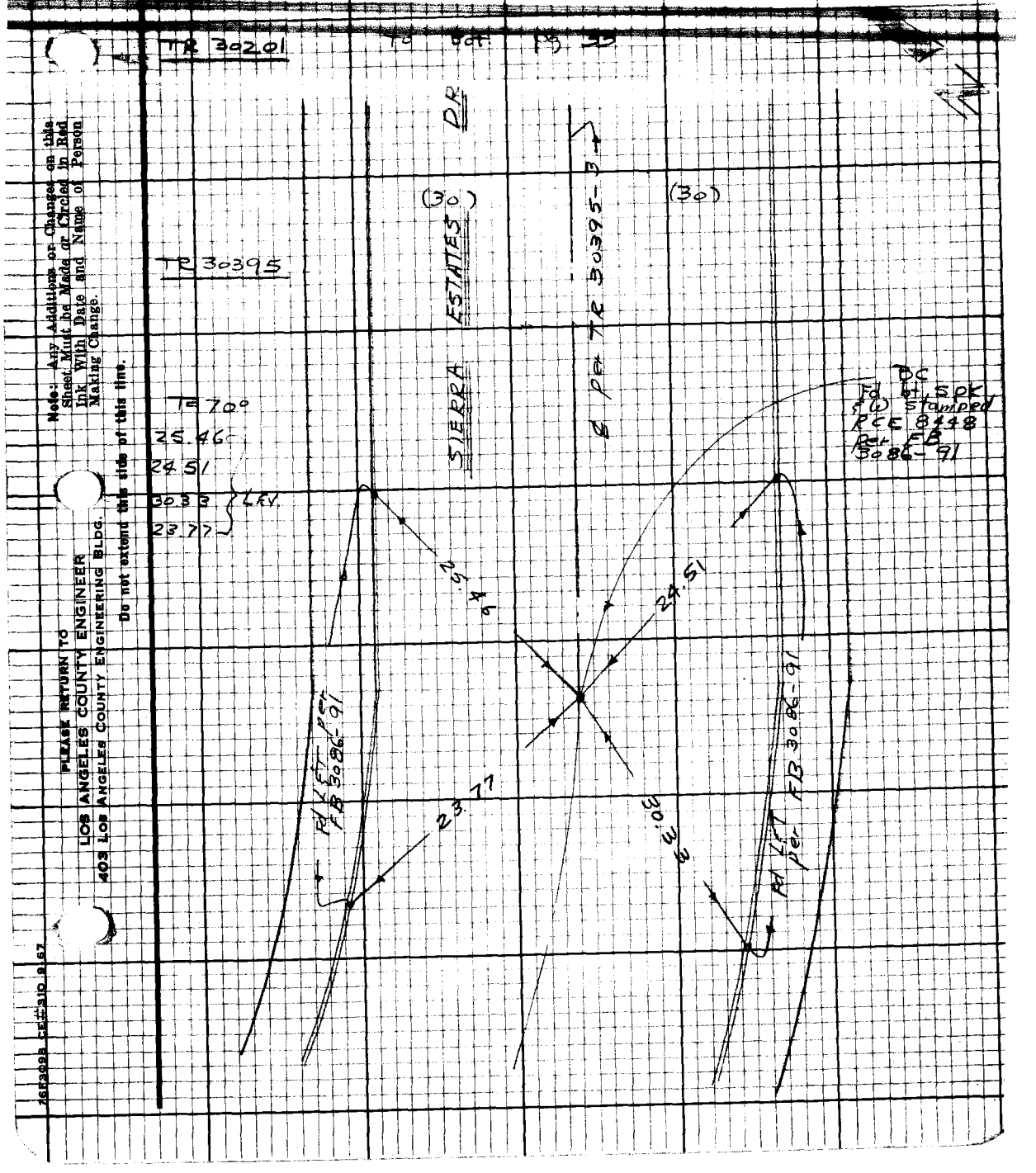
PWFB 2514

91

F.B. 3474 Pg. 35

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of
Tape 0285 Std 68°F
Surveyed by
Notes 4092 Date
Indexed



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

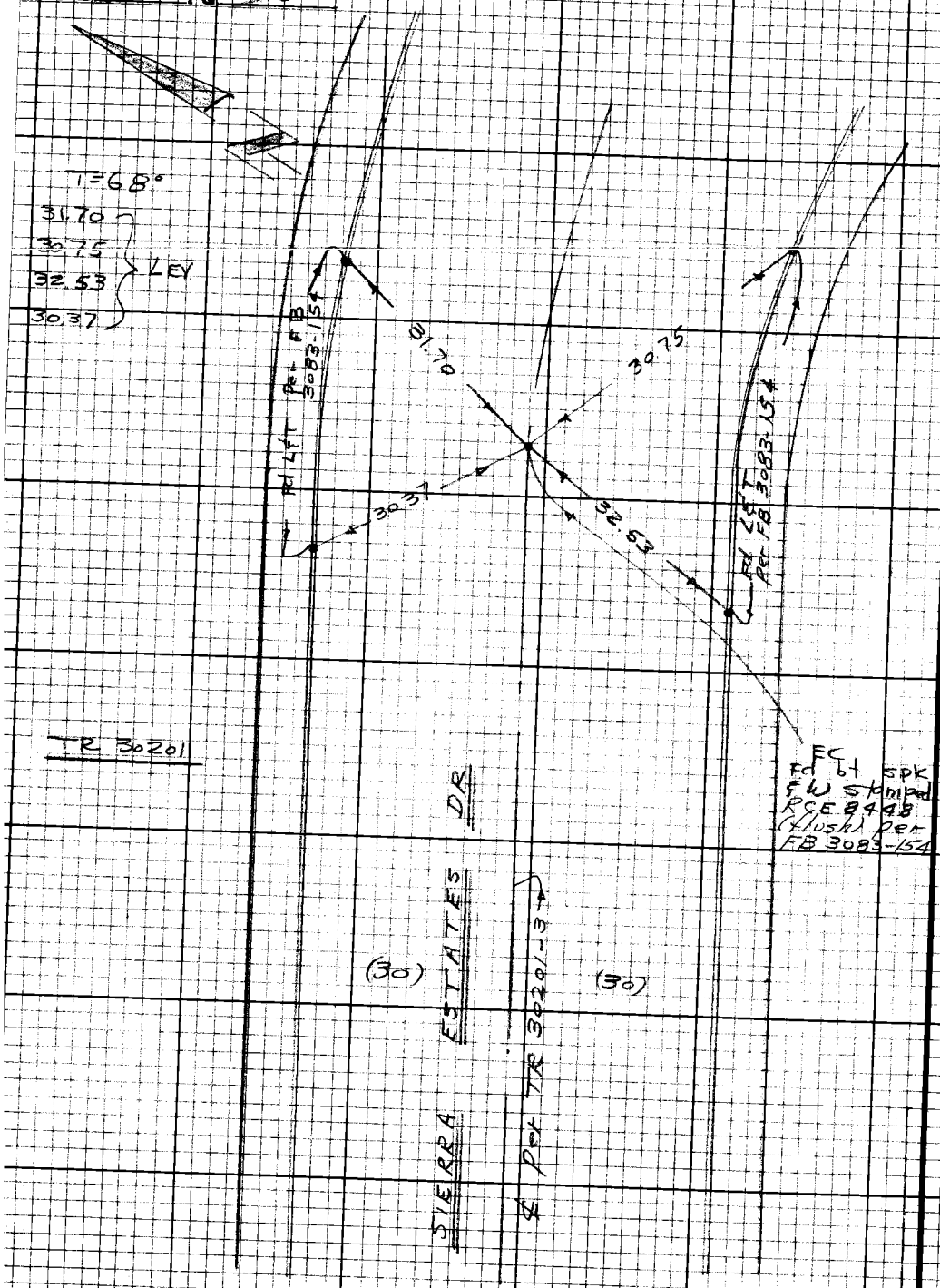
PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67

PWFB 2514

92

F.B. 3471 Pg 36



To Top Pg 33

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 Los Angeles County Engineering Bldg.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

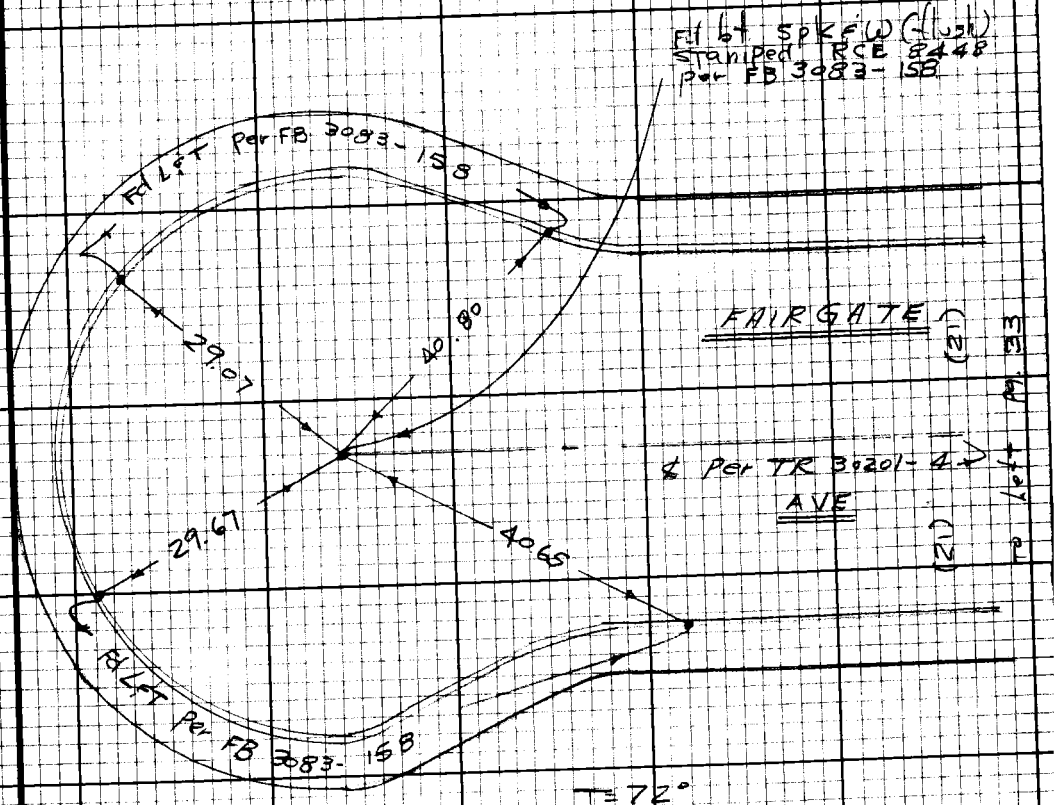
93

F.B. 3471 Pg. 37

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Pomona Park Rd
JN 0300.16 Tape 0205 Std 68 °F
Surveyed by
Notes Vogel Date 8-4-68
Indexed

TR 30201



To Left Pg. 33

T=72°

29.07
29.67
40.65
40.80
LEV

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

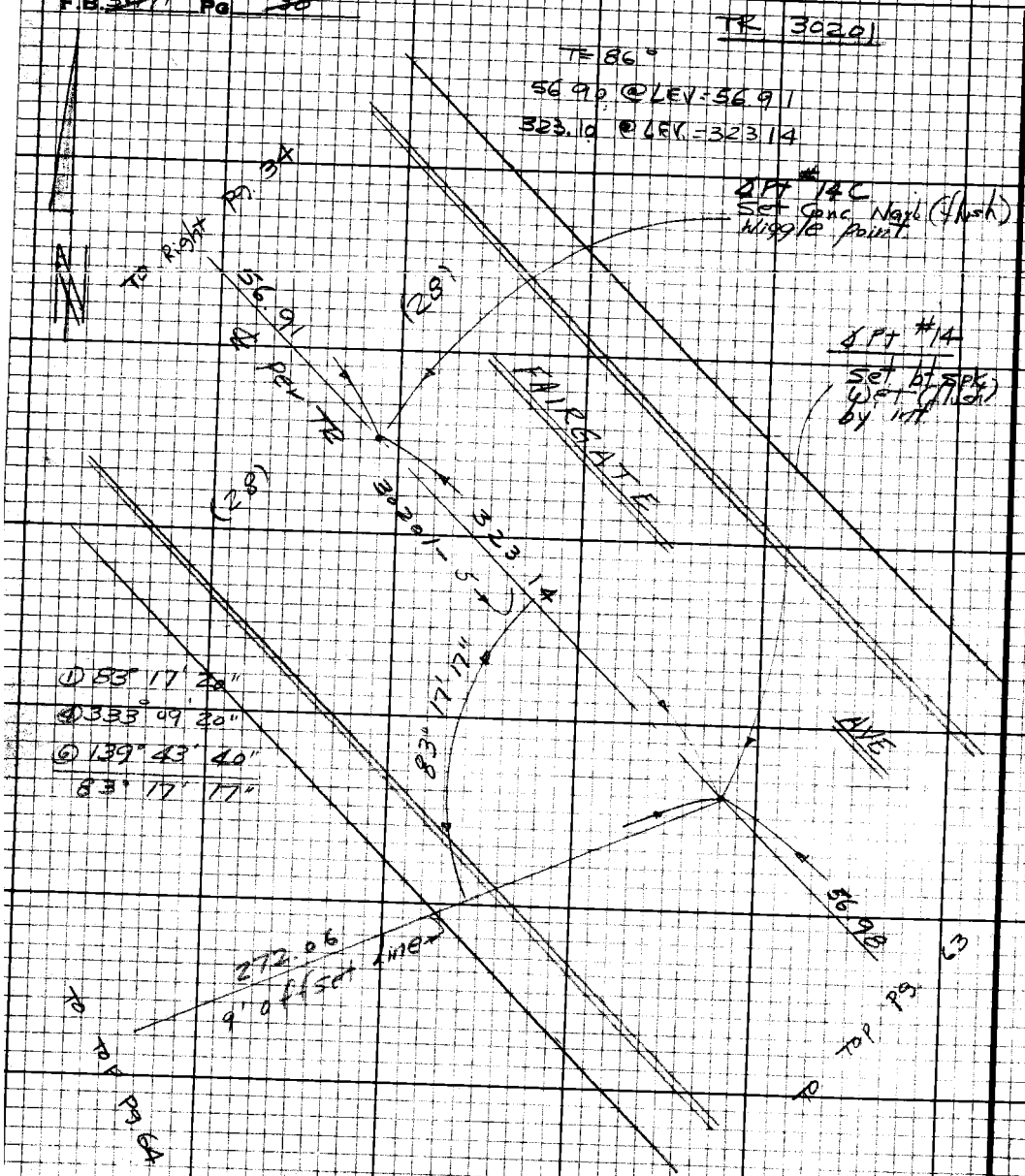
PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67

PWFB 2514

94

F.B. 3471 Pg 38



PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

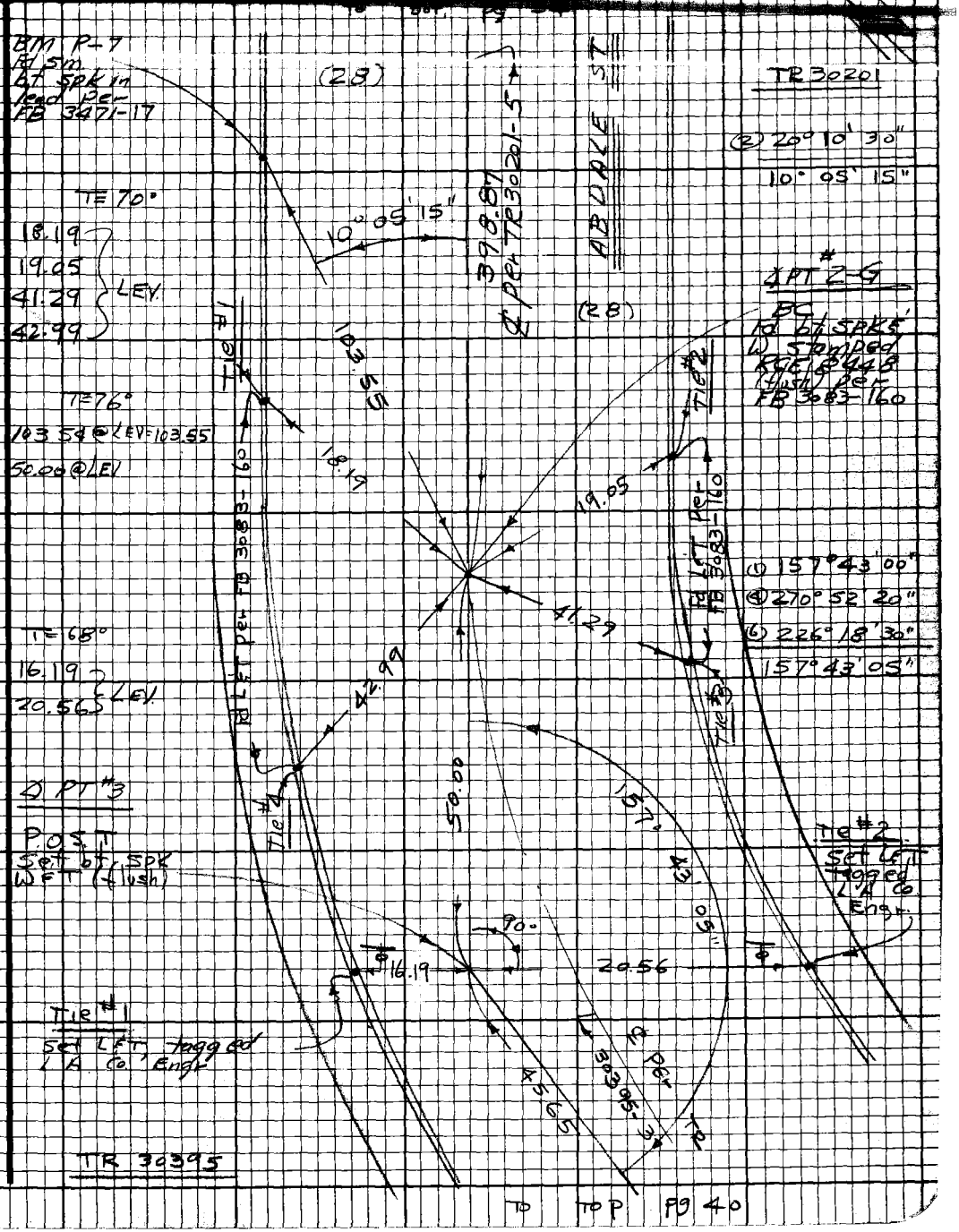
Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

95

Notes Ck'd by	Survey of Princess Park Est
Map No.	JN 030-16 Tape 0205 Std 68 °F
Office Work	Surveyed by
Checked	Notes Vogo Date 8-20-68
Date	Indexed

F.B. 3471 PG. 39



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

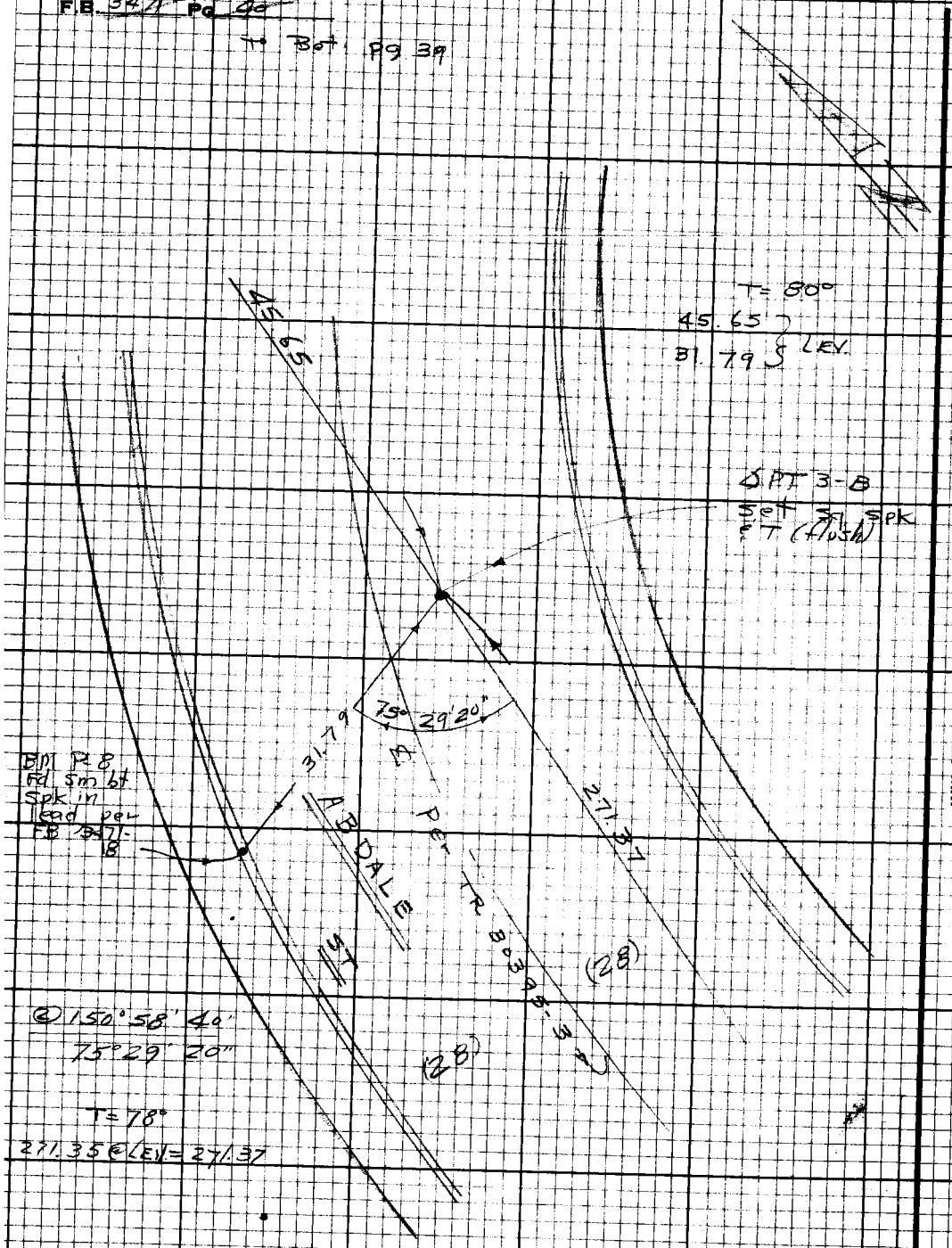
76F3098 CE#310 9-67

TO TOP PG 40

PWFB 2514 96

F.B. 3471 Pg 40

To Bot. Pg 39



To To P Pg 41

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514 97

F.B. 3471 Pg. 41

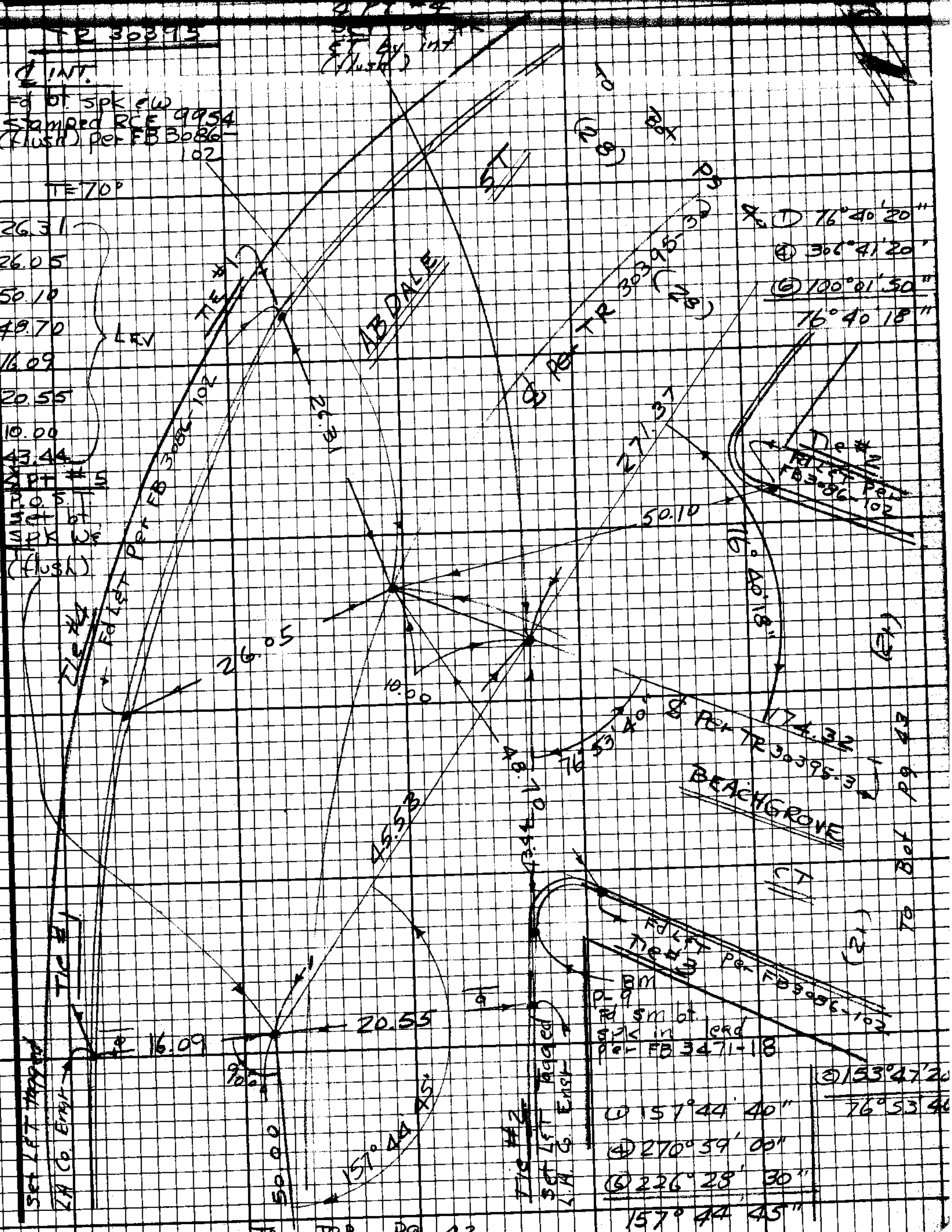
Notes Grid by	Survey of Princess Park Est.
Map No.	JN 0500 Tape 0205 Std 68°F
Office Work	Surveyed by Voge
Checked	Notes Voge Date 8-26-68
Date	Indexed

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67



PWFB 2514

98 , 99

F.B. ~~3471~~ Pg ~~42~~

TR 30395

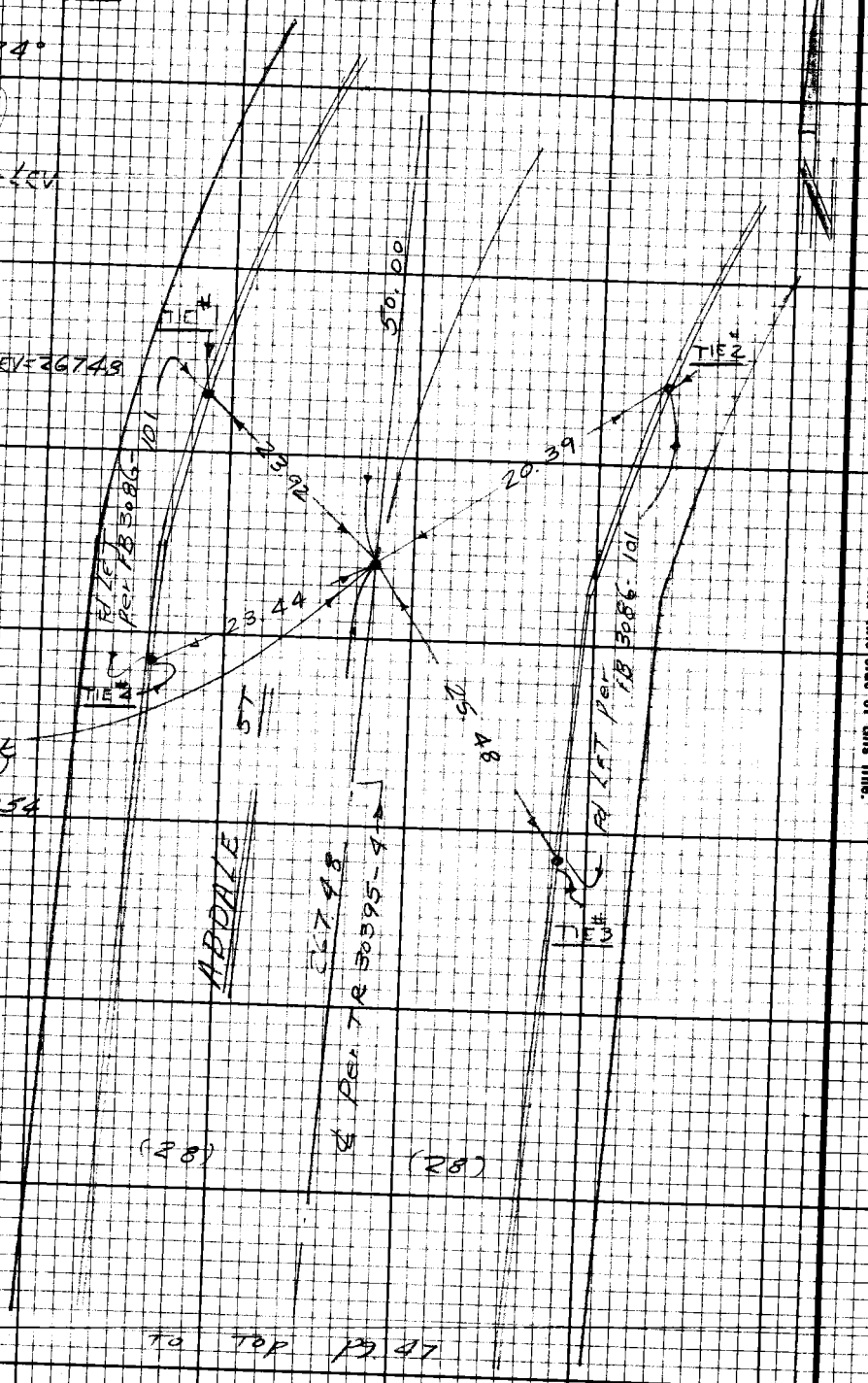
To Bot. Pg 41

T=74°

23.92
23.44
25.48
20.39
50.00
LEV

T=78°

267.46 @ LEV=267.48



To Top Pg 47

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

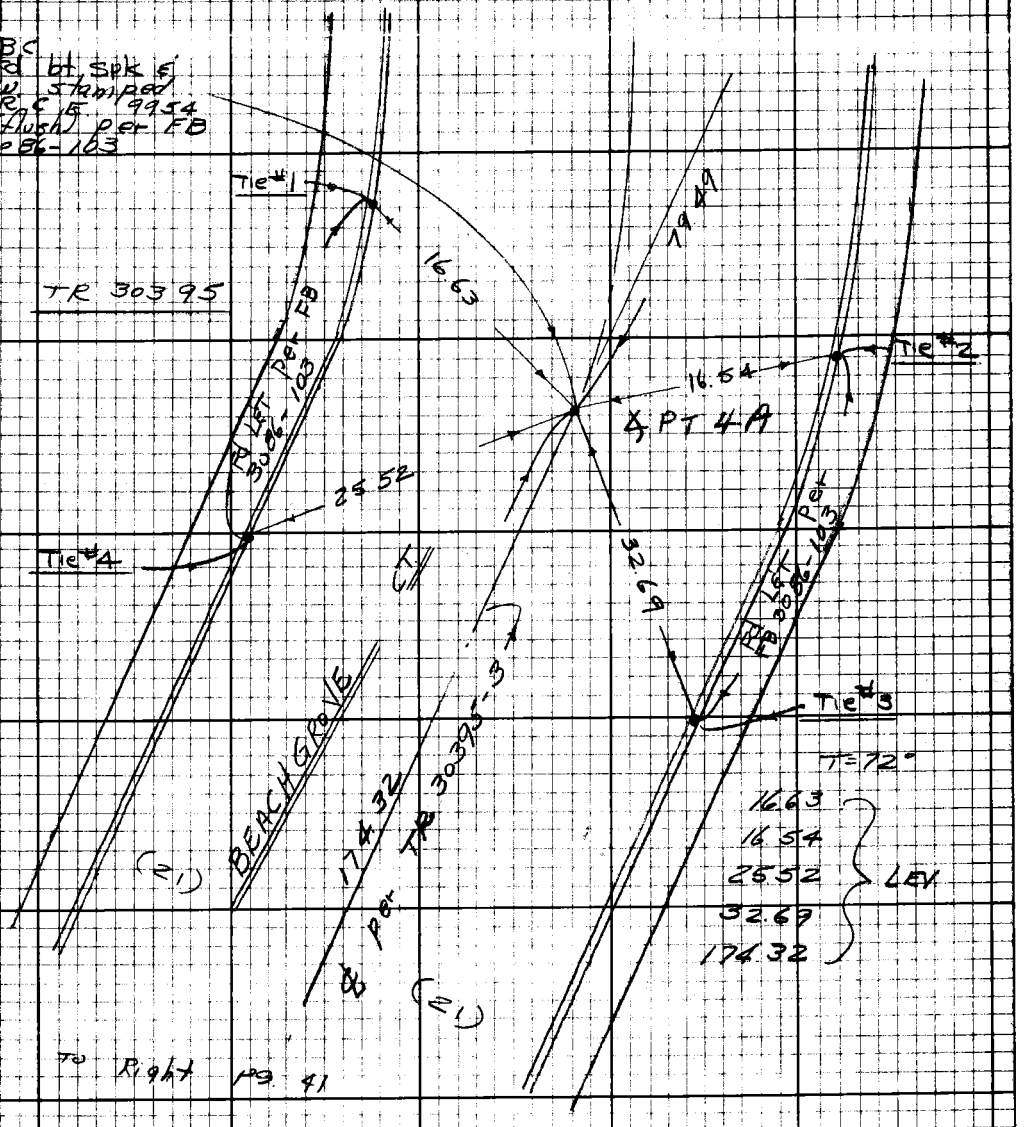
Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

100

Notes Ck'd by	Survey of [illegible]
Map No.	JN [illegible] Tape [illegible] Std [illegible]
Office Work	Surveyed by W. Voge
Checked	Notes Voge Date 8-19-68
Date	Indexed

F.B. 3477 PG. 43



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

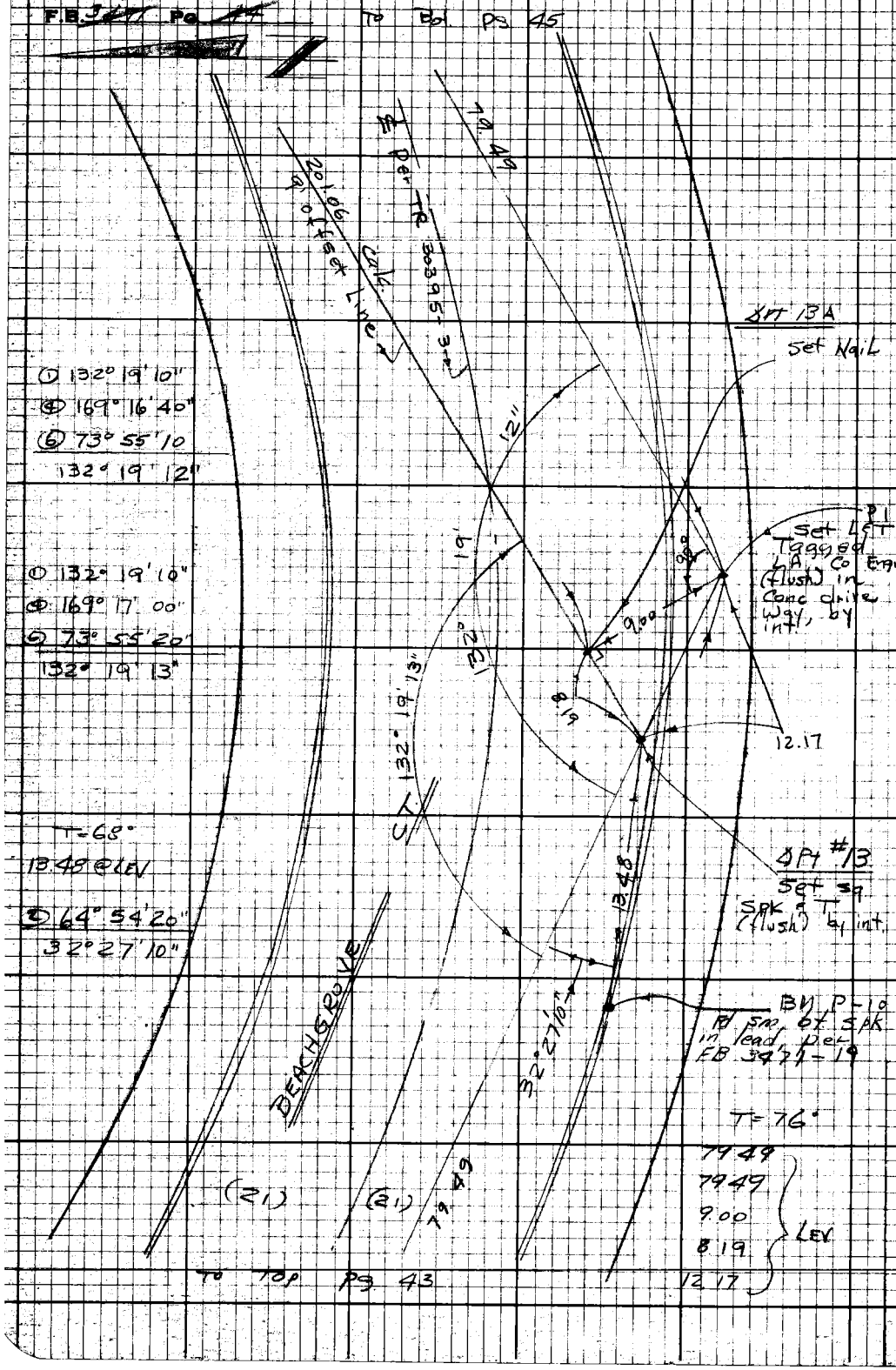
26F3098 CE#310 9-67

PWFB 2514

101

F.B. 3471 Pg 44

To Bot Pg 45



To Top Pg 43

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

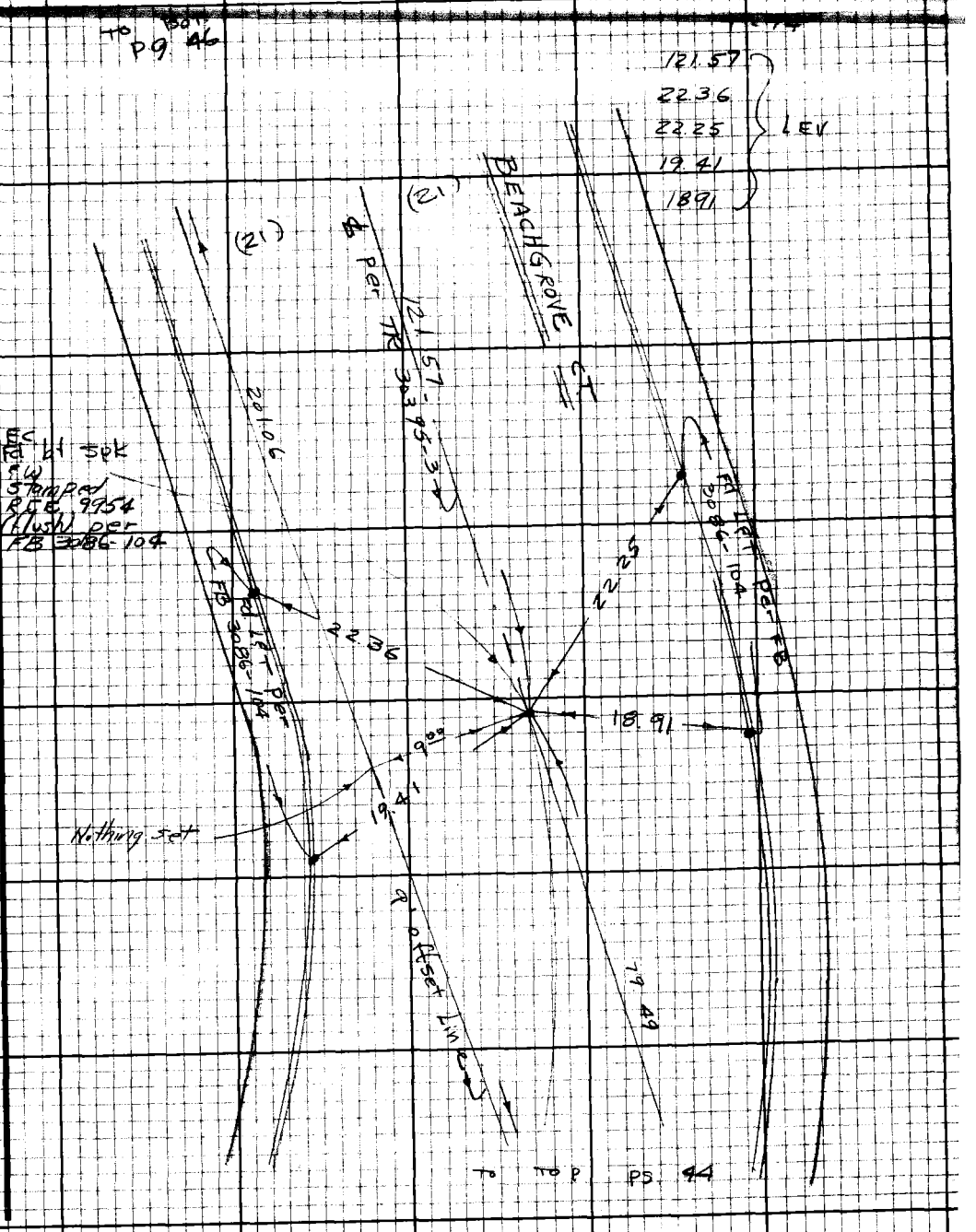
PWFB 2514

102

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Pr... Pack Est
JN 0000 16 Tape 4305 Std 6.8 FT
Surveyed by W. Voge
Notes Voge Date 9-19-68
Indexed

F.B. 3474 PG. 45



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

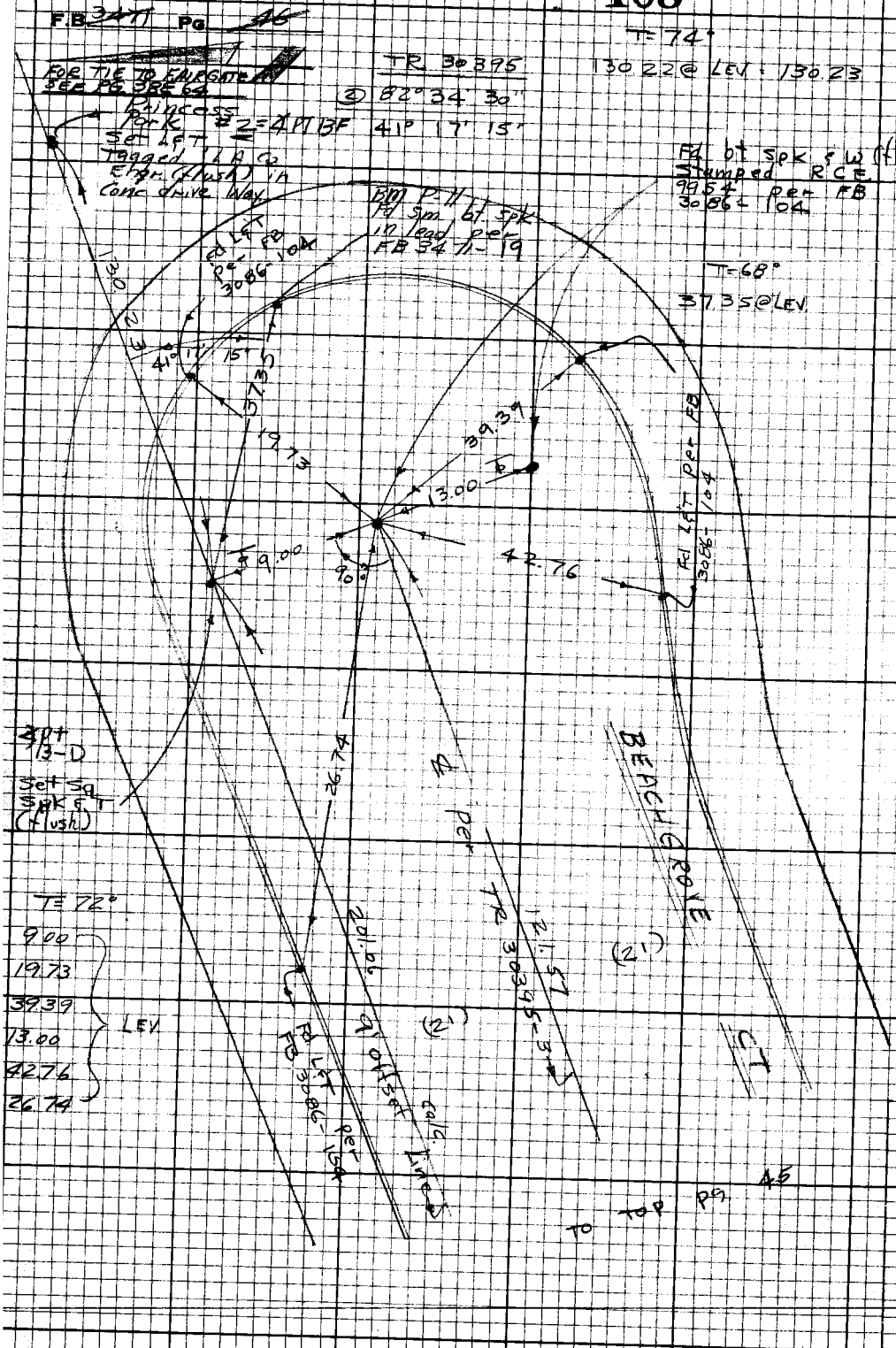
Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

16F3098 CE#310 9-67

PWFB 2514

103



PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

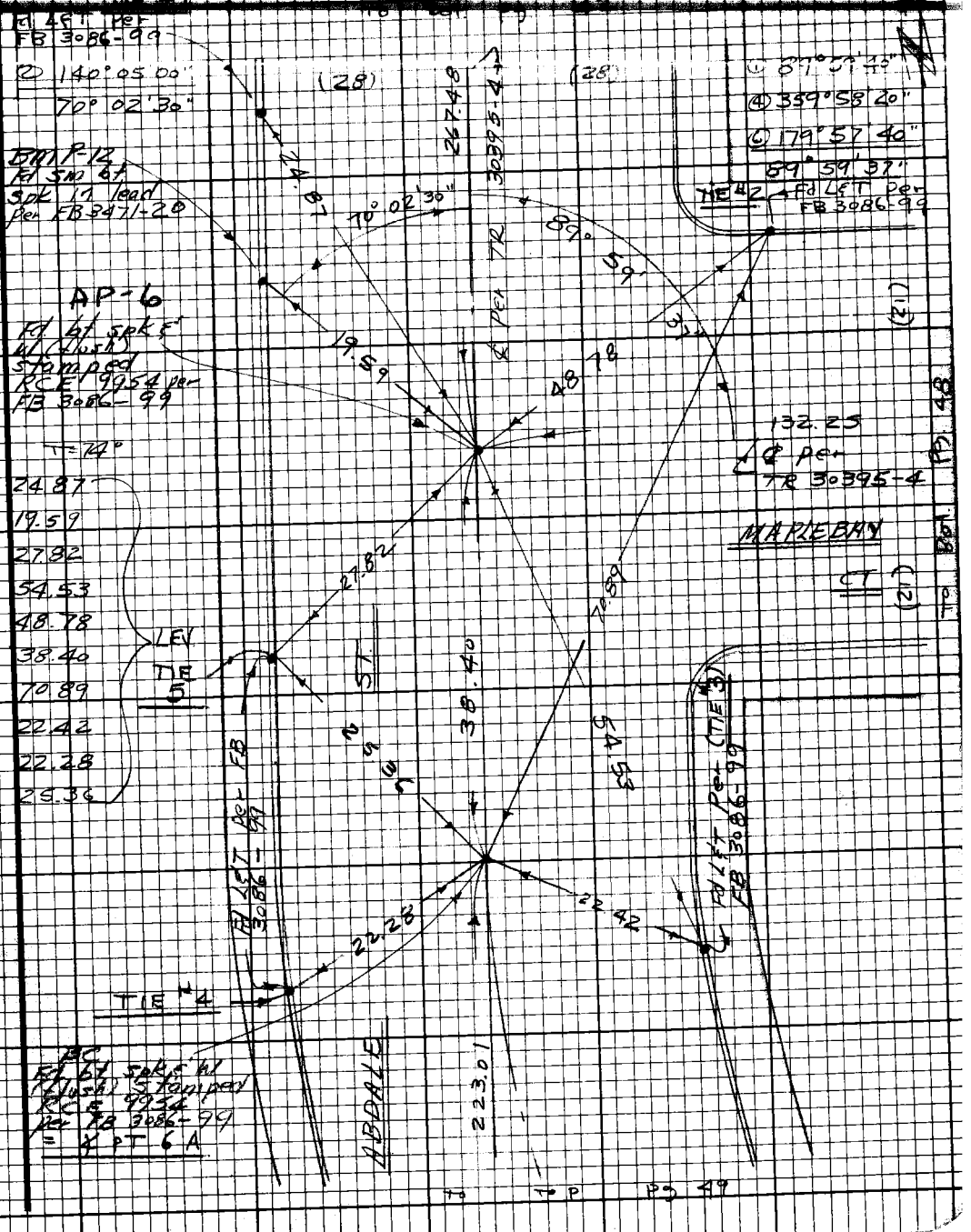
104

F.B. 3471 PG. 47

TR 30395

Notes Chkd by
Map No.
Office Work
Checked
Date

Survey of Princess Park Ave
JN 03016 Tape 0205 Std 68 °F
Surveyed by W. S. Voge
Notes Voge Date 8-21-68
Indexed



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

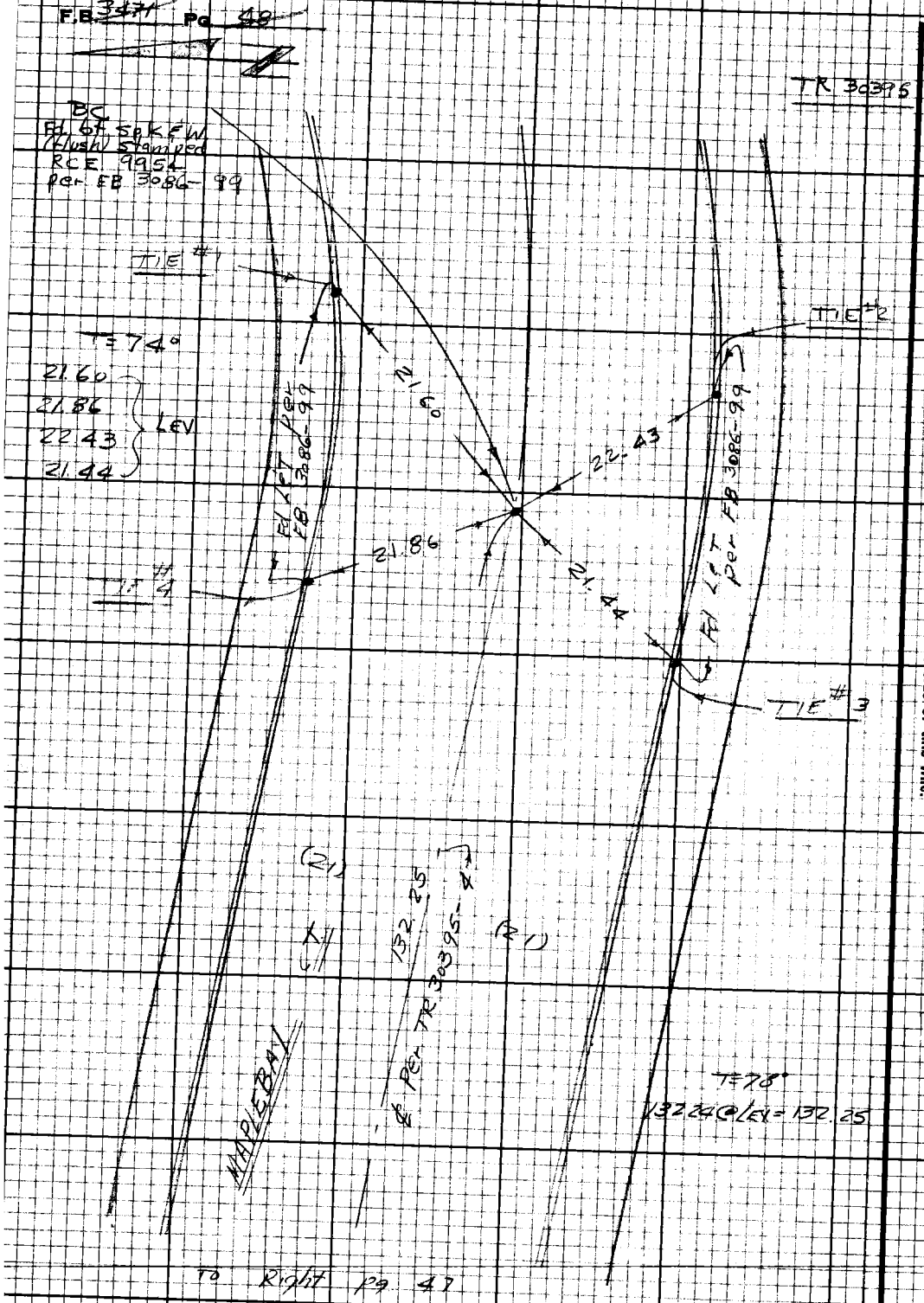
PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67

PWFB 2514

105

F.B. 3471 Pg. 48



To Right pg 47

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

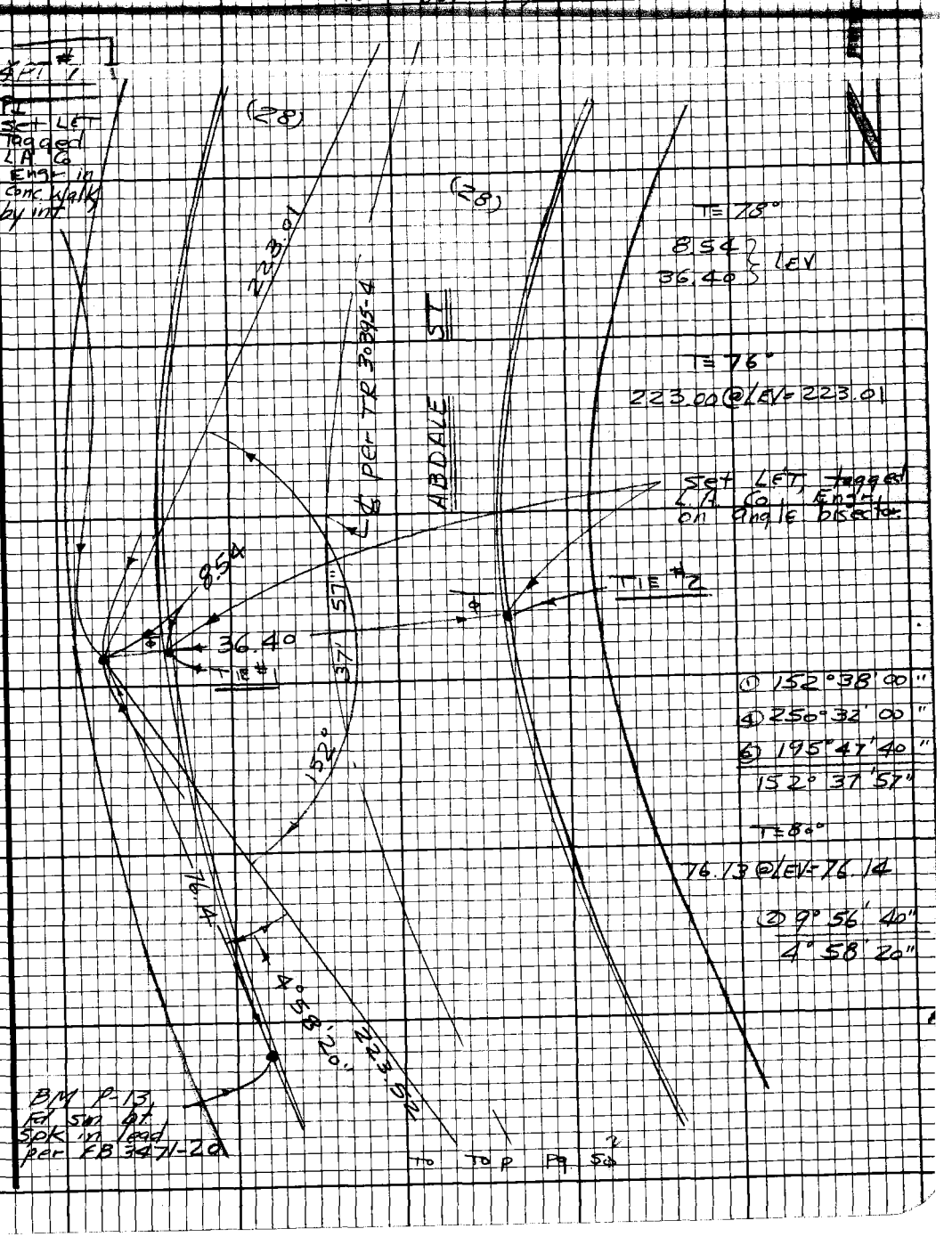
PWFB 2514

106

F.B. 3471 Pg. 49

Notes Chk'd by
Map No.
Office Work
Checked
Date

Survey of Princess Park Est.
JN 030016 Tape 0205 Std 68
Surveyed by W. Vogel
Notes Vogel Date 8-21-68
Indexed



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67

PWFB 2514

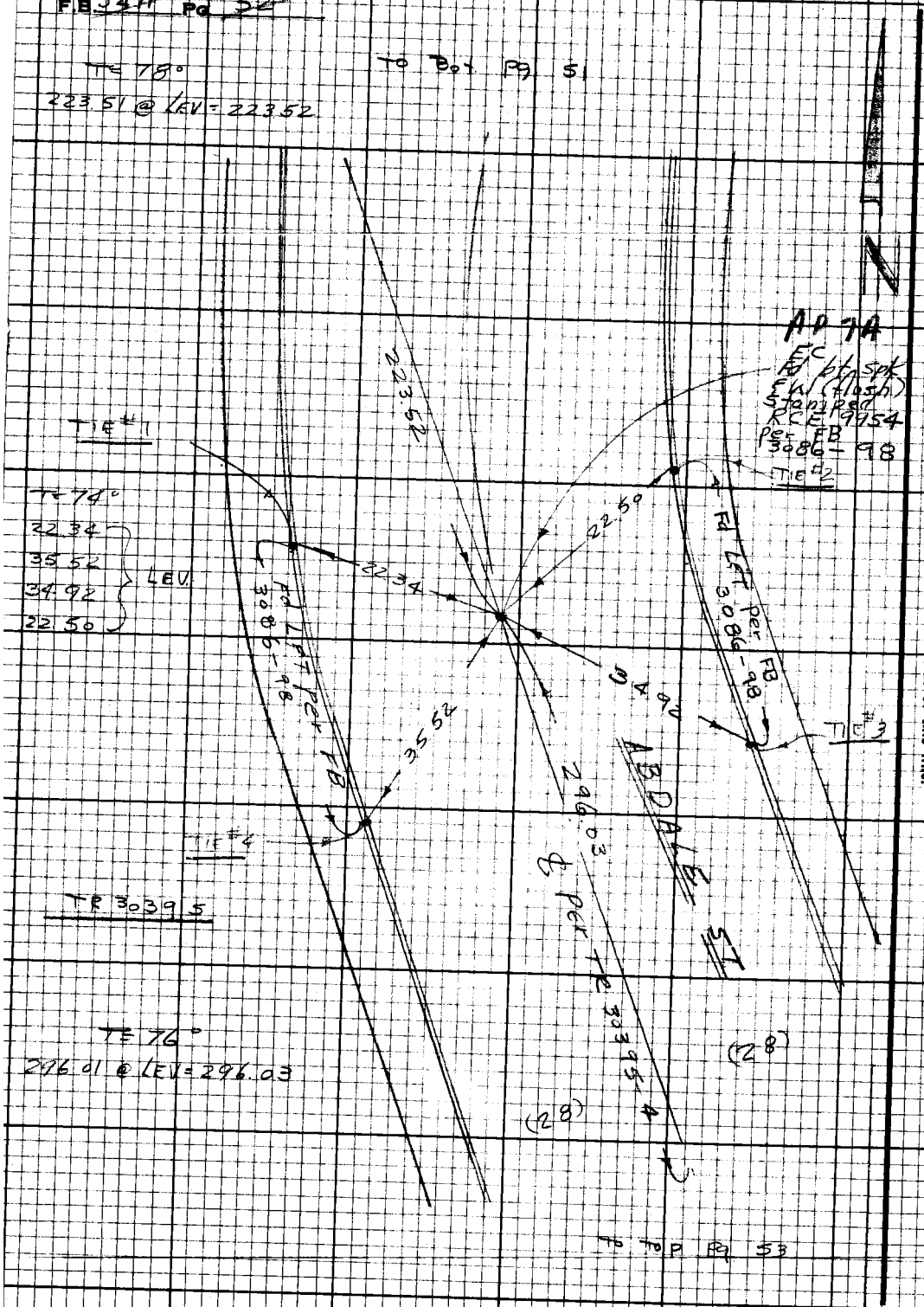
107

F.B. 3471 Pg 52

TO BOT Pg 51

T = 78°

223.51 @ LEV = 223.52



T = 74°

22.34
35.52
34.92
22.50
LEV.

TR 30395

T = 76°

296.01 @ LEV = 296.03

TO TOP Pg 53

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Notes Field by
Map No.
Office Work
Checked
Date

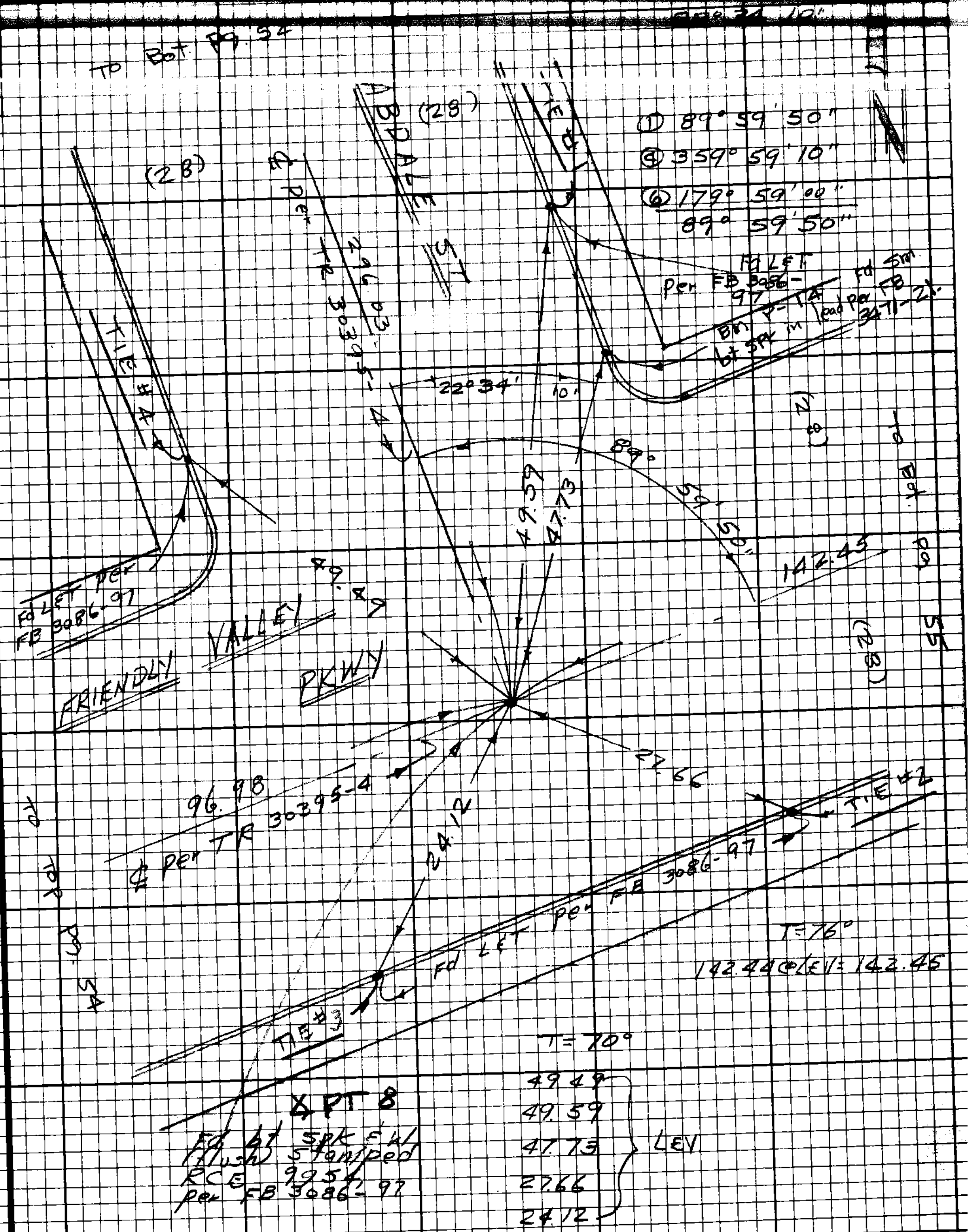
Survey of Princess Park Est
JN 6300.14 Tape 6245 Std 68
Surveyed by W. J. Voge
Notes Voge Date 8-21-68
Indexed

F.B. 3471 Pg. 53
TR 30395

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

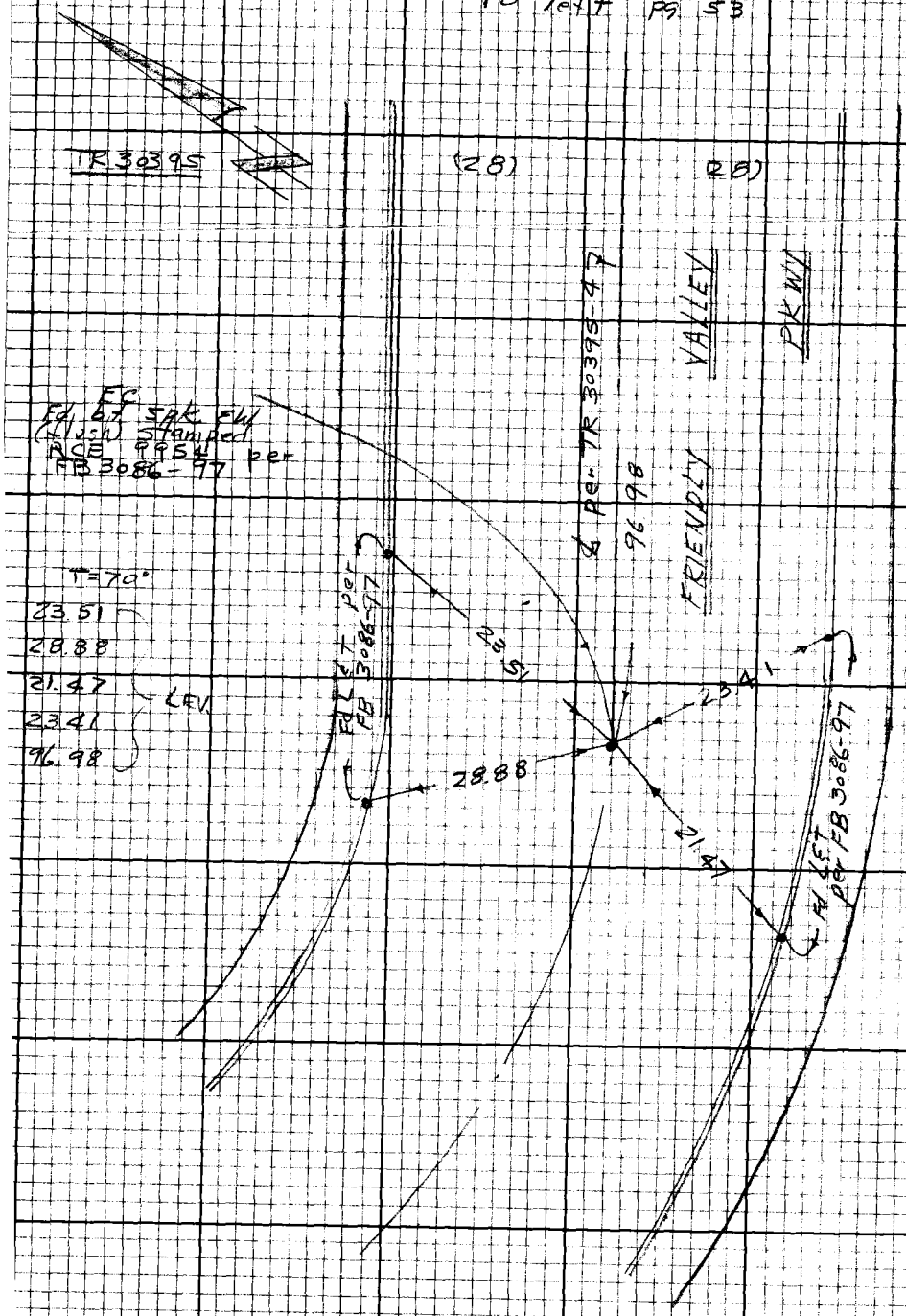


PWFB 2514

109

F.B. ~~3471~~ Pg. ~~54~~

To left pg. 53



PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

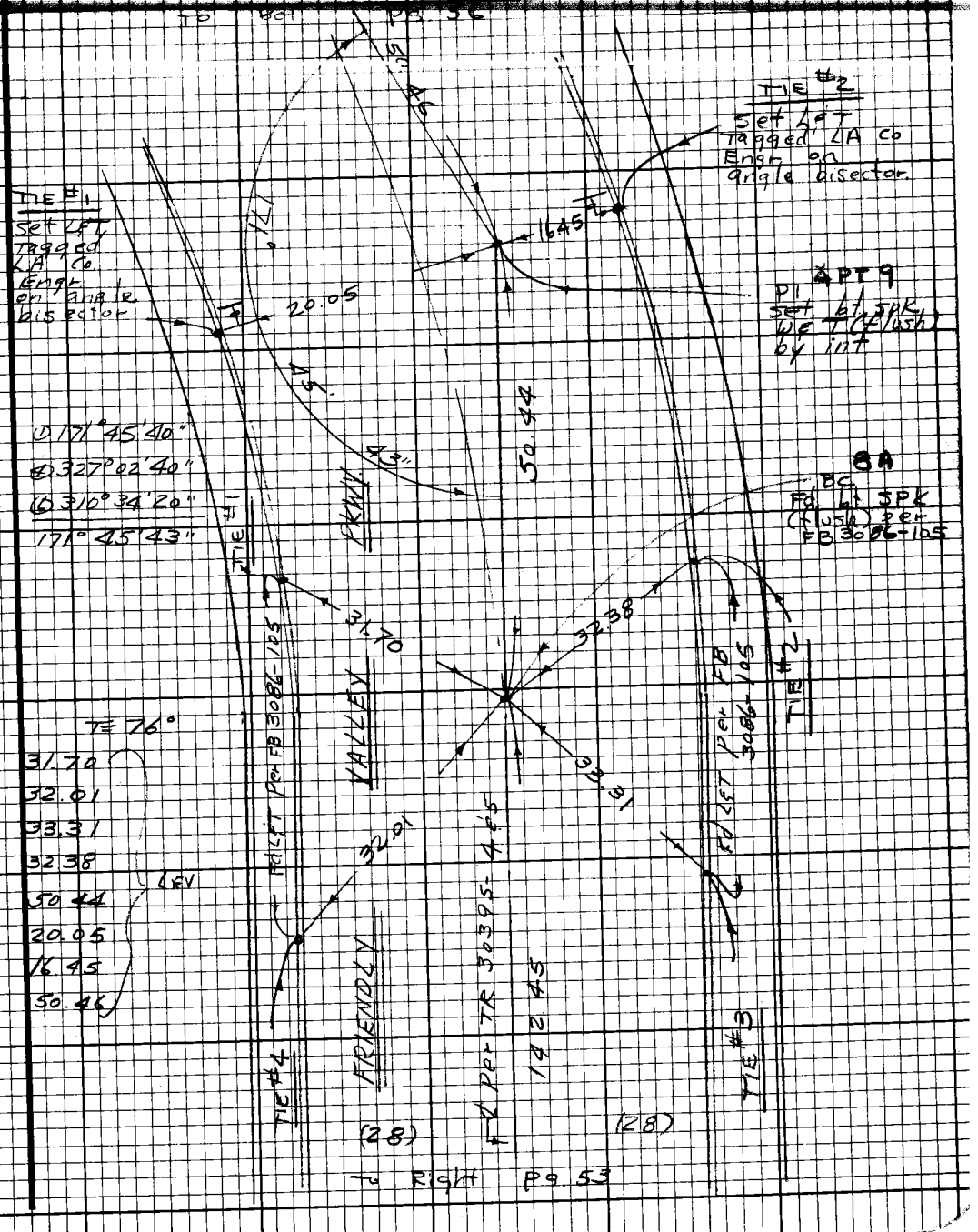
110

F.B. PG.

Notes Ch'd by
Map No.
Office Work
Checked
Date

Survey of Princess Ann Est.
JN Tape 0205 Std 68°F
Surveyed by
Notes Yoes Date 8-22-68
Indexed

TR 30395



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3093 CE#310 9-67

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 Los Angeles County Engineering Bldg.
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Note: Any Additions or Changes on this Sheet Must be Made on Circled in Red Ink With Date and Name of Person Making Change.

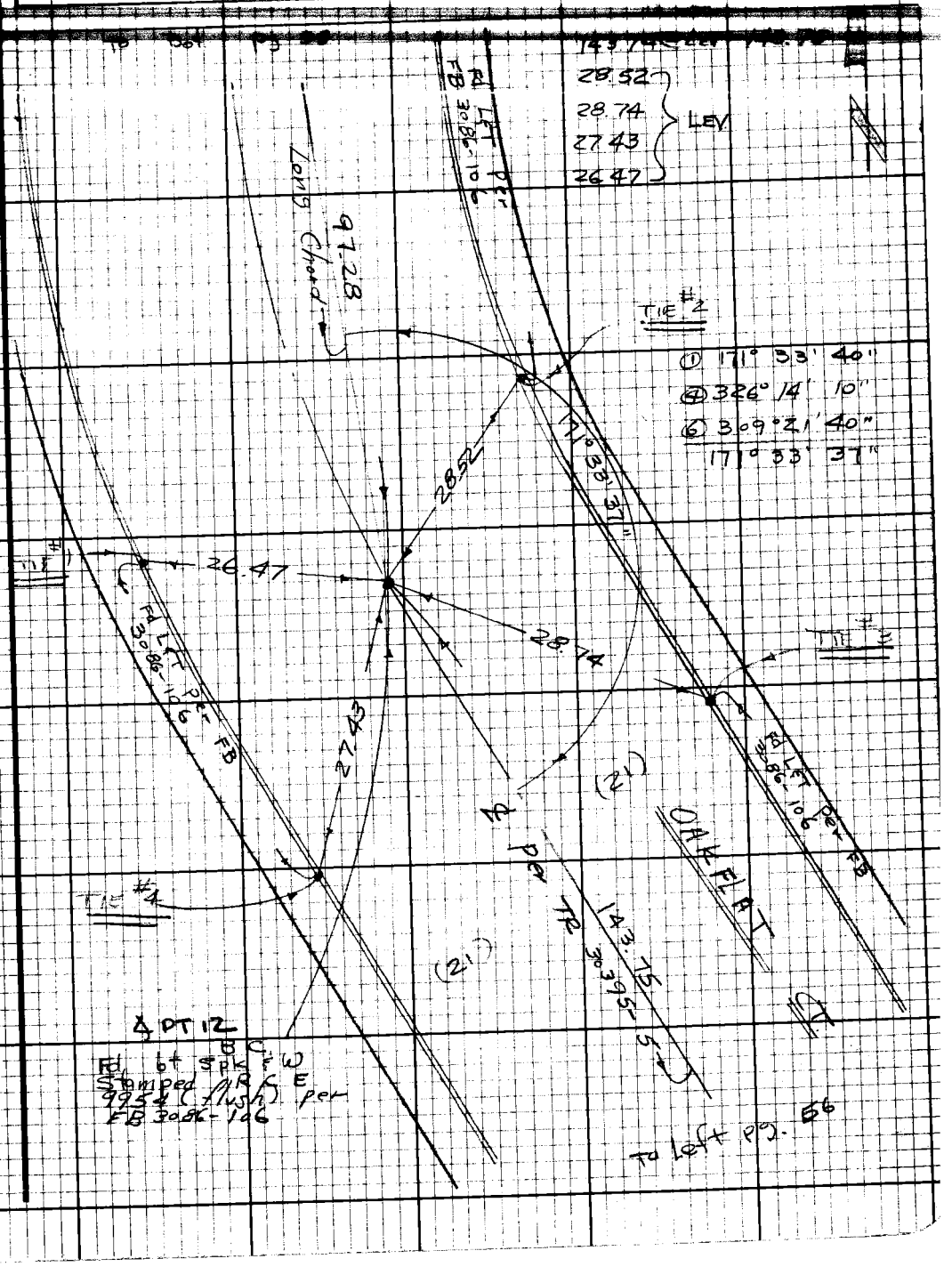
PWFB 2514

112

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of [illegible]
Tape [illegible] Std 68 FT
Surveyed by [illegible]
Notes Voge Date 8-19-68
Indexed

F.B. 3471 Pg. 37
TR 30395



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

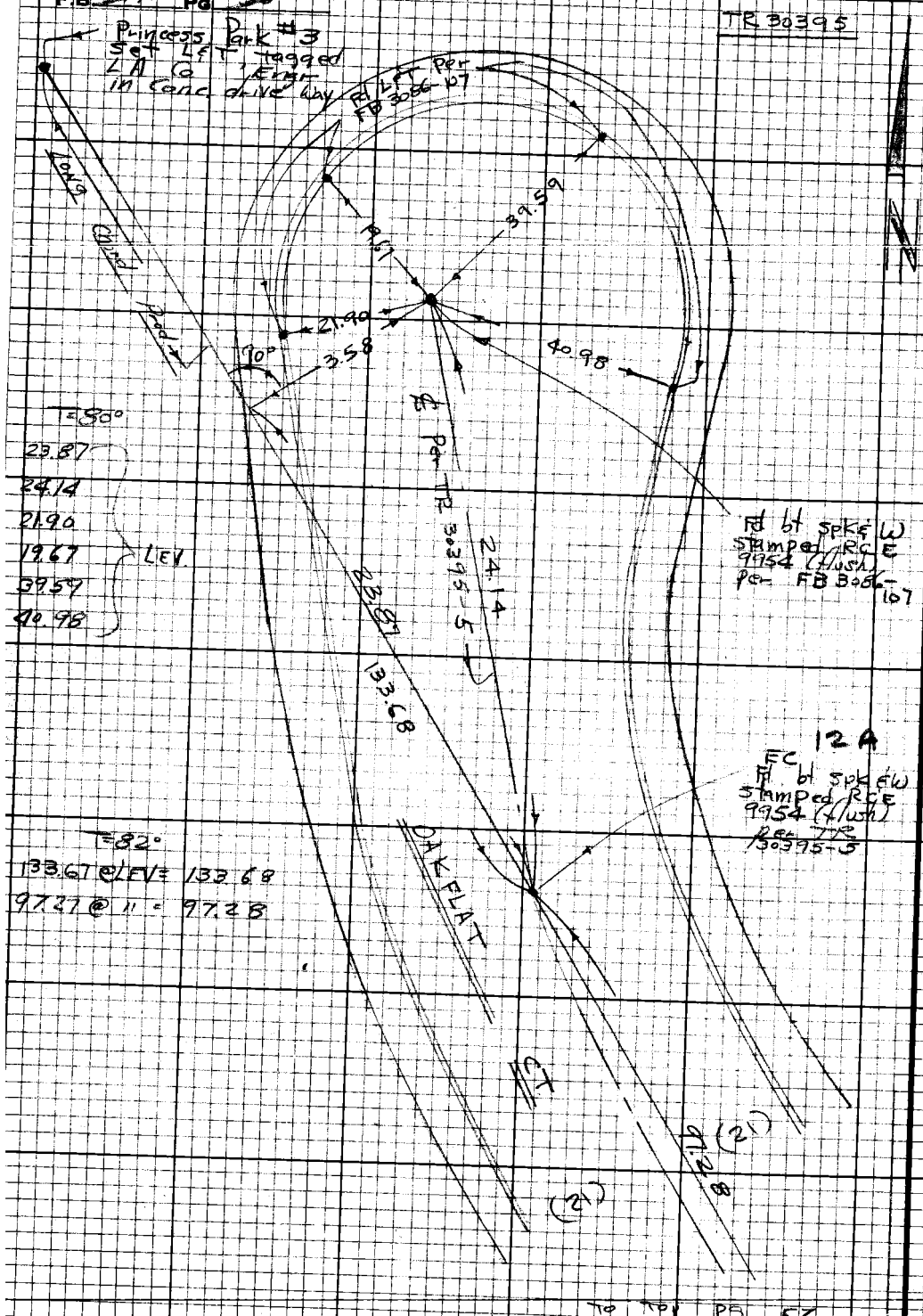
Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67

F.B. 3471 Pg 57

TR 30395



PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.
Do not extend this side of this line.
Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

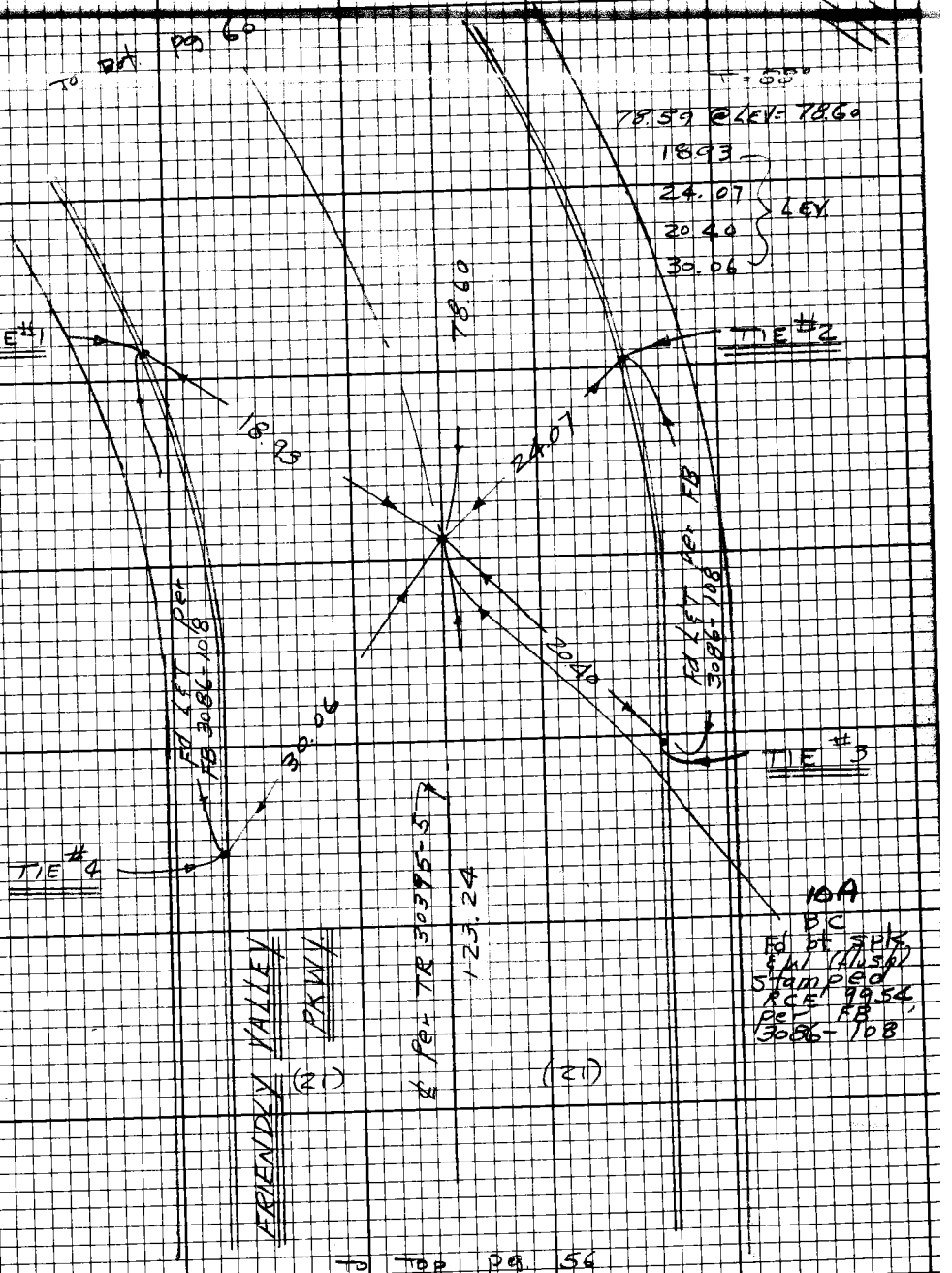
PWFB 2514

114

F.B. 247 PG. 59

Notes Chk'd by
Map No.
Office Work
Checked
Date

Survey of Princess Park
JN 030016 Tape 0205 Std 68
Surveyed by W.S. Voge
Notes Voge Date 8-22-68
Indexed



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

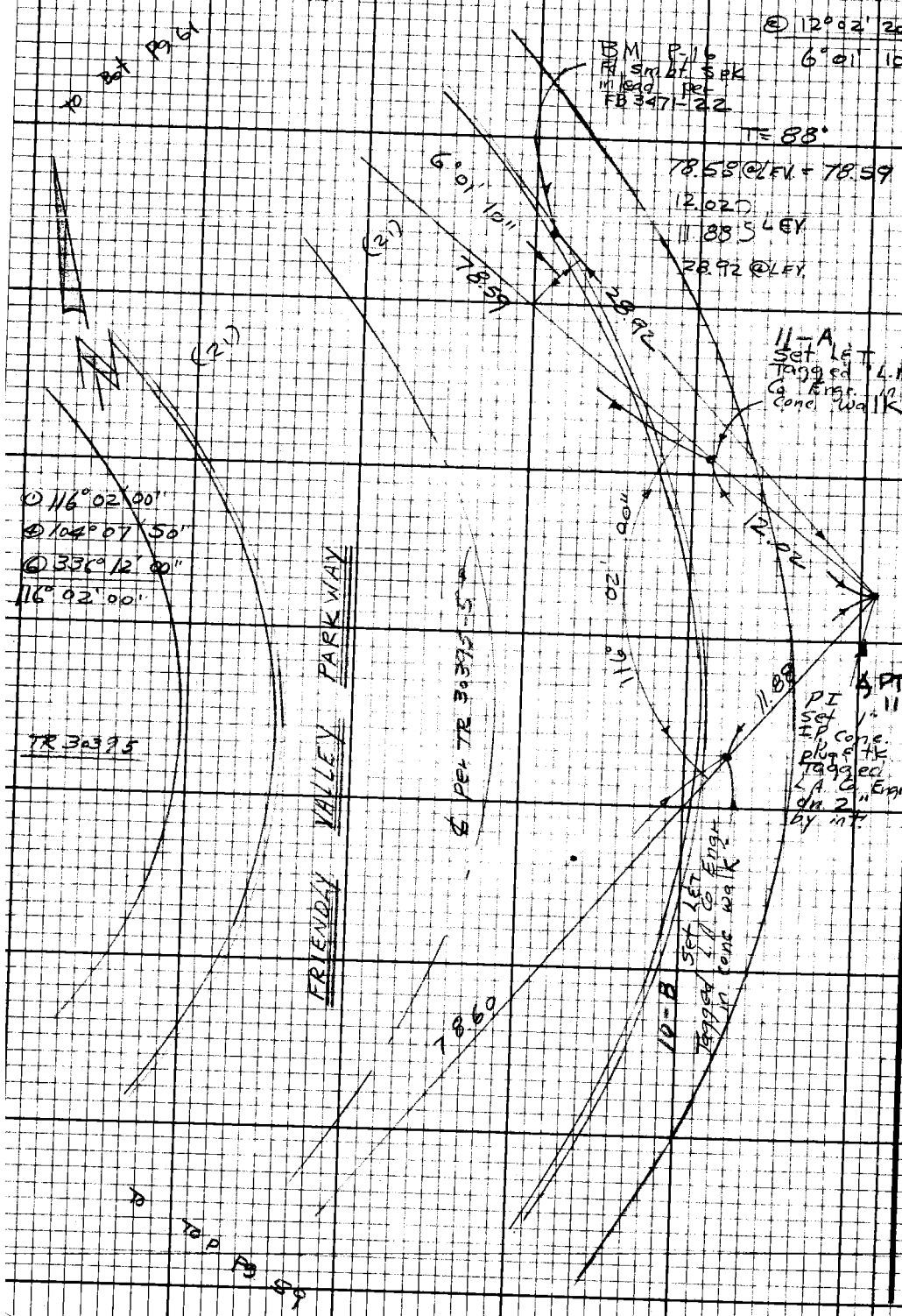
PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

26F3098 CE#310 9-67

PWFB 2514

115

F.B. 3471 Pg 60



PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 Los Angeles County Engineering Bldg.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

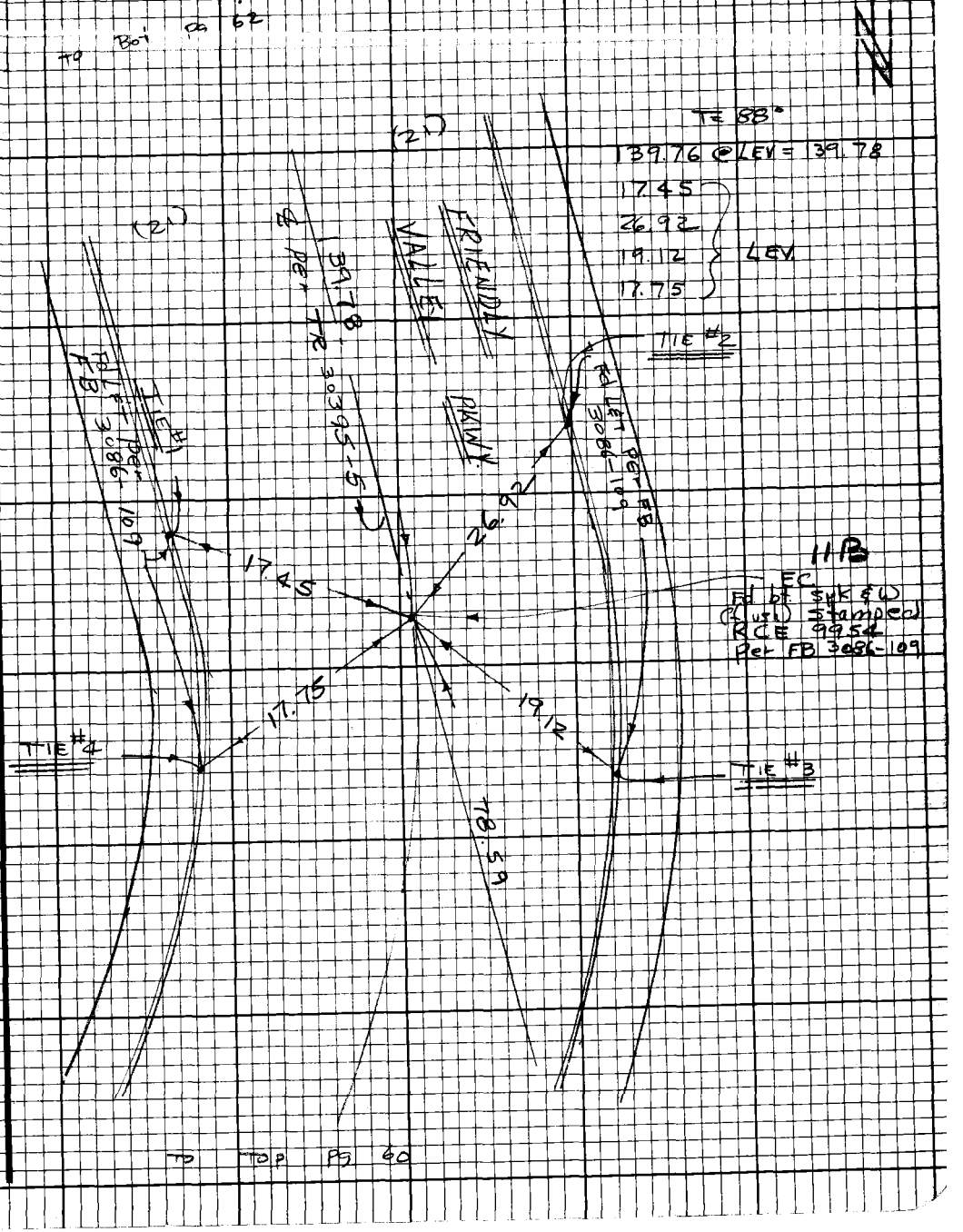
PWFB 2514

116

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Princess Park Est
JN 0300 16 Tape 0709 Std 68 °F
Surveyed by W J Voge
Notes Voge Date 8-22-68
Indexed

F.B. PG



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

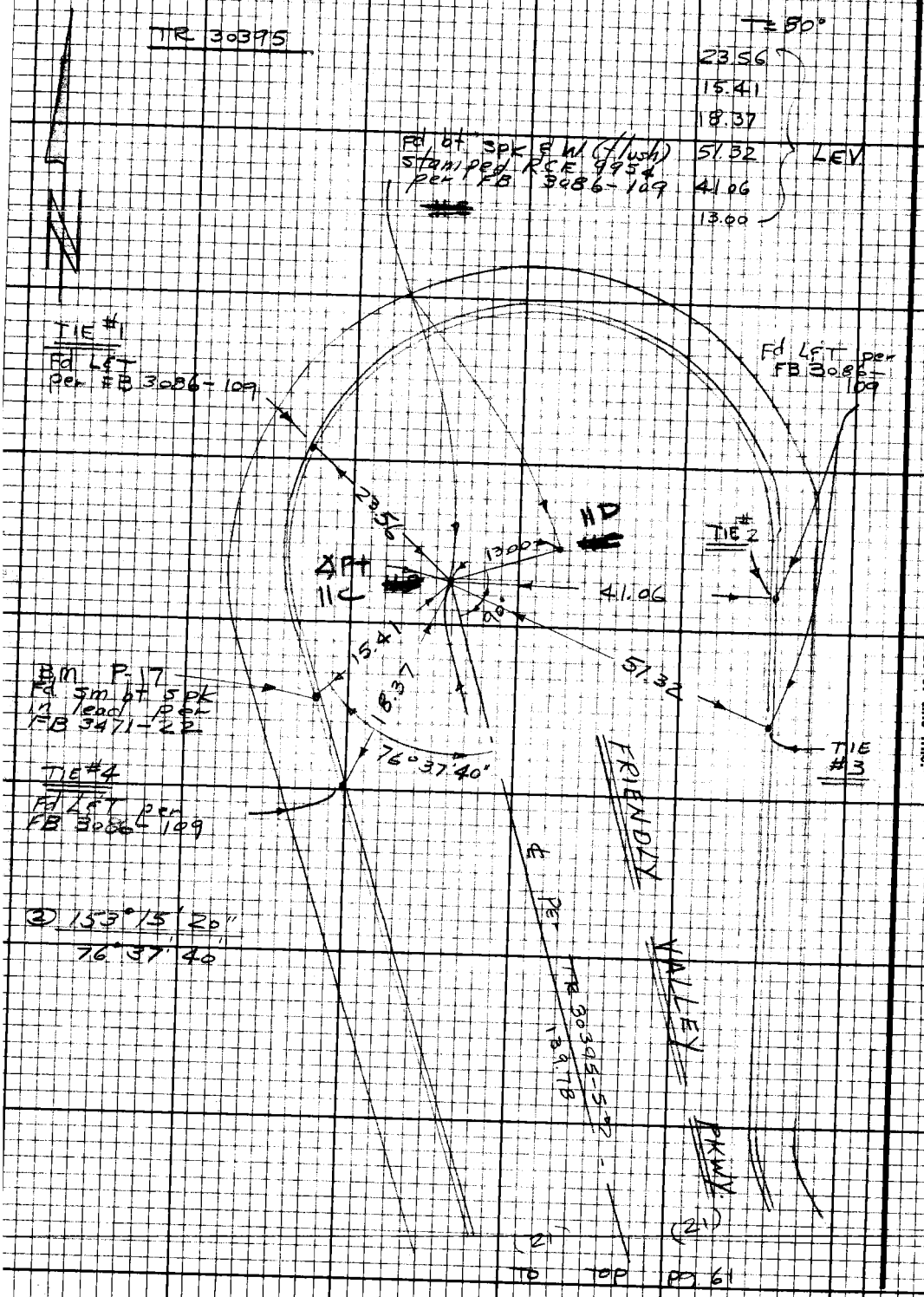
76F3098 CE#310 9-67

PWFB 2514

117

F.B. 347 Pg 62

TR 30395



TO TOP pg 61

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

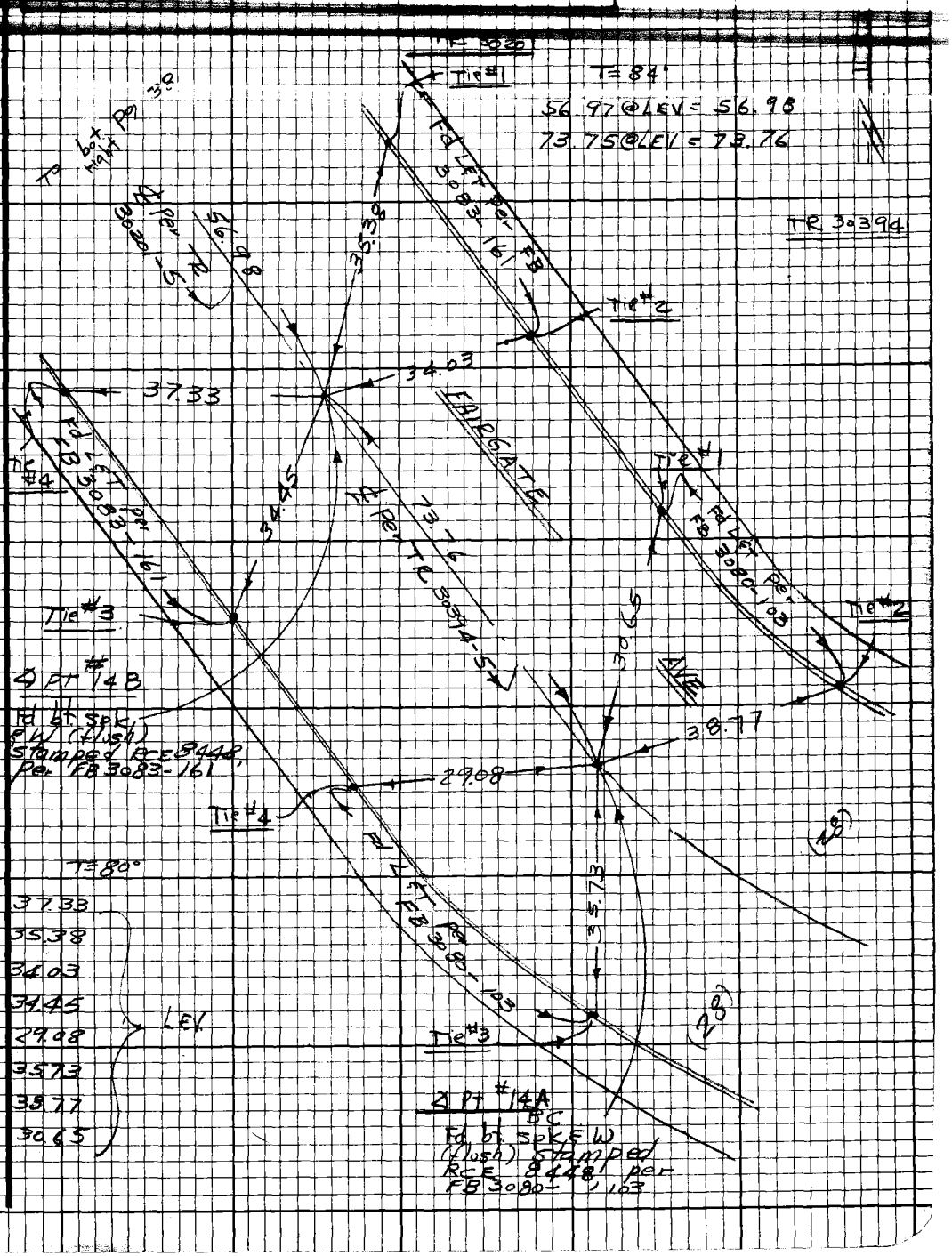
Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

118

Notes Ch'd by	Survey of Princess Park Est
Map No.	JN [illegible] Tape [illegible] Std [illegible] °F
Office Work	Surveyed by [illegible]
Checked	Notes [illegible] Date 8-23-68
Date	Indexed [illegible]

F.B. [illegible] PG. [illegible]



Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

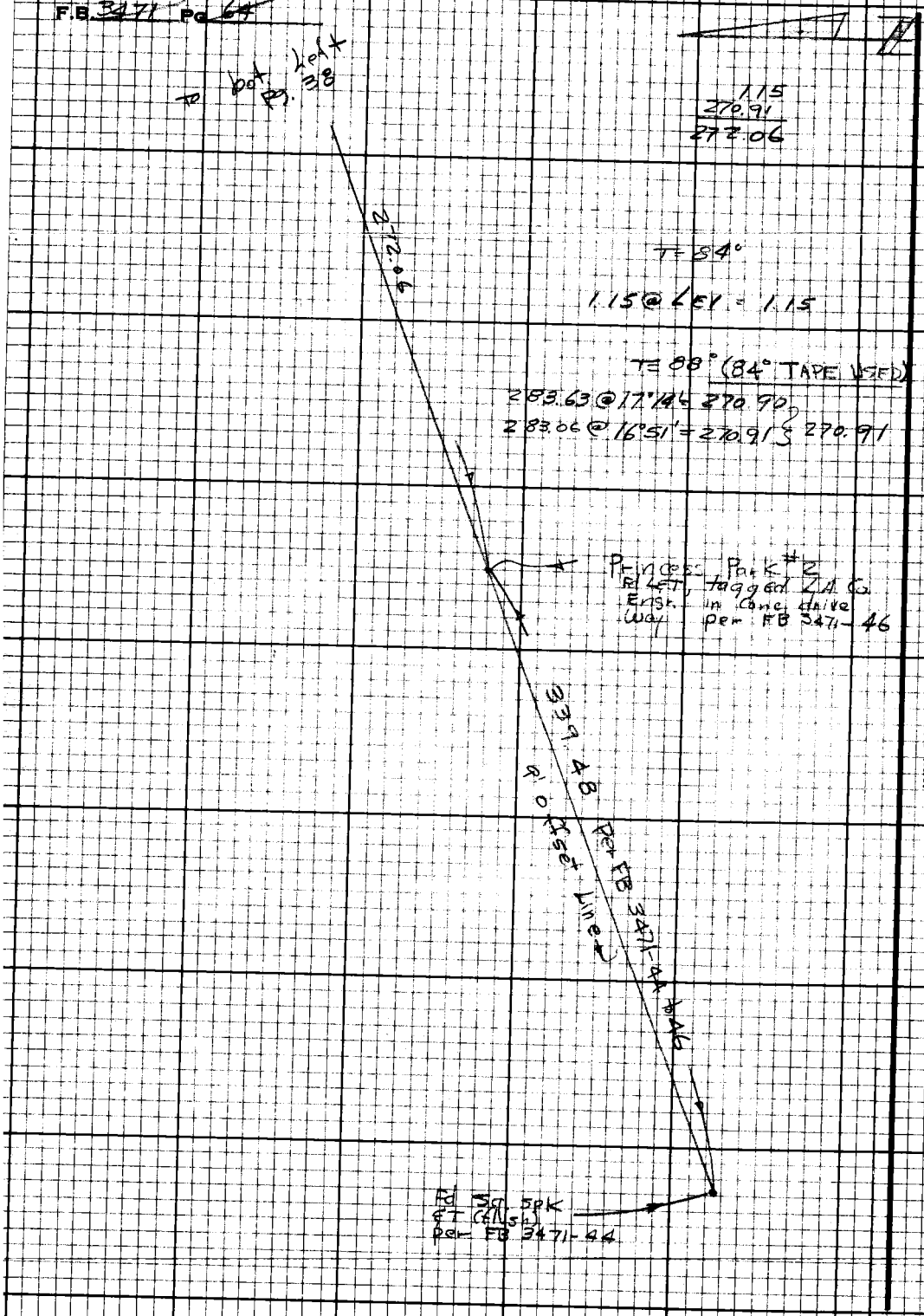
PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3098 CE#310 9-67

PWFB 2514

119

F.B. 3471 Pg. 64



PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

PWFB 2514

120

Notes Ck'd by	Survey of
~~Map No.~~	IN Tape Std °F
Office Work	Surveyed by
Checked	~~Notes~~ ~~Date~~
Date	Indexed C.D. BAILEY JUL 13 1970

F. B. 3471 PG. 65

Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 Los Angeles County Engineering Bldg.

76F3095 C.E. #310 6-62

PRINCESS PARK ESTATES

0300.16

TRAVERSE CLOSURE LINES

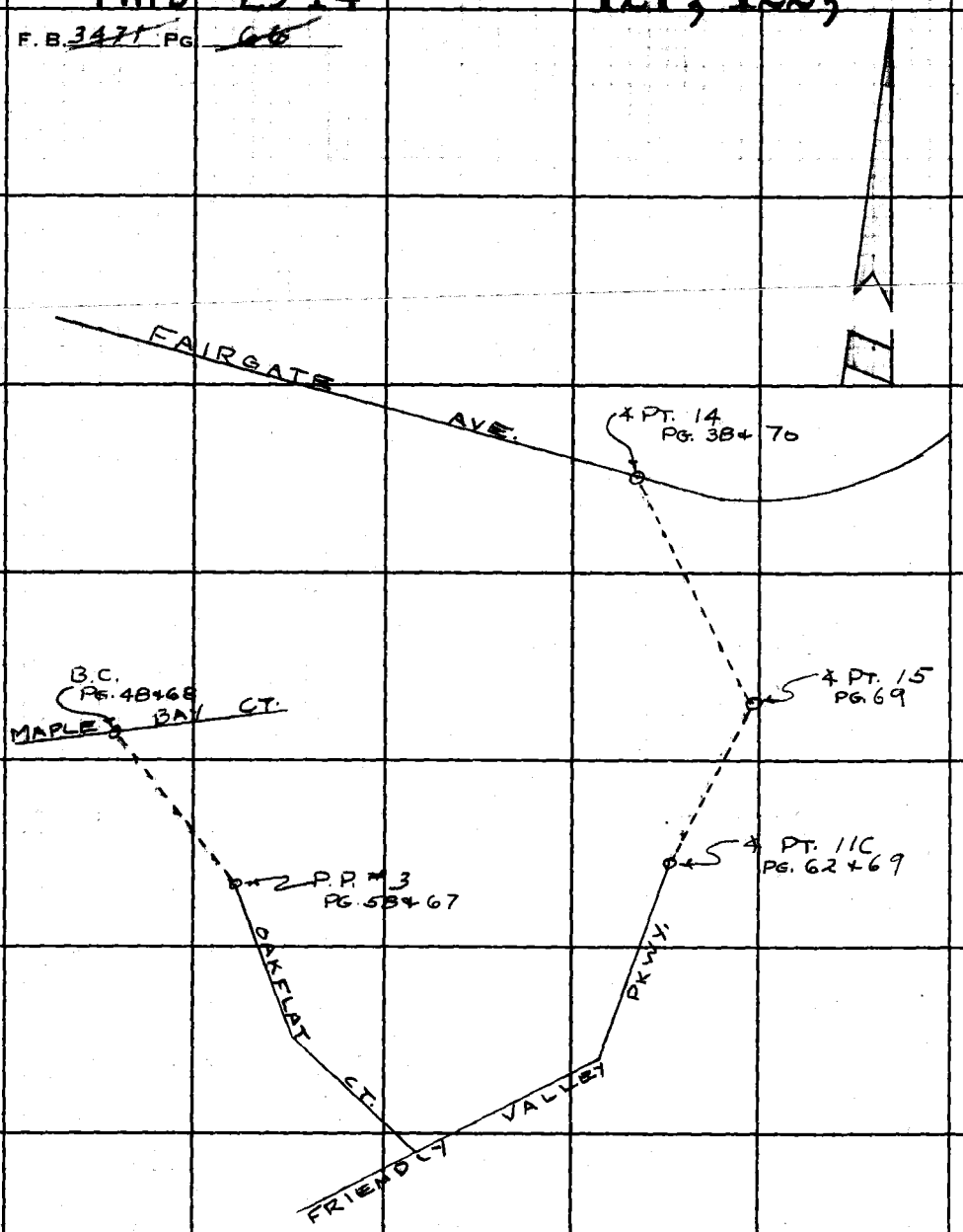
DEC. 4, 1968

FULTON
McCALL
TULLIER
FISHER, L.L.

PWFB 2514

121, 122, 123

F. B. 3471 PG 66



LOS ANGELES COUNTY ENGINEER

PLEASE RETURN TO
403 LOS ANGELES COUNTY ENGINEERING BLDG.

Do not extend this side of this line.

Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

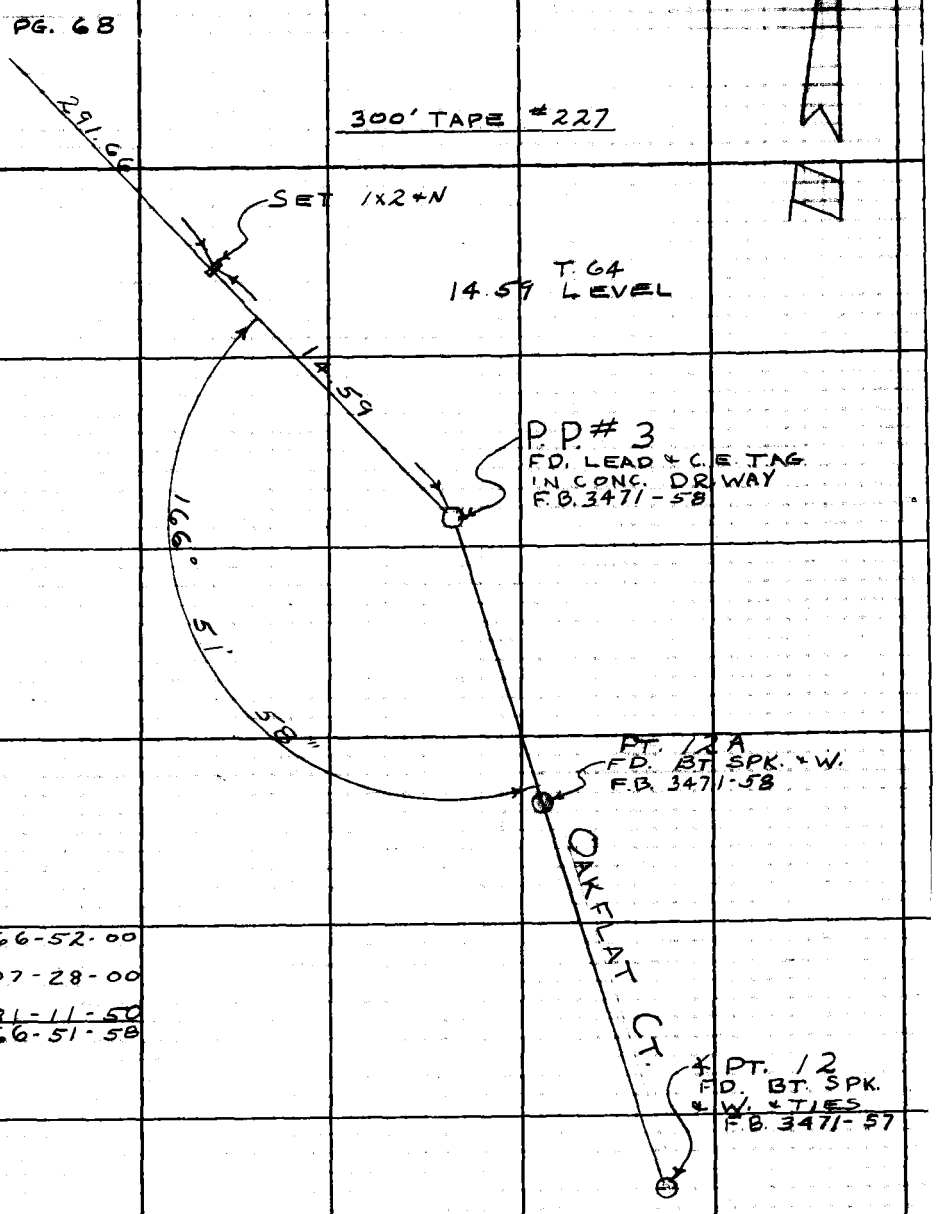
PWRB 2514

124

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of PRINCESS PARK EST
JN 0300116 Tape 227 Std 87 °F
Surveyed by FULTON
Notes JF Date 12/4/68
Indexed G.D. BAILEY JUL 19 1978

F. B. 3471 PG. 67



1) 166-52-00
4) 307-28-00
6) 281-11-50
166-51-58

Note: Any Additions or Changes on This Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change.

Do not extend this side of this line.

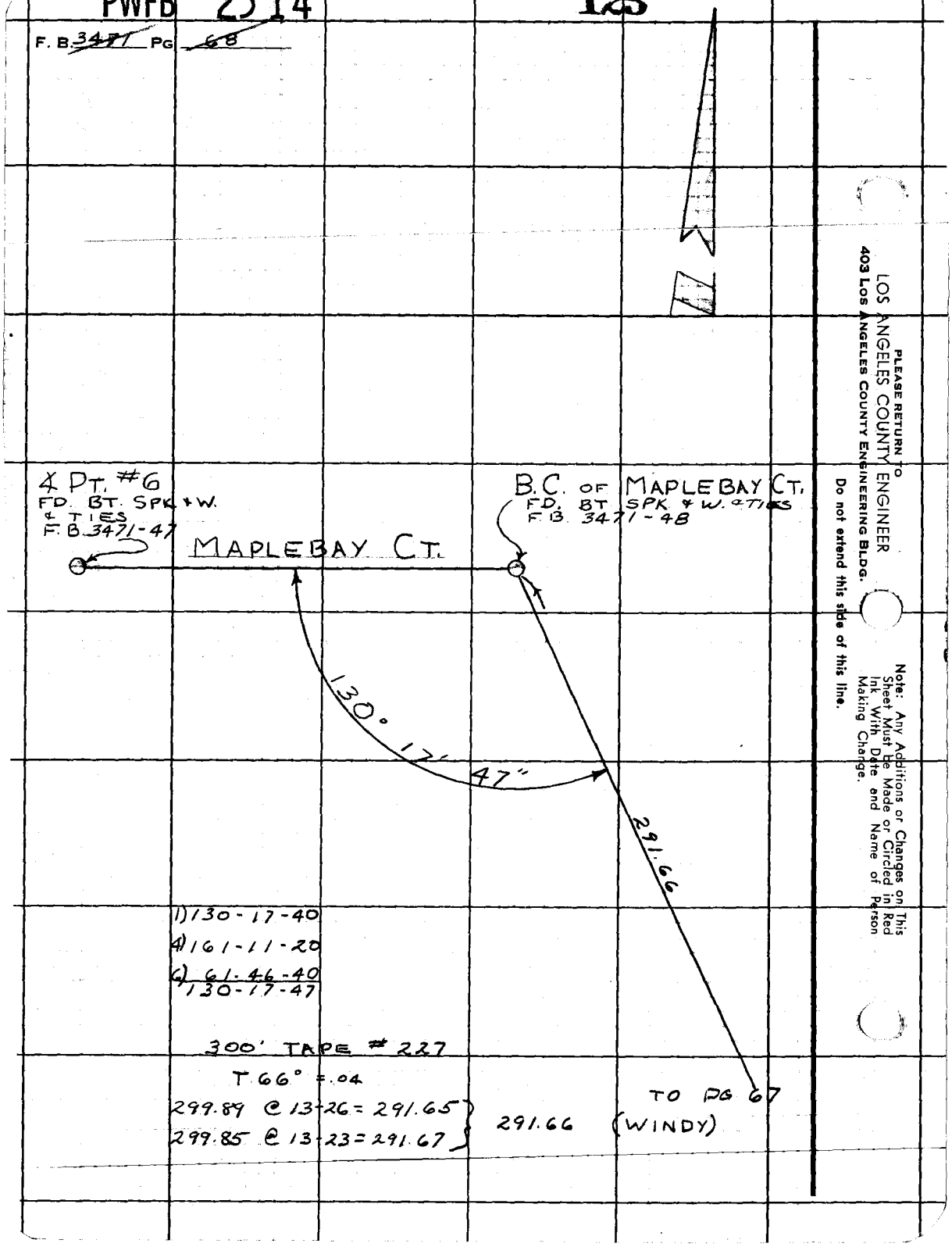
PLEASE RETURN TO
LOS ANGELES COUNTY ENGINEER
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76F3095 CE#310 1-65

PWFB 2514

125

F. B. ~~3471~~ PG ~~68~~



LOS ANGELES COUNTY ENGINEER
403 Los Angeles County Engineering Bldg.
PLEASE RETURN TO
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PWFB 2514

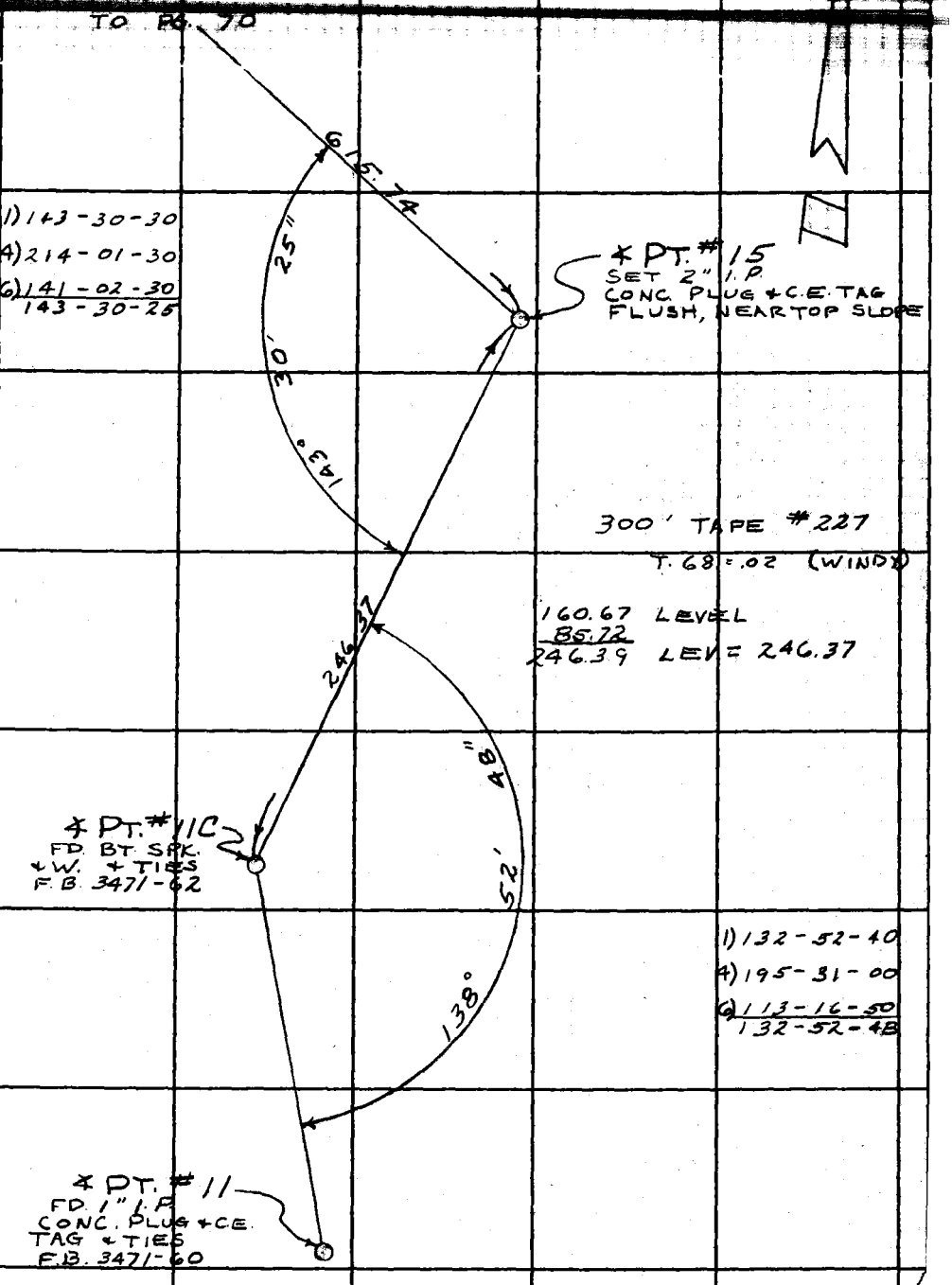
126

Notes Ck'd by
Map No.
~~Office Work~~
Checked
Date

Survey of PRINCESS PARK EST
JN [illegible] Tape 227 Std [illegible]
Surveyed by FULTON
Notes J.F. Date 12/4/68
Indexed G.D. BAILEY JUL 18 1976

F. B. 3471 Pg. 69

TO PG. 70



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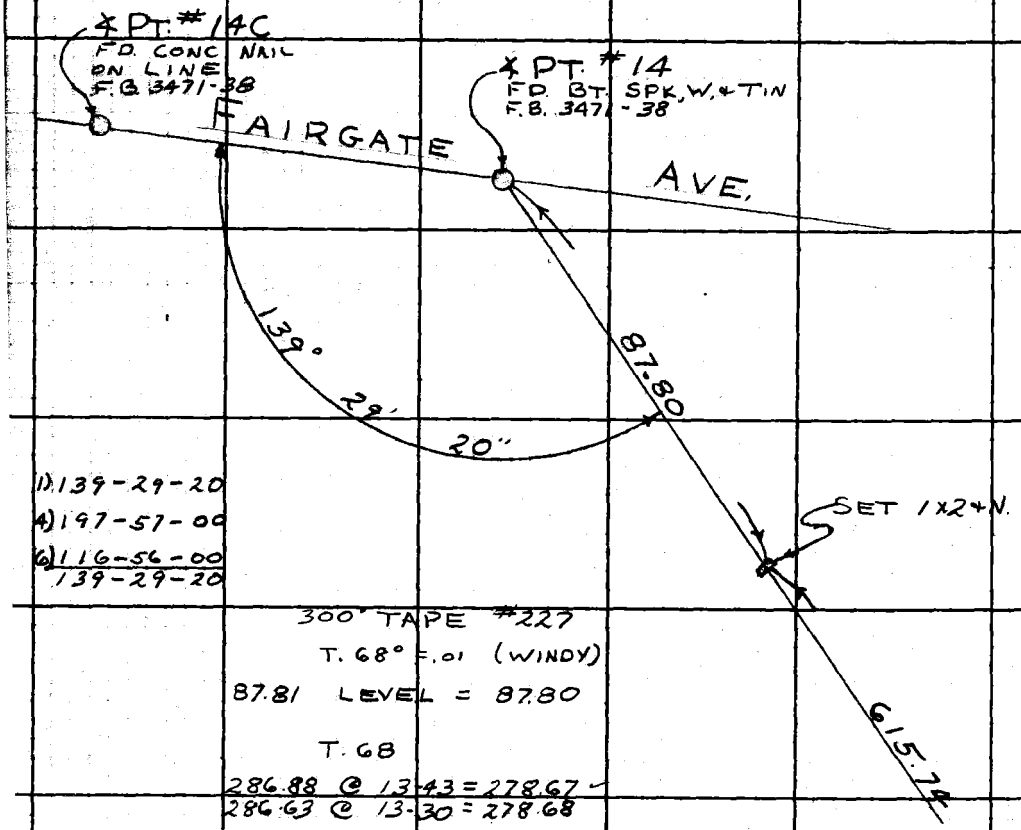
76F3095 C.E. #310 6-62

PWFB 2514

127

F. B. ~~3471~~ PG ~~70~~



1) 139-29-20
4) 197-57-00
6) 116-56-00
139-29-20

300' TAPE #227
T. 68° F. .01 (WINDY)
87.81 LEVEL = 87.80

T. 68
286.88 @ 13.43 = 278.67
286.63 @ 13.30 = 278.68

37.99
18.58
56.57 LEVEL = 56.56

297.95 @ 19.41 = 280.51
297.46 @ 19.25 = 280.52

278.67
56.56
280.51
615.74

TO PG. 69

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F.B. 3471 Pg. 95

Profile No. Notes Red ____ Plotted ____ Job No. 0300/6 Division No. ____
Date ____ Date ____ Survey of PRINCESS PARK ESTATES
X-Sec. No. Notes Chkd ____ Checked ____ Survey by L.V. Smith Notes L.V.S. Date Aug 22 1968
Date ____ Date ____ Map No. ____ Indexed [illegible] Date [illegible]

LAND MOVEMENT SURVEY

PRINCESS PARK ESTATES

BENCH LEVELS TO ESTABLISH ELEVATIONS ON CONTRACTORS CHECK POINTS (PENCIL MARKS ON HOUSES)

& 5/16" BOLTS SET IN LEAD IN FOUNDION OF HOUSES ON LOTS # 89-88-87 86 TRACT #30201 & LOTS #75-76-77-78 & 79 TRACT # 30395

J.N. 0300.16

AUG. 22, 1968

STATION	B.S.	H.I.	F.S.	ELEV.

PARTY
L.V. SMITH
T.C. PETERSON
W.F. BARNETT
J.F. MUÑOZ

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76-L298 CE 307 3-61

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STATION	B.S.	H.I.	F.S.	ELEV.		
B.M. P-5	10367	1534897		1524.530	B.M. P-5 ELEV = 1524.530 F.B. 3471-16 UNADJ. INTERSECTION OF SIERRA ESTATES DR. & FAIRGATE AVE., SOUTH WESTERLY CORNER, 7 FT. SOUTH OF SOUTHERLY CURB RETURN, BT. SPK IN LEAD IN CONC. CURB CURB MARKED P-5	
T.P.	8642	1543226	0313	1534584		
CHIS. "X" Pr I BM 100	6387	1543236	6377	1536849	FD. CHIS. "X" IN CURB AT N.W. CORNER FAIRGATE AVE. & ABDALE ST. NLY END OF CURB RETURN ON FAIRGATE AVE. SET BY CONTRACTOR WITH ASSUMED ELEV. OF 100.00'	
B.M. P-6	1734	1543586	1384	1541852	B.M. P-6 ELEV. = 1541.856 F.B. 3471-17 INTERSECTION FAIRGATE AVE. & ABDALE ST. EASTERLY CURB, 5 FT. SOUTHERLY OF SLY. EDGE OF DRIVEWAY TO HOUSE # 26442. BT. SPK. IN LEAD IN CONC. CURB - CURB MARKED P-6	

F.B. 3471 Pg. 96

Job No. 0300.16 Division No. ____ Notes Red ____ Plotted ____ Profile ____

Survey of PRINCESS PARK ESTATES Date ____ Date ____ No. ____ X-Sec. ____

Survey by L.V. SMITH Notes L.V. SMITH Notes Chkd. ____ Checked ____ No. ____

Indexed L.J. GALLI Date ____ Date ____ Date ____ No. ____

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STATION	B. S.	H. I.	F. S.	ELEV.		
POINT ON CURB RETURN	4666	1543 586 1546 415	1837	1541749	PAINTED POINT ON CURB RETURN AT INTERSECTION OF FAIRGATE [illegible] & ABDALE ST. SOUTH WLY. CO[illegible] WLY. END OF CURB RETURN [illegible] ABDALE ST. ELEVATION PER CONTRACTOR'S MAP = 1541.80	
CHIS. "X" ON CURB PrIBM A	5309	1550031	1693	1544722	FD. CHIS. "X" ON WLY. CURB [illegible] ABDALE ST. POINT SET FOR [illegible] VERTICAL TIE LINE "A" LOT [illegible] TRACT #30201 ASSUMED ELEV = 100.00 BY CONTRACTOR	
POINT #1			051	154952	FD. 5/16" BOLT IN LEAD IN [illegible] ATION OF HOUSE # 19210 [illegible] 89 TRACT #30201 2 FT. SLY [illegible] N. ELY CORNER. F.B. 3471 - 12[illegible]	
T.P.	5262	1553473	1820	1548211		
ELEV. "A"			376	154971	FD. PENCIL MARK N.ELY. CORNE[illegible] HOUSE #19210 ABDALE ST. LOT [illegible] TRACT # 30201	

Profile Notes Red ____ Plotted ____ Job No. 230016 Division No. ____ F.B. 3471 PG. 97
No. ____ Date ____ Date ____ Survey of PRINCESS PARK ESTATES
X-Sec. Notes Chkd. ____ Checked ____ Survey by L.K. SMITH Notes L.V.S. Date AUG 22 1968
No. ____ Date ____ Date ____ Map No. ____ Indexed ____ Date ____

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STATION	B.S.	H.I.	F.S.	ELEV.		
		1553 473				
T.P.	5594	1558080	0987	1552486		
ELEV. "C"			377	1554 31	FD. PENCIL MARK ON FOUNDATION 2'± SLY. OF N. WLY. CORNER OF HOUSE #19210 ABDALE ST. LOT #89 TRACT 30201	
POINT #2			402	1554 06	FD. 5/16" BOLT IN FOUNDATION OF HOUSE #19210 LOT #89 TRACT 30201 1'± NLY. OF S. WLY. CORNER F.B. 3471 PG. 125	
T.P.	11 113	1564373	4820	1553260		
POINT #3			454	1559 83	FD. 5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE #19210 ABDALE ST. LOT #88 TRACT 30201. 1'± SLY. OF N. ELY. CORNER. F.B. 3471 PG. 125	
T.P.	1653	1565688	0338	1564035		
POINT #4			208	1563 61	FD. 5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE #19226 ABDALE ST. LOT 87 TRACT #30201. 5'± SLY. OF N. ELY. CORNER F.B. 3471 PG. 126	
T.P.	9382	1573675	1395	1564293		

F.B. 3471 Pg. 98
Job No. 0300-16 Division No. ____ Notes Red ____ Plotted ____ Profile
Survey of PAINCESS PARK ESTATES Date ____ Date ____ No. ____
Survey by L.V. SMITH Notes L.V. SMITH Notes Chkd. ____ Checked ____ X-Sec.
Indexed R.D. GALLI Date ____ Date ____ Date ____ No. ____

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STATION	B. S.	H. I.	F. S.	ELEV.		
		1573 675				
POINT #5			553	156815	FD 5/16" BOLT IN LEAD IN FOUN[illegible]	
					ION OF HOUSE # 19226 ABDALE ST.	
					LOT 87 TRACT #30201. 0.2' [illegible]	
					N. WLY. CORNER. F.B. 3471 PG. [illegible]	
POINT #6			104	157264	FD. 5/16" BOLT IN LEAD IN FOUN[illegible]	
					ATION OF HOUSE # 19232 LOT [illegible]	
					TRACT #30201. 0.5'± SLY. N. ELY.	
					CORNER F.B. 3471 PG. 126	
T.P.	5045	1577 050	1670	157200		
POINT #7			429	157476	FD. 5/16" BOLT IN LEAD IN FOUN[illegible]	
					ION OF HOUSE # 19232 ABDALE ST.	
					LOT 87 TRACT 30201. 1.3'± [illegible]	
					OF CHIMNEY ON WLY. SIDE [illegible]	
					HOUSE. F.B. 3471 PG. 127	
POINT #8			047	157658	FD. 5/16" BOLT IN LEAD IN FOUN[illegible]	
					OF HOUSE # 19238 ABDALE ST.	
					LOT 86 TRACT 30201. 1.5'± [illegible]	
					N. ELY. CORNER F.B. 3471 PG. 127	
T.P.	10121	1585994	1177	157583		

Profile No. X-Sec. No. Notes Red Date Notes Chkd. Date Plotted Date Checked Date Job No. 0320-16 Survey of PARKWEST ESTATES Survey by L.K.S. Notes L.K.S. Date AUG 22 1963 Map No. Indexed Division No. F.B. 3471 Pg. 99

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STATION	B.S.	H.I.	F.S.	ELEV.		
		1585 994				
POINT #9			511	158088	5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE #19238 ABDALE ST. LOT 86 LOT 30201 - 1'± NLY. OF S.WLY. CORNER F.B. 3471 PG. 128	
B.M. P-8			1533	158446	B.M. P-8 ELEV.: 1584.483 UNADJ. F.B. 3471-18 ON ABDALE ST. NORTHERLY CURB 14± FT. WESTERLY OF WESTERLY EDGE OF DRIVEWAY TO HOUSE #19247. BOAT SPK. IN LEAD IN CONC. CURB - CURB MARKED P-8	

F.B. 3471 PG. 100

Job No. 0300-16 Division No. PRINCESS PARK ESTATES Notes Red Plotted Profile

Survey of PRINCESS PARK ESTATES Date Date No. X-Sec.

Survey by L.V. SMITH Notes L.V. SMITH Notes Chkd. Checked

Indexed Date Date Date No.

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STATION	B. S.	H. I.	F. S.	ELEV.		
B.M. P-9	3384	1618789		1615.405	B.M. P-9 ADJ. ELEV. = 1615.405 F.B. 3471 [illegible] INTERSECTION ABDALE ST. & BEACHGROVE CT. SOUTHEASTERLY CORNER, 0.2' FT. S'LY. OF S'LY. CURB RETURN. BT. SPK. IN [illegible] IN CONC. CURB CURB MARKE[illegible] P-9	
T.P.	10402	1628610	0581	1618208		
PT. #10			837	162024	FD 5/16 BOLT IN LEAD IN FOUNDA[illegible] OF HOUSE #19227 BEACHGROVE CT. LOT #75 TRACT #30395. 1'± N[illegible] OF S.ELY. CORNER OF HOUSE F.B. 3471 PG. 129	
PT #11			244	162617	FD. 5/16" BOLT IN LEAD IN FOUND[illegible] OF HOUSE #19215 BEACH GROVE CT. LOT #76 TRACT 30395 1'± S'LY. OF N.W'LY. CORNER OF HOUSE F.B. 3471 PG. 129	
T.P.	5968	1631727	2851	1625759		

Profile No. ___ Notes Red ___ Date ___ Plotted ___ Date ___ Job No. 2300-16 Division No. ___ Survey of PRINCESS PARK ESTATES

X-Sec. No. ___ Notes Chkd. ___ Date ___ Checked ___ Date ___ Survey by L.V. SMITH Notes [illegible] Date [illegible]

No. ___ Date ___ Date ___ Map No. ___ Indexed ___ Date ___

F.B. 3471 PG. 101

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Survey of PRINCESS PARK ESTATES
Survey by L.Y. SMITH Notes L.Y. SMITH
Indexed
Job No. 190-16 Division No.
Notes Red Date
Notes Chkd. Date
Plotted Date
Checked Date
Profile No.
X-Sec. No.

STATION	B.S.	H.I.	F.S.	ELEV.		
		1631 727				
POINT # 12			557	162616	FD. 5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE # 19215 BEACHGROVE CT. LOT # 77 TRACT # 30395 1.5'± S'LY. OF N'ELY. CORNER OF HOUSE F.B. 3471 PG. 130	
POINT # 13			305	162868	FD. 5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE # 19207 BEACHGROVE CT. LOT # 78 TRACT # 30395 3.0'± S'LY. OF N'WLY. CORNER OF HOUSE F.B. 3471 PG. 130	
LOT 78-30395 ELEV. "A"			2.72	162901	FD. PENCIL MARK ON N'WLY. CORNER OF HOUSE # 19207 BEACHGROVE CT. LOT # 78 TR. # 30395 ELEVATION "A" PER CONTRACTOR	
T.P.	6802	1634039	4490	627237		
LOT 78-30395 ELEV. B			535	162869	FD. PENCIL MARK ON N'ELY. CORNER OF HOUSE # 19207 BEACHGROVE CT. LOT # 78 TR. 30395 ELEVATION "B" PER CONTRACT OR	

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STATION	B. S.	H. I.	F. S.	ELEV.		
		1634 039				
POINT #14			563	162841	FD 5/16" BOLT IN LEAD IN FOUN[illegible] OF HOUSE #19207 BEACHGROVE [illegible] LOT #78 TRACT 30395. 0.8'± S[illegible] OF N. ELY. COR. OF HOUSE F.B. 3471-[illegible]	
LOT 79-30395 ELEV. "A"			407	162997	FD PENCIL MARK ON FOUN[illegible] OF N'WLY. CORNER OF HOUSE #19[illegible]03 BEACHGROVE CT. LOT #79 TR. [illegible]5 ELEVATION "A" PER CONTRA[illegible]	
T.P. LOT-79-30395 ELEV. "B"	7477	1635401	6115	1627924		
			543	162997	FD. PENCIL MARK ON FOUNDA[illegible] AT N'ELY. CORNER OF HOUSE #19[illegible]3 BEACHGROVE CT. LOT #79 TR. [illegible]95 ELEVATION "B" PER CONTRA[illegible]	
POINT #15			563	162977	5/16" BOLT IN LEAD IN FOU[illegible] OF HOUSE #19203 BEACHGR[illegible] LOT #79 TRACT 30395. 2.0'± [illegible] OF N'ELY. CORNER OF HOUSE F.B. 3471 PG. 132	

Profile Notes Red ____ Plotted ____ Job No. 8300-16 Division No. ____
No. X-Sec. Date ____ Date ____ Survey of PRINCESS PARK ESTATES
No. ____ Notes Chkd. ____ Checked ____ Survey by [illegible] Notes L.K.S. Date AUG 22, '68
Date ____ Date ____ Map No. ____ Indexed [illegible] Date ____

F.B. 7471 Pg. 103

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STATION	B. S.	H. I.	F. S.	ELEV.		
		1635 401				
POINT #16			539	1630 01	FD. 5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE # 19203 BEACHGROVE CT. LOT #79 TR. # 30395. 5'± NLY. OF S'ELY. CORNER OF HOUSE F.B. 3471 PG. 132	
POINT # 17			479	1630 61	FD 5/16" BOLT IN LEAD IN FOUNDATION OF HOUSE # 19201 BEACHGROVE CT. LOT #80 TR. # 30395. 2.0'± NLY. OF S'WLY. CORNER OF HOUSE F.B. 3471 PG. 132	
ELEV "A"			442	1630 98	FD. PENCIL MARK ON FOUNDATION OF N'WLY. CORNER OF HOUSE #19201 BEACHGROVE CT. LOT #80 TR. 30395 ELEV. "A" PER CONTRACTOR	
T. P. LOT 80 - 30395	5 500	1636 287	4620	1630 781		
ELEV. "B"			519	1631 10	FD. PENCIL MARK ON FOUNDATION OF N'ELY. CORNER OF HOUSE #19201 BEACHGROVE CT. LOT #80 TR. 30395 ELEV. "B" PER CONTRACTOR	

F.B. 3471 Pg. 104
Job No. 0300-16 Division No. Notes Red. Plotted Profile
Survey of PRINCESS PARK ESTATES Date Date No.
Survey by L.K. SMITH Notes L.K. SMITH Notes Chkd. Checked X-Sec.
Indexed R.L. GALLP Date Date Date No.

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STATION	B. S.	H. I.	F. S.	ELEV.		
		1636 287				
POINT #18			554	163075	FD. 5/16" BOLT IN LEAD IN FOUND[illegible] OF HOUSE #19201 BEACHGROVE CT. LOT 80 TR. 30395. 0.8'± SLY [illegible] NELY. CORNER OF HOUSE. F.B. 3471 PG. 132	
B.M. P-11	4847	1632 911	8223	1628064	B.M. P-11 ADJ. ELEV. = 1628.064 F.B. 34[illegible] 19[illegible] ON BEACHGROVE CT., END OF CUL-DE-SAC ON DRIVEWAY CURB, PROD OF F[illegible] LINE BETWEEN HOUSE #19201 [illegible] #19200. BT. SPK. IN LEAD IN [illegible] CURB. CURB MARKED P-11	
CHIS. "X" ON CURB PrIAMB	0537	1628472	4976	1627935	FD. CHIS. "X" ON SLY. CURB [illegible] BEACHGROVE CT. AT CUL-DE-SAC POINT SET FOR B.M. BY CONTRACTOR - ASSUMED ELEV. = 100.00. POINT IS AT WLY [illegible] OF DRIVEWAY TO HOUSE #19[illegible]	

Profile Notes Red ____ Plotted ____ Job No. 0300-16 Division No. ____
No. ____ Date ____ Date ____ Survey of PRINCESS PARK ESTATES
X-Sec. Notes Chkd. ____ Checked ____ Survey by L.V. SMITH Notes L.V.S. Date AUG. 27, 1963
No. ____ Date ____ Date ____ Map No. ____ Indexed R.A. CALL Date ____

F.B. 3471 PG. 105

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F.B. 3471 Pg. 106 | Job No. 03004 | Division No. | Notes Red | Plotted | Profile
Survey of PRINCESS PARK ESTATES | Date | Date | No.
Survey by L. V. SMITH | Notes L. V. SMITH | Notes Chkd. | Checked | X-Sec.
Indexed | Date | Date | Date | No.

STATION	B. S.	H. I.	F. S.	ELEV.		
		1628 472				
B.M. P-10	1700	1620 693	9479	1618993	B.M. P-10 ADJ. ELEV.=	1618.988 F.B. 3471-19
					ON BEACHGROVE CT. SLY. CURB	
					6± WESTERLY OF WLY. EDGE OF	
					DRIVEWAY TO HOUSE # 19228	
					BT. SPK. IN LEAD IN CONC. CURB-	
					CURB MARKED. P-10	
T.P.	5044	1618 082	7655	1613038		
B.M. P-9			2668	1615414	B.M. P-9 ADJ. ELEV.=	1615.405 FB 3471-18
					INTERSECTION ABDALE ST. &	
					BEACHGROVE CT. SOUTHEASTERLY COR.	
					0.2' S'LY. OF S'LY. CURB RETURN	
					BT. SPK. IN LEAD IN CONC. CURB-	
					CURB MARKED P-9	

F.B. 3471 PG. 107

Profile No. ____ Notes Red ____ Date ____ Plotted ____ Date ____ Job No. 0300.16 Division No. ____ Survey of PRINCESS PARK ESTATES

X-Sec. No. ____ Notes Chkd. ____ Date ____ Checked ____ Date ____ Survey by L.V. SMITH Notes L.V.S. Date AUG. 23, 1968

Map No. ____ Indexed ____ Date ____

LAND MOVEMENT SURVEY
PRINCESS PARK ESTATES

BENCH LEVELS TO ESTABLISH ELEVATIONS ON POINTS #19 #20 #21 #22 & #23 (2" I.P. CONC. PLUG & BT-SPK.) SET ALONG EDGE OF BREAK IN BACKYARD OF LOTS #77-78-79-& 80 TRACT 30395

J.N. 0300.16

AUG. 1968

STATION	B.S.	H.I.	F.S.	ELEV.

PARTY
L.V. SMITH
T.C. PETERSON
W.F BARNETT
J.F. MUNOZ

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STATION	B.S.	H.I.	F.S.	ELEV.		
B.M. P-9	4663	1620068		1615405	B.M. P-9 ADJ. ELEV. = 1615.405 F.B. 3471-18 INTERSECTION ABDALE ST. & BEACHGROVE CT. S'ELY. CORNER 0.2'± S'LY. OF S'LY. CURB RETURN BT. SPK. IN LEAD IN CONC. CURB CURB MARKED P-9	
T.P.	10911	1630207	0772	1619296		
POINT #19	5935	1632968	3174	1627033	FD. 2" I.P. CONC. PLUG & BOAT SPK IN BACKYARD OF HOUSE #19215 BEACHGROVE CT. LOT #77 TR 30395. 5'± E'LY & 1'± S'LY. OF CHAIN LINK FENCE COR. N'WLY. CORNER OF LOT. 77 F.B. 3471-129	
POINT #20	3895	1633517	3346	1629622	FD. 2" I.P. CONC. PLUG & BOAT SPK. IN BACKYARD OF HOUSE #19207 BEACHGROVE CT. LOT # 78 TR. 30395 3'± E'LY. & 3'± S'LY. OF END CHAINLINK FENCE CORNER OF FENCE BETWEEN LOT #77 & LOT #78 TR. 30395 F.B. 3471-130	

F.B. 3471 Pg. 108
Job No. 0300-16 Division No. Notes Red Plotted Profile
Survey of PRINCESS PARK ESTATES Date Date No. X-Sec.
Survey by L.V. SMITH Notes L.V. SMITH Notes Chkd. Checked
Indexed Date Date No.

76-L298 CE 307 3-61

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Do not extend notes this side of this line.

STATION	B. S.	H. I.	F. S.	ELEV.	
		1633517			
POINT # 21	6434	1636245	3706	1629811	FD. 2" I.P. CONC. PLUG & BOAT SPK. IN BACK YARD OF HOUSE #19203 BEACHGROVE CT. LOT #79 TR. # 30395 27'± NLY. & 1'± [illegible] OF LINE OF W'LY. SIDE OF HOUSE PROD N'LY. FROM N'WLY. COR. PG. 31
POINT # 22	5253	1636116	5382	1630863	FD. 2" I.P. CONC. PLUG & BOAT SPK. IN BACK YARD OF HOUSE #19201 BEACHGROVE CT. 13.5'± ELY. & 1.3'± SLY OF FENCE CORNER OF FENCE BETWEEN LOT #79 & LOT 80 TRACT 30395 — F.B. 3471-132
POINT # 23	4773	1636458	4431	1631685	FD. 2" I.P. CONC. PLUG & BOAT SPK. IN BACK YARD # HOUSE #19201 BEACHGROVE CT. LOT # 80 TR. # 30395 24'± NLY. & 1.3'± [illegible] OF LINE OF E'LY. SIDE OF HOUSE [illegible] N'LY. FROM N'ELY. CORNER F.B. 3471-132
B.M. P-11	2175	1630246	8387	1628071	B.M. P-11 ADJ. ELEV = 1628.064 F.B. 3471-9 ON BEACHGROVE CT., END OF CUL-DE-SAC ON DRIVEWAY CURB, PROD. OF FENCE [illegible] BETWEEN HOUSE # 19201 & HOUSE # [illegible] BT. SPK IN LEAD IN CONC. CURB

Profile Notes Red ____ Plotted ____ Job No. 2300-16 Division No. ____ F.B. 3471 Pg. 109
No. ____ Date ____ Date ____ Survey of PRINCESS PARK ESTATES
X-Sec. Notes Chkd. ____ Checked ____ Survey by L.V. SCHILL Notes L.V.S. Date AUG. 23 '68
No. ____ Date ____ Date ____ Map No. ____ Indexed R.H. GALLI Date ____

76-L298 CE 307 3-61

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STATION	B. S.	H. I.	F. S.	ELEV.		
		1630 246				
T. P.	0417	1619 659	11 004	1619 242		
B.M P-9			4 250	1615 409	B.M. P-9 ADJ. ELEV. = 1615-405 F.B. 3471-18 INTERSECTION ABDALE ST. & BEACHGROVE CT. S'ELY. CORNER 0.2'± SLY. OF S'LY. CURB RETURN BT SPK. IN LEAD IN CONC. CURB — CURB MARKED P-9	

F. B. 3471 PG. 110

Job No. 230016 Division No. ____ Notes Red ____ Plotted ____ Profile ____

Survey of PRINCESS PARK ESTATES Date ____ Date ____ No. ____ X-Sec. ____

Survey by L.Y. SMITH Notes L.Y. SMITH Notes Chkd. ____ Checked ____ No. ____

Indexed C. L. GALLI Date ____ Date ____ Date ____

F.B. 3471 Pg. 111

Profile No. ____ Notes Red ____ Date ____ Plotted ____ Date ____ Job No. 0300-16 Division No. ____
Survey of PRINCESS PARK ESTATES
X-Sec. No. ____ Notes Chkd. ____ Date ____ Checked ____ Date ____ Survey by L.V. SMITH Notes L.V.S. Date AUG 22, 1968
Map No. ____ Indexed ____ Date ____

LAND MONUMENT SURVEY

PRINCESS PARK ESTATES

BENCH LEVELS TO ESTABLISH ELEVATIONS ON ℄ POINTS (E.C.'S B.C.'S & P.I.'S.) ON FRIENDLY VALLEY PKWY. FROM INTERSECTION WITH IRDALE ST. ELY.-AND ON OAKFLAT CT. TO △ P.R. #3

J.N. 0300.16

AUG. 1968

STATION	B.S.	H.I.	F.S.	ELEV.
		PARTY L.V. SMITH T.C. PETERSON W.F. BARNETT J.F. MUÑOZ		

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76-L298 CE 307 3-61

76-L298 CE 307 3-61

9954

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STATION	B.S.	H.I.	F.S.	ELEV.		
B.M. P-14	5426	1718419		1712993	B.M. P-14 ADJ. ELEV. = 1712.993 F.B. 3471-21 INTERSECTION ABDALE ST. & FRIENDLY VALLEY PKWY., N'ELY. COR. 1° N'LY. OF N'LY. CURB RETURN. BT. SPK. IN LEAD IN CONC. CURB-CURB MARKED P-14	
✗ PT. #8 INT.	6162	1719320	5261	1713158	INTERSECTION OF ABDALE ST. & FRIENDLY VALLEY PKWY. FD BT SPK. & WASHER STAMPED R.C.E # 9954 PER PG. #53	
B.C. 8A	4862	1719754	4428	1714892	FD. LG. BOAT SPK. IN PVMT. ON FRIENDLY VALLEY PKWY E'LY OF INTERSECTION ABDALE ST. F.B. 3471-55	
✗ PT. #9 P.I.	4922	1720144	4532	1715222	FD. LG. BT. SPK. W. & TIN FLUSH IN PVMT. ON FRIENDLY VALLEY PKWY BETWEEN ABDALE ST. & OAKFLAT CT. F.B. 3471-55	
E.C. 9A	4962	1720593	4513	1715631	FD. LG. BT. SPK. & W. STAMPED R.C.E # 9954 ON FRIENDLY VALLEY PKWY. W'LY OF OAKFLAT CT. F.B.	

F.B. 3471 Pg. 112
Job No. 300-16 Division No. Notes Red Plotted Profile
Survey of PRINCESS PARK ESTATES Date Date No. X-Sec.
Survey by L.V. SMITH Notes L.V. SMITH Notes Chkd. Checked
Indexed [illegible] Date Date Date No.

76-L298 CE 307 3-61

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STATION	B. S.	H. I.	F. S.	ELEV.		
4 PT. #10 INTERSECT.	5103	1720593 1721449	4247	1716346	FD. BT. SPK. & WASHER STAMPED [illegible] CE. #9954 AT INTERSECTION FRIEND[illegible] VALLEY PKWY. & OAKFLAT CT. [illegible] F.B. 3471-56	
B.M. P-15	5062	1721575	4936	1716513	B.M. P-15 ADJ. ELEV. = 1716.517 F.B. [illegible]-21 INTERSECTION FRIENDLY VALLEY [illegible] & OAKFLAT CT., S'LY CURB, 1[illegible] ELY. OF E'LY. EDGE OF DRIVEWAY [illegible] HOUSE #19148. BT. SPK. IN LE[illegible] IN CONC. CURB - CURB MA[illegible] P-15	
4 PT. #12 B.C.	5082	1722766	3891	1717684	FD. BT. SPK. & WASHER STAMPED [illegible] R.C.E. #9954 IN PVMT. ON OAKFLAT C[illegible] N'LY. OF INTERSECTION OF FRIEN[illegible] VALLEY PKWY. PER F.B. 3471-[illegible]	
E.C. 12A	7114	1725660	4220	1718546	FD. BT. SPK. & WASHER STAMPED [illegible] R.C.E. #9954 IN PVMT ON OAKFLAT CT. [illegible] OF INTERSECTION OF FRIENDLY VALLEY PKWY. PER 3471-58	

Profile Notes Red ____ Plotted ____ Job No. 0300.16 Division No. ____
No. ____ Date ____ Date ____ Survey of PRINCESS PARK ESTATES
X-Sec. Notes Chkd. ____ Checked ____ Survey by L.V. SMITH Notes L.V.S. Date AUG 23, 1968
No. ____ Date ____ Date ____ Map No. ____ Indexed ____ Date ____

F.B. 3471 Pg. 113

76-L298 CE 307 3-61

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STATION	B.S.	H.I.	F.S.	ELEV.		
		1725660				
△ POINT P.P.#3	1997	1723548	4109	1721551	FD. CO. ENGR. TAG IN LEAD IN CONC. DRIVEWAY OF HOUSE # 26125 OAKFLAT CT. PER F.B. 3471-58	
T.P.	4494	1721973	6069	1717479		
B.C. 10A	5638	1722815	4796	1717177	FD. LG. BT. SPK. & WASHER STAMPED "R.C.E 9954" ON FRIENDLY VALLEY PKWY. ELY. OF OAKFLAT CT. F.B. 3471-59	
B.M. P-16	5338	1723307	4846	1717969	B.M. P-16 ADJ. ELEV. = 1717.969 F.B. 3471-22 ON FRIENDLY VALLEY PKWY. 230'± ELY. OF INTERSECTION OF OAKFLAT CT. ON S'ELY. CURB 6.8' S'LY. OF S. END OF DRIVEWAY OF HOUSE # 19122. LD. & BOAT SPK. IN CURB - CURB MARKED P-16	
E.C. 11B	5457	1723675	5089	1718218	FD. LG. BT. SPK. & WASHER STAMPED "R.C.E. 9954" ON FRIENDLY VALLEY PKWY. ELY. OF OAKFLAT CT. F.B. 3471-61	

F.B. 3471 Pg. 114
Job No. 0300.16 Division No. Notes Red Plotted Profile
Survey of PRINCESS PARK ESTATES Date Date No.
Survey by L.V. SMITH Notes L.V. SMITH Notes Chkd. Checked X-Sec.
Indexed E.L. GALLI Date Date Date No.

76-L298 CE 307 3-61

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STATION	B. S.	H. I.	F. S.	ELEV.		
		1723 675				
CTR. CUL-DE-SAC 11C	4457	1723 760	4372	1719303	FD. LG. BT. SPK. & WASHER STAMPED "R.C.E. 9954" AT CTR. OF CUL-DE-SAC OF FRIENDLY VALLEY PKWY. F.B. 34[illegible]	62
B.M. #17	3947	1723 306	4401	1719359	B.M. #17 ADJ. ELEV. = 1719.353 F.B. 3[illegible] ON FRIENDLY VALLEY PKWY. AT CUL-DE-SAC WLY. CURB 3.6' SLY. OF DRIVEWAY TO HOUSE #19105. LD. & BT. SPK. IN CURB - CURB MARKED P-17	22
T.P.	4020	1721379	5947	1717359		
T.P.	3945	1718842	6482	1714897		
B.M. #P-14			5844	1712998	B.M. P-14 ADJ. ELEV. = 1712.993 F.B. 3[illegible] INTERSECTION ABDALE ST. & FRIENDLY VALLEY PKWY., N'ELY. COR. 1st N'LY. CURB RETURN. BT. SPK. IN LEAD IN CONC. CURB - CURB. MKD. P-14	21

Profile Notes Red ____ Plotted ____ Job No. 20016 Division No. ____ F.B. 3471 Pg. 115
No. ____ X-Sec. ____ Date ____ Date ____ Survey of PRINCESS PARK ESTATES
No. ____ Notes Chkd. ____ Checked ____ Survey by L.Y.S. Notes L.Y.S. Date AUG 23, 1968
Date ____ Date ____ Map No. ____ Indexed ____

F. B. 3471 PG. 116 Job No._____ Division No._____ Notes Red_____ Plotted_____ Profile

Survey of_____ Date_____ Date_____ No._____

Survey by_____ Notes_____ Notes Chkd._____ Checked_____ X-Sec.

Indexed_____ Date_____ Date_____ Date_____ No._____

STATION	B. S.	H. I.	F. S.	ELEV.

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76-L298 CE 307 3-61

Notes Ck'd by	Survey of PRINCESS PARK ESTATES	F.B. 3471 Pg. 117
Map No.	[illegible]	
Office Work	Surveyed by L.V. SMITH	
Checked	Notes L.V. SMITH Date [illegible]	
Date	Indexed	

LAND MOVMENT SURVEY

PRINCESS PARK ESTATES

SURVEY TO TIE CONTRACTOR'S CONTROL POINTS & POINTS ON HOUSES TO COUNTY ENGR'S CONTROL LINE.

J.N. 030016

AUG 1968

PARTY
L.V. SMITH
T.C. PETERSON
W.F. BANETT
J.F. MUÑOZ

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76P3095 CE #310 5-66

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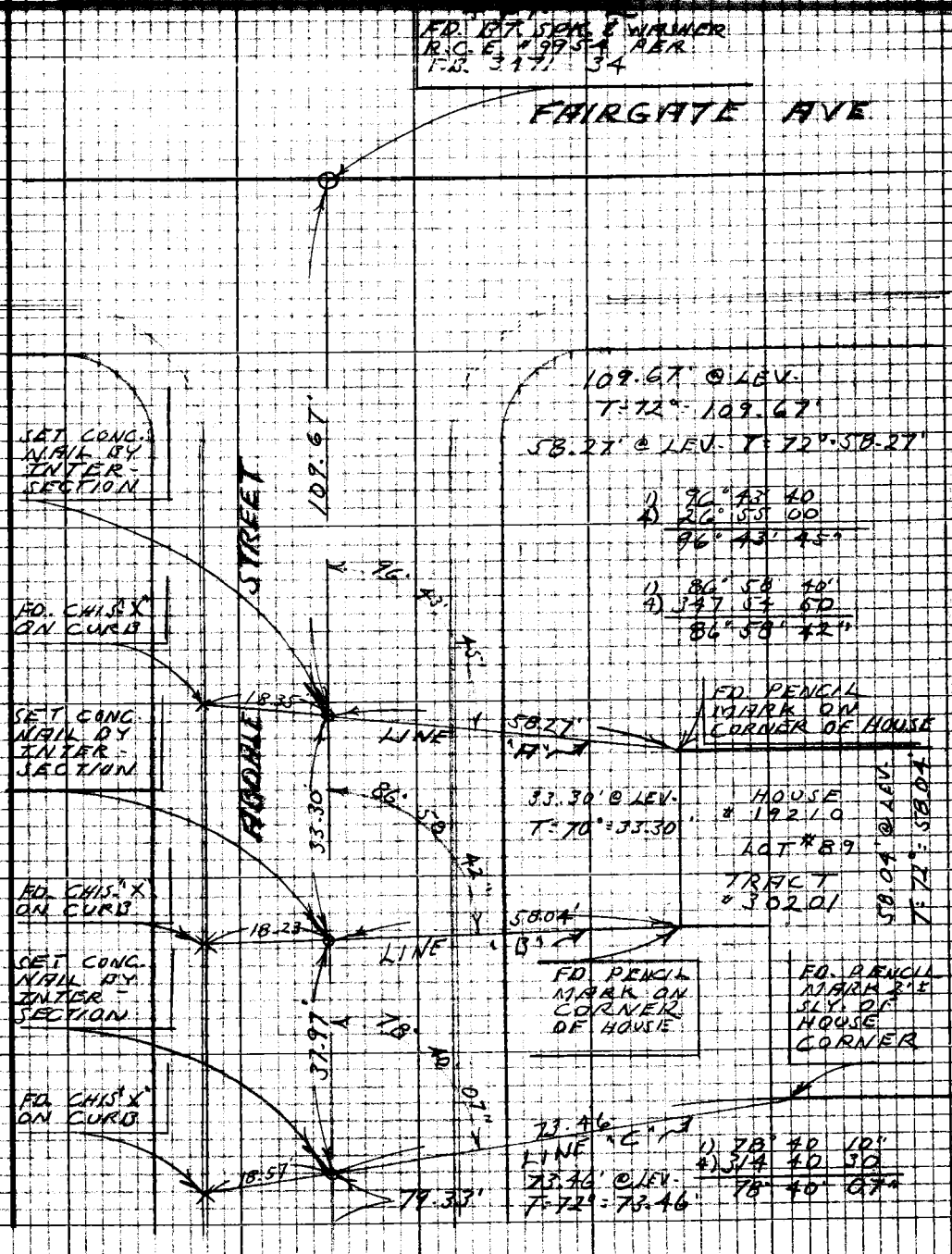
F.B. 371 PG. 118

PWFB 2514

128

Notes Ck'd by	Survey of Princess Pk. Estates
Map No.	[illegible]
Office Work	Surveyed by L. V. Smith
Checked	Notes L. V. Smith Date 8-20-68
Date	Indexed

F.B. 3471 Pg. 119



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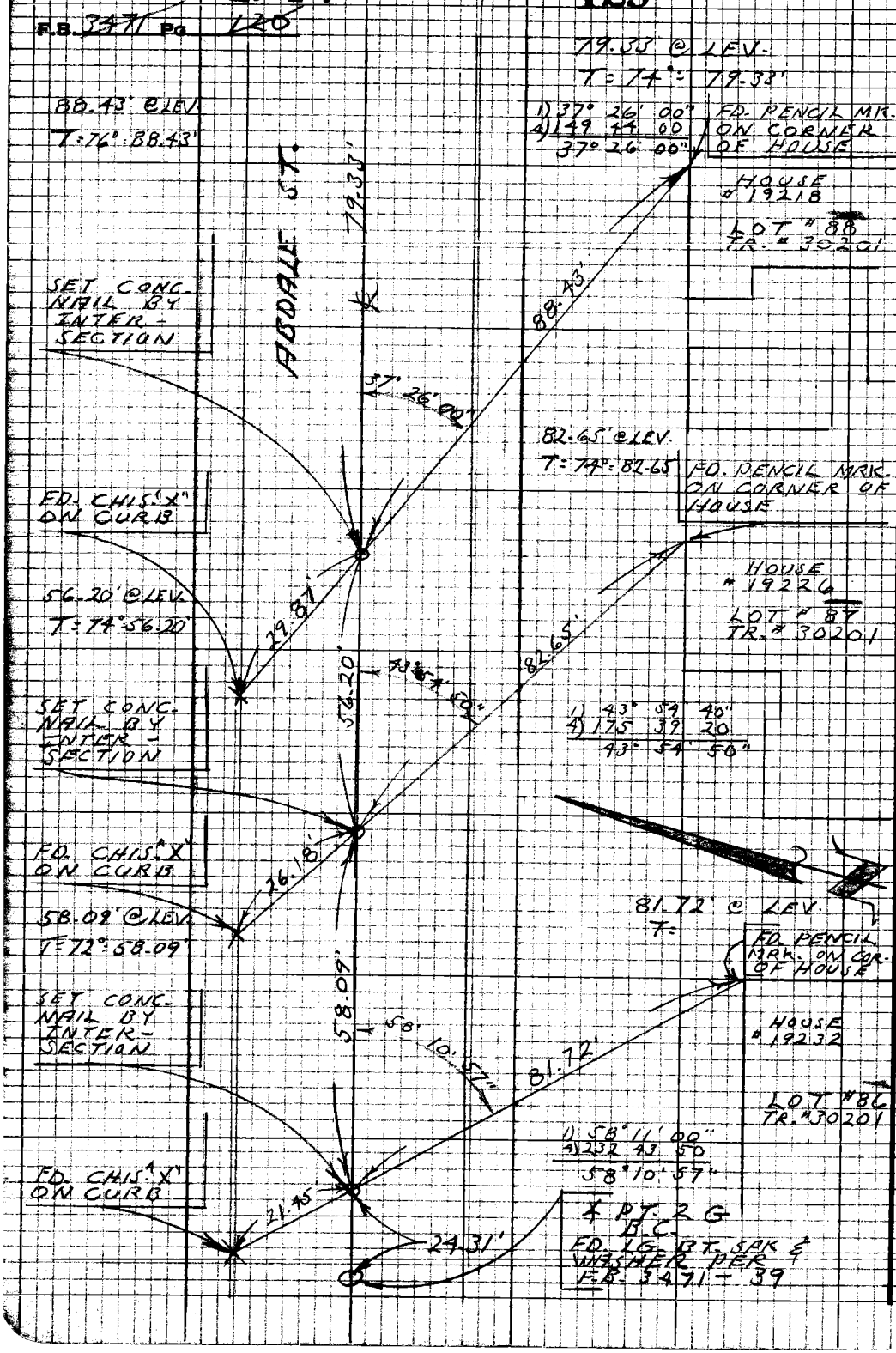
403 LOS ANGELES COUNTY ENGINEERING BLDG.

76P3098 CE #310 8-68

PWFB 2514

129

F.B. 3471 Pg 120



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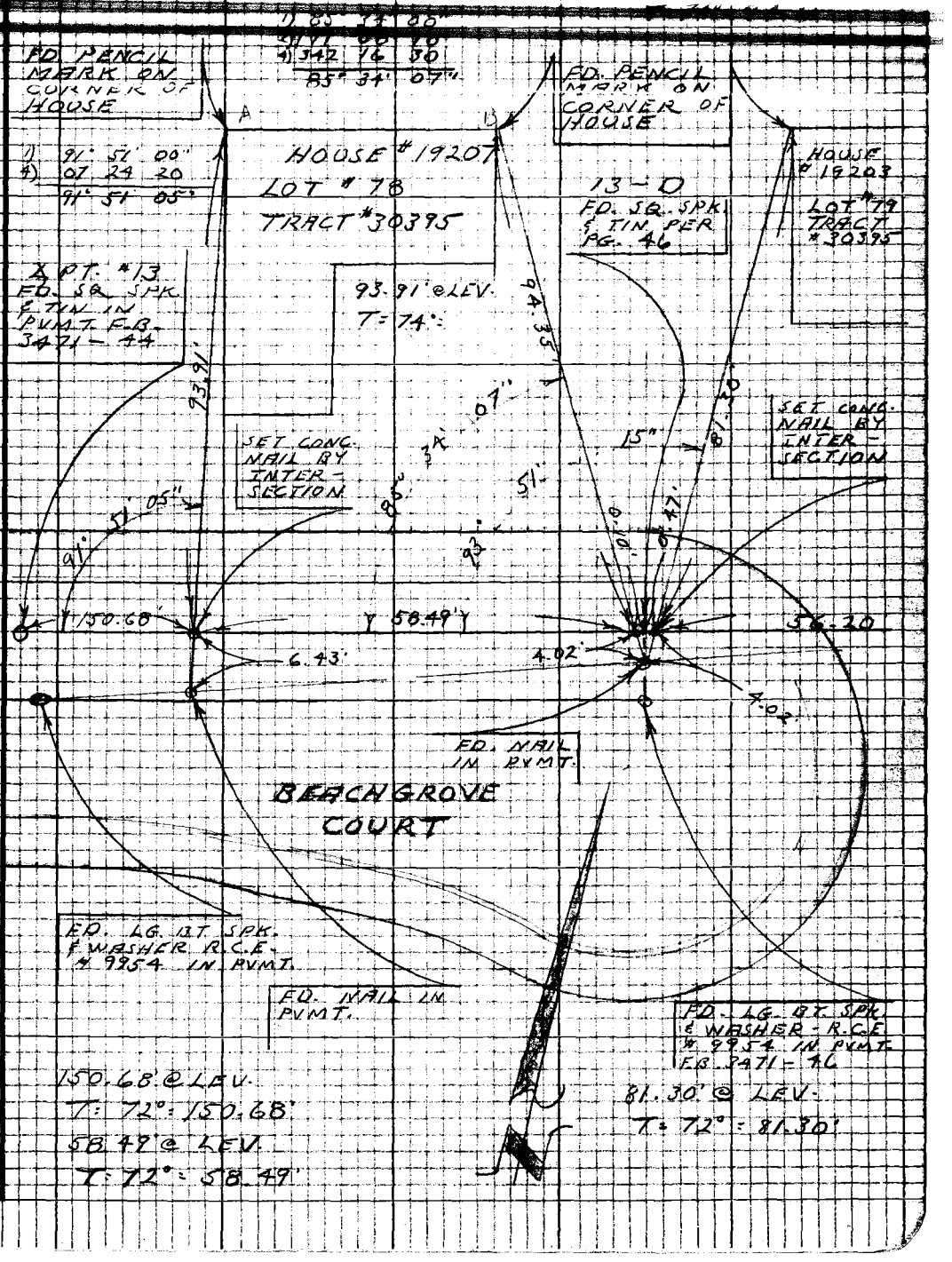
PWFB 2514

130

Notes Ck'd by	Survey of Princess Pk. Estates	F.B. 3471 Pg. 107
Map No.	[illegible]	1) 93° 51' 20"
Office Work	Surveyed by L.V. [illegible]	4) 13 [illegible] 00"
Checked	Notes L.V. SMITH Date [illegible]	93° 51' 15"
Date	Indexed [illegible]	94.35' @ LEV.



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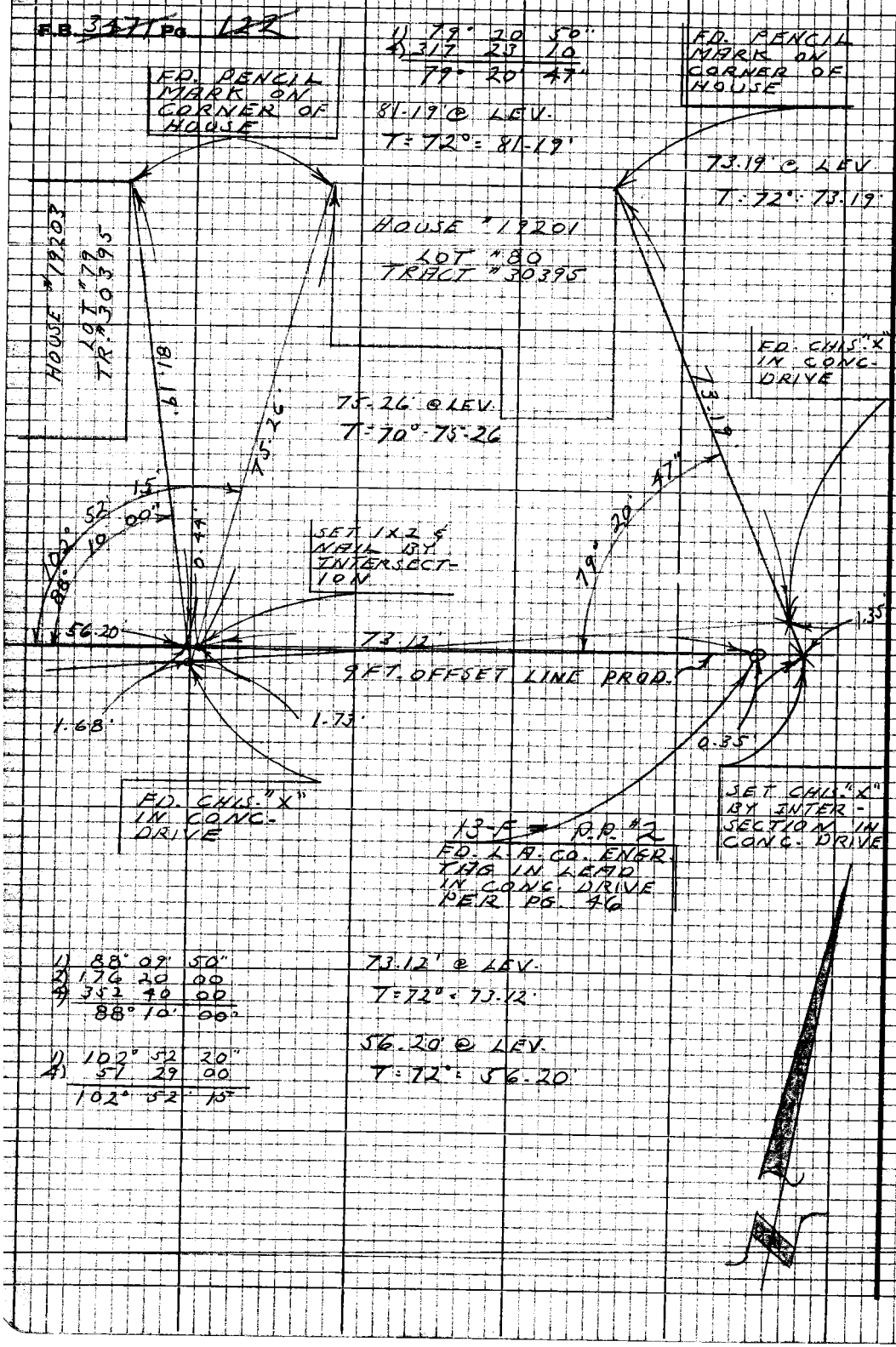
76P3098 CE #310 8-66

PWFB 2514

131

F.B. 3471 Pg. 122



1) 88° 09' 50"
2) 176 20 00
4) 352 40 00
88° 10' 00"

1) 102° 52' 20"
4) 51 29 00
102° 52' 15"

73.12' @ LEV.
T = 72° = 73.12'

56.20' @ LEV.
T = 72° = 56.20'

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132

F.B. 3471 PG. 12

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of PRINCESS PK. EST.
JN 0300.16 Tape 0205 Std 68
Surveyed by W.J. VOGE
Notes R. STRADER Date 8-26-68
Indexed

PRINCESS PARK ESTATES

J.N. 0300.16

ORIGINAL SURVEY
FOR HORIZONTAL
MOVEMENT

STREETS
ABDALE ST.
BEACHGROVE CT.
FAIRGATE AVE.

LOTS 89, 88, 87, 86, 85
OF TRACT # 30201

LOTS 76, 77, 78, 79, 80
OF TRACT # 30395

PARTY
W VOGE
R STRADER
R SWANN
L MANLEY

REF. FB 3471 - 31 THRU 64

NOTE

#1 TO #18 ARE 5/16" LAG BOLTS IN LEAD SLEEVES IN CONCRETE HOUSE FOUNDATIONS

#19 TO #23 ARE 2" IP CONC. PL. & SM. BOAT SPK.

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76F3098 CE#310 9-67

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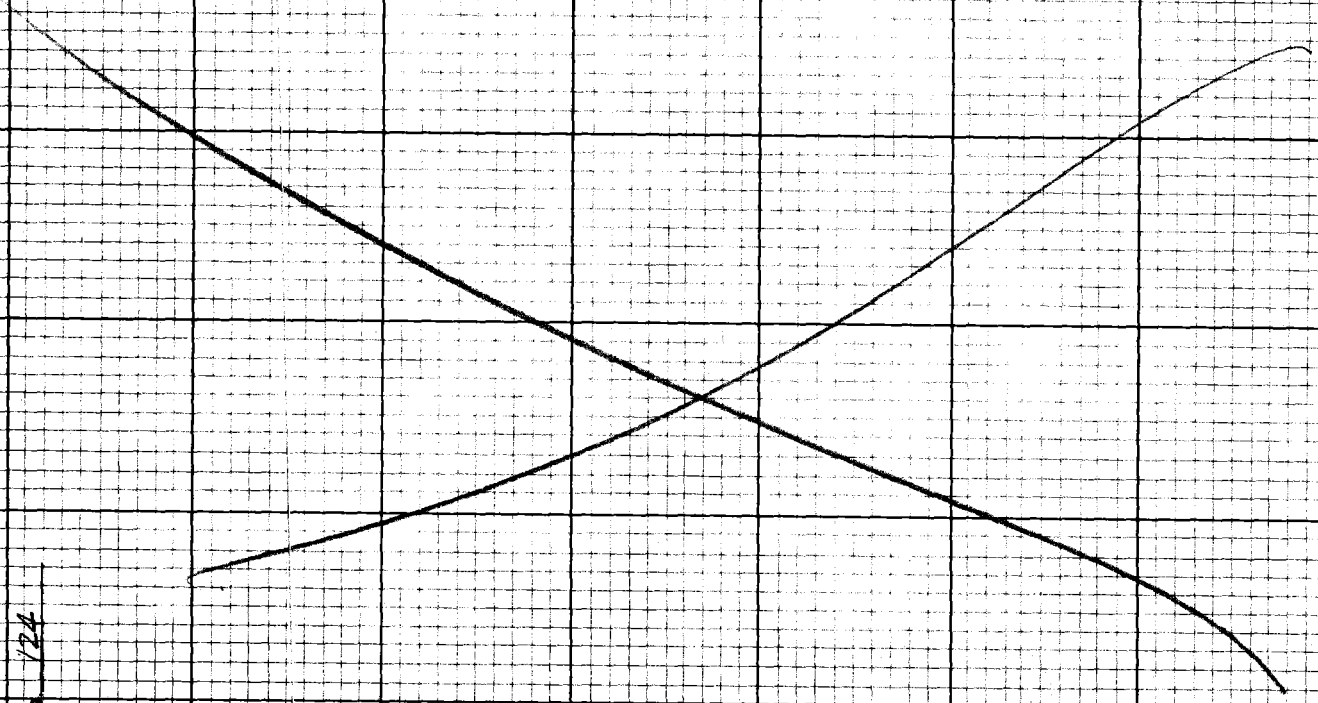

F.B. 347 Pg. 124

PWFB 2514

133

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey [illegible]
JN [illegible] Tape [illegible] Std [illegible] °F
Surveyed by [illegible]
Notes [illegible] Date 8-23-68
Indexed

F.B. [illegible] Pg. 125

4 PT. #4

T 95
88.66 @ LEV = 88.67

WATER PB [illegible]

FAIRGATE AVENUE

ST.

88.67

1) 65-12-50
4) 260-51-30
65-12-52

T 92
30.16 @ LEV
36.22 @ LEV } 66.39

PT. 2-A
SET SQ. SPK.

T 92
88.91 @ LEV =
88.92

66.39

#1

5.2"

2°

HOUSE # 19210
LOT # 89
TRACT # 30201

1) 96-49-00
4) 27-16-20
96-49-05

88.92

65°

12

T 98
93.10 @ LEV =
93.12

1) 77-14-40
4) 308-59-10
77-14-48

1°

93.12

PT. 2-B
SET SQ. SPK.

55.97

#3

#2

48"

05"

14'

77°

49'

1°

HOUSE # 19218
LOT # 88
TRACT # 30201

T 100
67.80 @ LEV =
67.81

ABDALE

67.81

96°

T 98
56.38 @ 7-00 = 55.96
56.51 @ 7-57 = 55.97 } 55.97

TO TOP PG 126

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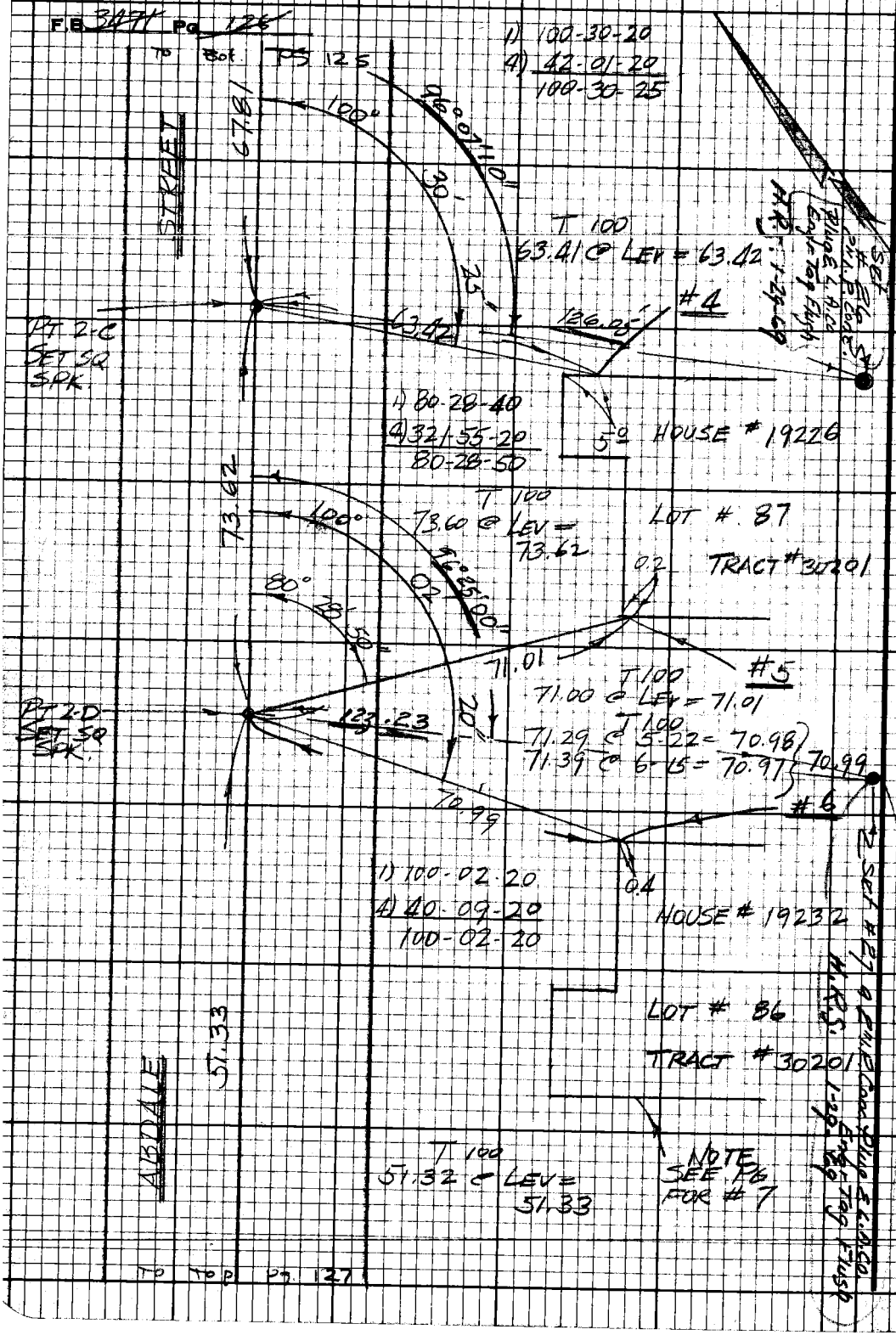
76F3098 CE#310 9-67

PWFB 2514

134

F.B. 3471 Pg. 126

To Bot. PS 125



To Top Pg. 127

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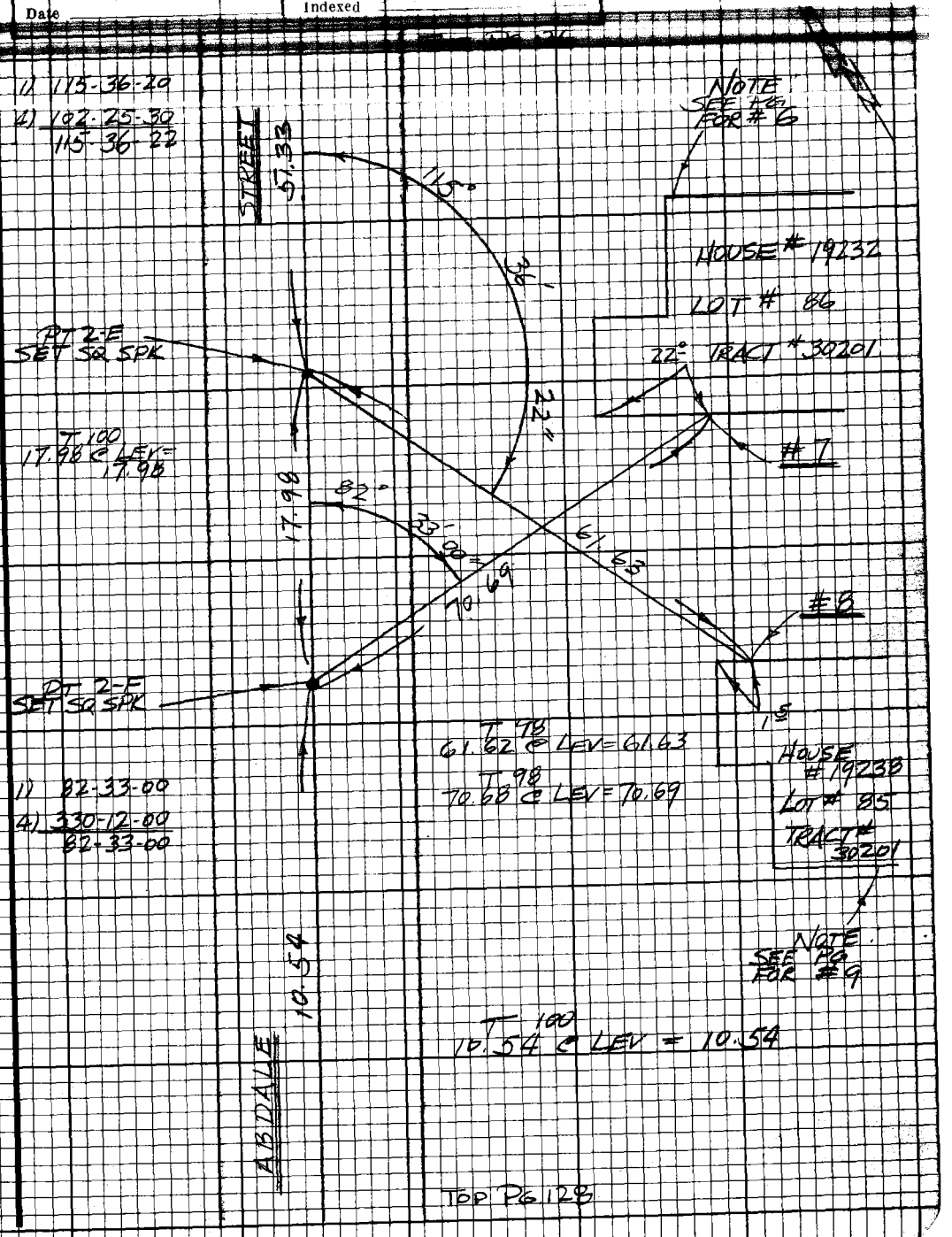
PWFB 2514

135

Note Card by
Map No.
Office Work
Checked
Date

Survey of
JN Tape Std °F
Surveyed by
Notes Date
Indexed

1) 115-36-29
2) 102-25-30
115-36-22



1) 82-33-00
2) 330-12-00
82-33-00

TOP P6128

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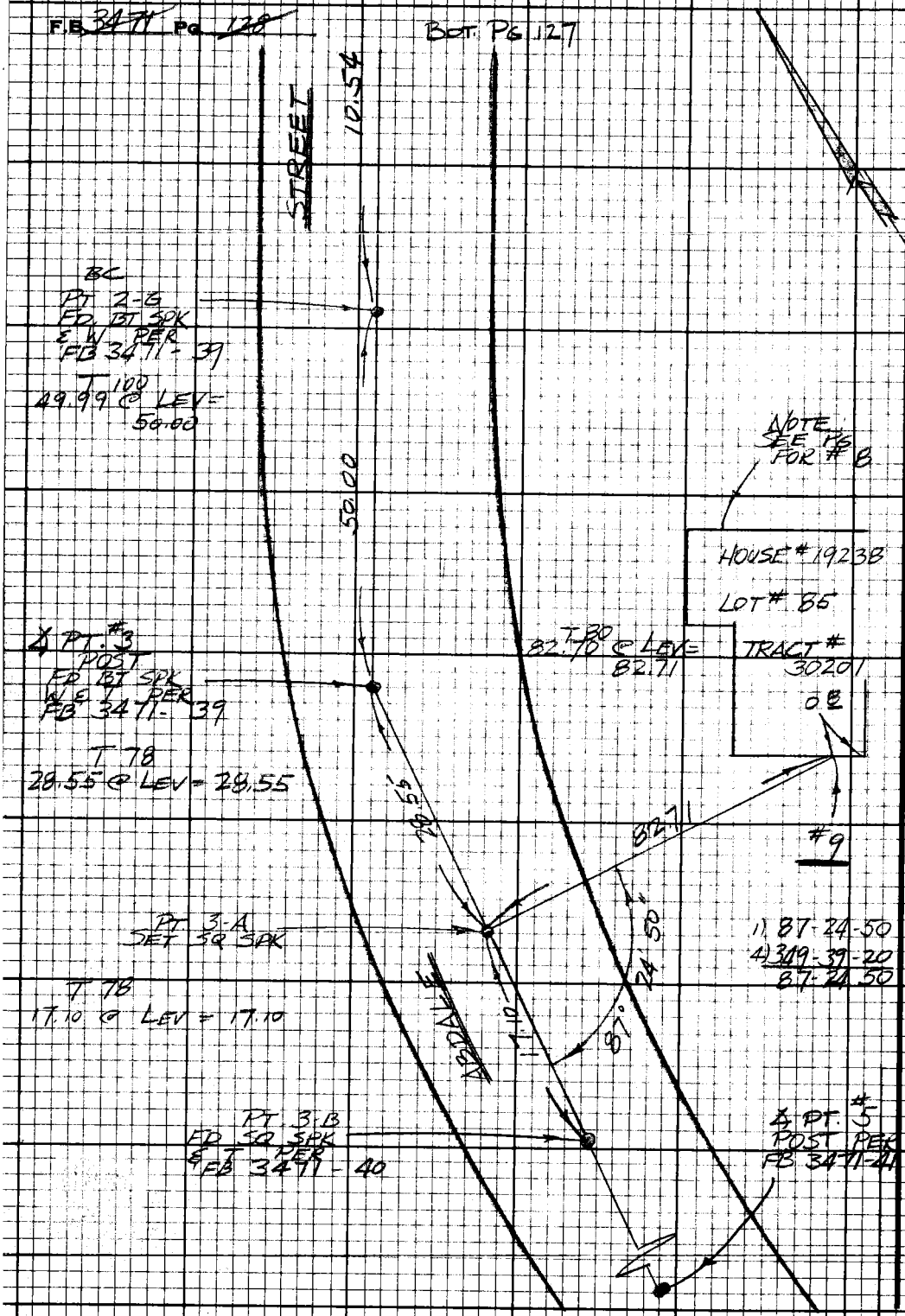
76F3093 CE#310 9-67

PWFB 2514

136

F.B. 3471 Pg. 128



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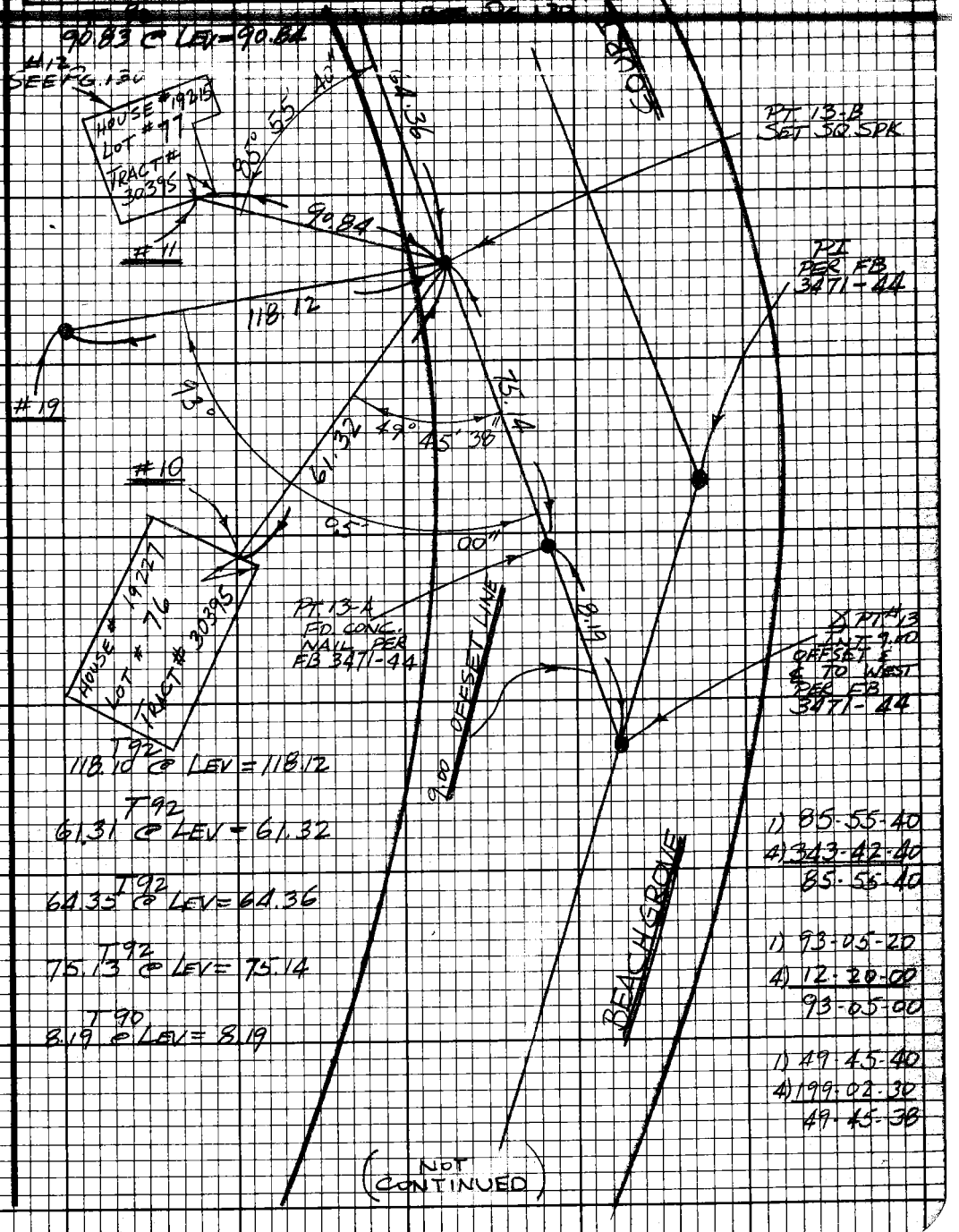
PWFB 2514

137

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of PRINCESS PK. EST
JN 0300.76 Tape Std 68 °F
Surveyed by WU VOGE
Notes P. FRAO R. Date 8-26-68
Indexed

F.B. 3471 Pg. 129



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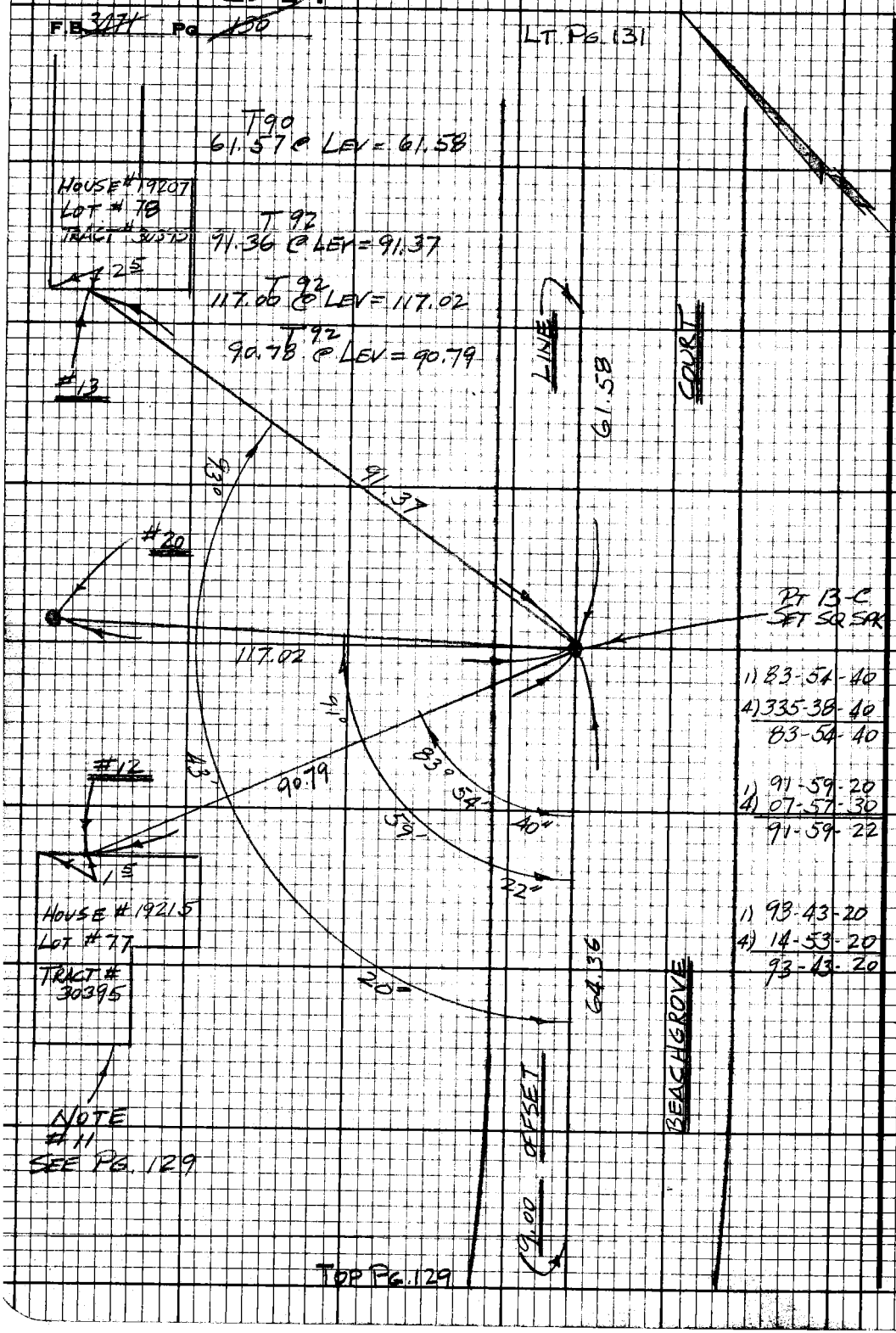
76F3098 CE#310 9-67

PWFB 25 14 138

F.B. 3471 Pg. 130



1) 83-54-40
4) 335-38-40
83-54-40

1) 91-59-20
4) 07-57-30
91-59-22

1) 93-43-20
4) 14-53-20
93-43-20

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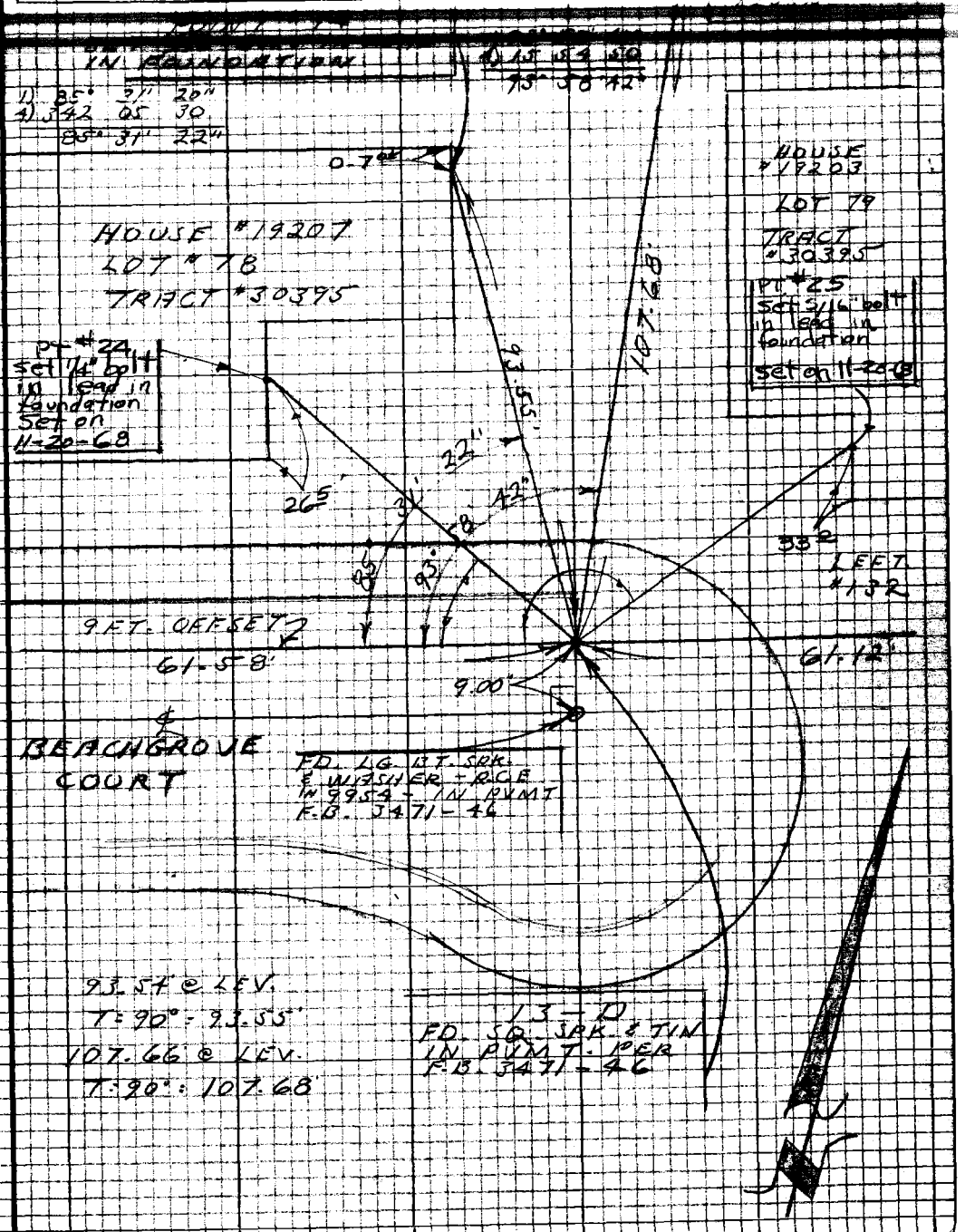
PWFB 2514

139

Notes Ck'd by	Survey of PRINCESS PARK ESTATES	F.B. 3471 Pg. 131
Map No.		
Office Work	Surveyed by L.V. SMITH	POINT #21
Checked	Notes L.V. SMITH Date	CONC.
Date	Indexed	13T. SPK.



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76F3098 CE #310 5-66

PWFB 2514

140

F.B. 3471 Pg. 132

POINT #22
SET 3" I.P. CONC.
PLUG & SM. BT.
SPK. FLUSH

POINT #23
SET 3" I.P.
CONC. PLUG
& SM. BT. SPK
FLUSH

POINT #18
SET 5/8" BOLT IN
LEAD IN FOUNDAT-
ION

HOUSE #19201
LOT 80
TRACT #30395

POINT #15
SET 5/8" BOLT
IN LEAD IN
FOUNDATION

2°±

HOUSE #
19205
LOT #79
TR. # 30395

POINT #16
SET 1/4" BOLT
IN LEAD IN
FOUNDATION

5°±

POINT #17
SET 5/8"
BOLT IN
FOUND-
ATION

2°±

79.85'
107.32'
52.73'
98.29'
73.84'
26.22'
69.11'
61.12'
9 FT. OFFSET
103.31'
16°00'
58°02'
23°26'
22°27'
20"
95"
42"
50"
35"
79°
81°
12'
14°
98°
33'

RIGHT
PG 131

1) 74° 16' 00
4) 297 04 00
74° 16' 00"

SET "X" 13-E
IN CONC.
DRIVE ON 9 FT.
OFFSET LINE

13-E = P.P. #2
FD. L.A.CO. ENGR.
TAG IN LEAD
IN CONC. DRIVE
F.B. 3471 - PG. 46

1) 103° 47' 20"
4) 55 09 20
103° 47' 20"

98.28' @ LEV.
T = 90° = 98.29'

61.N' @ LEV.
T = 90° = 61.12'

1) 84° 58' 00"
4) 339 52 10
84° 58' 02"

73.83' @ LEV.
T = 90° = 73.84

104.31' @ LEV
T = 90° = 104.33

79.84' @ LEV.
T = 90° = 79.85'

1) 79° 35' 10"
4) 318 22 50
79° 35' 12

52.72' @ LEV.
T = 90° = 52.73'

26.22' @ LEV.
T = 90° = 26.22'

1) 81° 19' 40"
4) 325 19 20
81° 19' 50"

1) 98° 23' 00"
4) 33 32 20
98° 23' 05"

69.10' @ LEV.
T = 90° = 69.11

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Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Princess Park Est
JN 03016 Tape [illegible] Std [illegible]
Surveyed by [illegible]
Notes Vogel Date 8-26-68
Indexed [illegible]

F.B. 3471 PG. 153

CHART FOR RERUNS OF THE ℄
OF THE PRINCESS PARK ESTATES
PER F.B. 3471-31 TO 64

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F.B. 3471 Pg. 154

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TRANSIT @ 4 PT #1 PER FB3471-33

DATE	ANGLE FROM EC NE'LY ON SIERRA ESTATES DR (PG 36) TO 4 PT #2 (PG 34)	ANGLE FROM 4 PT #2 TO BM P-5	Distance to P-5	Distance to Tie #1	Distance to Tie #2	Distance to Tie #3	Distance to Tie #4	ANGLE FROM 4 PT #2 CLOCKWISE TO SYLMAR E-2 PER FB2457-16
9-4-68	① 89° 59' 30" ④ 359° 58' 00" ⑥ 179° 57' 20" 89° 59' 33"	② 38° 54' 30" 19° 27' 15"	T=70° 55.00 @LEV =55.00	T=70° 49.21 @ LEV= 49.21	T=70° 50.37 @LEV =50.37	T=70° 50.43 @LEV.= 50.43	T=70° 48.68 @LEV.= 48.68	
9-11-68	① 89° 59' 00" ④ 359° 57' 40" ⑥ 179° 56' 30" 89° 59' 25"	② 38° 55' 10" 19° 27' 35"	T=92° 55.00 @LEV= 55.01	T=92° 49.21 @LEV= 49.22	T=92° 50.37 @LEV= 50.38	T=92° 50.43 @LEV= 50.44	T=92° 48.68 @LEV= 48.69	
9-18-68	① 89° 59' 00" ④ 359° 57' 50" ⑥ 179° 57' 00" 89° 59' 30"	② 38° 55' 00" 19° 27' 30"	T=82° 55.01 @LEV= 55.02	T=82° 49.20 @LEV= 49.20	T=82° 50.38 @LEV= 50.38	T=82° 50.44 @LEV= 50.44	T=82° 48.68 @LEV.= 48.68	① 13° 29' 40" ④ 53° 59' 10" ⑥ 80° 58' 40" 13° 29' 47"
9-25-68	① 89° 59' 10" ④ 359° 58' 10" ⑥ 179° 57' 30" 89° 59' 35"	② 38° 55' 30" 19° 27' 45"	T=94° 55.00 @LEV= 55.01	T=94° 49.21 @LEV= 49.22	T=94° 50.37 @LEV= 50.38	T=94° 50.43 @LEV= 50.44	T=94° 48.68 @LEV= 48.69	① 13° 29' 40" ④ 53° 59' 20" ⑥ 80° 58' 50" 13° 29' 48"
10-9-68	① 89° 59' 00" ④ 359° 58' 10" ⑥ 179° 57' 10" 89° 59' 32"	② 38° 55' 00" 19° 27' 30"	T=80 55.01 @LEV.= 55.01	T=80 49.21 @LEV= 49.21	T=80 50.39 @LEV= 50.39	T=80 50.44 @LEV= 50.44	T=80 48.67 @LEV= 48.67	① 13° 29' 20" ④ 53° 59' 20" ⑥ 80° 59' 30" 13° 29' 55"
10-23-68	① 89° 59' 00" ④ 359° 57' 50" ⑥ 179° 56' 50" 89° 59' 28"	② 38° 54' 00" 19° 27' 00"	T=84 55.01 @LEV= 55.02	T=84 49.21 @LEV= 49.22	T=84 50.39 @LEV= 50.40	T=84 50.43 @LEV= 50.44	T=84 48.68 @LEV= 48.69	① 13° 29' 50" ④ 53° 59' 00" ⑥ 80° 58' 30" 13° 29' 45"

Name Grid by
Map No.
Office Work
Checked
Date

Survey of [illegible]
Tape [illegible] Std [illegible]
Surveyed by [illegible] Vog
Notes Vog
Date
Indexed
Lines Checked

FB 3471 PG 155

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ANGLE POINT #1

DATE	ANGLE FROM E.C. ON SIERRA ESTATES DR TO ∡PT #2	ANGLE FROM ∡PT #2 TO BM P-5	DISTANCE TO BM P-5	TIE #1	TIE #2	TIE #3	TIE #4	ANGLE FROM ∡PT #2 CLOCKWISE TO SYLMAR E-2
11-6-68	① 89° 59' 40" ④ 359° 58' 00" ⑥ 179° 57' 20" 89° 59' 33"	② 38° 54' 00" 19° 27' 00"	T=70° 55.01 @LEV= 55.01	T=70° 49.21 @LEV= 49.21	T=70° 50.40 @LEV= 50.40	T=70° 50.44 @LEV= 50.44	T=70° 48.68 @LEV= 48.68	① 13° 30' 00" ④ 53° 59' 10" ⑥ 80° 58' 50" 13° 29' 48"
VERY WINDY 11-20-68	① 89° 59' 30" ④ 359° 58' 00" ⑥ 179° 57' 10" 89° 59' 32"	② 38° 54' 10" 19° 27' 05"	T=74° 55.01 @LEV= 55.01	T=74° 49.22 @LEV= 49.22	T=74° 50.38 @LEV= 50.38	T=74° 50.45 @LEV= 50.45	T=74° 48.68 @LEV= 48.68	① 13° 29' 50" ④ 53° 59' 10" ⑥ 80° 58' 50" 13° 29' 48"
12-4-68	① 89° 59' 20" ④ 359° 58' 10" ⑥ 179° 57' 10" 89° 59' 32"	② 38° 54' 10" 19° 27' 05"	T=68° 55.00 @LEV= 55.00	T=68° 49.20 @LEV= 49.20	T=68° 50.38 @LEV= 50.38	T=68° 50.44 @LEV= 50.44	T=68° 48.68 @LEV= 48.68	① 13° 29' 40" ④ 53° 59' 20" ⑥ 80° 59' 00" 13° 29' 50"
12-18-68	T=2 89° 59' 30" Per FB G-1250-4	T=2 19° 26' 54" Per FB G 1250-4	T=52° 55.01 @LEV= 55.00	T=52° 49.21 @LEV= 49.20	T=52° 50.40 @LEV= 50.39	T=52° 50.45 @LEV= 50.44	T=52° 48.69 @LEV 48.68	T=2 13° 29' 53" Per FB G-1250-4
156 PG 12-30-68	T=2 89° 59' 31' Per FB 1250-25	T=2 19° 26' 47" Per FB G 1250-25	T=64 55.01 @LEV= 55.01	T=64 49.22 @LEV= 49.22	T=64 50.40 @LEV= 50.40	T=64 50.45 @LEV= 50.45	T=64 48.69 @LEV= 48.69	T=2 13° 29' 50" Per FB G 1250-25
1-14-69	89° 59' 29" Per FB G-1250-45	19° 26' 54" Per FB G 1250-45	T=60 55.01 @LEV= 55.01	T=60 49.21 @LEV= 49.21	T=60 50.40 @LEV= 50.40	T=60 50.45 @LEV= 50.45	T=60 48.68 @LEV= 48.68	13° 29' 48" Per FB G 1250-45
F.B. 347 1-29-69	89° 59' 32" Per FB G 1254-17	19° 26' 37" Per FB G 1254-17	T=48 55.01 @LEV= 55.00	T=48 49.22 @LEV= 49.21	T=48 50.38 @LEV= 50.37	T=48 50.44 @LEV= 50.43	T=48 48.69 @LEV= 48.68	13° 29' 54" Per FB G 1254-17

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TRANSIT @ ∡ PT #2 PER FB 3471-34

DATE	ANGLE FROM ∡ PT #1 (PG 33) TO ∡ PT #3 (PG 39)	ANGLE FROM ∡ PT #3 (PG 39) TO ∡ PT #14 (PG 63) 38	ANGLE FROM ∡ PT #14 to BM P-6	DISTANCE TO P-6	Tie #1	Tie #2	Tie #3	Tie #4	DISTANCE FROM ∡ PT #1
9-4-68	① 89° 59' 50" ④ 359° 59' 30" ⑥ 179° 59' 20" 89° 59' 53"	∡ PT #2 FALLS ON LINE	② 68° 17' 40" 34° 08' 50"	T=72° 32.39 @LEV= 32.39	T=72° 47.83 @LEV= 47.83	T=72° 33.81 @LEV. 33.81	T=72° 49.00 @LEV= 49.00	T=72° 48.65 @LEV= 48.65	T=70° 298.0[illegible] @LEV= 298.0[illegible]
9-11-68	① 89° 59' 20" ④ 359° 59' 20" ⑥ 179° 58' 50" 89° 59' 48"	∡ PT #2 FALLS ON LINE	② 68° 17' 00" 34° 08' 30"	T=82° 32.39 @LEV= 32.39	T=82° 47.84 @LEV= 47.84	T=82° 33.81 @LEV = 33.81	T=82° 49.00 LEV= 49.00	T=82° 48.67 @LEV= 48.67	T=9[illegible] 297.9[illegible] @LEV= 297.9[illegible]
9-18-68	① 89° 59' 40" ④ 359° 59' 40" ⑥ 179° 59' 20" 89° 59' 53"	∡ PT #2 FALLS ON LINE	② 68° 16' 50" 34° 08' 25"	T=84° 32.41 @LEV= 32.41	T=84° 47.83 @LEV= 47.83	T=84° 33.83 @LEV= 33.83	T=84° 49.01 @LEV= 49.02	T=84° 48.66 @LEV= 48.67	T=88° 297.9[illegible] @LEV 298.[illegible]
9-25-68	① 89° 59' 40" ④ 359° 59' 30" ⑥ 179° 59' 00" 89° 59' 50"	∡ PT #2 Falls on Line	② 68° 16' 10" 34° 08' 05"	T=100° 32.39 @LEV= 32.40	T=100° 47.82 @LEV= 47.83	T=100° 33.81 @LEV= 33.82	T=100° 48.99 @LEV= 49.00	T=100° 48.66 @LEV= 48.67	T=9[illegible] 297.9[illegible] @LEV 298.[illegible]
10-9-68	① 90° 00' 00" ④ 359° 59' 20" ⑥ 179° 59' 00" 89° 59' 50"	∡ PT #2 FALLS ON LINE	② 68° 16' 50" 34° 08' 25"	T=78 32.40 @LEV= 32.40	T=78 47.84 @LEV= 47.84	T=78 33.82 @LEV= 33.82	T=78 49.01 @LEV= 49.01	T=78 48.67 @LEV= 48.67	T=7[illegible] 298.[illegible] @LEV 298.[illegible]
10-23-68	① 90° 00' 00" ④ 359° 59' 40" ⑥ 179° 59' 40" 89° 59' 57"	∡ PT #2 FALLS ON LINE	② 68° 17' 10" 34° 08' 35"	T=78 32.40 @LEV= 32.40	T=78 47.83 @LEV= 47.83	T=78 33.81 @LEV= 33.81	T=78 49.00 @LEV= 49.00	T=78 48.66 @LEV= 48.66	T=[illegible] 298.[illegible] @LEV 298.[illegible]

Notes Cited by
Map No.
Cross Work
Checked
Date

Subject of Penn. Rd. Ext.
JN [illegible] Tape [illegible] Std 68 [illegible]
Surveyed by [illegible] Date
Notes Vogt
Indexed [illegible]

FB 3471 PG 157

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ANGLE POINT #2

DATE	ANGLE ∆PT #1 ∆PT #3	FROM TO	ANGLE FROM ∆PT #3 TO ∆PT #2	ANGLE FROM ∆PT #2 TO BM P-6	DISTANCE TO BM P-6	TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∆PT #1
11-6-68	① 90°00'	10"			T=68°	T=68°	T=68°	T=68°	T=68°	T=70°
	② 360°00'	10"	∆PT #2	② 68° 17' 00"	32.40	47.83	33.82	49.00	48.66	297.97 @
	③ 180°00'	00	FALLS ON LINE	34° 08' 30"	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	LEV=
	90°00'	00"			32.40	47.83	33.82	49.00	48.66	297.97
VERY WINDY 11-22-68	① 90°00'	00"	∆PT #2	② 68° 17' 40"	T=72°	T=72°	T=72°	T=72°	T=72°	T=74°
	② 359°59'	50"	FALLS ON LINE	34° 08' 50"	32.40	47.84	33.82	49.00	48.66	298.00 @
	③ 180°00'	00"			@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	LEV=
	90°00'	00"			32.40	47.84	33.82	49.00	48.66	298.01
12-4-68	① 90°00'	10"	∆PT #2	② 68° 17' 10"	T=68°	T=68°	T=68°	T=68°	T=68°	T=68°
	② 360°00'	10"	FALLS ON LINE	34° 08' 35"	32.41	47.84	33.83	49.00	48.67	297.99
	③ 180°00'	30"			@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=
	90°00'	05"			32.41	47.84	33.83	49.00	48.67	297.99
12-18-68	T=2		∆PT #2	∆PT #1 TO BM P-6	T=50°	T=50°	T=50°	T=50°	T=50°	T=52°
	89°59'	56"	FALLS ON LINE	145° 50' 59"	32.40	47.84	33.82	49.01	48.67	297.97 @LEV=
	Per FBG-1250-	3		Per FB G	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	
				1250-3	32.40	47.83	33.82	49.00	48.66	297.94
FB. 3411 Pg. 158 12-30-68	T=2		∆PT #2	T=2	T=54	T=54	T=54	T=54	T=54	T=62°
	89°59'	59"	FALLS ON LINE	145° 51' 26"	32.40	47.84	33.83	49.02	48.68	298.05 @LEV=
	Per FB			Per FB G	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	
	G 1250-24			1250-24	32.40	47.84	33.83	49.02	48.68	298.04
	89°59'	55"	∆PT #2	145° 51' 26"	T=60	T=60	T=60	T=60	T=60	T=60°
	Per FBG		FALLS ON LINE	Per FB G 1250-	32.41	47.84	33.83	49.01	48.67	298.02 @LEV=
	1250-46			46	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	
					32.41	47.84	33.83	49.01	48.67	298.00
FB. 3411 Pg. 158 12-29-68	89°59'	50"	ON LINE	145° 51' 50"	T=42°	T=42°	T=42°	T=42°	T=42°	T=48°
	Per FB	G		Per FB G	32.40	47.84	33.82	49.01	48.66	298.09
	1254-16			1254-16	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=
					32.39	47.83	33.81	49.00	48.65	298.05

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TRANSIT @ ∆ PT #2-G PER FB 3471-39

DATE	ANGLE FROM ∆ PT #2 (PG 34) TO BM P-7	DISTANCE TO P-7	Tie #1	Tie #2	Tie #3	Tie #4	DISTANCE FROM ∆ PT #2	HOLDING TO ∆ PT #2 (PG 34) ∆ PT #3 (PG 39) THE OFFSET IS
9-4-68	② 20° 10' 20" / 10° 05' 10"	T=76° 103.52 @ LEV= 103.53 T=96	T=76° 18.19 @LEV= 18.19 T=92°	T=76° 19.05 @LEV= 19.05 T=92°	T=76° 41.29 @LEV= 41.29 T=92°	T=76° 42.98 @LEV= 42.98 T=92°	T=76° 398.85 @LEV= 398.87 T=94°	LEFT E ½ ℄ RIGHT W ½ ON LINE
9-11-68	② 20° 10' 50" / 10° 05' 25"	103.53 @LEV= 103.55	18.19 @LEV= 18.19	19.04 @LEV= 19.04	41.30 @LEV= 41.31	42.98 @LEV= 42.99	398.83 @ LEV= 398.87	ON LINE
9-18-68	② 20° 10' 30" / 10° 05' 15"	T=86° 103.51 @ LEV= 103.52	T=86° 18.19 @LEV= 18.19	T=86° 19.04 @LEV= 19.04	T=86° 41.29 @LEV= 41.29	T=86° 42.98 @LEV= 42.99	T=86° 398.87 @LEV= 398.90	ON LINE
9-25-68	② 20° 10' 40" / 10° 05' 20"	T=96° 103.53 @LEV= 103.55	T=96° 18.19 @LEV= 18.19	T=96° 19.04 @LEV= 19.04	T=96° 41.30 @LEV= 41.31	T=96° 43.00 @LEV= 43.01	T=98° 398.79 @ LEV= 398.87	ON LINE
10-9-68	② 20° 10' 40" / 10° 05' 20"	T=76° 103.53 @LEV= 103.54	T=76° 18.19 @LEV= 18.19	T=76° 19.04 @LEV= 19.04	T=76° 41.30 @LEV= 41.30	T=76° 43.00 @LEV= 43.00	T=68° 398.89 @ LEV= 398.89	ON LINE
10-29-68	② 20° 11' 00" / 10° 05' 30"	T=84° 103.55 @LEV= 103.56	T=84° 18.19 @LEV= 18.19	T=84° 19.04 @LEV= 19.04	T=84° 41.30 @LEV= 41.30	T=84° 43.00 @LEV= 43.00	T=76° 398.89 @LEV= 398.90	ON LINE
11-6-68	② 20° 10' 20" / 10° 05' 10"	T=70° 103.54 @LEV= 103.54	T=70° 18.20 @LEV= 18.20	T=70° 19.04 @LEV= 19.04	T=70° 41.31 @LEV= 41.31	T=68° 43.00 @LEV= 43.00	T=70° 398.92 @LEV= 398.93	ON LINE

Checked
Date
Notes
Indexed
Date

Map No.
Tape
FB 3471 PG 159

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T @ ∡ PT. 2-G

DATE	ANGLE FROM ∡ PT #2 TO BM P-1	DISTANCE TO P-7	TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∡ PT #2	HOLDING TO ∡ PT #2 & ∡ PT #3 THE OFFSET IS
VERY WINDY 11-21-68	② 20° TO 50" 10° 05' 25"	T=74° 103.54 @LEV= 103.54	T=74° 18.21 @LEV= 18.21	T=74° 19.04 @LEV= 19.04	T=74° 41.31 @LEV= 41.31	T=74° 43.00 @LEV= 43.00	T=72° 398.89 @LEV= 398.90	LEFT 1'/4 & RIGHT 1'/4 ON LINE
12-4-68	② 20° 10' 50" 10° 05' 25"	T=68° 103.56 @LEV= 103.56	T=68° 18.20 @LEV= 18.20	T=68° 19.05 @LEV= 19.05	T=68° 41.31 @LEV= 41.31	T=68° 43.00 @ LEV= 43.00	T=68° 398.93 @LEV= 398.93	ON LINE
12-18-68	T=2 10° 05' 30" Per FB G-1250-4	T=52° 103.55 @LEV= 103.54	T=52° 18.20 @LEV= 18.20	T=52° 19.04 @LEV= 19.04	T=52° 41.31 @LEV= 41.31	T=52° 43.00 @LEV= 43.00	T=50° 398.93 @LEV= 398.88	ON LINE
12-30-68	T=2 10° 05' 30" Per FB G 1250-25	T=68 103.54 @LEV= 103.54	T=68 18.20 @LEV= 18.20	T=68 19.04 @LEV= 19.04	T=68 41.30 @LEV= 41.30	T=68 43.00 @LEV= 43.00	T=56° 398.94 @ LEV= 398.91	ON LINE
1-14-69	10° 05' 36" Per FB G 1250-45	T=66° 103.54 @LEV= 103.54	T=68 18.20 @LEV= 18.20	T=68° 19.04 @LEV= 19.04	T=66° 41.30 @LEV= 41.30	T=66° 43.00 @LEV= 43.00	T=66° 398.88 @LEV= 398.87	ON LINE
1-29-69	10° 05' 06" Per FB G 1254-16	T=48 103.56 @LEV= 103.55	T=48 18.19 @LEV= 18.19	T=48 19.04 @LEV= 19.04	T=48 41.30 @LEV= 41.30	T=48 43.01 @LEV= 43.00	T=48 398.95 @ LEV= 398.90	0.01 LEFT

FB 3471 PG 160

76F3098 CE#310 9-67

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TRANSIT @ ∡ PT #3 PER FB 3471-39

DATE	ANGLE FROM ∡ PT #2 (PG 34) TO #4 ~~∡ PT #5 (PG 41)~~	DISTANCE TO Tie #1	DISTANCE TO Tie #2	DISTANCE FROM ∡ PT 2-G
9-4-68	① 157° 42' 50"	T=76°	T=76°	T=76°
	④ 270° 51' 40"	16.19 @LEV=	20.56 @LEV=	50.00 @LEV=
	⑥ 226° 17' 40"			50.00
	157° 42' 57"	16.19	20.56	
9-11-68	① 157° 43' 00"	T=92°	T=92°	T=84°
	④ 270° 52' 10"	16.18 @LEV.=	20.56 @LEV.=	50.00 @LEV=
	⑥ 226° 18' 00"			50.01
	157° 43' 00"	16.18	20.56	
9-18-68	① 157° 43' 00"	T=86°	T=86°	T=84°
	④ 270° 52' 20"	16.19 @LEV=	20.56 @LEV=	50.00 @LEV=
	⑥ 226° 18' 30"			50.01
	157° 43' 05"	16.19	20.56	
9-25-68	① 157° 43' 00"	T=96°	T=96°	T=96°
	④ 270° 51' 50"	16.19 @LEV=	20.57 @LEV.=	50.00 @LEV=
	⑥ 226° 17' 50"			50.01
	157° 42' 58"	16.19	20.57	
10-9-68	① 157° 42' 30"	T=76°	T=76°	T=64°
	④ 270° 52' 00"	16.19 @LEV=	20.57 @LEV=	50.01 @LEV=
	⑥ 226° 18' 00"			50.01
	157° 43' 00"	16.19	20.57	
10-23-68	① 157° 43' 00	T=84°	T=84°	T=76°
	④ 270° 52' 00"	16.19 @LEV.=	20.57 @LEV.=	50.02 @LEV=
	⑥ 226° 18' 00"			50.02
	157° 43' 00"	16.19	20.57	

Notes Cont'd by
Map No.
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Date

Survey of Princess Ann Rd
JN [illegible] Tape 0285 Std 68 "F"
Surveyed by [illegible]
Notes [illegible] Date
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F.B. 3471 PG 161

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ANGLE POINT #3

DATE	ANGLE FROM ΔPT #2 TO ΔPT #4	DISTANCE TO TIE #1	TIE #2	DISTANCE FROM ΔPT #2-G
11-6-68	① 157° 43' 20"	T=68°	T=68°	T=68°
	② 270° 51' 50"	16.19	20.57	50.03 @ ELEV = 50.03
	③ 226° 18' 03"	@ELEV=	@ELEV=	
	157° 43' 03"	16.19	20.57	
VERY WINDY 11-22-68	① 157° 43' 00"	T=72°	T=72°	T=72°
	② 270° 51' 50"	16.19	20.57	50.02 @ELEV=50.02
	③ 226° 18' 10"	@ELEV=	@ELEV=	
	157° 43' 02"	16.19	20.57	
12-4-68	① 157° 43' 20"	T=68	T=68°	T=68
	② 270° 52' 20"	16.19	20.57	50.02 @ELEV=
	③ 226° 18' 30"	@ELEV=	@ELEV=	
	157° 43' 05"	16.19	20.57	50.02
12-18-68	T=2	T=58	T=58	T=50°
	157° 43' 08" Per	16.20	20.57 @ELEV=	50.02 @ELEV=
	FB G-1250-5	@ELEV=16.20	20.57	50.01
12-3-68	T=2	T=64	T=64	T=52°
	157° 42' 58"	16.19	20.56	50.03 @ELEV=50.02
	Per FB G1250-26	@ELEV=	@ELEV=	
		16.19	20.56	
1-29-69	157° 43' 02"	T=64°	T=64°	T=64°
	Per FB G1250-47	16.19 @ELEV.	20.57 @ELEV=	50.02 @ELEV=
		16.19	20.57	50.02
	157° 42' 58"	T=48	T=48	T=48°
	Per FB G	16.19 @ELEV.	20.56	50.02 @ELEV=
	1254-18		@ELEV.=	50.01
		16.19	20.56	

FB S #71 Pg 162

76F3098 CE#310 9-67

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TRANSIT @ 4 PT #3 B PER FB 3471-40

DATE	HOLDING TO 4 PT #3 (PB 39) & ANGLE PT #4 (PG 41) THE OFFSET IS	ANGLE FROM 4 PT #4 TO BM P-8	DISTANCE TO BM- P-8	DISTANCE FROM 4 PT #3
9-6-68	LEFT & E'ly & RIGHT & W'ly ON LINE	② 150° 58' 30" / 75° 29' 15"	T= 76° 31.79 @ LEV = 31.79	T= 76° 45.65 @ LEV= 45.65
9-11-68	ON LINE	② 150° 58' 50" / 75° 29' 25"	T= 98° 31.78 @LEV= 31.79	T= 92° 45.65 @ LEV= 45.66
9-18-68	ON LINE	② 150° 59' 10" / 75° 29' 35"	T= 90° 31.80 @LEV= 31.80	T= 86° 45.65 @ LEV= 45.66
9-25-68	ON LINE	② 150° 58' 30" / 75° 29' 15"	T= 96° 31.79 @LEV= 31.80	T= 96° 45.66 @LEV= 45.67
10-9-68	ON LINE	② 150° 58' 10" / 75° 29' 05"	T= 76° 31.79 @LEV= 31.79	T= 76° 45.64 @LEV= 45.64
10-23-68	ON LINE	② 150° 58' 50" / 75° 29' 25"	T= 82° 31.79 @ LEV= 31.79	T= 82° 45.66 @ LEV= 45.66
11-6-68	ON LINE	② 150° 58' 10" / 75° 29' 05"	T= 68° 31.80 @LEV= 31.80	T= 45.66 @ LEV= 45.66

Notes Grid by
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Other Work
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Date

Survey of [illegible]
JN 0300.16 Tape [illegible] Std 68 [illegible]
Surveyed by [illegible]
Notes [illegible] Date
Indexed [illegible]

F.B. 3471 PG 163

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T @ ∆ PT #3B

DATE	HOLDING TO ∆ PT #3 @ ∆ PT 4 THE OFFSET IS	ANGLE FROM ∆ PT #4 TO BM P-8	DISTANCE TO BM P-8	DISTANCE FROM ∆ PT #3
VERY MINOR 11-20-68	ON LINE	② 150° 58' 40" / 75° 29' 20"	T=74° 31.79 @ LEV= 31.79	T=74° 45.65 @ LEV= 45.65
12-4-68	ON LINE	② 150° 58' 30" / 75° 29' 15"	T=70° 31.81 @ LEV= 31.81	T=70° 45.65 @ LEV= 45.65
12-18-68	ON LINE	② 150° 58' 40" / 75° 29' 20"	T=60° 31.81 @ LEV= 31.81	T=52° 45.65 @ LEV= 45.65
12-30-68	0.005 LEFT	T=2 75° 29' 27" per FB G 1250-26	T=64° 31.79 @ LEV= 31.79	T=64° 45.65 @ LEV= 45.65
1-14-69	0.005 LEFT	75° 29' 29" per FB G 1250-47	T=66° 31.80 @ LEV= 31.80	T=66° 45.65 @ LEV= 45.65
1-27-69	ON LINE	75° 29' 22" per FB G 1254-18	T=48° 31.79 @ LEV= 31.79	T=48° 45.67 @ LEV= 45.66

FB 3971 PG 16

PRESCORB CE#310 9-67

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TRANSIT @ ΔPT #4 PER FB 3471-41 THIS SECTION IS PG 33 OF THE SAGE TRAIL

DATE	HOLDING TO ΔPT #3 (PG 39) & ΔPT #5 (PG 41) THE OFFSET IS LEFT & RIGHT WITH	ANGLE FROM ΔPT #3 TO ΔPT #13 (PG 44)	ANGLE TO BM P-9 FROM ΔPT #13	DISTANCE TO BM P-9	DISTANCE TO ℄ INT (PG 41)	DISTANCE FROM ΔPT #3B	
7-4-68	ON LINE	① 76°40'20" ④ 306°41'20" ⑥ 100°02'00" 76°40'20"	② 153°47'10" 76°53'35"	T=84° 43.44 @ LEV= 43.44	T=84° 10.00 @ LEV= 10.00	T=82° 271.33 @ LEV= 271.35	SEE PG 269 FOR SKETCH
9-11-68	ON LINE	① 76°40'00" ④ 306°41'30 ⑥ 100°02'00 76°40'20"	② 153°47'50" 76°53'55"	T=96° 43.44 @ LEV= 43.45	T=96° 10.00 @ LEV =10.00	T=96° 271.36 @ LEV= 271.41	
7-18-68	ON LINE	① 76°40'00" ④ 306°41'50" ⑥ 100°02'20" 76°40'23"	② 153°47'00" 76°53'30"	T=86° 43.45 @ LEVE 43.46	T=86° 10.01 @ LEV= 10.01	T=88° 271.33 @ LEV= 271.37	
7-25-68	ON LINE	① 76°40'00" ④ 306°41'30" ⑥ 100°01'50" 76°40'18"	② 153°48'10" 76°54'05"	T=96° 43.45 @ LEV= 43.46	T=96° 10.01 @ LEV= 10.01	T=98° 271.37 @ LEV= 271.42	
10-7-68	ON LINE	① 76°40'20" ④ 306°41'20" ⑥ 100°02'10" 76°40'20"	② 153°48'00" 76°54'00"	T=76° 43.44 @ LEV= 43.44	T=76° 10.00 @ LEV= 10.00	T=76° 271.36 @ LEV= 271.37	ANGLE FROM ΔPT #13 TO ΔPT #5 ΔPT #4 ON LINE #13 & #5
10-23-68	ON LINE	① 76°40'20" ④ 306°41'40" ⑥ 100°02'40" 76°40'27"	② 153°48'30" 76°54'15"	T=86° 43.45 @ LEV= 43.46	T=86° 10.00 @ LEV= 10.00	T=86° 271.40 @ LEV= 271.43	ΔPT #4 ON LINE & ΔPT #3B

Map No. ____ Tape ____ Sgd ____
JN ____ Date ____
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ANGLE POINT #4

DATE	HOLDING TO ∡PT #3 & ∡PT #5 THE OFFSET IS	ANGLE FROM ∡PT #3 TO ∡PT #13	DISTANCE TO BM P-9	DISTANCE TO ℄ INT	DISTANCE FROM ∡PT #3B	ANGLE FROM ∡PT #13 TO ∡PT #5	ANGLE FROM BM P-9 TO ∡PT #13
11-6-68	ON LINE	① 76° 40' 20" ④ 306° 41' 50" ⑤ 100° 02' 50" 76° 40' 28"	T=68° 43.45 @LEV 43.45	T=68° 10.00 @LEV= 10.00	T=70° 271.41 @LEV= 271.41	∡PT #4 FALLS ON LINE BETWEEN ∡PT #13 & ℄ INT.	② 153° 48' 30" 76° 54' 15"
11-20-68	ON LINE	① 76° 40' 10" ④ 306° 41' 30" ⑥ 100° 02' 40" 76° 40' 27"	T=76° 43.44 @LEV= 43.44	T=76° 10.01 @LEV= 10.01	T=76° 271.42 @LEV= 271.43	∡PT #4 FALLS ON LINE BETWEEN ∡PT #13 & ℄ INT.	② 153° 48' 00" 76° 54' 00"
12-4-68	ON LINE	① 76° 40' 40" ④ 306° 41' 30" ⑥ 100° 02' 20" 76° 40' 23"	T=70° 43.45 @LEV= 43.45	T=70° 10.00 @LEV= 10.00	T=70° 271.45 @LEV= 271.45	∡PT #4 FALLS ON LINE BETWEEN ∡PT #13 & ℄ INT	② 153° 48' 40" 76 54' 20"
12-10-68	ON LINE	T-2 76° 40' 18" Per FB G 1250-6	T=60° 43.45 @LEV= 43.45	T=60° 10.01 @LEV= 10.01	T=58° 271.45 @LEV= 271.43	∡PT #4 FALLS ON LINE BETWEEN ∡PT #13 & ℄ INT	T-2 76° 53' 49" per FB G-1250-6
12-30-68	ON LINE	T-2 76° 40' 07" Per FB G 1250-27	T=62° 43.46 @LEV= 43.46	T=62° 10.01 @LEV= 10.01	T=62° 271.44 @LEV= 271.43	∡PT #4 FALLS ON LINE BETWEEN ∡PT 13 & ℄ INT.	T-2 76° 53' 47" per FB G 1250-27
1-14-69	ON LINE	76° 40' 22" Per FB G 1250-48	T=66° 43.45 @LEV= 43.45	T=66° 10.01 @LEV=10.01	T=66° 271.39 @LEV= 271.39	∡PT #4 FALLS ON LINE BET. ∡PT 13 & ℄ INT.	76° 54' 08" per FB G 1250-48
1-29-69	ON LINE	76° 40' 16" Per FB G 1254-19	T=54° 43.44 @LEV= 43.44	T=54° 10.01 @LEV= 10.01	T=50° 271.45 @LEV= 271.42	∡PT #4 FALLS ON LINE	76° 53' 55" per FB G 1254-19

FB 347 PG 166

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℄ INT OF ABDALE ST & BEACHGROVE CT (PG 41)

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	HOLDING TO ℄ PT #2 ℄ PT #13 OFFSET 5 TIE
9-6-68	T=84°	T=84°	T=82°	T=82°	
	26.32	50.08	48.70	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.32	50.09	48.70	26.05	
9-11-68	T=96°	T=96	T=96°	T=96°	
	26.32	50.08	48.69	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.32	50.09	48.70	26.05	
9-13-68	T=86°	T=86°	T=86°	T=86°	
	26.30	50.07 @	48.71	26.05	
	@LEV=	LEV=	@LEV=	@LEV=	
	26.30	50.08	48.72	26.05	
9-25-68	T=96°	T=96°	T=96°	T=96°	
	26.30	50.08	48.70	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.30	50.09	48.71	26.05	
10-9-68	T=76	T=76°	T=76°	T=76	
	26.31	50.09	48.71	26.04	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.31	50.09	48.71	26.04	
10-23-68	T=86°	T=86°	T=86°	T=86°	ON LINE
	26.30	50.09	48.69	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.30	50.10	48.70	26.05	
11-6-68	T=68	T=68	T=68	T=68°	ON LINE
	26.31	50.08	48.71	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.31	50.08	48.71	26.05	

Name of Grid No.
Map No.
Checked
Date
Notes
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Date

Sheet of
JN 0202 76 Time 0245 Std
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F.B. 371 Pg. 169

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℄ INT ABDALE ST & BEACH GROVE CT.

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	HOLDING TO ⊼PT #4 & ⊼PT #13 THE OFFSET IS
11-20-68	T=68°	T=68°	T=68°	T=68°	ON LINE
	26.30	50.08	48.71	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.30	50.08	48.71	26.05	
12-4-68	T=70°	T=70°	T=70°	T=70°	
	26.32	50.07	48.71	26.04	ON LINE
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.32	50.07	48.71	26.04	
12-18-68	T=60°	T=60°	T=60°	T=60°	ON LINE
	26.32	50.08	48.71	26.05	
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.32	50.08	48.71	26.05	
12-30-68	T=62	T=62°	T=62	T=62°	
	26.31	50.09	48.71	26.05	ON LINE
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.31	50.09	48.71	26.05	
1-14-69	T=66	T=66°	T=66°	T=66	
	26.31	50.08	48.71	26.05	ON LINE
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.31	50.08	48.71	26.05	
1-29-69	T=54°	T=54°	T=54°	T=54°	
	26.31	50.09	48.71	26.05	ON LINE
	@LEV=	@LEV=	@LEV=	@LEV=	
	26.31	50.09	48.71	26.05	

FB 2471 Pg 168

7EF3098 CE#310 9-67

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TRANSIT @ ∡ PT #5 PER FB 3471-41

DATE	ANGLE FROM ∡ PT #3 (PG 39) TO ∡ PT #6 (PG 49)	DISTANCE TO TIE #1	DISTANCE TO TIE #2	DISTANCE FROM ANGLE POINT #4
9-4-68		T=86° 16.09 @ LEV.= 16.09	T=86° 20.55 @ LEV.= 20.55	T=86° 45.53 @ LEV.= 45.54
9-11-68		T=98 16.08 @ LEV.= 16.08	T=98 20.55 @ LEV= 20.55	T=98° 45.54 @ LEV= 45.55
9-18-68	① 157° 44' 50" ④ 270° 59' 20" ⑥ 226° 28' 40" 157° 44' 47"	T=86° 16.09 @ LEV.= 16.09	T=86° 20.54 @ LEV.= 20.54	T=86° 45.53 @ LEV= 45.54
9-25-68		T=90° 16.09 @ LEV= 16.09	T=90° 20.54 @ LEV= 20.54	T=96° 45.54 @ LEV= 45.55
10-9-68		T=76° 16.09 @ LEV= 16.09	T=76° 20.55 @ LEV.= 20.55	T=76° 45.53 @ LEV= 45.53
10-23-68	① 157° 44' 40" ④ 270° 59' 10" ⑥ 226° 28' 50" 157° 44' 48"	T=86° 16.09 @ LEV.= 16.09	T=86° 20.54 @ LEV.= 20.54	T=86° 45.54 @ LEV= 45.55

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JN 030-16 Tape 2 Std 68 °F
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FB 3471 Pg 168

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ANGLE POINT #5

DATE	ANGLE FROM PT #3 TO & PT #6	DISTANCE TO TIE #1	DISTANCE TO TIE #2	DISTANCE FROM ANGLE POINT #4
11-6-68	⓪ 157°44'50"	T=72°	T=72°	T=72°
	⊕ 270°59'20"	16.09	20.55	45.55
	⓪ 226°28'40"	@LEV=	@LEV=	@LEV=
	157°44'57"	16.09	20.55	45.55
11-22-68	⓪ 157°45'10"	T=80°	T=80°	T=80°
	⊕ 270°59'20"	16.09	20.54	45.55
	⓪ 226°29'00"	@LEV=	@LEV=	@LEV=
	157°44'50"	16.09	20.54	45.55
12-5-68	⓪ 157°44'30"	T=60°	T=60°	T=60°
	⊕ 270°59'00"	16.09	20.55	45.54
	⓪ 226°28'20"	@LEV=	@LEV=	@LEV=
	157°44'43"	16.09	20.55	45.54
12-12-68	T=2	T=60°	T=60°	T=60°
	157°44'53" Per	16.09@	20.55	
	FB G 1250-12	LEV=	@LEV=	45.53 @LEV=
		16.09	20.55	45.53
12-30-68	157°44'57" Per	T=62°	T=62°	T=62°
	FB G 1250-33	16.09	20.56	45.56 @LEV=
		@LEV=	@LEV=	45.56
		16.09	20.56	
1-15-69	157°44'51"	T=60°	T=60°	T=60°
	Per FB G 1254-4	16.09	20.55	45.54
		@LEV=	@LEV=	@LEV=
		16.09	20.55	45.54
1-29-69	157°44'57"	T=54°	T=54°	T=54°
	Per FB G	16.09	20.55	45.54
	1254-22	@LEV=	@LEV=	@LEV=
		16.09	20.55	45.54

FB 5971 Pg 172

76F3098 CE#310 9-67

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B.C. ON BEACHGROVE CT PER FB 3471-43 (4A)

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∡PT #4	HOLDING TO ∡PT 4 ~~℄ INT~~ (PG 41) & ∡ PT #13 (PG 44) THE OFFSET IS
9-4-68	T=84° 16.63 @ LEV= 16.63	T=84° 16.54 @ LEV= 16.54	T=84° 32.69 @ LEV= 32.69	T=84° 25.51 @ LEV= 25.51	T=80° 164.32 @ LEV= 164.33	LEFT & N'LY ℄ RIGHTES'LY ON LINE
9-11-68	T=98° 16.63 @ LEV= 16.63	T=98° 16.54 @ LEV= 16.54	T=98° 32.68 @ LEV= 32.68	T=98° 25.50 @ LEV= 25.51	T=98° 164.32 @ LEV= 164.35	ON LINE
9-18-68	T=88° 16.63 @ LEV= 16.63	T=88° 16.54 @ LEV= 16.54	T=88° 32.68 @ LEV= 32.68	T=88° 25.51 @ LEV= 25.5	T=88° 164.34 @ LEV= 164.36	ON LINE
9-25-68	T=98° 16.64 @ LEV= 16.64	T=98° 16.54 @ LEV= 16.54	T=98° 32.68 @ LEV= 32.69	T=98° 25.50 @ LEV= 25.51	T=98° 164.30 @ LEV= 164.33	ON LINE
10-9-68	T=76° 16.63 @ LEV= 16.63	T=76° 16.54 @ LEV= 16.54	T=76° 32.69 @ LEV= 32.69	T=76° 25.51 @ LEV= 25.51	T=76° 164.32 @ LEV= 164.33	ON LINE
10-23-68	T=86° 16.63 @ LEV= 16.63	T=86° 16.54 @ LEV= 16.54	T=86° 32.68 @ LEV= 32.68	T=86° 25.51 @ LEV= 25.51	T=86° 164.30 @ LEV= 164.32	ON LINE
11-6-68	T=70° 16.63 @ LEV= 16.63	T=70° 16.55 @ LEV= 16.55	T=70° 32.69 @ LEV= 32.69	T=70° 25.52 @ LEV= 25.52	T=70° 164.31 @ LEV= 164.31	ON LINE

Notes Grid by
Map No.
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Survey of Princess Park Est
JN 03-16 Tape 0305 Std 69°F
Surveyed by [illegible]
Notes [illegible]
Indexed [illegible] Date

FB 3471 PG 171

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B.C. ON BEACHGROVE CT ∡PT 4-A

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∡PT #4	HOLDING TO ∡PT #4 & ∡PT #13 THE OFFSET IS
11-21-68	T=68° 16.63 @LEV= 16.63	T=68° 16.54 @LEV= 16.54	T=68° 32.70 @LEV= 32.70	T=68° 25.52 @LEV= 25.52	T=68° 164.34 @LEV= 164.34	ON LINE
12-4-68	T=70° 16.63 @LEV= 16.63	T=70° 16.54 @LEV= 16.54	T=70° 32.69 @LEV= 32.69	T=70° 25.52 @LEV= 25.52	T=70° 164.34 @LEV= 164.34	ON LINE
12-18-68	T=60° 16.63 @LEV= 16.63	T=60° 16.54 @LEV= 16.54	T=60° 32.69 @LEV= 32.69	T=60° 25.52 @LEV= 25.52	T=60° 164.36 @LEV= 164.35	ON LINE
12-30-68	T=66° 16.63 @LEV= 16.63	T=66° 16.54 @LEV= 16.54	T=66° 32.69 @LEV= 32.69	T=66° 25.51 @LEV= 25.51	T=66° 164.36 @LEV= 164.36	ON LINE
1-14-69	T=66 16.63 @LEV= 16.63	T=66 16.54 @LEV= 16.54	T=66 32.70 @LEV= 32.70	T=66 25.52 @LEV= 25.52	T=66° 164.33 @LEV= 164.33	ON LINE
1-29-69	T=54 16.63 @LEV= 16.63	T=54 16.54 @LEV= 16.54	T=54 32.70 @LEV= 32.70	T=54 25.52 @LEV= 25.52	T=54 164.35 @LEV 164.33	ON LINE

172

FB 0471 PG

7EFSC98 CE#810 9-67

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TRANSIT @ ∅ AT #13 PER FB 3471-44

DATE	ANGLE FROM BPT #4 (PG 41) TO PRINCESS PARK #2 (PG 46)	ANGLE FROM BPT #4 TO BM P10	DISTANCE TO BM P10	DISTANCE TO PI	DISTANCE FROM BC ON BEACH GROVE
9-4-68	ⓒ 132° 19' 20" Ⓑ 169° 17' 00" ⓐ 73° 56' 50" 132° 19' 18"	② 64° 54' 20" 32° 27' 10"	T=82° 13.47 @ LEV= 13.47	T=82° 12.17 @ LEV= 12.17	T=82° 67.32 @ LEV= 67.33
9-11-68	ⓒ 132° 19' 20" Ⓑ 169° 17' 20" ⓐ 73° 56' 20" 132° 19' 23"	② 64° 54' 00" 32° 27' 00"	T=98° 13.47 @ LEV= 13.47	T=98° 12.18 @ LEV= 12.18	T=98° 67.31 @ LEV= 67.32
9-18-68	ⓒ 132° 19' 10" Ⓑ 169° 17' 20" ⓐ 73° 55' 50" 132° 19' 18"	② 64° 54' 20" 32° 27' 10"	T=88° 13.47 @ LEV= 13.47	T=88° 12.17 @ LEV= 12.17	T=88° 67.33 @ LEV= 67.34
9-25-68	ⓒ 132° 18' 50" Ⓑ 169° 16' 40" ⓐ 73° 54' 40" 132° 19' 07"	② 64° 53' 30" 32° 26' 45"	T=98° 13.46 @ LEV= 13.46	T=98° 12.17 @ LEV= 12.17	T=98° 67.32 @ LEV= 67.33
10-9-68	ⓒ 132° 18' 50" Ⓑ 169° 16' 40" ⓐ 73° 55' 00" 132° 19' 10"	② 64° 53' 20" 32° 26' 40"	T=76° 13.47 @ LEV= 13.47	T=76° 12.17 @ LEV= 12.17	T=76° 67.33 @ LEV= 67.33
10-23-68	ⓒ 132° 19' 20" Ⓑ 169° 17' 00" ⓐ 73° 55' 40" 132° 19' 17"	② 64° 53' 20" 32° 26' 40"	T=84° 13.47 @ LEV= 13.47	T=84° 12.17 @ LEV= 12.17	T=86° 67.32 @ LEV= 67.33

Princess Park Est.
Tract No. 25575 Sheet 1
Map No. 3471 Page 173

Checked ____ Date ____
Notes Vol P
Indexed ____ Date ____

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ANGLE POINT #13

DATE	ANGLE FROM ΔPT #4 TO PRINCESS PARK #2	ANGLE FROM ΔPT #4 BM P-10 TO	DISTANCE TO BM P-10	DISTANCE TO PT	DISTANCE FROM BC ON BEACHGROVE
11-6-68	① 132° 19' 10" ④ 169° 16' 40" ⑥ 73° 55' 00" 132° 19' 10"	② 64° 54' 30" 32° 27' 15"	T=70° 13.47 @LEV= 13.47	T=70° 12.17 @LEV= 12.17	T=70° 67.32 @LEV= 67.32
11-21-68	① 132° 19' 20" ④ 169° 17' 00" ⑥ 73° 55' 20" 132° 19' 13"	② 64° 53' 10" 32° 26' 35"	T=68° 13.47 @LEV= 13.47	T=68° 12.17 @LEV= 12.17	T=68° 67.33 @LEV= 67.33
12-4-68	① 132° 19' 20" ④ 169° 16' 50" ⑥ 73° 55' 10" 132° 19' 12"	② 64° 56' 00" 32° 28' 00"	T=72° 13.47 @LEV= 13.47	T=72° 12.17 @LEV= 12.17	T=72° 67.33 @LEV= 67.33
12-18-68	T-2 132° 19' 15" Per FB G-1250-7	T-2 32° 26' 58" Per FB G-1250-7	T=58° 13.47 @ LEV= 13.47	T=58° 12.17 @LEV= 12.17	T=58° 67.35 @LEV= 67.35
12-30-68	T-2 132° 19' 14" Per FB G-1250-28	T-2 32° 27' 33" Per FB G 1250-28	T=64° 13.47 @LEV= 13.47	T=64° 12.17 @LEV= 12.17	T=66° 67.35 @LEV= 67.35
1-14-69	132° 19' 09" per FB G 1250-49	32° 26' 34" Per FB G 1250-49 38"	T=66 13.47 @LEV= 13.47	T=66 12.17 @LEV 12.17	T=66° 6733 @LEV= 67.33
1-29-69	132° 19' 16" Per FB G 1254-20	32° 26' 58" Per FB G 1254-20	T=56° 13.47 @LEV= 13.47	T=56° 12.17 @LEV= 12.17	T=54° 6734 @LEV= 6733

FB 347 PG 174

76F3098 CE#310 9-67

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ANGLE POINT #13A PER FB 3471-44

DATE	HOLDING TO ΔPT #13 (PG 44) & PRINCESS PARK #2 (PG 46) THE OFFSET IS LEFT & N'ly	℄ RIGHT & S'ly	DISTANCE FROM ΔPT #13
9-4-68		ON LINE	T=84° 8.19 @ LEV=8.19
9-11-68		ON LINE	T=95° 8.19 @ LEV.=8.19
9-18-68		ON LINE	T=88° 8.19 @ LEV= 8.19
9-25-68		ON LINE	T=98° 8.19 @ LEV= 8.19
10-9-68		ON LINE	T=76° 8.19 @ LEV= 8.19
10-23-68		ON LINE	T=84° 8.19 @ LEV= 8.19
11-6-68		ON LINE	T=70° 8.19 @ LEV= 8.19

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Survey of Princess Park Est.
JN 03046 Tape 0263 Std 68 "F"
Surveyed by [illegible]
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F.B. 3471 Pg. 175

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SPT #13 A

DATE	HOLDING TO SPT #13 & PP#2 THE OFFSET IS	DISTANCE FROM SPT #13
11-21-68	ON LINE	T=68° 8.19 @ LEV= 8.19
12-4-68	ON LINE	T=72° 8.19 @ LEV= 8.19
12-18-68	ON LINE	T=58° 8.19 @ LEV= 8.19
12-30-68	ON LINE	T=66° 8.19 @ LEV= 8.19
1-4-69	ON LINE	T=66° 8.20 @ LEV= 8.20
1-29-69	ON LINE	T=60° 8.20 @ LEV= 8.20

FB 3711 PG 176

76F3088 CE#310 9-67

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SEE FB 3471-253 FOR HOUSE TIE CHART. TRANSIT @ ANGLE POINT #13-D PER FB 3471-46

DATE	ANGLE POINT PRINCESS PARK #2 TO B.M. P.11 (PG 46)	DISTANCE TO B.M. P.11	DISTANCE FROM ∡ PT 13A	HOLDING TO PRINCESS PARK #2 (PG 46) & PT. #13 THE OFFSET IS
9-4-68	@ 82° 34' 40" / 41° 17' 20"	T=82° 37.36 @LEV= 37.36	T=82° 201.08 @LEV= 201.10	LEFT 5'N'LY ℄ RIGHT 5'N'LY ON LINE
9-11-68	@ 82° 34' 00" / 41° 17' 00"	T=98° 37.35 @ LEV= 37.36	T=98° 201.05 @LEV= 201.09	ON LINE
9-18-68	@ 82° 34' 40" / 41° 17' 20"	T=88° 37.38 @ LEV= 37.38	T=88° 201.11 @LEV= 201.14	ON LINE
9-25-68	@ 82° 34' 30" / 41° 17' 15"	T=100° 37.35 @LEV= 37.36	T=100° 201.04 @LEV= 201.08	ON LINE
10-9-68	@ 82° 34' 10" / 41 17 05	T=76° 37.35 @LEV= 37.35	T=76° 201.09 @LEV= 201.10	ON LINE
10-23-68	@ 82° 34' 40" / 41° 17' 20"	T=88° 37.34 @LEV.= 37.34	T=88° 201.05 @LEV= 201.08	ON LINE
11-6-68	@ 82° 34' 40" / 41° 17' 20"	T=72° 37.36 @LEV.= 37.36	T=72° 201.06 @LEV.= 201.07	ON LINE

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Survey of Princess Park
JN 68-96 Tenders 68-43
Surveyed by
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F.B. 3471 Pg. 177

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ANGLE POINT #13D

DATE	ANGLE FROM PRINCESS PARK #2 TO BM P-11	DISTANCE TO BM P-11	DISTANCE FROM ℄ PT #13A	HOLDING TO ℄ PT #13 THE OFFSET IS	P.P. #2
11-21-68	② 82° 34' 30" / 41° 17' 15"	T=68° 37.36 @ LEV= 37.36	T=68° 201.10 @ LEV= 201.10	ON LINE	
11-4-68	② 82° 34' 50" / 41° 17' 25"	T=68° 37.37 @ LEV= 37.37	T=68° 201.07 @ LEV= 201.07	ON LINE	
10-8-68	41° 17' 20" Per FBG 1250-10	T=60° 37.37 @ LEV= 37.37	T=58° 201.14 @ LEV= 201.13	ON LINE	
6-12-68	41° 17' 10" Per FBG 1250-29	T=64° 37.36 @ LEV= 37.36	T=64° 201.16 @ LEV=201.15	ON LINE	
1-14-69	41° 17' 10" Per FB 6/1250-49	T=62° 37.36 @ LEV= 37.36	T=62° 201.11 @ LEV=201.10	ON LINE	
1-29-69	② 82° 35' 20" / 41° 17' 40"	T=54° 37.37 @ LEV= 37.37	T=54° 201.11 @ LEV= 201.09	ON LINE	

F.B. 3471 Pg. 179

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SEE FB3471-257 FOR HOUSE TIE CHART — TRANSIT @ PRINCESS PARK #2 PER FB3471-46 (∡PT 13-F)

DATE	DISTANCE FROM ∡ PT 13-D	ANGLE FROM ∡ PT #13 COUNTER CLOCKWISE TO SYLMAR E-2	ANGLE FROM ∡ PT #13 COUNTER CLOCK WISE TO ∡ PT 14
9-4-68	T= 82° 130.25 @ LEV= 130.26		SEE PG. 260 FOR SKETCH
9-11-68	T= 98° 130.24 @ LEV= 130.27		
9-18-68	T= 88° 130.25 @ LEV= 130.27	① 84°55'20" ④ 339°42'40" ⑥ 149°34'00" 84°55'40"	
9-25-68	T= 100° 130.22 @ LEV= 130.25	① 84°55'10" ④ 339°42'40" ⑥ 149°34'10" 84°55'42"	
10-9-68	T= 76° 130.27 @ LEV= 130.28	① 84°55'40" ④ 339°43'40" ⑥ 149°35'10" 84°55'52"	① 180°00'00" ④ 359°59'40" ⑥ 359°59'20" 179°59'53"
4-23-68	T= 90° 130.23 @ LEV= 130.25	① 84°55'30" ④ 339°42'40" ⑥ 149°34'10" 84°55'42"	① 179°59'30" ④ 359°59'30" ⑥ 359°59'30" 179°59'55"

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FB 3471 PG 179

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PRINCESS PARK #2

DATE	DISTANCE FROM X PT #13-1D	ANGLE FROM X PT #13 COUNTER CLOCKWISE TO SYLMAR E-2	ANGLE FROM X PT #13 COUNTER CLOCKWISE TO X PT #14
11-6-68	TE 72°	① 84° 55' 40"	① 180° 00' 00"
	130.2 @ ℄ ELEV =	② 339° 42' 40"	② 360° 00' 00"
	130.24	③ 149° 34' 20"	③ 359° 59' 40"
		84° 55' 43"	179° 59' 57"
11-21-68	TE 68°	① 84° 55' 40"	① 180° 00' 00"
	130.27 @ ℄ ELEV =	② 339° 43' 00"	② 359° 59' 40"
	130.27	③ 149° 34' 50"	③ 359° 59' 20"
		84° 55' 48"	179° 59' 53"
12-9-68	TE 68°	① 84° 56' 00"	① 180° 00' 00"
	130.23 @ ℄ ELEV: 130.23	② 339° 43' 40"	② 359° 58' 50"
		③ 149° 35' 20"	③ 359° 58' 30"
		84° 55' 53"	179° 59' 45"
12-20-68	TE 58°	1-2 84° 55' 50" per FB G-1250-20	179° 59' 56" per FB G-1250-20
	130.29 @ ℄ ELEV = 130.28		
2-3-69	TE 64°	84° 55' 51" per FB G 1250-30	179° 59' 52" per FB G 1250-30
	130.29 @ ℄ ELEV = 130.29		
1-15-69	TE 62°	84° 55' 54" per FB G 1254-1	179° 59' 58" per FB G 1254-1
	130.25 @ ℄ ELEV = 130.24		
1-29-69	TE 54°	84° 55' 46" PER FB G 1254-21	179° 59' 54" PER FB G 1254-21
	130.27 @ ℄ ELEV = 130.26		

FB 3471 Pg 180

76F3088 CE#310 9-67

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TRANSIT @ ∡ PT #14 PER FB 3471-38 ~~TAKE STATION IS RESET BY LINE EACH TIME~~

DATE	HOLDING TO PRINCESS PARK #2 (PG 46) E ∡ PT #13 (PG 44) THE OFFSET IS	ANGLE FROM PRINCESS PARK #2 TO ∡ PT #2 (PG 34)	DISTANCE FROM PRINCESS PARK #2 (SLOPE WITH 300 TAPE @ T=94°)	DISTANCE FROM PRINCESS PARK #2 REDUCED
9-5-68	LEFT 5'N & RIGHT 5'N ON LINE	① 83° 17' 00" ② 333° 08' 30" ③ 139° 42' 40" 83° 17' 07"	T=76° 284.56 @ 17°03' = 284.35 @ 16°54' =	272.05 272.07 } 272.05
9-11-68	ON LINE	① 83° 17' 10" ② 333° 09' 00" ③ 139° 43' 10" 83° 17' 12"	T=94° 284.47 @ 17°01' = 284.41 @ 16°58' =	272.02 272.03 } 272.04
9-18-68	ON LINE	① 83° 17' 00" ② 333° 08' 50" ③ 139° 43' 00" 83° 17' 10"	T=88° 284.67 @ 17°08' = 284.38 @ 16°56' =	272.04 272.05 } 272.05
9-25-68	RIGHT 0.03 (PUNCHED WASHER ON LINE @ INT.	① 83° 17' 20" ② 333° 09' 30" ③ 139° 44' 40" 83° 17' 27"	T=98° 284.60 @ 17°06' = 284.26 @ 16°53' =	272.02 272.01 } 272.05
10-9-68	STARTING (10-9-68) THE PUNCH MARK ON THE BT. SPK WILL BE USED & ANGLE	① 83° 17' 20" ② 333° 09' 20" ③ 139° 44' 10" 83° 17' 22"	T=76° 284.59 @ 17°05' = 272.03 284.30 @ 16°52' = 272.07 284.42 @ 16°57' = 272.06	} 272.05
10-23-68	TURNED @ PP #2 SEE PG. 260 FOR SKETCH	① 83° 17' 20" ② 333° 09' 20" ③ 139° 44' 00" 83° 17' 20"	T=88° 284.49 @ 16°59' = 272.08 284.06 @ 16°43' = 272.06	} 272.08

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Survey of
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F.B. 311 Pg. 18

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ANGLE POINT # 14

DATE	ANGLE FROM PRINCESS PARK #2 TO ∡PT #2	DISTANCE FROM PRINCESS PARK #2 (Slope with 300' Tape @ T=84°)	ANGLE FROM ∡PT #2 to ∡PT 15 See Pg. 70
11-6-68	① 83° 17' 10" ② 333° 09' 00" ③ 139° 43' 40" 83° 17' 17"	T=72° 284.49 @ 16°59' = 272.08 284.23 @ 16°48' = 272.10 } 272.07	
11-20-68	① 83° 17' 20" ④ 333° 08' 50 ⑥ 139° 43' 20" 83° 17' 13"	T=76° 284.66 @ 17°08' = 272.03 284.33 @ 16°54' = 272.05 } 272.03	
12-4-68	① 83° 17' 20" ④ 333° 09' 20" ⑥ 139° 44' 20" 83° 17' 23"	T=66° 284.33 @ 16°53' = 272.08 284.37 @ 16°55' = 272.07 } 272.05	See Pg. 70
12-18-68	T=2 83° 17' 18" per FB G-1250-2	T=46° ~~284.67 @ 107°06' (17°06') = 272.08~~ 284.41 @ 253°07' (16°53') = 272.15 284.50 @ 253°03' (16°57') = 272.14 } 272.07	T=2 56° 12' 01" per FB G-1250-2 + 83° 17' 18" = 139° 29' 19"
FB 3471 PG 182 12-31-68	T=2 83° 17' 22" PER FB G-1250-31	T=60° 284.67 @ 107°05' (17°05') = 272.11 284.07 @ 253°18' (16°42') = 272.09 } 272.06	T=2 56° 11' 53" PER Per FB G 1250-31 + 83° 17' 22" = 139° 29' 15"
1-14-69	83° 17' 18" per FB G 1250-44	T=48° 284.82 @ 107-11 (17°11') = 272.11 ~~284.43 @ 253-06 (16°54') = 272.15~~ 284.67 @ 252-55 (17°05') = 272.11 } 272.04	56° 12' 00" per FB G 1250-44 + 83° 17' 18" = 139° 29' 18"
1-29-69	83° 17' 19" per FB G 1254-15	T=40° 284.59 @ 107°02' (17°02') = 272.11 284.47 @ 253°03' (16°57') = 272.11 } 272.03	139° 29' 19" per FB G 1254-15

76P3098 CE#310 9-67

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ANGLE POINT #14A PER FB 3471-63

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	HOLDING TO ΔPT #2 & ΔPT #14 THE OFFSETS
9-5-68	T=78°	T=78°	T=78°	T=78°	
	30.65 @ LEV= 30.65	38.77 @ LEV= 38.77	35.73 @ LEV= 35.73	29.08 @ LEV= 29.08	
9-11-68	T=98	T=98	T=98	T=98°	
	30.65 @ LEV=	38.76 @ LEV=	35.73 @ LEV=	29.08 @ LEV=	
	30.66	38.77	35.74	29.09	
9-14-68	T=88°	T=88°	T=88°	T=88°	
	30.65 @ LEV=	38.77 @ LEV=	35.73 @ LEV=	29.07 @ LEV=	
	30.65	38.78	35.73	29.07	
9-25-68	T=88	T=88	T=88	T=88	
	30.65 @ LEV=	38.77 @ LEV=	35.73 @ LEV=	29.08 @ LEV=	
	30.65	38.78	35.73	29.08	
10-9-68	T=64°	T=64°	T=64°	T=64°	
	30.66 @ LEV=	38.77 @ LEV=	35.73 @ LEV=	29.08 @ LEV=	
	30.66	38.77	35.73	29.08	
10-23-68	T=72°	T=72°	T=72°	T=72°	
	30.66 @ LEV=	38.77 @ LEV=	35.73 @ LEV=	29.08 @ LEV=	ON LINE
	30.66	38.77		29.08	
11-6-68	T=68°	T=68°	T=68°	T=68°	
	30.66 @ LEV=	38.78 @ LEV=	35.73 @ LEV=	29.08 @ LEV=	ON LINE
	30.66	38.78	35.73	29.08	

Notes: Page 2

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Bureau of Engineering Book 631

FB 3471 Pg 183

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T @ 4 PT 14 A

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	HOLDING TO ℄ PT #2 THE ℄ PT #14 OFFSET IS
11-20-68	T=70°	T=70°	T=70°	T=70°	ON LINE
	30.65	38.77	35.73	29.08	
	@LEV=	@LEV=	@LEV=	@LEV=	
	30.65	38.77	35.73	29.08	
12-4-68	T=66	T=66	T=66	T=66	ON LINE
	30.66	38.77	35.73	29.08	
	@LEV=	@LEV=	@LEV=	@LEV=	
	30.66	38.77	35.73	29.08	
12-18-68	T=50	T=50	T=50	T=50	ON LINE
	30.66	38.77	35.73	29.08	
	@LEV=	@LEV=	@LEV=	@LEV=	
	30.66	38.77	35.73	29.08	
12-31-68	T=64	T=64	T=64	T=64	ON LINE
	30.66	38.77	35.74	29.08	
	@LEV=	@LEV=	@LEV=	@LEV=	
	30.66	38.77	35.74	29.08	
1-14-69	T=58	T=58	T=58	T=58	
	30.66	38.78	35.73	29.08	ON LINE
	@LEV=	@LEV=	@LEV=	@LEV=	
	30.66	38.78	35.73	29.08	
1-29-69	T=44	T=44	T=44	T=44	ON LINE
	30.66	38.78	35.74	29.09	
	@LEV=	@LEV=	@LEV=	@LEV=	
	30.66	38.77	35.73	29.09	

FB 3771 PG 134

76F3028 CE#310 9-67

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ANGLE PT. #14 B PER FB 3471-63

DATE	HOLDING TO ∆ PT 14 & ∆ PT #2, THE OFFSET IS LEFT S.W'LY & RIGHT N.E'LY	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∆ PT. 14-A	DISTANCE TO ∆ PT-14
9-5-68	ON LINE	T=80	T=80	T=80	T=80°	T=80°	T=82°
		35.38 @ LEV.=	34.02 @LEV.=	34.44 @ LEV.=	37.33 @ LEV.=	73.75 @LEV=	56.97 @LEV=
		35.38	34.02	34.44	37.33	73.76	56.98
9-11-68	ON LINE	T=98°	T=98°	T=98	T=98°	T=98°	T=98°
		35.37 @ LEV.=	34.01 @ LEV.=	34.44 @LEV=	37.32 @ LEV.=	73.75 @ LEV.=	56.97 @LEV=
		35.38	34.02	34.45	37.32	73.76	56.98
9-18-68	ON LINE	T=88°	T=88°	T=88°	T=88°	T=88°	T=88°
		35.38 @LEV=	34.02 @LEV=	34.44 @LEV=	37.33 @LEV=	73.75 @LEV=	56.97 @LEV=
		35.38	34.02	34.44	37.33	73.76	56.98
9-25-68	ON LINE	T=88	T=88	T=88	T=88	T=88°	T=88°
		35.38 @LEV=	34.02 @LEV=	34.45 @LEV=	37.33 @LEV=	73.76 @LEV=	57.00 @LEV=
		35.38	34.02	34.45	37.33	73.77	57.01
10-9-68	ON LINE	T=64°	T=64°	T=64°	T=64°	T=64°	T=64°
		35.39 @LEV=	34.02 @LEV=	34.45 @LEV=	37.34 @LEV=	73.76 @LEV=	57.01 @LEV=
		35.39	34.02	34.45	37.34	73.76	57.01
11-23-68	HOLDING TO ∆ PT #2 & ∆ PT #14 THE OFFSET IS 5	T=76°	T=76°	T=76°	T=76°	T=76°	T=76°
	ON LINE	35.39 @LEV.=	34.02 @LEV.=	34.45 @LEV.=	37.33 @LEV.=	73.77 @LEV.=	56.98 @LEV=
		35.39	34.02	34.45	37.33	73.77	56.98
11-6-68	ON LINE	T=68°	T=68°	T=68	T=68°	T=68°	T=68°
		35.38 @LEV=	34.03 @LEV.=	34.45 @LEV=	37.33 @LEV=	73.77 @LEV.=	56.98 @LEV=
		35.38	34.03	34.45	37.33	73.77	56.98

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FB 3471
Pg. 185

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T @ ΔPT. 14B

DATE	HOLDING TO ΔPT #2 FΔPT 14 THE OFFSET IS	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ΔPT 14 A	DISTANCE TO ΔPT #14
11-20-68	ON LINE	T=72° 35.38 @LEV= 35.38	T=72 34.01 @LEV= 34.01	T=72 34.45 @LEV= 34.45	T=72° 37.34 @LEV= 37.34	T=72 73.77 @LEV= 73.77	T=72° 56.97 @LEV= 56.97
12-4-68	ON LINE	T=66° 35.38 @LEV= 35.38	T=66° 34.02 @LEV= 34.02	T=66° 34.44 @LEV= 34.44	T=66° 37.34 @LEV= 37.34	T=66° 73.76 @LEV= 73.76	T=66° 56.98 @LEV= 56.98
12-18-68	ON LINE	T=50 35.38 @LEV= 35.38	T=50 34.02 @LEV= 34.02	T=50 34.45 @LEV 34.45	T=50° 37.33 @LEV 37.33	T=50° 73.77 @LEV= 73.76	T=50° 56.98 @LEV= 56.97
12-31-68	ON LINE	T=64 35.38 @LEV= 35.38	T=64 34.02 @LEV= 34.02	T=64 34.45 @LEV= 34.45	T=64 37.34 @LEV= 37.34	T=64° 73.76 @LEV= 73.76	T=66° 56.98 @LEV= 56.98
1-14-69	ON LINE	T=58 35.39 @LEV= 35.39	T=58 34.03 @LEV= 34.03	T=58 34.45 @LEV= 34.45	T=58° 37.34 @LEV= 37.34	T=56° 73.77 @LEV= 73.76	T=60° 56.99 @LEV= 56.99
1-27-69	ON LINE	T=44 35.39 @LEV= 35.38	T=44 34.03 @LEV= 34.02	T=44 34.45 @LEV= 34.44	T=44 37.34 @LEV= 37.33	T=44 73.77 @LEV= 73.76	T=44° 56.99 @LEV= 56.98

FB 541 Pg 186

76F3098 CE#310 9-67

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ANGLE POINT #14C PER FB 3471-38

DATE	HOLDING TO ∡PT 14 ~~#~~ P138 ~~[illegible]~~ & ∡PT #2 (PG 34) THE OFFSET IS	DISTANCE FROM ∡PT #14	DISTANCE TO ∡PT #2
9-4-68	LEFT & SW'ly & RIGHT & NE'ly ON LINE	T= 80° 323.07 @ LEV=323.10	T=70° 56.91 @ LEV=56.91
9-11-68	ON LINE	T= 98° 323.04 @ LEV=323.10	T=86° 56.90 @ LEV=56.91
9-18-68	ON LINE	T= 88° 323.05 @ LEV=323.09	T=80° 56.90 @ LEV=56.90
9-25-68	ON LINE	T=92° 323.02 @ LEV=323.07	T=88° 56.91 @ LEV= 56.92
10-9-68	ON LINE	T=64° 323.10 @ LEV=323.09	T=64° 56.92 @ LEV= 56.92
10-23-68	ON LINE	T=76° 323.12 @ LEV= 323.14	T=70° 56.91 @ LEV= 56.91
11-6-68	ON LINE	T=66° 323.11 @ LEV.= 323.11	T=64° 56.91 @ LEV.= 56.91
11-20-68	ON LINE	T=72° 323.12 @ LEV=323.13	T=70° 56.91 @ LEV= 56.91

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Notes [illegible] Date
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F.B. #471 PG 1[illegible]

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A @ ∡PT 14C

DATE	HOLDING TO ∡PT 2 & ∡PT 14 THE OFFSET IS	DISTANCE FROM ∡PT #14	DISTANCE TO ∡PT 2
12-4-68	ON LINE	T=66° 323.15 @LEV.= 323.15	T=66° 56.90 @LEV= 56.90
12-18-68	ON LINE	T=50° 323.15 @LEV.=323.11	T=50 56.91 @LEV.=56.90
12-30-68	ON LINE	T=64° 323.10 @LEV=323.09	T=60° 56.92 @LEV=56.92
1-14-69	ON LINE	T=60° 323.13 @LEV=323.11	T=60° 56.92 @LEV=56.92
1-29-69	ON LINE	T=44° 323.14 @LEV.= 323.09	T=42° 56.92 @LEV= 56.91

F.B. 3471 PG 188

76P2058 CK #210 8-68

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TRANSIT @ ∆ PT #5A PER FB 3471-42

DATE	HOLDING TO ∆ PT #5 & ∆ PT #6 OFFSET 1'S THE	DISTANCE FROM ∆ PT #5	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
9-12-68	LEFT & RIGHT ON LINE	T=62° 50.00 @LEV= 50.00	T=62° 23.91 @LEV= 23.91	T=62° 20.40 @LEV= 20.40	T=62° 25.49 @LEV= 25.49	T=62° 23.44 @LEV= 23.44
10-24-68	0.01 RIGHT	T=78° 50.00 @LEV= 50.00	T=78° 23.90 @LEV= 23.90	T=78° 20.40 @LEV= 20.40	T=78° 25.48 @LEV.= 25.48	T=78° 23.44 @LEV= 23.44
11-6-68	0.01 RIGHT	T=72° 50.01 @LEV= 50.01	T=72° 23.90 @LEV.= 23.90	T=72° 20.41 @LEV.= 20.41	T=72° 25.48 @LEV= 25.48	T=72° 23.45 @LEV.= 23.45
11-22-68	0.01 Right	T=80° 50.01 @LEV= 50.01	T=80° 23.90 @LEV= 23.90	T=80° 20.40 @LEV= 20.40	T=80° 25.48 @LEV.= 25.48	T=80° 23.44 @LEV= 23.44
12-5-68	0.01 RIGHT	T=60° 50.01 @LEV= 50.01	T=58° 23.91 @LEV= 23.91	T=58° 20.40 @LEV= 20.40	T=58° 25.49 @LEV= 25.49	T=58° 23.45 @LEV.= 23.45
12-18-68	0.01 Right	T=60° 50.01 @LEV= 50.01	T=60° 23.91 @LEV= 23.91	T=60° 20.40 @LEV= 20.40	T=60° 25.48 @LEV= 25.48	T=60° 23.44 @LEV= 23.44

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Date _____

Survey of Pitchess R.L. 54
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F.B. 1771 PG. 144

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TRANSIT @ ∡PT #5A PER FB 3471-42

DATE	HOLDING TO ∡PT #5 - ∡PT #6 THE OFFSET IS:	DISTANCE FROM ∡PT #5	DISTANCE TO: TIE #1	TIE #2	TIE #3	TIE #4
12-31-68	0.01 Right	T=66° 50.01 @LEV= 50.01	T=66° 23.90 @LEV= 23.90	T=66° 20.41 @LEV= 20.41	T=66° 25.48 @LEV= 25.48	T=66° 23.45 @LEV= 23.45
1-15-69	0.01 Right	T=60 50.01 @LEV= 50.01	T=60 23.90 @LEV= 23.90	T=60 20.40 @LEV= 20.40	T=60 25.48 @LEV= 25.48	T=60 23.44 @LEV= 23.44
1-29-69	0.01 Right	T=56° 50.01 @LEV= 50.01	T=56° 23.90 @LEV= 23.90	T=56° 20.40 @LEV= 20.40	T=56° 25.49 @LEV= 25.49	T=56 23.44 @LEV= 23.44

F.B. 3471 PG 190

76P3095 CE #310 5-66

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TRANSIT @ ∡PT #6 PER FB 3471-47

DATE	ANGLE FROM ∡PT #5 TO BC OF MAPLE BAY CT (PG 48) 68	ANGLE FROM BC OF MAPLE BAY CT TO ∡PT #7	ANGLE TO BM P-12 FROM ∡PT #5	DISTANCE FROM ∡PT 5-A	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #5	BM P-12
9-19-68	① 89° 59' 20" ④ 359° 58' 50" ⑥ 179° 58' 30" 89° 59' 45"	∡PT #6 FALLS ON LINE BETWEEN ∡PT #5 & 7	② 140° 05' 00" 70° 02' 30"	T=62° 267.50 @ LEV= 267.49	T=62° 24.87 @LEV= 24.87	T=62° 48.80 @LEV= 48.80	T=62° 54.53 @LEV= 54.53	T=62° 27.81 @LEV= 27.8[illegible]	T=[illegible] 19.[illegible] @L[illegible] 19.[illegible]
10-24-68	① 89° 59' 40" ④ 359° 58' 30" ⑥ 179° 57' 30" 89° 59' 35"	∡PT #6 FALLS ON LINE BETWEEN ∡PTS #5 & 7	② 140° 06' 30" 70° 03' 15"	T=76° 267.52 @LEV= 267.53	T=90° 24.87 @LEV= 24.87	T=90° 48.77 @LEV= 48.78	T=90° 54.53 @LEV= 54.54	T=90 27.81 @LEV= 27.81	T=[illegible] 19.[illegible] @LEV= 19.[illegible]
11-6-68	① 89° 59' 30" ④ 359° 58' 30" ⑥ 179° 58' 00" 89° 59' 40"	∡PT #6 FALLS ON LINE BETWEEN ∡PT #5 & 7	② 140° 05' 00" 70° 02' 30"	T=66° 267.54 @LEV= 267.54	T=72° 24.87 @LEV= 24.87	T=72° 48.79 @LEV= 48.79	T=72° 54.54 @LEV= 54.54	T=72° 27.81 @LEV= 27.81	T=[illegible] 19.[illegible] @L[illegible] 19.[illegible]
11-22-68	① 90° 00' 10" ④ 359° 59' 30" ⑥ 179° 59' 10" 89° 59' 52"	∡PT #6 FALLS ON LINE BETWEEN ∡PT #5 & 7	② 140° 05' 50" 70° 02' 55"	T=80° 267.47 @LEV= 267.49	T=80° 24.87 @LEV= 24.87	T=80° 48.78 @LEV= 48.78	T=80° 54.53 @LEV= 54.53	T=80° 27.81 @LEV= 27.81	T=[illegible] 19.[illegible] @L[illegible] 19.[illegible]
12-5-68	① 90° 00' 10" ④ 359° 59' 20" ⑥ 179° 58' 50" 89° 59' 48"	∡PT #6 FALLS ON LINE BETWEEN ∡PT 5 & 7	② 140° 05' 10" 70° 02' 35"	T=60° 267.51 @LEV= 267.50	T=58 24.87 @LEV= 24.87	T=58 48.79 @LEV= 48.79	T=58 54.54 @LEV= 54.54	T=58 27.81 @LEV= 27.81	T=[illegible] 19.[illegible] @L[illegible] 19.[illegible]
12-19-68	T-2 89° 59' 46" Per FB G 1250-11	∡PT #6 FALLS ON LINE BETWEEN ∡PT 5 & 7	T-2 70° 02' 14" Per FB G-1250-11	T=46° 267.55 @LEV= 267.51	T=50 24.87 @LEV= 24.87	T=50 48.79 @LEV= 48.78	T=50 54.55 @LEV= 54.54	T=50 27.82 @LEV= 27.82	T=[illegible] 19.[illegible] @L[illegible] 19.[illegible]

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Survey of Pomona Pk Ft
FB 0306-16 Page 0305 and 68 [illegible]
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Notes [illegible]
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F.B. 3471 Pg. 191

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℄ P.T. #6 PER F.B. 3471-47

DATE	ANGLE FROM ℄ PT 5 TO BC. OF MAPLE BAY CT. (PG 48) 6B	ANGLE FROM BC OF MAPLE BAY CT TO ℄ PT 7	℄ TO BM P12 FROM ℄ PT 5	DIST FM ℄ PT 5A	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #5	BM P12
12-31-68	89°59'42" Per FB G 1250-32	℄ PT #6 FALLS ON LINE between ℄ PT 5 & 7	70°02'32" per FB G 1250-32	T=66° 267.52 @LEV= 267.52	T=64° 24.87 @LEV= 24.87	T=64° 48.79 @LEV= 48.79	T=64° 54.55 @LEV= 54.55	T=64° 27.82 @LEV= 27.82	T=64° 19.59 @LEV= 19.59
1-15-69	89°59'55" per FB G 1254-3	℄ PT #6 FALLS ON LINE bet ℄ PT #5 & 7	70°02'32" per FB G 1254-3	T=60° 267.51 @ LEV= 267.50	T=60 24.87 @LEV= 24.87	T=60 48.79 @LEV= 48.79	T=60 54.55 @LEV= 54.55	T=60 27.82 @LEV= 27.82	T=60 19.59 @LEV= 19.59
1-27-69	1.89-59-50" 4.359-59-25 6.179-59-15 89°59-52	℄ PT #6 FALLS ON LINE BET. ℄ PT #5 & 7	1.70°02'25" (T-1A)	T=56 267.50 @LEV= 267.48	T=56° 24.86 @LEV= 24.86	T=56° 48.81 @LEV= 48.81	T=56° 54.52 @LEV= 54.52	T=56° 27.81 @LEV= 27.81	T=56° 19.59 @LEV= 19.59

F.B. 3471 PG 192

76P3095 CE #310 5-66

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6B TRANSIT @ BC ON MAPLEBAY CT. PER FB 3471-48

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∢PT #6	ANGLE FROM ∢PT #6 TO PP #3 (Pg 68)	DISTANCE TO P.P. #3 SLOPE & LEVEL (84° TAPE)
9-19-68	T=62 21.60 @LEV= 21.60	T=62° 22.43 @LEV= 22.43	T=62° 21.44 @LEV= 21.44	T=62° 21.86 @LEV= 21.86	T=62° 132.27 @LEV= 132.26		
10-24-68	T=90 21.60 @LEV= 21.60	T=90 22.43 @LEV= 22.43	T=90 21.43 @LEV= 21.43	T=90° 21.86 @LEV= 21.86	T=90° 132.22 @LEV= 132.24		
11-6-68	T=72° 21.60 @LEV= 21.60	T=72° 22.43 @LEV= 22.43	T=72° 21.43 @LEV= 21.43	T=72° 21.86 @LEV= 21.86	T=72° 132.24 @LEV= 132.24		
11-22-68	T=80° 21.61 @LEV= 21.61	T=80° 22.42 @LEV= 22.42	T=80° 21.43 @LEV= 21.43	T=80° 21.86 @LEV= 21.86	T=80° 132.26 @LEV= 132.27		
12-5-68	T=58 21.61 @LEV= 21.61	T=58 22.43 @LEV= 22.43	T=58 21.43 @LEV= 21.43	T=58° 21.86 @LEV= 21.86	T=58° 132.24 @LEV= 132.23	See P168	
12-19-68	T=50° 21.61 @LEV= 21.61	T=50° 22.43 @LEV= 22.43	T=50° 21.44 @LEV= 21.44	T=50° 21.87 @LEV= 21.87	T=50° 132.27 @LEV= 132.25	T=2 130° 17' 42" Per FB G-1250-17	T=52° 14.60 @LEV=14.60 T=50° ~~299.95 @ 76° 30' (13° 30') = 29[illegible]~~ 300.47 @ 283° 50' (13° 50') = 29[illegible] 299.72 @ 283° 14' (13° 14') = 29[illegible]

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Notes [illegible]
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F.B. 3471 Pg. 193

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BC MAPLEBAY CT ∡PT 6B

DATE	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE FROM ∡PT 6	ANGLE FROM ∡PT #6 TO PP#3	DISTANCE TO PP#3 (84' TAPE)
12-31-68	T=64 21.61 @LEV= 21.61	T=64 22.43 @LEV= 22.43	T=64 21.44 @LEV= 21.44	T=64 21.87 @LEV= 21.87	T=64 132.25 @LEV= 132.25	130° 17' 47" Per FB G 1250-40	T=70° 14.61 @LEV= 14.61 T=70° 300.13 @ 76°23'(13°37')=291.69 300.31 @ 283°44'(13°44')=291.72 300.18 @ 283°38'(13°38')=291.72 14.61 291.68 306.29 291.68
1-15-69	T=60° 21.61 @LEV= 21.61	T=60 22.45 @LEV= 22.45	T=60° 21.43 @LEV= 21.43	T=60° 21.87 @LEV= 21.87	T=60° 132.25 @LEV= 132.24	130° 17' 42" Per FB G 1254-11	T=62° 14.61 @LEV= 14.61 299.93 @ 76°35'(13°25')=291.74 299.74 @ 283°16'(13°16')=291.74 291.70 14.61 306.31 291.70
1-30-69	T=56 21.61 @LEV= 21.61	T=56 22.43 @LEV= 22.43	T=56 21.43 @LEV= 21.43	T=56 21.87 @LEV= 21.87	T=56 132.24 @LEV= 132.23	130° 17' 25" Per FB G 1254-11	T=56° 14.62 @LEV= 14.62 299.83 @ 76°37'(13°23')=291.69 299.98 @ 283°30'(13°30')=291.69 291.64 14.62 291.64 306.26

F.B. 3471 PG 194

70P2098 CK #210 5-66

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TRANSIT @ SPT #6A. PER FB 3471-47

DATE	HOLDING TO SPT #6 & SPT #7, THE OFFSET IS	DISTANCE FROM SPT #6	DISTANCE TO TIE #2	TIE #3	TIE #4	TIE #5
9-19-68	LEFT & RIGHT ON LINE	T=62° 38.41 @ELEV= 38.41	T=62° 70.91 @ELEV= 70.91	T=62° 22.42 @ELEV= 22.42	T=62° 22.29 @ELEV= 22.29	T=62° 25.36 @ELEV= 25.36
10-24-68	ON LINE	T=78° 38.41 @ELEV= 38.41	T=78° 70.90 @ELEV= 70.91	T=78° 22.41 @ELEV= 22.41	T=78° 22.28 @ELEV= 22.28	T=78° 25.36 @ELEV= 25.36
11-7-68	ON LINE	T=66° 38.41 @ELEV= 38.41	T=66° 70.91 @ELEV= 70.91	T=66° 22.41 @ELEV= 22.41	T=66° 22.27 @ELEV= 22.27	T=66° 25.36 @ELEV= 25.36
11-22-68	ON LINE	T=80° 38.41 @ELEV= 38.41	T=80° 70.90 @ELEV= 70.91	T=80° 22.42 @ELEV= 22.42	T=80 22.28 @ELEV= 22.28	T=80 25.37 @ELEV= 25.37
12-5-68	ON LINE	T=58° 38.41 @ELEV= 38.41	T=58 70.91 @ELEV= 70.91	T=58 22.44 @ELEV= 22.44	T=58 22.28 @ELEV= 22.28	T=58 25.37 @ELEV= 25.37
12-19-68	ON LINE	T=50° 38.42 @ELEV= 38.42	T=50° 70.92 @ELEV= 70.91	T=50° 22.41 @ELEV= 22.41	T=50° 22.28 @ELEV= 22.28	T=50° 25.37 @ELEV= 25.37
12-31-68	ON LINE	T=64 38.42 @ELEV= 38.42	T=64 70.90 @ELEV= 70.90	T=64 22.42 @ELEV= 22.42	T=64 22.27 @ELEV= 22.27	T=64 25.37 @ELEV= 25.37

Notes Ck'd by ____
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Office Work
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Date ____

Survey of Pomona Blvd. Pest
Surveyed by FB 3471 Pg. 145
Indexed

F.B. 3471 Pg. 145

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∡PT. 6A PER F.B. 3471-47

DATE	HOLDING TO ∡PT 6 & ∡PT 7 THE OFFSET IS	DISTANCE FROM ∡PT 6	DISTANCE TO TIE #2	TIE #3	TIE #4	TIE #5
1-15-69	LEFT & E'ly & RIGHT & W'ly ON LINE	T=60° 38.43 @LEV= 38.43	T=60° 70.90 @LEV= 70.90	T=60° 22.42 @LEV= 22.42	T=60° 22.28 @LEV= 22.28	T=60° 25.37 @LEV= 25.37
1-30-69	0.01 Rt	T=56 38.41 @LEV= 38.41	T=56 70.90 @LEV= 70.89	T=56 22.41 @LEV= 22.41	T=56 22.27 @LEV= 22.27	T=56 25.36 @LEV= 25.36

F.B. 3471 PG 196

79P3098 CK #310 8-66

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TRANSIT @ SPT #7 PER FB 3471-49

DATE	ANGLE FROM SPT #6 TO SPT #8	DISTANCE FROM SPT #6A	ANGLE TO BM P-13	LINE ON BISECTOR OF ANGLE	DISTANCE TO TIE #1	DISTANCE TO BM P-13	DISTANCE TIE #1 TO TIE #2
9-17-68	① 152°37'40"	T=62°	@ 9°56'40"	LT.&N & RT.&S	T=62°	T=62°	T=62°
	④ 250°32'00"	223.08 @	4°58'20"	TIE #1 ON LINE	8.54	76.14	36.40
	⑥ 195°47'40"	LEV=		TIE #2 ON LINE	@LEV=	@LEV=	@LEV=
	152°37'57"	223.05			8.54	76.16	36.40
11-7-68	① 152°38'00"	T=78°		LT.&N & RT.&S	T=82°	T=82°	T=82°
	④ 250°31'20"	223.07	@ 9°57'00"	TIE #1 ON LINE	8.54	76.15	36.40
	⑥ 195°47'20"	@ LEV=	4°58'30"		@LEV=	@LEV=	@LEV=
	152°37'53"	223.08		TIE #2 0.01 RIGHT	8.54	76.16	36.40
11-22-68	① 152°37'50"	T=66°		LT.&N & RT.&S	T=64°	T=64°	T=64°
	④ 250°31'50"	223.08	@ 9°57'30"	TIE #1 ON LINE	8.54	76.16	36.40
	⑥ 195°47'40"	@LEV=	4°58'45"		@LEV=	@LEV=	@LEV=
	152°37'57"	223.08		TIE #2 0.01 R	8.54	76.16	36.40
12-5-68	① 152°38'00"	T=80°	@ 9°57'00"	LT.&N & RT.&S	T=76°	T=78°	T=76°
	④ 250°32'00"	223.05	4°58'30"	TIE #1 ON LINE	8.54	76.13	36.40
	⑥ 195°48'00"	@LEV=		TIE #2 0.01 R	@LEV=	@LEV=	@LEV=
	152°38'00"	223.07			8.54	76.14	36.40
12-5-68	① 152°37'54"	T=74°		LT.&N & RT.&S	T=74°	T=74°	T=74°
	④ 250°31'20"	223.04 @	@ 9°57'00"	TIE #1 ON LINE	8.55	76.15 @	36.39
	⑥ 195°47'20"	LEV=	4°58'30"		@LEV=	LEV=	@LEV=
	152°37'53"	223.05		TIE #2 ON LINE	8.55	76.15	36.39
12-19-68	T=2	T=50°	T=2	TIE #1 ON LINE	T=44°	T=44°	T=44°
	152°37'56"	223.12	4°58'32"		8.53	76.15	36.40
	Per FB	@LEV=	per FB		@LEV=	@LEV=	@LEV=
	G1250-13	223.09	G1250-13	TIE #2 ON LINE	8.53	76.14	36.39

Notes Ck'd by _____
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Survey of Princess Pk Est
RNP3090 Map Book 84 pg 25
Surveyed by _____
Noted _____
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F.B. 3471 PG. 117

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TRANSIT @ ⊥PT #7 PER FB 3471-49

DATE	ANGLE FROM ⊥PT #6 TO ⊥PT #2	DISTANCE FROM ⊥PT #6A	⊥ TO BM P-13	LINE ON BISECTOR OF ANGLE	DISTANCE TO TIE #1	DISTANCE TO P-13	DISTANCE TIE #1 TO TIE #2
12-31-68	152°37'51" Per FB8 1250-34	T=64° 223.11 elev. 223.10	4°58'38" Per FB6 1250-34	TIE #1 ON LINE TIE #2 ON LINE	T=64 8.55 @ elev. 8.55	T=64° 76.14 @ elev. 76.14	T=64 36.39 @ elev. 36.39.
1-15-69	152°37'56" Per FB 6 1254-5	T=64° 223.10 @ elev. 223.09	4°58'42" Per FB 6 1254-5	TIE #1 ON LINE TIE #2 ON LINE	T=64° 8.54 @ elev. 8.54	T=64° 76.15 @ elev. 76.15	T=60 36.40 @ elev. 36.40
1-29-69	1) 152-37-45 2) 250-31-40 3) 45-37-49 152°37'56"	T=56° 223.07 @ elev. 223.05	1) 4-58-20 T.1A	TIE #1 ON LINE TIE #2 ON LINE	T=52° 8.54 @ elev. 8.54	T=52° 76.15 @ elev. 76.14	T=52 36.40 @ elev. 36.40

F.B. 3471 Pg 148

76P3098 CK #310 8-66

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TRANSIT @ APT #7A PER FB 347-52

DATE	HOLDING TO APT #7 & APT #8 THE OFFSET IS	DISTANCE FROM APT #7	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
9-18-68	LEFT & RIGHT ON LINE	T=62° 223.59 @ LEV= 223.58	T=60° 22.34 @ LEV= 22.34	T=60° 22.51 @ LEV= 22.51	T=60° 34.94 @ LEV= 34.94	T=60° 35.53 @ LEV= 35.53
10-22-68	ON LINE	T=82° 223.61 @ LEV= 223.63	T=80° 22.34 @ LEV= 22.34	T=80° 22.50 @ LEV= 22.50	T=80° 34.93 @ LEV= 34.93	T=80° 35.53 @ LEV= 35.53
11-7-68	ON LINE	T=64° 223.60 @ LEV= 223.59	T=64° 22.34 @ LEV= 22.34	T=64° 22.51 @ LEV= 22.51	T=64° 34.93 @ LEV= 34.93	T=64° 35.53 @ LEV= 35.53
11-22-68	ON LINE	T=78° 223.59 @ LEV= 223.60	T=72° 22.34 @ LEV= 22.34	T=72° 22.51 @ LEV= 22.51	T=72° 34.93 @ LEV= 34.93	T=72° 35.53 @ LEV= 35.53
12-5-68	ON LINE	T=74° 223.55 @ LEV= 223.56	T=74° 22.34 @ LEV= 22.34	T=74° 22.51 @ LEV= 22.51	T=74° 34.92 @ LEV= 34.92	T=74° 35.52 @ LEV= 35.52
12-12-68	ON LINE	T=44° 223.64 @ LEV= 223.61	T=46° 22.34 @ LEV= 22.34	T=46° 22.51 @ LEV= 22.51	T=46° 34.93 @ LEV= 34.92	T=46° 35.53 @ LEV= 35.52
12-31-68	0005 Right	T=54° 223.61 @ LEV= 223.59	T=64 22.35 @ LEV= 22.35	T=64 22.51 @ LEV= 22.51	T=64 34.93 @ LEV= 34.93	T=64 35.54 @ LEV= 35.54

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F.B. 347 Pg. 199

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T @ ΔPT 7A

DATE:	HOLDING TO ΔPT #7 & ΔPT #8 THE OFFSET IS	DISTANCE FROM ΔPT #7	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
1-15-69	ON LINE	T=64° 223.62 @LEV= 223.61	T=60 22.34 @LEV= 22.34	T=60 22.51 @LEV= 22.51	T=60 34.92 @LEV= 34.92	T=60 35.53 @LEV= 35.53
1-29-69	ON LINE	T=52° 223.61 @LEV= 223.59	T=46 22.34 @LEV= 22.34	T=46 22.51 @LEV= 22.51	T=46 34.93 @LEV= 34.92	T=46 35.53 @LEV= 35.52

F.B. 3471 Pg 200

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TRANSIT @ ∡PT #8 PER FB 3471-53

DATE	ANGLE FROM ∡PT #7 TO ∡PT #9	DISTANCE FROM ∡PT #7A	ANGLE TO BM P-14	DISTANCE TO BM P-14	TIE #1	TIE #2	TIE #3	TIE #4
9-17-68	① 89° 59' 40" ④ 360° 00' 00" ⑥ 179° 59' 40" 89° 59' 57"	T=60° 296.03 @ LEV= 296.01	② 45° 08' 40" 22° 34' 20"	T=60° 47.74 @ LEV= 47.74	T=60° 49.62 @ LEV= 49.62	T=60° 27.67 @ LEV= 27.67	T=60° 24.13 @ LEV= 24.13	T=60° 49.50 @ LEV= 49.50
10-24-68	① 90° 00' 00" ④ 360° 00' 00" ⑥ 180° 00' 10" 90° 00' 02"	T=80° 296.03 @ LEV= 296.05	② 45° 08' 50" 22° 34' 12"	T=84° 47.73 @ LEV= 47.73	T=84° 49.60 @ LEV= 49.61	T=84° 27.66 @ LEV= 27.66	T=84° 24.12 @ LEV= 24.12	T=84° 49.49 @ LEV= 49.50
11-7-68	① 90° 00' 10" ④ 359° 59' 40" ⑥ 179° 59' 30" 89° 59' 55"	T=70° 296.03 @ LEV= 296.03	② 45° 08' 30" 22° 34' 15"	T=70° 47.73 @ LEV= 47.73	T=70° 49.60 @ LEV= 49.60	T=70° 27.66 @ LEV= 27.66	T=70° 24.12 @ LEV= 24.12	T=70° 49.50 @ LEV= 49.50
11-22-68	① 90° 00' 00" ④ 360° 00' 40" ⑥ 180° 00' 50" 90° 00' 08"	T=72° 296.04 @ LEV= 296.05	② 45° 09' 10" 22° 34' 35"	T=72° 47.74 @ LEV= 47.74	T=72° 49.62 @ LEV= 49.62	T=72° 27.66 @ LEV= 27.66	T=72° 24.12 @ LEV= 24.12	T=72° 49.50 @ LEV= 49.50
12-5-68	① 90° 00' 00" ④ 359° 59' 20" ⑥ 179° 59' 20" 89° 59' 53"	T=74° 296.01 @ LEV= 296.02	② 45° 08' 50" 22° 34' 25"	T=74° 47.73 @ LEV= 47.73	T=74° 49.61 @ LEV= 49.61	T=74° 27.66 @ LEV= 27.66	T=74° 24.12 @ LEV= 24.12	T=74° 49.50 @ LEV= 49.50
12-19-68	T-2 89° 59' 58" Per FB G-1250-14	T=46° 296.10 @ LEV= 296.06	T-2 22° 34' 19" Per FBG 1250-14	T=48° 47.74 @ LEV= 47.73	T=48° 49.62 @ LEV= 49.61	T=48° 27.66 @ LEV= 27.66	T=48° 24.12 @ LEV= 24.12	T=48 49.51 @ LEV= 49.50

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Date _____

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∡ PT #8

DATE	ANGLE FROM ∡PT 7 to ∡PT 9	DISTANCE FROM ∡PT 7A	∡ TO BM P-14	DISTANCE TO BM P-14	TIE #1	TIE #2	TIE #3	TIE #4
1-2-69	89° 59' 56" per FB G1250-35	T=66° 296.04 @LEV= 296.04	22° 34' 23" Per FB G1250-35	T=60° 47.73 @LEV= 47.73	T=60° 49.61 @LEV= 49.61	T=60° 27.66 @LEV= 27.66	T=60° 24.14 @LEV= 24.14	T=60° 49.51 @LEV= 49.51
1-15-69	89° 59' 56" Per FB G1254-6	T=60° 296.02 @LEV= 296.00	22° 34' 38" Per FB G1254-6	T=60° 47.73 @LEV= 47.73	T=60° 49.61 @LEV= 49.61	T=60 27.66 @LEV= 27.66	T=60 24.12 @LEV. 24.12	T=60 49.50 @LEV= 49.50
1-30-69	1) 89-59-55 4) 359-59-30 6) 179-59-15 89° 59' 52	T=46° 296.07 @LEV 296.03	1) 22° 34' 50" T-1A	T=42° 47.74 @LEV= 47.73	T=42° 49.62 @LEV= 49.61	T=42° 27.68 @LEV= 27.68	T=42° 24.12 @LEV= 24.12	T=42° 49.50 @LEV= 49.49

F.B. 3471 PG. 2

76P3055 CE #310 8-66

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TRANSIT @ ΔPT #8A, PER FB 3471-55

DATE	HOLDING TO ΔPT 8 ΔPT 8A FOR LINE THE OFFSET IS	DISTANCE FROM ΔPT 8	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
9-19-66	LEFT 6'N & RIGHT 5'N ON LINE	T=60° 142.45 @LEV= 142.44	T=60° 31.69 @LEV= 31.69	T=60° 32.38 @LEV= 32.38	T=60° 33.30 @LEV= 33.30	T=60° 32.01 @LEV= 32.01
10-24-68	ON LINE	T=86° 142.45 @ LEV= 142.47	T=84 31.69 @LEV= 31.69	T=84 32.38 @LEV= 32.38	T=84 33.30 @LEV= 33.30	T=84 32.01 @LEV= 32.01
11-7-68	ON LINE	T=70° 142.45 @LEV= 142.45	T=70° 31.69 @LEV= 31.69	T=70° 32.38 @LEV= 32.38	T=70° 33.30 @LEV= 33.30	T=70° 32.02 @LEV= 32.02
11-22-68	ON LINE	T=70° 142.44 @ LEV= 142.44	T=70° 31.69 @LEV= 31.69	T=70 32.38 @LEV= 32.38	T=70° 33.30 @LEV= 33.30	T=70° 32.01 @LEV= 32.01
12-5-68	ON LINE	T=74° 142.44 @LEV= 142.45	T=74° 31.69 @LEV= 31.69	T=74° 32.38 @LEV= 32.38	T=74° 33.30 @LEV= 33.30	T=74° 32.01 @LEV= 32.01
12-12-68	ON LINE	T=48° 142.49 @LEV= 142.47	T=48 31.70 @LEV= 31.70	T=48 32.38 @LEV= 32.38	T=48 33.31 @LEV= 33.31	T=48 32.02 @LEV= 32.02
1-2-69	ON LINE	T=60° 142.48 @LEV= 142.47	T=60° 31.70 @LEV= 31.70	T=60° 32.39 @LEV= 32.39	T=60° 33.30 @LEV= 33.30	T=60° 32.01 @LEV= 32.01

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Survey of Pinnacle Tract 8A

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TIE ΔPT #8A

DATE	HOLDING TO ΔPT #8 & ΔPT #9 THE OFFSET IS	DISTANCE FROM ΔPT #8	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
1-15-69	ON LINE	T=60° 142.48 @LEV= 142.47	T=60 31.70 @LEV.= 31.70	T=60 32.38 @LEV= 32.38	T=60 33.31 @LEV.= 33.31	T=60 32.01 @LEV.= 32.01
1-29-69	ON LINE	T=42° 142.47 @LEV= 142.45	T=42° 31.69 @LEV.= 31.68	T=42° 32.39 @LEV.= 32.38	T=42° 33.31 @LEV= 33.30	T=42° 32.02 @LEV.= 32.01

F.B. 3471 PG 204

78F3098 CE#310 9-67

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TRANSIT @ & PT #9 PER FB 3471-55

DATE	ANGLE FROM & PT #8 TO & PT #10	LINE ON BISECTOR OF ANGLE	DISTANCE FROM & PT #8A	DISTANCE TO TIE #1	TO TIE #2
10-19-68	① 171° 45' 30"	LT & W & RT & E	T=60°	T=60°	T=60°
	⑤ 327° 03' 00"	TIE #1 ON LINE	50.45 @ LEV=	20.05 @ LEV=	16.45 @ LEV=
	⑥ 310° 34' 30"	TIE #2 ON LINE	50.45	20.05	16.45
	171° 45' 45"				
10-24-68	① 171° 45' 30"	LT & W & RT & E	T=84°	T=84°	T=84°
	⑤ 327° 01' 40"	TIE #1 ON LINE	50.45 @ LEV=	20.05 @ LEV=	16.45 @ LEV=
	⑥ 310° 32' 40"	TIE #2 ON LINE	50.46	20.05	16.45
	171° 45' 27"				
11-7-68	① 171° 45' 30"	LT & W & RT & E	T=68°	T=70°	T=70°
	⑤ 327° 02' 00"	TIE #1 ON LINE	50.45 @ LEV=	20.05 @ LEV=	16.45 @ LEV=
	⑥ 310° 33' 10"	TIE #2 ON LINE	50.45	20.05	16.45
	171° 45' 32"				
11-21-68	① 171° 45' 40"	LT & W & RT & E	T=78°	T=78°	T=78°
	⑤ 327° 02' 30"	TIE #1 ON LINE	50.45 @ LEV=	20.04 @ LEV=	16.45 @ LEV=
	⑥ 310° 33' 50"	TIE #2 0.01 RIGHT	50.45	20.04	16.45
	171° 45' 38"				
12-5-68	① 171° 45' 30"	TIE #1 ON LINE	T=74°	T=74°	T=74°
	⑤ 327° 02' 00"		50.45 @ LEV=	20.05 @ LEV=	16.45 @ LEV=
	⑥ 310° 32' 50"	TIE #2 ON LINE	50.45	20.05	16.45
	171° 45' 28"				
12-19-68	T-2	TIE #1 ON LINE	T=48°	T=48	T=48
	171° 45' 39"		50.47 @ LEV=	20.05 @ LEV=	16.45 @ LEV=
	PER FB 9	TIE #2 ON LINE	50.46	20.05	16.45
	1250-15				

Book 6314 Pg
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FB 3471 Pg 2

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℄ PT #9 PER FB 3471-55

DATE	ANGLE FROM ℄ PT #8 TO ℄ PT. 10	LINE ON BISECTOR OF ANGLE	DISTANCE FROM ℄ PT. 8A	DISTANCE TO TIE 1	DISTANCE TO TIE 2
1-2-69	171°45'39" Per FB G 1250-36	TIE #1 ON LINE TIE #2 ON LINE	T=60° 50.46 @LEV= 50.46	T=60° 20.05 @LEV= 20.05	T=60° 16.45 @LEV= 16.45
1-15-69	171°45'42" Per FB G 1254-7	TIE #1 ON LINE TIE #2 ON LINE	T=60 50.46 @LEV= 50.46	T=60 20.05 @LEV= 20.05	T=60 16.45 @LEV= 16.45
1-29-69	1) 171-45-20 4) 327°01'40 6) 310°32'35 171°45'26"	TIE #1 ON LINE TIE #2 ON LINE	T=42° 50.47 @LEV= 50.46	T=42° 20.05 @LEV= 20.05	T=42° 16.45 @LEV= 16.45

FB 3471 PG 206

76F309B CE#810 9-67

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TRANSIT @ ΔPT #9A PER RB 3471-56

DATE	HOLDING TO ΔPT #9 ΔPT #10 THE OFFSET 15	DISTANCE FROM ΔPT #9	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
9-19-68	LEFT 2 N 1/4 & RIGHT 25 1/4 ON LINE	T=62° 50.47 @LEV= 50.47	T=62° 26.35 @LEV= 26.35	T=62° 27.07 @LEV= 27.07	T=62° 26.07 @LEV= 26.07	T=62° 25.23 @LEV= 25.23
10-24-68	ON LINE	T=86° 50.46 @ LEV.= 50.47	T=80 26.35 @LEV= 26.35	T=80 27.07 @LEV= 27.07	T=80 26.08 @LEV= 26.08	T=80 25.23 @LEV= 25.23
11-7-68	0.01 RIGHT	T=70° 50.45 @LEV= 50.45	T=70° 26.35 @LEV= 26.35	T=70° 27.07 @LEV= 27.07	T=70° 26.08 @LEV= 26.08	T=70° 25.25 @LEV= 25.25
11-21-68	0.01 RIGHT	T=78° 50.45 @LEV= 50.45	T=78 26.35 @LEV= 26.35	T=78 27.07 @LEV= 27.07	T=78 26.08 @LEV= 26.08	T=78 25.24 @LEV= 25.24
12-5-68	ON LINE	T=74° 50.45 @ LEV.= 50.45	T=74° 26.35 @LEV= 26.35	T=74° 27.08 @LEV= 27.08	T=74° 26.08 @LEV= 26.08	T=74° 25.24 @LEV= 25.24
12-19-68	ON LINE	T=46° 50.46 @LEV= 50.45	T=48 26.36 @LEV= 26.36	T=48 27.08 @LEV= 27.08	T=48 26.08 @LEV= 26.08	T=48 25.24 @LEV= 25.24
1-22-69	0.01 Right	T=70° 50.46 @LEV= 50.46	T=60 26.35 @LEV= 26.35	T=60 27.08 @LEV= 27.08	T=60 26.08 @LEV= 26.08	T=60 25.24 @LEV= 25.24

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*PT 9A PER F.B. 3471-56

DATE	HOLDING TO *PT 9 & *PT 10 15	THE OFFSET	DISTANCE FROM *PT 9	DISTANCE TO TIE 1	TIE 2	TIE 3	TIE 4
1-15-69		0.01 Right	T=60 50.46 @LEV= 50.46	T=60 26.36 @LEV= 26.36	T=60 27.08 @LEV= 27.08	T=60 26.09 @LEV= 26.09	T=60 25.25 @LEV= 25.25
1-29-69		ON LINE	T=42° 50.47 @LEV= 50.46	T=42 26.36 @LEV= 26.36	T=42° 27.08 @LEV= 27.08	T=42 26.08 @LEV= 26.08	T=42° 25.24 @LEV= 25.24

F.B. 3471 PG 208

75F3098 CE#310 9-67

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TRANSIT @ ∆PT #10 PER FB 3471-56

DATE	ANGLE FROM ∆PT #9 TO ∆PT #12	ANGLE FROM ∆PT #11 TO ∆PT #12	ANGLE FROM ∆ PT. #11 TO BM P-15	DISTANCE FROM ∆PT #9A	DISTANCE TO BM P-15	TIE #1	TIE #2	TIE #3	TIE #4
9-19-62	∆PT #10 FALLS ON LINE BETWEEN ∆PT #9 & ∆PT #11	① 89°58'50" ④ 359°57'20" ⑥ 179°56'20" 89°59'23"	② 176°17'00" 88°08'30"	T=62° 83.96 @LEV= 83.96	T=62° 18.27 @LEV= 18.27	T=62° 44.68 @LEV= 44.68	T=62° 23.77 @LEV= 23.77	T=62° 21.83 @LEV= 21.83	T=62° 48.72 @LEV= 48.72
10-24-65	∆PT #10 FALLS ON LINE BETWEEN # ∆PT #9 & ∆PT 11	① 89°59'20" ④ 359°57'10" ⑥ 179°55'50" 89°59'18"	② 176°17'20" 88°08'40"	T=86° 83.94 @LEV= 83.95	T=86° 18.27 @LEV= 18.27	T=86° 44.67 @LEV= 44.68	T=86° 23.77 @LEV.= 23.77	T=86° 21.83 @LEV= 21.83	T=86° 48.71 @LEV= 48.72
11-7-68	∆PT # 10 FALLS ON LINE BETWEEN ∆PT #9 & ∆PT #11	① 89°59'20" ④ 359°57'40" ⑥ 179°56'30" 89°59'25"	② 176°17'40" 88°08'50"	T=70° 83.95 @LEV.= 83.95	T=70° 18.27 @LEV.= 18.27	T=70° 44.69 @LEV= 44.69	T=70° 23.77 @LEV.= 23.77	T=70° 21.84 @LEV= 21.84	T=70° 48.72 @LEV= 48.72
11-21-68	∆PT #10 FALLS ON LINE BETWEEN ∆PT #9 & ∆PT #11	① 89°59'20" ④ 359°57'10" ⑥ 179°56'00" 89°59'20"	② 176°17'50" 88°08'55"	T=82° 83.95 @LEV= 83.96	T=82° 18.27 @LEV= 18.27	T=82° 44.70 @LEV.= 44.70	T=82° 23.77 @LEV. 23.77	T=82° 21.84 @LEV= 21.84	T=82° 48.72 @LEV= 48.72
12-5-68	∆PT #10 FALLS ON LINE BETWEEN ∆PT 9 & 11	① 89°59'20" ④ 359°57'20" ⑥ 179°56'10" 89°59'22"	② 176°18'30" 88°09'15"	T=74° 83.97 @LEV= 83.97	T=74° 18.27 @LEV.= 18.27	T=74° 44.68 @LEV.= 44.68	T=74° 23.77 @LEV= 23.77	T=74° 21.83 @LEV= 21.83	T=74° 48.72 @LEV= 48.72
12-19-68	∆PT #10 FALLS ON LINE BETWEEN 9 & 11	T-2 89°59'14" PER FB-9-1250-16	T-2 88°09'05" PER FB G-1250-16	T=46° 83.97 @LEV= 83.96	T=50 18.27 @LEV.= 18.27	T=50 44.69 @LEV= 44.69	T=50 23.77 @LEV= 23.77	T=50 21.83 @LEV= 21.83	T=50 48.73 @LEV= 48.72

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FB 3471
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∡PT #10

DATE	∡ from ∡PT #9 to ∡PT #12	∡ From ∡PT #11 to ∡PT #12	∡ From ∡PT #11 to BM P-15	DISTANCE FROM ∡PT 9A	DISTANCE TO BM P-15	TIE #1	TIE #2	TIE #3	TIE #4
1-2-69	∡PT #10 FALLS ON LINE BETWEEN ∡PT 9 & 11	89° 59' 13" Per FB G 1250-37	88° 08' 53" Per FB G 1250-37	T= 62° 83.97 @LEV= 83.97	T=62° 18.27 @LEV= 18.27	T=62 44.69 @LEV= 44.69	T=62° 23.77 @LEV= 23.77	T=62° 21.83 @LEV= 21.83	T=62° 48.73 @LEV= 48.73
1-15-69	∡PT #10 FALLS ON LINE BET. ∡PT 9 & 11	89° 59' 21" Per FB G1254-8	88° 08' 21" Per FB G1254-8	T= 60° 83.98 @LEV= 83.98	T=60 18.27 @LEV= 18.27	T=60 44.69 @LEV= 44.69	T=60 23.78 @LEV= 23.78	T=60 21.83 @LEV= 21.83	T=60 48.73 @LEV= 48.73
1-29-69	∡PT #10 FALLS ON LINE BET. ∡PT. 9 & 11.	1) 89° 59-05 4) 359-56-30 6) 179 54-45 89-59-07	1) 88° 08 00 T-1A	T= 44° 83.98 @LEV= 83.97	T=44 18.27 @LEV= 18.27	T=44 44.69 @LEV= 44.68	T=44 23.78 @LEV= 23.78	T=44 21.83 @LEV= 21.83	T=44 48.72 @LEV= 48.71

FB 3471 PG 210

76F3098 CE#310 9-67

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TRANSIT @ ∡PT #10A PER FB 3471-59

DATE	HOLDING TO ∡PT #10 & ∡PT #11 FOR LINE THE OFFSET IS	DISTANCE FROM ∡PT 10	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	DISTANCE TO ∡PT 10B
9-19-68	LEFT & N'ly & RIGHT & S'ly ON LINE	T=62° 123.24 @LEV= 123.24	T=62° 18.93 @LEV= 18.93	T=62° 24.07 @LEV= 24.07	T=62° 20.40 @LEV= 20.40	T=62° 30.07 @LEV= 30.07	T=62° 78.62 @LEV= 78.62
10-24-68	ON LINE	T=88° 123.21 @LEV= 123.23	T=88 18.93 @LEV= 18.93	T=88 24.07 @LEV= 24.07	T=88 20.39 @LEV= 20.39	T=88 30.07 @LEV= 30.07	T=88° 78.60 @LEV= 78.61
11-7-68	0.01 RIGHT	T=70° 123.26 @LEV= 123.26	T=70° 18.93 @LEV= 18.93	T=70° 24.08 @LEV= 24.08	T=70° 20.39 @LEV= 20.39	T=70° 30.07 @LEV= 30.07	T=70° 78.62 @LEV= 78.62
11-21-68	0.01 RIGHT	T=82° 123.23 @LEV= 123.24	T=82° 18.92 @LEV= 18.92	T=82° 24.08 @LEV= 24.08	T=82° 20.39 @LEV= 20.39	T=82° 30.07 @LEV= 30.07	T=82° 78.60 @LEV= 78.61
12-5-68	0.02 RIGHT	T=70° 123.22 @LEV= 123.22	T=70° 18.92 @LEV= 18.92	T=70° 24.07 @LEV= 24.07	T=70° 20.39 @LEV= 20.39	T=70° 30.07 @LEV= 30.07	T=70° 78.61 @LEV= 78.61
12-19-68	0.015 Right	T=46° 123.26 @LEV= 123.24	T=46° 18.93 @LEV= 18.93	T=46° 24.09 @LEV= 24.09	T=46° 20.39 @LEV= 20.39	T=46° 30.06 @LEV= 30.06	T=46° 78.62 @LEV= 78.61
1-2-69	0.015 Right	T=70° 123.24 @LEV= 123.24	T=74° 18.93 @LEV= 18.93	T=74° 24.07 @LEV= 24.07	T=74° 20.39 @LEV= 20.39	T=70° 30.07 @LEV= 30.07	T=74° 78.60 @LEV= 78.60

78.60

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Survey of Pomeroy Pk Est
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FB 3471 PG 2

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T @ ∡PT #10A

DATE	HOLDING TO ∡PT #10 & ∡PT #11 THE OFFSET IS	DISTANCE FROM ∡PT #10	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4	∡PT #10B
1-15-69	0.02 RIGHT	T=60° 123.21' @ LEV.= 123.20'	T=60° 18.92' @ LEV.= 18.92'	T=60' 24.07' @ LEV.= 24.07'	T=60' 20.39' @ LEV= 20.39	T=60° 30.07' @ LEV.= 30.07'	T=60° 78.61' @ LEV.= 78.61
1-29-69	0.02 RIGHT	T=44° 123.24 @ LEV= 123.22	T=44° 18.92 @ LEV= 18.92	T=44° 24.07 @ LEV= 24.07	T=44° 20.39 @ LEV= 20.39	T=44 30.08 @ LEV= 30.08	T=44 78.62 @ LEV.= 78.61

F.B. 3471 PG 212

7SPS095 CK #310 9-66

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TRANSIT @ ∡ PT #11 PER FB 5471-60 (ALSO ∡ PT #10 B & 11A)

DATE	ANGLE FROM ∡ PT #10 TO ∡ PT #11 C	DISTANCE FROM ∡ PT #10B	DISTANCE TO ∡ PT #11 A	ANGLE TO BM P-16	DISTANCE TO BM P-16	HOLDING TO ∡ PT #10 FROM ∡ PT #11, THE OFFSET @ ∡ PT #10 B 15	HOLDING TO ∡ PT #11 C FROM ∡ PT #11 A OFFSET @ ∡ PT #11 A 15
						LEFT & RIGHT	LEFT & RIGHT
9-11-68	⊙ 116° 02' 00" ⊙ 104° 07' 40"	T=62° 11.90 @LEV=	T=62° 12.01 @LEV=	⊙ 12° 01' 30" 6° 00' 45"	T=62° 28.97 @LEV=	ON LINE	ON LINE
	⊙ 336° 11' 30" 116° 01' 55"	11.90	12.01		28.92		
10-25-68	⊙ 116° 02' 00" ⊙ 104° 07' 50" ⊙ 336° 11' 30" 116° 01' 55"	T=80° 11.91 @LEV.= 11.91	T=80° 12.00 @LEV.= 12.00	⊙ 12° 01' 00" 6° 00' 30"	T=80° 28.91 @LEV= 28.91	ON LINE	0.01 Left
11-7-68	⊙ 116° 02' 00" ⊙ 104° 07' 30" ⊙ 336° 11' 20" 116° 01' 53"	T=74° 11.91 @LEV.= 11.91	T=74° 11.99 @LEV.= 11.99	⊙ 12° 00' 30" 6° 00' 15"	T=74° 28.91 @ LEV= 28.91	0.01 RIGHT	0.015 Left
11-27-68	⊙ 116° 01' 50" ⊙ 104° 07' 40" ⊙ 336° 11' 20" 116° 01' 53"	T=82° 11.92 @LEV.= 11.92	T=82° 11.98 @LEV.= 11.98	⊙ 12° 00' 10" 6° 00' 05"	T=82° 28.90 @LEV.= 28.90	0.015 RIGHT	0.02 LEFT
12-5-68	⊙ 116° 02' 10" ⊙ 104° 08' 00" ⊙ 336° 12' 00" 116° 02' 00"	T=70° 11.92 @LEV.= 11.92	T=70° 11.99 @LEV.= 11.99	⊙ 12° 00' 00" 6° 00' 00"	T=70° 28.91 @LEV.= 28.91	0.02 RIGHT	0.02 LEFT
12-19-68	T=2 116° 01' 52" PER FB 5-1250-19	T=40 11.92 @LEV= 11.92	T=40 11.99 @LEV.= 11.99	T=2 5° 59' 54" PER FB 5-1250-19	T=42 28.91 @LEV= 28.91	0.02 Right	0.02 Left

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Survey of Pitney Bowl
Surveyed by L.J. + Tom
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F.B. 5471 Pg. 215

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TRANSIT ∆T ∆PT #11 PER FB 3471-60 (ALSO ∆PT 10B & 11A)

DATE	ANGLE FROM ∆PT #10 TO ∆PT #11C	DISTANCE FROM ∆ PT #10B	DISTANCE TO ∆PT #11A	ANGLE TO BM B-16	DISTANCE TO BM B-16	HOLDING TO ∆PT #10B & ∆PT #11 THE OFFSET ∆PT #10B IS	HOLDING TO ∆PT #11 & ∆PT 11C THE OFFSET @ ∆PT 11A IS
1-2-69	116°01'50" PER FB G 1250-41	T=70° 11.92 @ LEV= 11.92	T=70° 11.98 @ LEV= 11.98	5°59'53" PER FB G 1250-41	T=70° 28.90 @ LEV= 28.90	0.02 Right	0.02 Left
1-15-69	1) 116°01'56" 2) 104°07'00" 3) 336°10'50" 116°01'48"	T=60 11.91 @ LEV= 11.91	T=60° 11.99 @ LEV= 11.99	2) 11°58'20" 5°59'10"	T=60° 28.90 @ LEV= 28.90	0.02 RIGHT	0.025 LEFT
1-29-69	1) 116 01 50 2) 104 07 40 3) 336 11 00 116 01 50	T=44 11.92 @ LEV= 11.92	T=44 11.98 @ LEV= 11.98	2) 11°58 40 5°59 20 T-1A	T=44 28.90 @ LEV= 28.90	0.02 RIGHT	0.03 LEFT

F.B. 3471 Pg. 214

76F3098 CE#310 9-67

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TRANSIT @ ∡PT #11B PER FB 347-61

DATE	HOLDING TO ∡PT #11 & PT #11C FOR LINE, THE OFFSET IS	DISTANCE FROM ∡PT #11A	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
9-19-68	LEFT'S W'N & RIGHT'S E'N ON LINE	T=62° 78.59 @ LEV= 78.59	T=64° 17.45 @LEV= 17.45	T=64° 26.92 @LEV= 26.92	T=64° 19.12 @LEV= 19.12	T=64° 17.75 @LEV= 17.75
10-24-68	ON LINE	T=90° 78.56 @LEV= 78.57	T=90° 17.45 @LEV= 17.45	T=96 26.92 @LEV= 26.92	T=90° 19.12 @LEV= 19.12	T=90 17.75 @LEV= 17.75
11-7-68	0.01 Left	T=74° 78.57 @LEV= 78.57	T=74° 17.45 @LEV= 17.45	T=74° 26.92 @LEV= 26.92	T=74° 19.12 @LEV= 19.12	T=74° 17.75 @LEV= 17.75
11-21-68	0.02 LEFT	T=82° 78.56 @LEV= 78.57	T=82° 17.45 @LEV= 17.45	T=82° 26.92 @LEV= 26.92	T=82° 19.12 @LEV= 19.12	T=82° 17.75 @LEV= 17.75
12-5-68	0.02 LEFT	T=70° 78.57 @LEV= 78.57	T=70° 17.45 @LEV= 17.45	T=70° 26.92 @LEV= 26.92	T=70° 19.13 @LEV= 19.13	T=70° 17.75 @LEV= 17.75
12-17-68	0.015 Left	T=42 78.58 @LEV= 78.57	T=42 17.45 @LEV= 17.45	T=42 26.92 @LEV= 26.92	T=42 19.12 @LEV= 19.12	T=42 17.75 @LEV= 17.75

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4 PT # 11B

DATE	HOLDING LINE TO 4PT 11B 4PT 11C THE OFFSET IS	DISTANCE FROM 4PT #11A	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
1-2-69	0.015 LEFT	T= 74° 78.58 @ LEV= 78.58	T= 74° 17.45 @ LEV= 17.45	T= 74° 26.93 @ LEV= 26.93	T= 74° 19.13 @ LEV= 19.13	T= 74° 17.75 @ LEV= 17.75
1-15-69	0.02 LEFT	T= 58° 78.57 @ LEV.= 78.56	T= 58° 17.44 @ LEV.= 17.44	T= 58° 26.92 @ LEV.= 26.92	T= 58° 19.12 @ LEV.= 19.12	T= 58° 17.75 @ LEV= 17.75
1-30-69	0.02 LEFT	T= 46° 78.58 @ LEV= 78.57	T= 46 17.44 @ LEV= 17.44	T= 46° 26.93 @ LEV= 26.93	T= 46° 19.13 @ LEV= 19.13	T= 46° 17.75 @ LEV= 17.75

FB 3471 PG 216

79P3098 CE #810 5-66

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TRANSIT @ ∡ PT 1/C PER FB 3471-62

DATE	DISTANCE FROM ∡ PT #1/B	ANGLE TO BM P-17	DISTANCE TO ∡ PT 11D	BM P-17	TIE #1	TIE #2	TIE #3	TIE #4	ANGLE FROM ∡ PT
7-18-62	T=64° 139.79 @LEV= 139.79	@ 153°13'54" 76°32'55"	T=64° 13.00 @ LEV= 13.00	T=64° 15.41 @LEV= 15.41	T=64° 23.56 @LEV= 23.56	T=64° 41.05 @LEV= 41.05	T=64° 51.32 @LEV= 51.32	T=64° 18.37 @LEV= 18.37	LEFT 0 SH E-2
7-24-68	T=90° 139.79 @LEV= 139.81	@ 153°15'40" 76°37'20"	T=90° 13.00 @LEV= 13.00	T=90° 15.40 @LEV= 15.40	T=90 23.56 @LEV= 23.56	T=90 41.05 @LEV= 41.06	T=90 51.31 @LEV= 51.32	T=90° 18.37 @LEV= 18.37	NOTE: H.I. 6.5 NEED TO SE OVER
11-7-68	T=72° 139.81 @LEV= 139.81	@ 153°15'00" 76°37'30"	T=74° 13.00 @LEV= 13.00	T=74° 15.40 @LEV= 15.40	T=74° 23.57 @LEV= 23.57	T=74° 41.06 @LEV= 41.06	T=74° 51.32 @LEV= 51.32	T=74° 18.37 @LEV= 18.37	1) 29° 3 2) 118° 3) 117° 2) 29°
11-21-68	T=82° 139.79 @LEV= 139.80	@ 153°13'50" 76°36'55"	T=82° 13.00 @LEV= 13.00	T=82° 15.41 @LEV= 15.41	T=82° 23.57 @LEV= 23.57	T=82° 41.05 @LEV= 41.05	T=82° 51.31 @LEV= 51.31	T=82° 18.37 @LEV= 18.37	1) 29° 2) 118° 3) 117° 2) 29°
12-5-68	T=70° 139.79 @LEV= 139.79	@ 153°17'00" 76°38'30"	T=70° 13.00 @LEV= 13.00	T=70° 15.41 @LEV= 15.41	T=70° 23.57 @LEV= 23.57	T=70° 41.06 @LEV= 41.06	T= 51.32 @LEV 51.32	T=70° 18.37 @LEV= 18.37	1) 29° 2) 118° 3) 117° 2) 29°
12-20-68	T=42° 139.81 @LEV= 139.79	T=2 76°37'04" PER FB G-1250-22	T=42 13.00 @LEV= 13.00	T=42 15.41 @LEV= 15.41	T=42 23.58 @LEV= 23.58	T=42 41.07 @LEV= 41.06	T=42 51.34 @LEV= 51.38	T=42 18.37 @LEV= 18.37	UNI TO UNI

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Map No. ____
Office Work ____
Checked ____
Date ____

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Survey of Pinecrest Rd. Area
Surveyed by DJJ Work
Date 8-8-68

F.B. 3471 Pg. 27

ANGLE FROM ∡ PT 1/C

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∠PT #11C

DATE	DISTANCE FROM ∠PT 11B	∠ TO BM P-17	DISTANCE TO ∠PT 11D	BM P-17	TIE #1	TIE #2	TIE #3	TIE #4	∠ FROM ∠PT 11 TO SYLMAR E-2	∠ FROM ∠PT #11 TO ∠PT #15
1-2-69	T=74° 139.79 @LEV= 139.80	76°38'12" Per FB G1250-42	T=70° 13.00 @LEV= 13.00	T=70° 15.41 @LEV= 15.41	T=70° 23.57 @LEV= 23.57	T=70° 41.06 @LEV= 41.06	T=70° 51.33 @LEV= 51.33	T=70° 18.37 @LEV= 18.37	NOT CONTINUED	138°52'53" Per FB G 1250-42
1-15-69	T=58° 139.81 @LEV= 139.79	2) 153°15'00" 76°37'30"	T=70° 13.00' @LEV= 13.00'	T=60° 15.42' @LEV= 15.42'	T=60° 23.57 @LEV= 23.57	T=60° 41.06' @LEV= 41.06	T=60° 51.32' @LEV= 51.32	T=60° 18.37 @LEV= 18.37'		1) 138° 52' 53" 4) 195 31 20 6) 113 17' 30" 138° 52' 55"
1-30-69	T=46° 139.80 @LEV= 139.78	76°33'52" Per FB G1254-24	T=46° 13.00 @LEV= 13.00	T=46° 15.41 @LEV= 15.41	T=46° 23.58 @LEV= 23.58	T=46° 41.06 @LEV= 41.05	T=46° 51.33 @LEV= 51.32	T=46° 18.37 @LEV= 18.37		138°52'57" Per FB G 1254-24

F.B. 3471 Pg 218

79P3095 CE #310 8-66

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TRANSIT @ SPT #12 PER FB 3471-57

DATE	ANGLE FROM SPT #10 (PS 50) TO PROCESS PARK #3	DISTANCE FROM SPT #10	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
7-19-68	D 171° 33' 30"	T = 62°	T=62°	T=62°	T=62°	T=62°
	⊕ 326° 14' 30"	143.79 @LEV=	26.48 @LEV=	28.52 @ LEV=	28.74 @LEV=	27.43 @LEV=
	⊕ 309° 21' 40"	143.78	26.48	28.52	28.74	27.43
	171° 33' 37"					
10-9-68	D 171° 33' 40"	T = 86°	T=88°	T=88°	T=88°	T=88°
	⊕ 326° 15' 20"	143.75	26.47	28.52	28.73	27.43
	⊕ 309° 22' 50"	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=
	171° 33' 48"	143.77	26.47	28.52	28.73	27.43
11-7-68	D 171° 33' 40"	T = 70°	T=70°	T=70°	T=70°	T=70°
	⊕ 326° 14' 30"	143.76	26.48	28.52	28.73	27.43
	⊕ 309° 21' 40"	@LEV=	@LEV=	@LEV=	@LEV=	@LEV=
	171° 33' 37"	143.76	26.48	28.52	28.73	27.43
11-12-68	D 171° 33' 40"	T = 80°	T=78°	T=78°	T=78°	T=78°
	⊕ 326° 14' 40"	143.74 @LEV=	26.48 @LEV=	28.52 @LEV=	28.73 @LEV=	27.43 @LEV=
	⊕ 309° 22' 10"	143.75	26.48	28.52	28.73	27.43
	171° 33' 42"					
12-5-68	D 171° 33' 50"	T = 74°	T=74°	T=74°	T=74°	T=74°
	⊕ 326° 14' 10"	143.76 @LEV=	26.48 @LEV=	28.52 @LEV=	28.73 @LEV=	27.43 @LEV=
	⊕ 309° 21' 10"		26.48	28.52	28.73	27.43
	171° 33' 32"	143.77				
12-19-68	T = 2	T = 50°	T=48	T=48	T=48	T=48°
	171° 33' 36"	143.76 @LEV=	26.48 @LEV=	28.52 @LEV=	28.74 @LEV=	27.43 @LEV=
	Per FB G-1250-17	143.74	26.48	28.52	28.74	27.43

Notes Ck'd by _____
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Date _____

Survey of Rancho Palos Verdes Estates
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F.B. 3471 Pg. 10

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∡ PT #12

DATE	∡ FROM ∡PT #10 TO PP #3	DISTANCE FROM ∡PT #10	DISTANCE TO TIE #1	TIE #2	TIE #3	TIE #4
1-2-69	171° 33' 50" Per FB G 1250-38	T=62° 143.77 @ LEV= 143.76	T=62 26.48 @ LEV= 26.48	T=62 28.52 @ LEV= 28.52	T=62 28.74 @ LEV= 28.74	T=62 27.43 @ LEV= 27.43
1-15-69	171° 33' 42" Per FB G 1254-9	T=60° 143.76 @ LEV= 143.76	T=60° 26.48 @ LEV= 26.48	T=60° 28.52 @ LEV= 28.52	T=60° 28.74 @ LEV= 28.74	T=60° 27.43 @ LEV= 27.43
1-30-69	171° 33' 51" Per FB G 1254-9	T=44 143.74 @ LEV= 143.72	T=44 26.48 @ LEV= 26.48	T=44 28.52 @ LEV= 28.52	T=44 28.73 @ LEV= 28.73	T=44 27.43 @ LEV= 27.43

F.B. 3471 Pg 220

76F3098 CE#310 9-67

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TRANSIT @ ΔPT #12A PER FB 3471-58

DATE	HOLDING TO PRINCESS PARK #3 & ΔPT 12 FOR LINE, THE OFFSET IS	DISTANCE FROM ΔPT #12
9-19-68	LEFT & W'ly & RIGHT & E'ly ON LINE	T=62° 97.29 @LEV= 97.29
10-24-68	0.01 RIGHT	T=88° 97.27 @LEV= 97.28
11-7-68	0.01 LEFT	T=70° 97.28 @LEV= 97.28
11-21-68	0.005 LEFT	T=82° 97.27 @LEV= 97.28
12-5-68	0.005 LEFT	T=74° 97.29 @LEV= 97.29
12-19-68	0.005 LEFT	T=56° 97.29 @LEV= 97.28
1-2-69	0.005 Left	T=62° 97.29 @LEV= 97.29

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Survey of Princess Park FB-1
JN 97-11 Tape 7-9 Std 68°F
Surveyed by [illegible]
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Indexed

FB [illegible] Pg. 221

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XPT #12A

DATE	HOLDING TO PP#3 & XPT #12 THE OFFSET IS	DISTANCE FROM XPT #12
1-15-69	0.005 LEFT	T=60° 97.28 @ EL= 97.27
1-30-69	0.01 LEFT	T=44° 97.30 @ EL= 97.28

FB 341 PG 222

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TRANSIT @ PRINCES PARK #3 PER FB 3471-58

DATE	DISTANCE FROM ∡PT #12 A	ANGLE FROM ∡PT #12A TO SYLMAR E-2	ANGLE FROM ∡PT 12 COUNTER CLOCKWISE TO HUMPHREYS E-12A	ANGLE FROM ∡PT #12 TO BC (MAPLEDAY CT) Page 68
9-19-68	T=62° 133.70 @LEV= 133.69	SYLMAR E-2 CANNOT BE SEEN FROM PP#3		
10-24-68	T=88° 133.68 @LEV= 133.70			
11-7-68	T=70° 133.69 @LEV= 133.69			
11-21-68	T=84° 133.69 @LEV= 133.70		① 120° 30' 30" ④ 122° 02' 00" ⑥ 363° 02' 40" 120° 30' 27"	
12-5-68	T=74° 133.69 @LEV= 133.70		① 120° 30' 40" ④ 122° 02' 00" ⑥ 363° 02' 40" 120° 30' 27"	See Pg 68
12-19-68	T=54° 133.71 @LEV= 133.70		T-2 120° 30' 18" Per FB G-1250-18	T-2 166° 51' 48" Per FB G 1250-18

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Survey of [illegible]
JN [illegible] Tape [illegible] Std [illegible]
Surveyed by [illegible]
Notes [illegible] Date
Indexed [illegible]

FB 3471 PG [illegible]

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PRINCESS PARK #3

DATE	DISTANCE FROM ΔPT 12A	ANGLE FROM ΔPT 12 Counter Clockwise to Humphreys E-12A	Δ FROM ΔPT #12 TO (BC) MAREBAY CT.
1-12-69	T=64° 133.70 @ LEV= 133.70	120°30'18" Per FB G 1250-39	166°51'53" Per FB G 1250-39
1-15-69	T=60° 133.70 @ LEV= 133.69	120°30'20" Per FB G1254-10	166°51'43" Per FB G 1254-10
1-30-69	T=44° 133.72 @ LEV= 133.70	120°30'19" Per FB 1254-23	166°51'49" Per FB G 1254 — 23

F.B. 3471 PG 224

Notes Ck'd by	Survey of PRINCESS PK. EST	F.B. 3471 Pg. 233
Map No.	IN 0300.16 Tape 0189 Std 66°F	
Office Work	Surveyed by W. VOGE	
Checked	Notes [illegible] Date [illegible]	
Date	Indexed [illegible]	

CHART FOR RERUN TO CHECK HORIZONTAL MOVEMENT OF HOUSES ON ABDALE ST. AND BEACHGROVE COURT.

REFERENCE
FB 3471 - 123 TO 132

PARTY
W VOGE
R STRADER
R SWANN
L MANLEY

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76P3095 CE #310 5-66

F.B. 347 Pg 234

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TRANSIT @ ℄ PT #2-A PER FB 3471-125

DATE	OFFSET FROM LINE ℄ PT #2 to ℄ AT #3	DISTANCE FROM ℄ PT #2	ANGLE TO PT #1 (SEE PG. 125) FROM ℄ PT #3	DISTANCE TO PT #1
9-4-68	LEFT & RIGHT	T = 76°	1) 65° 12' 40"	T = 84°
	ON LINE	88.67 @ LEV =	4) 260 50 50	66.40 @ LEV.
		88.67	65° 12' 42"	66.41
7-11-68	ON LINE	T = 64°	1) 65° 11' 40	T = 92°
		88.66 @ LEV =	4) 260 47 40	66.41 @ LEV =
		88.67	65° 11' 55"	66.42'
9-16-68	ON LINE	T = 82°	1) 65° 11' 50	T = 84
		88.66 @ LEV =	4) 260 47 10	66.41 @ LEV. =
		88.67	65° 11' 47"	66.42'
9-25-68	ON LINE	T = 102°	1) 65° 11' 40"	T = 94°
		88.64 @ LEV. =	4) 260 46 50	66.41' @ LEV =
		88.66	65° 11' 42"	66.42'
10-9-68	ON LINE	T = 68°	1) 65° 11' 50"	T = 74°
		88.65 @ LEV =	4) 260 47 00	66.41' @ LEV. =
		88.65	65° 11' 45"	66.41'
10-23-68	ON LINE	T = 78°	1) 65° 11' 20"	T = 74°
		88.65 @ LEV =	4) 260 45 40	66.42 @ LEV
		88.66	65° 11' 25"	66.42
11-6-68	ON LINE	T = 70°	1) 65° 11' 30	T = 70°
		88.66 @ LEV =	4) 260 46 00	66.42 @ LEV =
		88.66	65° 11' 30"	66.42

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Date

F.B. 3471 PG. 124

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T @ ∡PT 2-A

DATE	OFFSET FROM LINE ∡PT #2 to ∡PT #3	DISTANCE FROM ∡PT #2	ANGLE TO POINT #1	DISTANCE TO POINT #1
12-4-68 11-20-68	ON LINE	T=72° 88.64 @LEV= 88.64	1) 65-11-20 4) 260-45-40 65°-11'-25"	T=64° 66.43 @LEV = 66.43
	0.01 LEFT	T=68° 88.66 @LEV= 88.66	1) 65-11-40 4) 260-46-30 65°-11'-37"	T=68° 66.41 @ LEV= 66.41
12-18-68	ON LINE	T=50° 88.67 @LEV= 88.66	1) 65-11-40 4) 260-46-20 65-11-35	T=54° 66.42 LEV= 66.41
12-30-68	0.01 Left	T=56° 88.67 @LEV= 88.66	1) 65-11-30 4) 260-46-20 65-11-35	T=58° 66.43 LEV = 66.43
1-14-69	0.005 LEFT	T=64° 88.66 @LEV= 88.66	1) 65-11-40 4) 260-46-40 65 11 40	T=66° 66.42 LEV = 66.42
1-22-69	0.005		65°11'55" per FBG 1254-12	T=58° 66.43 @LEV= 66.43
1-29-69	0.01 Left	T=48 88.67 @LEV= 88.66	1) 65-11-40 4) 260-46-50 65°-11'-48"	T=58° 66.44 @LEV 66.44

F.B. 3471 Pg 23c

76F3098 CE#310 9-67

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TRANSIT @ ∡ PT #2B PER FB 3471-125

DATE	OFFSET FROM LINE ∡ PT #2 to ∡ PT #3	DISTANCE FROM ∡ PT #2A	ANGLE TO PT #2	(FROM ∡ PT #3) PT #3	DISTANCE TO PT #2	DISTANCE TO PT #3
9-4-68	LEFT & RIGHT ON LINE	T=76° 88.91 @ LEV= 88.91	1) 96° 49' 10" 4) 27° 16' 40" 96° 49' 10"	1) 77° 15' 20" 4) 309 01 00 77° 15' 15"	T=86° 93.11 @ LEV= 93.12	56.39' @ 8°39'=55 T=86°=55
9-11-68	RIGHT 0.02	T=84° 88.93 @ LEV= 88.94	1) 96 49' 30" 4) 27 17 30 96° 49' 22"	1) 77° 15' 00" 4) 309 00 50 77° 15' 12"	T=94° 93.14' @ LEV= 93.16'	56.33' @ 6°35'=55 T=94°=55
9-18-68	RIGHT 0.02	T=84° 88.95 @ LEV= 88.96	1) 96° 49' 00 4) 27 16 30 96° 49' 07"	1) 77° 15' 10" 4) 309 01 00 77° 15' 15"	T=82° 93.10' @ LEV= 93.11'	56.33' @ 6°37'=55 T=86°=55
9-25-68	RIGHT 0.01	T=102° 88.93 @ LEV= 88.95	1) 96° 49' 40" 4) 27 18 40 96° 49' 40"	1) 77° 15' 50" 4) 309 03 10 77° 15' 47"	T=94° 93.09' @ LEV= 93.11	56.33' @ 7°27'=55 T=94°=55
10-9-68	RIGHT 0.01	T=68° 88.95 @ LEV= 88.95	1) 96° 49' 10 4) 27 16 30 96° 49' 08"	1) 77° 15' 20" 4) 309 01 20 77° 15' 22"	T=80° 93.09' @ LEV. = 93.10'	56.33' @ 6°48'=55 T=80°=55
10-23-68	RIGHT 0.01	T=78° 88.93 @ LEV.= 88.94	1) 96-49-10 4) 27-16-40 96°-49'-10"	1) 77°-15-10" 4) 309-00-50 77°-15-12"	T=80° 93.08 @ LEV= 93.09'	56.47 @ = 55.9 T=80°
11-4-68	RIGHT 0.01	T=70° 88.95 @ LEV= 88.95	1) 96-49-20 4) 27-17-30 96°-49-22"	1) 77-16-00 4) 309-03-40 77°-15-55"	T=68° 93.09 @ LEV= 93.09	56.3 = 55.9 T=68°

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F.B. 3471 Pg. 137

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T @ ∡PT #2B

DATE	OFFSET FROM LINE ∡PT #2 TO ∡PT #3	DISTANCE FROM ∡PT #2A	ANGLE TO POINT #2	FROM ∡PT #3 POINT #3	DISTANCE POINT #2	TO POINT #3
11-20-68	ON LINE	T=72° 88.95 @LEV= 88.95	1) 96-49-20 4) 27-17-10 96°-49'-17"	1) 77-16-20 4) 309-05-20 77-16-20	T=66° 93.11 @LEV 93.11	T=68° 56.29 @ 6-26 = 55.94
12-4-68	0.01 Right	T=68° 88.95 @LEV= 88.95	1) 96-49-30 4) 27-18-00 96°-49'-30"	1) 77-16-00 4) 309-04-40 77°-16'-10"	T=68° 93.09 @LEV= 93.09	T=68° 56.41 @ 7-26 = 55.94
12-18-68	0.01 Right	T=50° 88.96 @LEV= 88.95	1) 96-49-40 4) 27-18-30 96-49-38	1) 77-16-30 4) 309-05-30 77-16-23	T. 54° 93.10 LEV. = 93.09	T. 54° 56.34 @ 6-49 = 55.94
12-30-68	ON LINE	T=56° 88.96 @LEV= 88.95	1) 96-49-20 4) 27-17-10 96-49-17	1) 77-15-50 4) 309-04-00 77-16-00	T=60° 93.08 LEV = 93.08	T. 60° 56.24 @ 5-40 = 55.94
1-14-69	ON LINE	T=64° 88.94 @LEV= 88.94	1) 96-49-00 4) 27-15-20 96-48-55	1) 77-16-20 4) 309-05-40 77-16-25	T=60° 93.08 @LEV = 93.08	T=60° 56.33 @ 6-46 55.94
1-22-69	0.01 Right	X	96°49'54" per FBG 1254-12		T=58 93.07 @LEV= 93.06	
1-29-69	ON LINE	T=40° 88.95 @LEV= 88.94	1) 96-50-20 4) 27-21-30 96-50-23	1) 77-19-00 4) 309-16-10 77-19-03	T=58° 93.01 @LEV = 93.00	T=58 56.23 @ 6°57' = 55.82

F.B. 3471 PG 233

76P3095 CK #210 8-86

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TRANSIT @ ℄ PT #2C PER FB 3471-126

DATE	OFFSET FROM ℄ PT #2 TO ℄ PT #3	DISTANCE FROM ℄ PT #2B	ANGLE TO PT #4 (SEE P6 126) FROM ℄ PT #2	DISTANCE TO PT #4
9-4-68	LEFT & RIGHT ON LINE	T=76° 67.81 @ LEV= 67.81	1) 100° 29' 40" 4) 41 58 30 100° 29' 38"	T=84° 63.39' @ LEV.= 63.40'
9-11-68	ON LINE	T=84° 67.80 @ LEV= 67.81	1) 100° 29' 50" 4) 41 59 30 100° 29' 52"	T=96 63.40' @ LEV.= 63.41'
9-18-68	ON LINE	T=84° 67.80 @ LEV= 67.81	1) 100° 29' 50' 4) 42° 00 00 100° 30' 00"	T=86° 63.39' @ LEV.= 63.40'
9-25-68	ON LINE	T=102° 67.79 @ LEV= 67.81	1) 100° 29' 20" 4) 41° 57' 40" 100° 29' 25"	T=98° 63.39 @ LEV.= 63.40'
10-7-68	ON LINE	T=68° 67.81 @ LEV= 67.81	1) 100° 29' 40" 4) 41° 59' 10" 100° 29' 47"	T=78° 63.38 @ LEV.= 63.38'
10-23-68	ON LINE	T=78° 67.80 @ LEV= 67.80	1) 100° 29' 50 4) 41 59 20 100° 29' 50'	T=80° 63.38 @ LEV= 63.38'
11-6-68	RIGHT 0.01	T=70° 67.82 @ LEV= 67.82	1) 100° 29' 30 4) 41 58 00 100° 29' 30"	T=68° 63.38 @ LEV =63.38'

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F.B. 3471 PG. 23

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T @ ∡PT #2-C

DATE	OFFSET FROM LINE ∡PT #2 to ∡PT #3	DISTANCE FROM ∡PT #2B	ANGLE TO POINT #4	DISTANCE TO POINT #4	ANGLE TO PT. #26 FROM ∡ PT #2	DISTANCE TO PT. #26
11-20-68	ON LINE	T=72° 67.81 @LEV= 67.81	1) 40-29-10 100- 4) 41-56-50 90°-29'-12" 100	T=68° 63.37 @LEV=63.37		
12-9-68	ON LINE	T=68° 67.80 @LEV= 67.80	1) 100-29-10 4) 41-56-40 100°-29'-10"	T=68° 63.38 @LEV. 63.38		
12-18-68	0.01 Right	T=50° 67.81 @LEV= 67.80	1) 100-29-00 4) 41-55-00 100-28-45	T=54° 63.40 @LEV=63.39		
12-30-68	0.01 Right	T=56° 67.81 @LEV= 67.80	1) 100-29-20 4) 41-56-50 100-29-12	T.60 63.37 LEV=63.37		
1-14-69	0.01 Right	T=64° 67.80 @LEV= 67.80	1) 100-29-00 4) 41-56-20 100-29-05	T=62° 63.37 @LEV=63.37		
1-29-69	0.065 Right	T=40° 67.79 @LEV= 67.78	1) 100-28-00 4) 41-52-00 100-28-00	T=58° 63.29 @LEV=63.29	① 96-07-00 ④ 24-28-40 96°-07'-10"	T=58° 126.06 @LEV =126.05

F.B. 3471 Pg. 240

76P3098 CE #310 5-66

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TRANSIT @ ∡PT #2D PER FB 3471-126

DATE	OFFSET FROM LINE ∡PT #2 TO ∡PT #3	DISTANCE FROM ∡PT #2C	ANGLE TO PT #5	(FROM ∡PT #2) PT #6	DISTANCE TO PT #5	PT #6
9-4-68	LEFT ℄ RIGHT 0.01 (R)	T= 76° 73.61 @ LEV= 73.61	1) 80° 28' 20" 4) 321 54 00 80° 28' 30"	1) 100° 02' 30" 4) 40° 10' 30 100° 02' 37"	T= 74° 70.99' @ LEV= 70.99'	71.22' @ 4°50' 70.96' T= 7[illegible] 70.96'
9-11-68	RIGHT 0.01	T= 84° 73.61 @ LEV= 73.62	1) 80° 27' 50" 4) 321 57 50 80° 27' 57"	1) 100° 02' 20" 4) 40 09 20 100° 02' 20"	T= 98° 70.97' @ LEV= 70.98'	71.26' @ 5°20' 70.95' T= 98° 70.96'
9-18-68	RIGHT 0.01	T= 84° 73.61 @ LEV= 73.62	1) 80° 28' 20" 4) 321° 52' 50" 80° 28' 12"	1) 100° 02' 30" 4) 40° 10' 20 100° 02' 35"	T= 88° 70.98' @ LEV.= 70.99'	71.17' @ 4°29' 70.95' T= 88 70.96'
9-25-68	RIGHT 0.01	T= 102° 73.60 @ LEV= 73.62	1) 80° 27' 50" 4) 321° 52' 10" 80° 28' 02"	1) 100° 02' 20" 4) 40 09 40 100° 02' 25"	T= 98° 70.97' @ LEV.= 70.98'	71.13' @ 4°11' 70.94' T= 98° 70.95'
10-9-68	ON LINE	T= 68° 73.62 @ LEV= 73.62	1) 80° 27' 40" 4) 321° 50' 40" 80° 27' 40"	1) 100° 02' 20" 4) 40° 09' 00" 100° 02' 15"	T= 80° 70.98' @ LEV.= 70.99'	71.19' @ 4°38' 70.96' T= 80 70.97'
10-23-68	RIGHT 0.01	T= 76° 73.63 @ LEV= 73.63	1) 80° 27' 20" 4) 321-49-20 80° 27' 20"	1) 100° 02' 40" 4) 40-11-00 100° 02' 45"	T= 82° 70.97 @ LEV= 70.98'	71.23 @ 5-14 [illegible] 73 T= 80° = 70.[illegible]
11-6-68	ON LINE	T= 70° 73.62 @ LEV= 73.62	1) 80° 26' 20 4) 321-47-30 80° 26' 22	1) 40-12-00 4) 40-11-40 100° 02' 55"	T= 68° 70.99 @ LEV = 70.99	71.15 @ 4-24 [illegible] T= 68° 70.[illegible]

Notes Ck'd by
Man No.
Office Work
Checked
Date

Survey of Pioneer Bk Est
[illegible] Tom 0305 SM 66 [illegible]
Surveyed by [illegible]
Notes [illegible]
Indexed

F.B. 3471 Pg. 241

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T @ STT 2-D

DATE	OFFSET FROM LINE STT #2 TO STT #3	DISTANCE FROM STT 2-C	ANGLE TO POINT #5	(FROM STT #2) ANGLE TO POINT #6	DISTANCE TO POINT #5	DISTANCE TO POINT #6
11-22-68	ON LINE	T=72° 73.64 @ LEV= 73.64	1) 80°-26-30 4) 321-46-20 80°-26-35"	1) 100-02-50 4) 40-11-10 100°-02-47"	T=78° 70.97 @ LEV= 70.97	T=78° 71.14 @ 4-33 = 70.94
12-4-68	0.01 Right	T=68° 73.65 @ LEV= 73.65	1) 80-26-30 4) 321-46-00 80°-26°-30"	1) 100-02-50 4) 40-11-40 100°-07-55"	T=68° 70.97 @ LEV = 70.97	T=68° 71.14 @ 4-34 = 70.96
12-18-68	ON LINE	T=50° 73.62 @ LEV= 73.61	1) 80-26-40 4) 321-45-30 80-26-23	1) 100-03-00 4) 40-11-50 100-02-57	T=54° 70.98 LEV= 70.97	T=54° 71.14 @ 4-18= 70.93
12-30-68	0.01 Right	T=56° 73.63 @ LEV= 73.62	1) 80-26-40 4) 321-45-40 80-26-25	1) 100-03-30 4) 40-12-40 100-03-10	T 60° 70.96 LEV = 70.96	T 60° 71.06 @ 3-28 = 70.93
1-14-69	ON LINE	T=64° 73.63 @ LEV= 73.63	1) 80-26-50 4) 321-43-20 80-26-55	1) 100-03-00 4) 40-12-00 100-03-00	T=62° 70.94 @ LEV = 70.94	T=62° 71.13 @ 4-28 = 70.91
1-22-69	0.005 Right			100°03'17" PER FIG G 12564-12	T=58° 70.91	T=58 71.08 @ 3°58 = 70.91
1-24-69	ON LINE	T=48° 73.67 @ LEV 73.66	1) 80-22-00 4) 321-29-10 80-22-03	1) 100-03-10 4) 40-12-30 100-03-08	T=52 70.88 @ LEV = 70.87	T=52° 71.05 @ 3°56 = 70.87

DISTANCE TO POINT #27

43.81 @ 4-43 = 43.44
19.53 @ LEV = 19.53
12.27
1.01
12.28

ANGLE TO POINT #27

T=54°
① 96-24-50
② 96-25-40-00
③ 96-26-00

Field

FB 341 Pg 242

76P2099 CK #210 8-66

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TRANSIT @ 1 PT #2 PER FB 3471-127

DATE	OFFSET FROM LINE 4 PT #2 to PT #3	DISTANCE FROM 4 PT #20	ANGLE TO PT #8 FROM 4 PT #2	DISTANCE TO PT #8
9-4-68	LEFT & RIGHT ON LINE	T=76° 51.32 @ LEV= 51.32	0 115° 36' 30" @ 102 25 20 115° 36' 20"	T=82° 61.62 @ LEV.= 61.63'
9-11-68	RIGHT 0.01	T=84° 51.32 @ LEV= 51.32	1) 115° 36' 46" 4) 102 26 50 115° 36' 42	T=98° 61.62' @ LEV.= 61.63'
9-18-68	RIGHT 0.01	T=84° 51.32 @ LEV= 51.33	1) 115° 36' 57" 4) 102 27 50 115° 36' 57"	T=88° 61.61' @ LEV.= 61.62°
9-25-68	RIGHT 0.01	T=96° 51.31 @ LEV= 51.32	1) 115° 37' 10" 4) 102 28 10 115° 37' 07"	T=96° 61.61' @ LEV.= 61.62'
10-9-68	ON LINE	T=64° 51.33 @ LEV.= 51.33	1) 115° 37' 00" 4) 102 27 40 115° 36' 55"	T=80° 61.61' @ LEV.= 61.61
10-23-68	RIGHT 0.01	T=76° 51.34 @ LEV= 51.34	1) 115° 36' 40 4) 102 27 00 115° 36' 45"	T=84° 61.61' @ LEV= 61.62
11-8-68	ON LINE	T=70° 51.33 @ LEV= 51.33	1) 115 37 00 4) 102 28 00 115° 37' 00"	T=68° 61.64 @ LEV= 61.64

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Survey of Parcels 1 & 2 Tract 8205 Map 68-97
Surveyed by [illegible]
Indexed _____

F.B. 347 Pg. 244

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T @ PT #2-E

DATE	OFFSET FROM LINE PT #2 TO PT #3	DISTANCE FROM PT #2-D	ANGLE TO POINT #8 FROM PT #2	DISTANCE TO POINT #8
11-20-68	ON LINE	T=72° 51.33 @ ELEV= 51.33	1) 115-36-10 4) 102-23-20 116°-36'-20"	T=78° 61.62 @ ELEV= 61.62
12-9-68	0.0 RIGHT	T=68° 51.33 @ ELEV= 51.33	1) 115-36-30 4) 102-26-40 115°-36'-40"	T=54° 61.64 @ ELEV= 61.63
12-18-68	ON LINE	T=50° 51.33 @ ELEV= 51.32	1) 115-37-00 4) 102-28-40 115-37-10	T. 54° 61.64 ELEV= 61.63
12-30-68	ON LINE	T=56° 51.34 @ ELEV= 51.34	1) 115-37-00 4) 102-27-30 115-36-52	T. 60° 61.63 ELEV= 61.63
1-14-69	ON LINE	T=64° 51.32 @ ELEV= 51.32	1) 115-36-40 4) 102-27-00 115-36-46	T=60° 61.63 @ ELEV =61.32
1-23-69	ON LINE	T=48 51.33 @ ELEV= 51.32	1) 115-36-30 4) 102-[illegible]-00 115-36-30	T=54° 61.63 @ ELEV =61.62

F.B. 3471 Pg 244

76P3089 CE #210 9-66

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TRANSIT @ ⅄ PT #2F PER FB 3971-127

DATE	OFFSET FROM LINE ⅄ PT #2 TO ⅄ PT #3	DISTANCE FROM ⅄ PT #2 E	ANGLE TO PT #7 FROM ⅄ PT #2	DISTANCE TO PT #7	DISTANCE TO ⅄ PT 2-G
9-4-68	LEFT & RIGHT ON LINE	T=76° 17.98 @ LEV= 17.98	① 82°32'40 ④ 330 10 20 82°32'35"	T=82° 70.68 @ LEV= 70.69	T=76° 10.55 @ LEV= 10.55
11-6-68	RIGHT 0.01	T=84° 17.97 @ LEV= 17.97	1) 82°33'10" 4) 330 12 30 82°33'07"	T=96° 70.69 @ LEV= 70.70	T=84° 10.54 @ LEV= 10.54
8-27-68	ON LINE	T=84° 17.98 @ LEV= 17.98	1) 82°33'00 4) 330 12 40" 82°33'10"	T=88° 70.67 @ LEV= 70.68	T=84° 10.55 @ LEV= 10.55
7-25-68	ON LINE	T=96° 17.98 @ LEV= 17.98	1) 82°32'40" 4) 330 10 40 82°32'40"	T=96° 70.67 @ LEV= 70.68	T=96° 10.54 @ LEV= 10.54
10-9-68	ON LINE	T=66° 17.98 @ LEV= 17.98	1) 82°33'20" 4) 330 13 30 82°33'22"	T=80° 70.68 @ LEV= 70.69	T=66° 10.55 @ LEV= 10.55
10-23-68	Right 0.01	T=76° 17.98 @ LEV= 17.98	1) 82-32-40 4) 330-11-00 82°32-45	T=84° 70.68 @ LEV= 70.69	T=76° 10.55 @ LEV= 10.55
11-6-68	ON LINE	T=70° 17.99 @ LEV= 17.99	1) 82°-33-10 4) 330-13-00 82°-33-15	T=72° 70.67 @ LEV= 70.67	T=70° 10.55 @ LEV= 10.55

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Office Work ____
Checked ____
Date ____

Indexed ____

Survey of Pitures Pt
Surveyed by ____
F.B. 3971 Pg. 245

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T @ SPT 2-F

DATE	OFFSET FROM LINE SPT #2 TO SPT #3	DISTANCE FROM SPT #2-E	ANGLE TO POINT #7 FROM SPT #2	DISTANCE TO POINT #7	DISTANCE TO SPT #2-G
11-20-68	ON LINE	T=72° 17.98 @ LEV= 17.98	1) 82-32-40 4) 330-11-00 82°-32'-45"	T=80° 70.69 @ LEV= 70.70	T=72° 10.54 @ LEV= 10.54
12-4-68	ON LINE	T=68° 17.99 @ LEV= 17.99	1) 82-32-30 4) 330-10-20 82°-32'-35"	T=54° 70.69 @ LEV= 70.68	T=68° 10.55 @ LEV= 10.55
12-18-68	ON LINE	T=50° 17.99 @ LEV. 17.99	1) 82-33-00 4) 330-11-20 82-32-30	T. 54° 70.68 LEV= 70.67	T=50° 10.55 @ LEV= 10.55
12-30-68	ON LINE	T=56° 17.99 @ LEV= 17.99	1) 82-33-20 4) 330-12-30 82-33-07	T. 60° 70.69 LEV= 70.69	T=56° 10.54 @ LEV= 10.54
1-14-69	ON LINE	T=64° 17.99 @ LEV= 17.99	1) 82-33-10 4) 330-12-50 82-33-12	T=60° 70.69 LEV= 70.69	T=66° 10.54 @ LEV= 10.54
1-22-69	0.005 Right		82°32'55" per FB 61294 1.3	T=62° 70.70 @ LEV= 70.70	
FB 3471 Pg 246 1-29-69	ON LINE	T=48° 17.99 @ LEV= 17.99	1) 82-32-20 4) 330-09-20 82°-32-20	T=54° 70.70 @ LEV 70.69	T=48° 10.55 @ LEV= 10.55

7GP30SS CE #210 5-66

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TRANSIT @ ⊥ PT 3-A PER FB 3471-128

DATE	OFFSET FROM LINE ⊥ PT #3 TO ⊥ PT #4	DISTANCE FROM ⊥ PT #3	ANGLE TO PT #9 FROM ⊥ PT #4	DISTANCE TO PT #9	DISTANCE TO ⊥ PT
9-4-68	LEFT & RIGHT ON LINE	T=82° 28.56 @ LEV= 28.56	D 87° 25' 00" ④ 349 40 20 87° 25' 05"	T=88° 82.70 @ LEV = 82.71	T=82° 17.09 @ LEV = 17
7-11-68	ON LINE	T=92° 28.56 @ LEV= 28.56	D 87° 24' 30" ④ 349 39 20 87° 24' 50"	T=76° 82.72 @ LEV= 82.72	T=92° 17.09 @ LEV = 17
7-18-68	ON LINE	T=86° 28.56 @ LEV = 28.56	D 87° 25' 10" 4) 349 41 00 87° 25' 15"	T=86° 82.71 @ LEV. = 82.72	T=86° 17.09 @ LEV = 17
9-23-68	ON LINE	T=96° 28.56 @ LEV= 28.57	1) 87° 25' 00" 4) 349 39 20 87° 24' 50"	T=96° 82.71 @ LEV. = 82.72	T=96° 17.10 @ LEV = 17
10-9-68	ON LINE	T=76° 28.55 @ LEV= 28.55	1) 87° 25' 10" 4) 349 40 50 87° 25' 12"	T=80° 82.72 @ LEV. = 82.73	T=76° 17.09 @ LEV = 17.09
10-23-68	ON LINE	T=84° 28.56 @ LEV= 28.56	1) 87-24-50 4) 349-39-20 87° 24' 50"	T=84° 82.72 @ LEV 82.73	T=84° 17.10 @ LEV = 17.10
11-6-68	ON LINE	T=68° 28.56 @ LEV= 28.56	1) 87-24-50 4) 349-39-20 87° 24' 50"	T=72° 82.72 @ LEV= 82.72	T=68° 17.10 @ LEV = 17

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Mm No. _____
Office Work _____
Date _____

Survey of Parkes Rd Est
Surveyed by [illegible]
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F.B. 3471 Pg. 747

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T @ ∠PT #3A

DATE	OFFSET FROM LINE ∠PT #3 to ∠PT #4	DISTANCE FROM ∠PT #3	ANGLE TO POINT #9 FROM ∠PT #4	DISTANCE TO POINT #9	DISTANCE TO ∠PT #3B
11-20-68	ON LINE	T=74° 28.56 @LEV= 28.56	1) 87-24-40 4) 349-39-00 87°-24-45	T=80° 82.71 @LEV =82.72	T=74° 17.09 @LEV= 17.09
12-4-68	ON LINE	T=72° 28.55 @LEV= 28.55	1) 87-24-40 4) 349-39-20 87°-24-50	T=68° 82.72 @LEV= 82.72	T=72° 17.10 @LEV= 17.10
12-18-68	ON LINE	T=52° 28.56 @LEV= 28.56	1) 87-25-10 4) 349-40-30 87-25-08	T 54° 82.72 LEV= 82.71	T=52° 17.09 @LEV= 17.09
12-30-68	ON LINE	T=64° 28.56 @LEV= 28.56	1) 87-25-00 4) 349-40-00 87-25-00	T 60° 82.72 LEV= 82.72	T=64° 17.09 @LEV= 17.09
1-14-69	ON LINE	T=64 28.56 @LEV= 28.56	1) 87-25-00 4) 349-40-00 87-25-00	T=60° 82.71 @LEV 82.71	T=64° 17.09 @LEV= 17.09
1-29-69	ON LINE	T=48 28.57 @LEV= 28.57	1) 87-25-30 4) 349-42-00 87-25-30	T=54° 82.72 @LEV =82.71	T=48 17.10 @LEV= 17.10

F.B. 3471 PG 248

76P3055 CE #310 8-66

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TRANSIT @ ∡ PT 13-B PER FB 3471-129

DATE	HOLDING TO ∡ PT 13 & PT # 13 F THE OFFET 15	DISTANCE FROM ∡ PT. 12-A	ANGLE TO # 10 FROM ∡ PT 13	ANGLE TO # 19 FROM ∡ PT 13	ANGLE TO # 11 FROM ∡ PT 13	DISTANCE TO # 10	DISTANCE TO # 19	DISTANCE TO # 11
7-5-68	LEFT ℄ RIGHT ON LINE	T=82° 75.14 @ LEV= 75.15	① 49°45'38" ④ 199°02'50" 49°45'42"	① 93°04'50" ④ 12°19'50" 93°04'57"	① 85°55'30" ④ 343°42'10" 85°55'32"	T=84° 61.31 @ LEV= 61.32	T=84° 118.11 @ LEV= 118.12	T=84° 90.8[illegible] LEV= 90.8[illegible]
9-11-68	ON LINE	T=98° 75.13 @ LEV= 75.14	① 49°45'30" ④ 199°02'00" 49°45'30"	① 93°04'40" ④ 12°20'10" 93°05'02"	① 85°55'30" ④ 343°42'52" 85°55'42"	T=76° 61.31 @ LEV= 61.31	T=84° 118.13 @ LEV= 118.14	T=84° 90.82 LEV= 90.8[illegible]
7-18-68	ON LINE	T=85° 75.15 @ LEV= 75.16	① 49°46'00" ④ 199°03'10" 49°45'47"	① 93°05'00" ④ 12°20'20" 93°05'05"	① 85°55'20" ④ 343°41'40" 85°55'25"	T=60° 61.33 @ LEV. = 61.33	T=60° 118.14 @ LEV. = 118.13	T=60° 90.8[illegible] LEV. = 90.8[illegible]
9-25-68	ON LINE	T=100° 75.12 @ LEV= 75.14	① 49°45'40" ④ 199°02'20" 49°45'35"	① 93°05'00" ④ 12°20'10" 93°05'02"	① 85°55'40" ④ 343°41'50" 85°55'27"	T=82° 61.32 @ LEV= 61.33	T=82° 118.12 @ LEV= 118.13	T=82° 90.8[illegible] LEV. 90.8[illegible]
10-9-68	ON LINE	T=76° 75.14 @ LEV= 75.14	① 49°46'00" ④ 199°03'40" 49°45'55"	① 93°05'00" ④ 12°20'00" 93°05'00"	① 85°55'30" ④ 343°42'20" 85°55'35"	T=78° 61.32 @ LEV= 61.32	T=72° 118.13 @ LEV= 118.13	T=72° 90.8[illegible] @ LEV= 90.8[illegible]
10-23-68	ON LINE	T=88° 75.11 @ LEV= 75.12	① 49°45'45" ④ 199°03'00" 49°45'45"	① 93°04'45" ④ 12°19'50" 93°04'42"	① 85°55'16" ④ 343°41'10" 85°55'12"	T=88° 61.32 @ LEV = 61.33	T=88° 118.13 @ LEV. = 118.15	T=88° 90.8[illegible] @ LEV. = 90.8[illegible]
11-6-68	ON LINE	T=72° 75.14 @ LEV= 75.14	① 49°46'00" ④ 199°04'12" 49°46'02"	① 93°05'00" ④ 12°20'20" 93°05'00"	① 85°55'20" ④ 343°42'00" 85°55'30"	T=76° 61.31 @ LEV 61.31	T=76° 118.13 LEV = 118.14	T=76° 90.8[illegible] @ LEV. 90.8[illegible]

Survey of Tract 2118 Map Bk 27 Pg 27

Surveyed by [illegible]

Indexed [illegible]

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T @ ∡ PT #13 B

DATE	HOLDING TO ∡ PT #13 & ∡ PT #13F THE OFFSET IS	DISTANCE FROM ∡ PT #13A	ANGLE TO #10 From ∡ PT #13	ANGLE TO #19 From ∡ PT #13	ANGLE TO #11 From ∡ PT #13F	DISTANCE TO #10	DISTANCE TO #19	DISTANCE TO #11
11-21-68	ON LINE	T=68° 75.15 @ LEV= 75.15	1) 49-46-00 4) 199-03-40 49°-45'-55"	1) 93-05-00 4) 12-20-20 93°-05'-05"	1) 85°-55'-20" 4) 343-41-00 85°-55'-15"	61.29 @ LEV T=78° = 61.29	118.11 @ LEV T=78° = 118.12	90.86 @ LEV T=78° = 90.87
12-4-68	ON LINE	T=68° 75.15 @ LEV= 75.15	1) 49-46-00 4) 199-03-20 49°-45'-50"	1) 93-05-10 4) 12-21-00 93°-05'-15"	1) 85°-55'-00 4) 343-40-30 85°-55-07	T=76° 61.31 @ LEV 61.31	T=76° 118.13 @ LEV = 118.14	T=76° 90.84 @ LEV = 90.84
12-18-68	ON LINE	T=58° 75.16 @ LEV= 75.16	T-2 49°46'00" Per FB G 1250-8	T-2 93°05'04" Per FB G 1250-8	T-2 85°55'08" Per FB G 1250-8	T=56° 61.29 @ LEV= 61.29	T=56° 118.13 @ LEV= 118.12	T=56° 90.84 @ LEV= 90.83
12-30-68	ON LINE	T=64° 75.17 @ LEV= 75.17	T-2 49°46'01" Per FB G 1250-29	T-2 93°05'03" Per FB G 1250-29	T=2 85°55'14" Per FB G 1250-29	T. 60° 61.30 LEV= 61.30	T. 60° 118.14 @ LEV= 118.13	T 60° 90.85 LEV 90.85
1-14-69	ON LINE	T=62° 75.15 @ LEV= 75.16	1) 49-45-40 4) 199-03-00 49-45-45	1) 93-04-30 4) 12-18-30 93-04-37	1) 85-55-10 4) 343-40-50 85-55-13	T=60° 61.35 @ LEV= 61.35	T=60° 118.15 @ LEV 118.14	T=60° 90.86 @ LEV= 90.86
1-22-69	ON LINE		49°46'06" Per FB G 1254-14			T=58° 61.32 @ LEV= 61.32		
1-29-69	ON LINE	T=54° 75.15 @ LEV= 75.14	1) 49-45-40 4) 199-02-40 49-45-40	1) 93-04-20 4) 12-17-40 93-04-25	1) 85-55-20 4) 343-41-10 85-55-18	T=46° 61.33 LEV 61.31	T=46° 118.16 LEV 118.14	T=46° 90.88 LEV 90.87

F.B. 3471 PG 250

76P3098 CE #310 5-66

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Do not extend this side of this line.

TRANSIT @ ∡PT #13-C PER FB 3471-130

DATE	HOLDING TO ∡PT 13 & ∡PT 13-F, THE OFFSET IS LEFT & RIGHT	ANGLE TO #12 (FROM ∡PT 13)	ANGLE TO #20 (FROM ∡PT 13)	ANGLE TO #13 (FROM ∡PT 13)	DISTANCE TO #12	DISTANCE TO #20	DISTANCE TO #13	DISTANCE FROM #13
9-5-68	ON LINE	① 83°54'40" ④ 335°39'10" 83°54'47"	① 91°59'50" ④ 7°59'20" 91°59'50"	① 93°43'40" ④ 14°54'50" 93°43'42"	T=86° 90.75 @ LEV= 90.76	T=86° 117.01 @ LEV= 117.02	T=86° 91.36 @ LEV= 91.37	T=8[illegible] 64.37[illegible] LEV 64.3[illegible]
9-11-68	ON LINE	① 83°54'10" ④ 335°38'50" 83°54'42"	① 91°59'30" ④ 7°59'20" 91°59'50"	① 93°43'30" ④ 14°54'40" 93°43'40"	T=84° 90.74 @LEV= 90.75	T=90° 117.01 @LEV= 117.03	T=90° 91.36 @LEV= 91.37	T=9[illegible] 64.37[illegible] LEV= 64.3[illegible]
9-18-68	ON LINE	1) 83°55'10" 4) 335°41'20" 83°55'20"	1) 92°00'00" 4) 08°00'40" 92°00'10"	1) 93°43'50" 4) 14°55'40" 93°43'55"	T=62° 90.77 @LEV.= 90.77	T=62° 117.00 @LEV.= 117.00	T=62° 91.37 @LEV.= 91.37	T=8[illegible] 64.39[illegible] LEV= 64.4[illegible]
9-25-68	ON LINE	1) 83°55'00" 4) 335°39'00 83°54'45"	1) 92°00'00" 4) 07°59'40" 91°59'55"	1) 93°43'50" 4) 14°55'20 93°43'50"	T=88° 90.76 @LEV.= 90.77	T=88° 117.02 @LEV.= 117.04	T=88° 91.37 @LEV.= 91.38	T=1[illegible] 64.3[illegible] @LE[illegible] 64.3[illegible]
10-9-68	ON LINE	① 83°55'10" ④ 335°40'30" 83°55'07"	① 92°00'20" ④ 8°00'50" 92°00'12"	① 93°43'50" ④ 14°56'00" 93°44'00"	T=70° 90.76 @LEV= 90.76	T=70° 117.02 @LEV= 117.02	T=70° 91.36 @LEV= 91.36	T=7[illegible] 64.37[illegible] LEV 64.3[illegible]
10-23-68	ON LINE	1) 83-55-00 4) 335-40-20 83°55'05	1) 92°00'40 4) 08-00-40 92°00'10	① 93-43-40 4) 14-54-50 93°43'42"	T=88° 90.77 @LEV =90.78	T=88° 117.00 @LEV =117.02	T=88° 91.36 @LEV= 91.37	T=[illegible] 64.37[illegible] @LE[illegible] 64.[illegible]
11-6-68	ON LINE	① 83-55-10 ④ 335-40-36 83°55'07	① 92-00-20 ④ 08-01-20 92°00'20	① 93-44-00 ④ 14-56-00 93°44'00	T=76 90.77 @LEV= 90.77	T=76 117.02 @LEV 117.03	T=76 91.37 @LEV 91.37	[illegible]

Notes Ck'd by _____
Man No. _____
Office Work _____
Checked _____
Date _____

Survey of Primer Park F-4
IND300 [illegible]
Surveyed by [illegible]
Notes [illegible]
Indexed _____

F.B. 3471 Pg. 251

PLEASE RETURN TO
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403 LOS ANGELES COUNTY ENGINEERING BLDG.

Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change

Do not extend this side of this line.

T @ ΔPT #13C

DATE	HOLDING TO LINE FROM ΔPT #13 TO ΔPT #13E THE OFFSET IS	ANGLE TO (FROM ΔPT #13) #12	#20	#13	DISTANCE TO #12	#20	#13	DISTANCE FROM ΔPT #13B
12-27-68	ON LINE	1) 83-54-20 4) 335-42-00 83°-54-30"	1) 92-00-10 4) 08-01-00 92°-00-15"	1) 93-43-50 4) 14-55-30 93°-43-52"	T=78° 90.76 @ LEV 90.77	T=78° 117.02 @ LEV 117.03	T=78° 91.36 @ LEV= 91.37	T=65° 64.38 @ LEV= 64.38
12-4-68	ON LINE	1) 83-54-50 4) 335-39-30 83°-54-52"	1) 92-00-10 4) 08-01-00 92°-00-15"	1) 93-43-50 4) 14-55-50 93°-43-55"	T=76° 90.76 @ LEV =90.76	T=76° 117.03 @ LEV= 117.04	T=76° 91.37 @ LEV 91.37	T=68° 64.37 @ LEV= 64.37
12-18-68	ON LINE	T=2 33°55'10" Per FB G 1250-9	T=2 92°00'31" Per FB G 1250-9	T=2 93°44'02" Per FB G 1250-9	T=56° 90.75 @ LEV= 90.74	T=56° 117.05 @ LEV= 117.04	T=56° 91.38 @ LEV= 91.37	T=58° 64.40 @ LEV= 64.40
12-30-68	ON LINE	1) 83-54-50 4) 335-39-40 83-54-55	1) 92-01-00 4) 08-03-30 92-00-52	1) 93-44-20 4) 14-57-00 93-44-15	T=60° 90.76 @ LEV= 90.76	T=60° 117.06 @ LEV= 117.05	T=60° 91.38 LEV= 91.38	T=64° 64.40 @ LEV= 64.40
1-14-69	ON LINE	1) 83-54-50 4) 335-39-30 83-54-62	1) 92-00-10 4) 08-00-30 92-00-07	1) 93-43-50 4) 14-55-50 93-43-55	T=54° 90.78 @ LEV 90.77	T=54° 117.06 @ LEV 117.05	T=54° 91.39 @ LEV= 91.38	T=62° 64.38 @ LEV= 64.38
1-29-69	ON LINE	1) 83-55-20 4) 335-41-40 83-55-25	1) 92-01-20 4) 08-05-00 92°-01'-15"	1) 93-42-40 4) 14-58-50 93°-42'-42	T=50° 90.79 LEV =90.78	T=50° 117.10 LEV =117.09	T=50° 91.41 LEV 91.40	T=54° 64.38 @ LEV= 64.37

FB 347 Pg 252

76P3098 CE #310 5-66

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SEE FB 3471-177 FOR ℄ CHART

TRANSIT @ ∡ PT 13-D PER FB 3471-465 131

DATE	HOLDING TO LINE FROM ∡ PT #13 TO ∡ PT #13 F THE OFFSET 15	DISTANCE FROM ∡ PT 13-C	ANGLE TO #14 (FROM ∡ PT 13)	ANGLE TO #21 (FROM ∡ PT 13)	DISTANCE TO #14	DISTANCE TO #21
9-5-68	LEFT ℄ RIGHT ON LINE	T=82° 61.57 @ LEV= 61.58	① 85°31'40" ④ 342°07'00" 85°31'45"	① 93°59'00" ④ 15°56'10" 93°59'02"	T=92° 93.56 @ LEV= 93.57	T=92° 107.64 @ LEV= 107.66
9-11-68	ON LINE	T=98° 61.55 @ LEV= 61.56	① 85°31'50" ④ 342°08'20" 85°32'05"	① 93°58'50" ④ 15°57'00" 93°59'15"	T=86° 93.55 @ LEV= 93.56	T=86° 107.67 @ LEV= 107.68
9-18-68	ON LINE	T=88° 61.57 @ LEV= 61.58	1) 85°31'40" 4) 342 07 20 85°31'50"	1) 93°58'30" 4) 15°53'50" 93°58'27"	T=62° 93.58 @ LEV.= 93.58	T=62° 107.69 @ LEV.= 107.69
9-25-68	ON LINE	T=100° 61.56 @ LEV= 61.57	1) 85°32'00" 4) 342 07 40 85°31'55"	1) 93°59'00" 4) 15°56'20 93°59'05"	T=92° 93.56 @ LEV.= 93.57	T=92° 107.68 @ LEV.= 107.70
10-9-68	ON LINE	T=76° 61.58 @ LEV= 61.58	① 85°32'20" ④ 342°08'40" 85°32'10"	① 93°59'30" ④ 15°57'20" 93°59'20"	T=70° 93.56 @ LEV= 93.56	T=70° 107.70 @ LEV.= 107.70
10-23-68	ON LINE	T=88° 61.57 @ LEV= 61.58	① 85°32'00" ④ 342°07'50" 85°31'57"	① 93°58'40" ④ 15°56'10" 93°59'05"	T=74° 93.56 @ LEV= 93.58	T=74° 107.71 @ LEV= 107.72
11-6-68	ON LINE	T=72° 61.56 @ LEV= 61.56	① 85-32-00 ④ 342-08-40 85°32'10	① 93-59-20 ④ 15 57 00 93°59'15	T=74° 93.56 @ LEV 93.56	T=74° 107.72 @ LEV 107.73

Notes Ck'd by
Man No.
Office Work
Checked
Date

Survey of Princess Park Est.
IN 0300/6 Tana 01 Bul 3468 "T"
Surveyed by [illegible]
Notes [illegible]
Indexed

F.B. 3471 Pg. 253

PLEASE RETURN TO
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Note: Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change

Do not extend this side of this line.

T @ ∡PT #13D

DATE	HOLDING TO LINE FROM ∡PT #13 F ∡PT #13F THE OFFSET IS	DISTANCE FROM ∡PT #13C	ANGLE TO (FROM ∡PT #13) #14	#21	#24 (Pg #131)	#25 (Pg #131)	DISTANCE TO #14	#21	#24	#25
11-21-68	ON LINE	T=68° 61.57 @LEV= 61.57	1) 85-32-10 4) 342-09-20 85°32'20"	1) 93-59-20 4) 15-57-20 93°-59'-20"	1) 58-51-30 4) 235-26-10 58°-51'-32"	1) 122-15-10 4) 129-01-40 122°-15'-25"	T=84° 93.59 @ LEV= 93.60	T=84° 107.74 @ LEV= 107.75	T=84° 68.47 @ LEV= 68.48	T=84° 63.71 @ LEV= 63.72
12-4-68	ON LINE	T=68° 61.55 @LEV= 61.55	1) 85-32-00 4) 342-08-20 85°-32'07"	1) 93-59-20 4) 15-57-20 93°-59'-20"	1) 58-51-30 4) 235-26-10 58°-51'-32"	1) 122°-15'-30" 4) 129-02-00 122°-15'-30"	T=74° 93.59 @ LEV= 93.59	T=76° 107.76 @ LEV= 107.77	T=74° 68.48 @ LEV= 68.48	T=74° 63.71 @LEV =63.71
12-10-68	ON LINE	T=58° 61.58 @LEV= 61.58	T-2 85°32'26" Per FB G-1250-10	T-2 93°59'28" Per FB G-1250-10	T-2 58°51'38" Per FB G-1250-10	T-2 122°15'34" Per FB G 1250-10	T=48° 93.61 @ LEVEL= 93.60	T=48° 107.77 @ LEVEL= 107.76	T=48° 68.50 @ LEVEL= 68.49	T=48° 63.73 @ LEVEL= 63.72
12-30-68	ON LINE	T=64° 61.59 @LEV= 61.59	1) 85-32-50 4) 342-10-30 85-32-37	1) 94-00-00 4) 15-58-30 93-59-37	1) 58-52-40 4) 235-28-00 58-52-00	1) 122-15-20 4) 129-02-50 122-15-42	T 60° 93.61 @LEV= 93.61	T 60° 107.77 @LEV= 107.76	T 60° 68.49 @LEV= 68.49	T 60° 63.72 @LEV= 63.72
1-14-69	ON LINE	T=62° 61.57 @LEV= 61.57	1) 85-32-20 4) 342-09-10 85-32-18	1) 93-59-20 4) 15-57-00 93-59-15	1) 58-51-30 4) 235-26-20 58-51-35	1) 122-15-00 4) 128-59-50 122-14-57	T=52° 93.63 @LEV= 93.62	T=52° 107.78 @LEV= 107.77	T=52° 68.49 @LEV =68.48	T=52° 63.72 @ LEV= 63.72
	0.01 Right	X	X	93°59'38" Per FB G1254-14	X	X	~~T=50° 93.67 @LEV= 93.66~~	~~T=60 107.78 @LEV= 107.77~~	~~T=50° 68.5 @LEV= 68.50~~	~~T=50° 63.79 @LEV 63.78~~
1-29-69	ON LINE	T=54° 61.58 @LEV.= 61.57	1) 85-33-00 4) 342-12-00 85-33-00	1) 93-59-20 4) 15-57-40 93-59-25	1) 58-51-30 4) 235-26-20 58-51-35	1) 122-14-00 4) 128-56-30 122-14-07	T=50° 93.67 @LEV 93.66	T=50° 107.92 @LEV 107.91	T=50° 68.57 @LEV 68.50	T=50° 63.79 LEV 63.78

F.B. 3471 Pg 254

76P3088 CK #210 8-66

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Do not extend this side of this line.

TRANSIT @ 4 PT #13E PER FB 3471-132

DATE	HOLDING TO LINE	DISTANCE FROM 4 PT 13-0	ANGLE TO (FROM 4 PT #13) #15	#16	#22	#7	DISTANCE TO #15	#16	#22	#1
7-5-68	4PT 13 TO 2PT 13E THE OFFSET IS LEFT & RIGHT ON LINE	T=82° 61.13 @LEV= 61.14	① 84°57'30" ④ 339°52'00" 84°58'00"	① 74°15'10" ④ 297°00'50" 74°15'12"	① 98°22'40" ④ 33°31'20" 98°22'50"	① 103°47'00" ④ 55°09'50" 103°46'57"	T=92° 79.83 @ LEV= 79.84	T=92° 26.21 @ LEV= 26.22	T=92° 104.31 @ LEV= 104.33	T= 52.7 LEV
9-11-68	ON LINE	T=98° 61.12 @LEV= 61.13	① 84°58'00" ④ 339°52'50" 84°58'12"	① 74°15'20" ④ 297°01'50" 74°15'27"	① 98°22'30" ④ 33°31'10" 98°22'47"	① 103°46'40" ④ 55°08'10" 103°47'02"	T=88° 79.83 @ LEV= 79.84	T=88° 26.22 @ LEV= 26.22	T=88° 104.33 @ LEV= 104.34	T= 52.7 LEV
9-18-68	ON LINE	T=88° 61.12 @LEV= 61.13	① 84°58'00" ④ 339°52'40" 84°58'10"	① 74°15'00" ④ 297°00'50" 74°15'12"	① 98°22'40" ④ 33°30'40" 98°22'30"	① 103°46'40" ④ 55°06'10" 103°46'32"	T=62° 79.85' @ LEV.= 79.85'	T=62° 26.23' @ LEV.= 26.23	T=62° 104.36' @ LEV.= 104.36	T= 52.7 @ LEV.
9-25-68	ON LINE	T=100° 61.11 @LEV= 61.12	① 84°58.00" ④ 339°57'00" 84°57'45"	① 74°14'20" ④ 296°58'20" 74°14'35"	① 98°22'40" ④ 33°30'00" 98°22'30"	① 103°46'00" ④ 55°04'40" 103°46'10"	T=96° 79.83' @ LEV.= 79.84'	T=96° 26.22' @ LEV.= 26.22'	T=96° 104.35' @ LEV.= 104.37'	T= 52.7 @ LEV
10-7-68	ON LINE	T=76° 61.14 @ LEV= 61.14	① 84°58'00" ④ 339°52'10" 84°58'02"	① 74°15'20" ④ 297°00'10" 74°15'02"	① 98°22'50" ④ 33°31'30" 98°22'52"	① 103°46'50" ④ 55°05'30" 103°46'22"	T=74° 79.86 @ LEV.= 79.86	T=74° 26.22 @ LEV= 26.22	T=74° 104.38 @ LEV.= 104.38	T= 52.7 @ LEV=
10-23-68	ON LINE	T=88° 61.12 @LEV= 61.13	① 84°58'40" ④ 339°49'00" 84°57'15"	① 74°14'00" ④ 296°55'40" 74°13'55"	① 98°22'10" ④ 33°25'20" 98°21'20"	① 103°46'40" ④ 55°03'00" 103°44'30"	T=76° 79.85 @ LEV 79.86	T=76° 26.21 @ LEV 26.21	T=76° 104.40 @ LEV. 104.42	T= 52.7
11-6-68	ON LINE	T=72° 61.12 @LEV= 61.12	① 84°58'00" ④ 339°54'40" 84°58'10"	① 74°15'20" ④ 297°01'40" 74°15'22"	① 98°22'20" ④ 33°32'30" 98°22'30"	① 103°46'00" ④ 55°03'30" 103°46'52"	T=74° 79.88 @ LEV 79.88	T=74° 26.21 @ LEV= 26.21	T=74° 104.42 @ LEV= 104.44	T= 52.7

Notes Ck'd by _____

Map No. _____ Office Work _____

Date _____

Indexed _____

Survey of Transit Pt. 4 Pt. 13E

Surveyed by _____

F.B. 3471 Pg. 253

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Do not extend this side of this line.

11 @ ∡PT #13E

DATE	HOLDING TO LINE ∡PT #13E & ∡PT #13F THE OFFSET IS	DISTANCE FROM ∡PT #13D	ANGLE T= (FROM ∡PT #13) #15	#16	#22	#17	DISTANCE TO #15	#16	#17	#22
11-21-68	ON LINE	T=68° 61.12 @LEV= 61.12	1) 84-59-00 4) 339-54-00 84°-59-00	1) 74-15-40 4) 297-02-40 74°-15-40	1) 98-22-20 4) 33-29-40 98°-22-25	1) 103-45-00 4) 55-03-00 103°-45-00	T=84° 79.88 @ LEV= 79.89	T=84° 26.22 @ LEV= 26.22	T=84° 52.79 @ LEV= 52.79	T=84° 104.45 @ LEV= 104.46
12-4-68	ON LINE	T=68° 61.11 @LEV= 61.11	1) 84-58-20 4) 339-53-30 84°-58-22	1) 74-15-10 4) 297-30-30 74°-16-07	1) 98-22-10 4) 33-28-30 98°-22-07	1) 103-45-20 4) 55-01-30 103°-45-22	T=74° 79.8 @ LEV 79.88	T=74° 26.23 @ LEV= 26.23	T=74° 52.79 @ LEV= 52.79	T=74° 104.44 @ LEV= 104.44
12-18-68	ON LINE	T=58° 61.14 @LEV= 61.14	1) 84-59-00 4) 339-56-00 84-59-00	1) 74-16-00 4) 297-05-00 74-16-15	1) 98-22-40 4) 33-30-20 98-22-35	1) 103-46-00 4) 55-04-00 103-46-00	T.48° 79.90 @ LEV= 79.89	T.48° 26.23 @ LEV= 26.23	T.48° 52.80 @ LEV= 52.79	T.48° 104.47 @ LEV= 104.46
12-30-68	ON LINE	T=64° 61.14 @LEV= 61.14	1) 84-58-40 4) 339-54-20 84-58-35	1) 74-15-20 4) 297-02-00 74-15-30	1) 98-22-20 4) 33-29-50 98-22-27	1) 103-46-00 4) 55-03-30 103-45-52	T.60° 79.88 @ LEV= 79.88	T.60° 26.22 @ LEV= 26.22	T.60° 52.80 LEV= 52.80	T.60° 104.47 LEV= 104.46
1-14-68	ON LINE	T=62° 61.13 @LEV= 61.13	1) 84-58-40 4) 339-55-00 84°-58-45	1) 74-15-10 4) 297-00-30 74-15-07	1) 98-22-20 4) 33-29-00 98-22-15	1) 103-45-30 4) 55-02-00 103-45-30	T=50° 79.91 LEV 79.90	T=50° 26.23 LEV 26.23	T=50° 52.81 LEV= 52.80	T=50° 104.50 LEV= 104.49
1-22-69	0.005 Right				98°22'22" per FB G1254-13	103°45'27" per FB G1254-13			T=60 52.81 @LEV= 52.81	T=60 104.50 @LEV= 104.49
1-29-69	ON LINE	T=54° 61.14 @ LEV= 61.13	1) 84-59-30 4) 339-58-20 84°-59-35	1) 74-16-00 4) 297-03-40 74°-15-55	1) 98-22-00 4) 33-28-30 98°-22-07	1) 103-43-20 4) 55-53-40 103°-43-25	T=54 79.95 @LEV= 79.94	T=54° 26.22 @LEV= 26.22	T=54 52.85 @LEV= 52.85	T=54 104.59 @LEV= 104.58

F.B. 3471 PG 256

78P2058 CE #210 B-66

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SEE FOR FB 3471-179 & CHART TRANSIT @ ∡ PT #13 PER FB 3471-46 & 132 (PINKS) [illegible]

DATE	DISTANCE FROM ∡ PT 13-E	ANGLE TO (FROM ∡ PT #13) #18	#23	DISTANCE TO #18	#23
9-5-68	T= 82° 69.12 @ LEV=69.13	① 79° 35' 40" ④ 318 22 20 / 79° 35' 35"	① 81° 20' 20" ④ 325 20 50 / 81° 20' 12"	92° 73.82 @ LEV = 73.84	92° 98.29 @ LEV= 98.31'
9-11-68	T=98° 69.12 @ LEV=69.13	① 79° 35' 50" ④ 318° 24' 20" / 79° 36' 05"	① 81° 20' 00" ④ 325° 22' 20" / 81° 20' 35"	T=90° 73.84 @ LEV.= 73.85	T=90° 98.29 @ LEV= 98.30
9-18-68	T=88 69.13 @ LEV=69.14	1) 79° 36' 06" 4) 318° 22' 30" / 79° 35' 37"	1) 81° 20' 40" 4) 325° 21 00 / 81° 20' 15"	T=62° 73.86 @ LEV.= 73.86'	T=62° 98.32 @ LEV.= 98.32'
9-25-68	T=98° 69.11 @ LEV= 69.12	1) 79° 35' 50" 4) 318° 23' 10" / 79° 35' 55"	1) 81° 20' 40" 4) 325 23 00 / 81° 20' 45"	T=96° 73.84 @ LEV.= 73.85'	T=96° 98.31' @ LEV= 98.32'
10-7-68	T=76° 69.13 @ LEV= 69.13	① 79° 36' 10" ④ 318° 24' 10" / 79° 36' 02"	① 81° 21' 10" ④ 325° 23' 30" / 81° 20' 52"	T=74° 73.84 @ LEV.= 73.84	T=74° 98.31 @ LEV.= 98.31
10-23-68	T=88° 69.11 @ LEV= 69.12	① 79° 35' 30 ④ 318° 22' 20 / 79° 35' 35"	① 81° 20' 40 ④ 325 23 00 / 81° 20' 45	T=96° 73.84 @ LEV 73.85	T=96° 98.30 @ LEV = 98.32
11-6-68	T=72° 69.12 @ LEV=69.12	1) 79° 36' 20 4) 318° 25' 00 / 79° 36' 15"	1) 81° 21' 20 4) 325° 25' 40 / 81° 21' 40"	T=74° 73.86 LEV= 73.86	T=74° 98.33 @ LEV 98.34

Notes Ckd by _____
Map No. _____
Office Work _____
Date _____

Survey of Pomeroy Blvd Ext
Surveyed by [illegible]

Indexed _____

F.B. 3471 PG. 257

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Notes Any Additions or Changes on this Sheet Must be Made or Circled in Red Ink With Date and Name of Person Making Change

Do not extend this side of this line.

T @ ∡PT #13 F (PRINCESS PK #2)

DATE	DISTANCE FROM ∡PT #13 E	ANGLE TO (FROM ∡PT #13) #18	#23	DISTANCE TO #18	#23
11-21-68	T=68 69.15 @ LEV= 69.15	1) 79-36-50 4) 318-27-40 79°-36-55	1) 81-22-00 4) 325-28-30 81-22-07	T=84° 73.87 @ LEV= 73.88	T=84° 98.35 @ LEV 98.36
12-4-68	T=68° 69.12 @ LEV= 69.12	1) 79-36-00 4) 318-24-20 79°-36-05	1) 81°-21'-30" 4) 325-25-40 81°-21-25	T=70° 73.88 @ LEV =73.88	T=70° 98.37 @ LEV 98.37
12-18-68	T=58° 69.15 @ LEV= 69.15	T-2 79°36'16" Per FB G 1250-20	T-2 81°21'47" Per FB G 1250-20	T=44 73.88 @ LEV= 73.87	T=44 98.40 @ LEV= 98.38
12-30-68	T=64° 69.15 @ LEV= 69.15	79°36'17" Per FB G 1250-30	81°21'52" Per FB G 1250-30	T=56° 73.89 @ LEV= 73.88	T=56° 98.39 @ LEV= 98.38
1-15-69	T=62° 69.12 @ LEV= 69.12	79°36'20" Per FB G 1254-1	81°22'02" Per FB G 1254-1	T=48° 73.89 @ LEV= 73.88	T=48° 98.40 @ LEV= 98.39
1-22-69			81°22'28" Per FB G 1254-13		T=60° 98.41 @ LEV= 98.40
FB 3471 PG 1258 1-29-69	T=54° 69.13 @ LEV= 69.12	79°37'42" PER FB G 1254-21	81°24'09" PER FB G-1254-21	T=54° 73.93 @ LEV= 73.92	T=54° 98.47 @ LEV= 98.46

76F309S CE#810 1-65

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π @ ΔPT #15 (Pg 69)

DATE	ANGLE FROM ΔPT 11C TO ΔPT 14	DISTANCE FROM ΔPT 11C (68° TAPE)	DISTANCE TO ΔPT #14 300' TAPE (T=84°)
12-5-68	SEE Pg 69 F 70		
12-20-68	T=2 143°30'25" per FB G-1250-23	T=38° 246.47 @ LEV= 246.42	T=38° 297.73 @ 109°30' (19°30') = 280.65 297.38 @ 250°42' (19°18') = 280.67 } 280.57 T=38° 37.99 18.58 56.57 @ LEV= 56.55 T=38° 286.93 @ 283°45' (13°45') = 278.71 286.69 @ 283°32' (13°32') = 278.73 } 278.63 T=40° 87.79 @ LEV= 87.77
1-2-69	143°30'22" Per FB G 1250-43	T=74° 246.34 @ LEV= 246.35	T=72° 297.73 @ 109°32' (19°32') = 280.60 297.22 @ 250°44 (19°16') = 280.57 297.99 @ 250°18' (19°42) = 280.55 } 280.55 37.98 (T=72°) 18.59 56.57 @ LEV= 56.57 T=72° 287.05 @ 103°54' (13°54') = 278.65 286.80 @ 256°19' (13°41') = 278.66 } 278.64 T=76° 87.80 @ LEV= 87.80

280.57
56.55
278.63
87.77
703.52

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Princess Park Est
JN 0[illegible]16 Tape 227 Std 24 °F
Surveyed by Fulton
Notes [illegible] Date 12-5-68
Indexed

F.B. 3471 Pg. 259

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T @ 4 PT #15

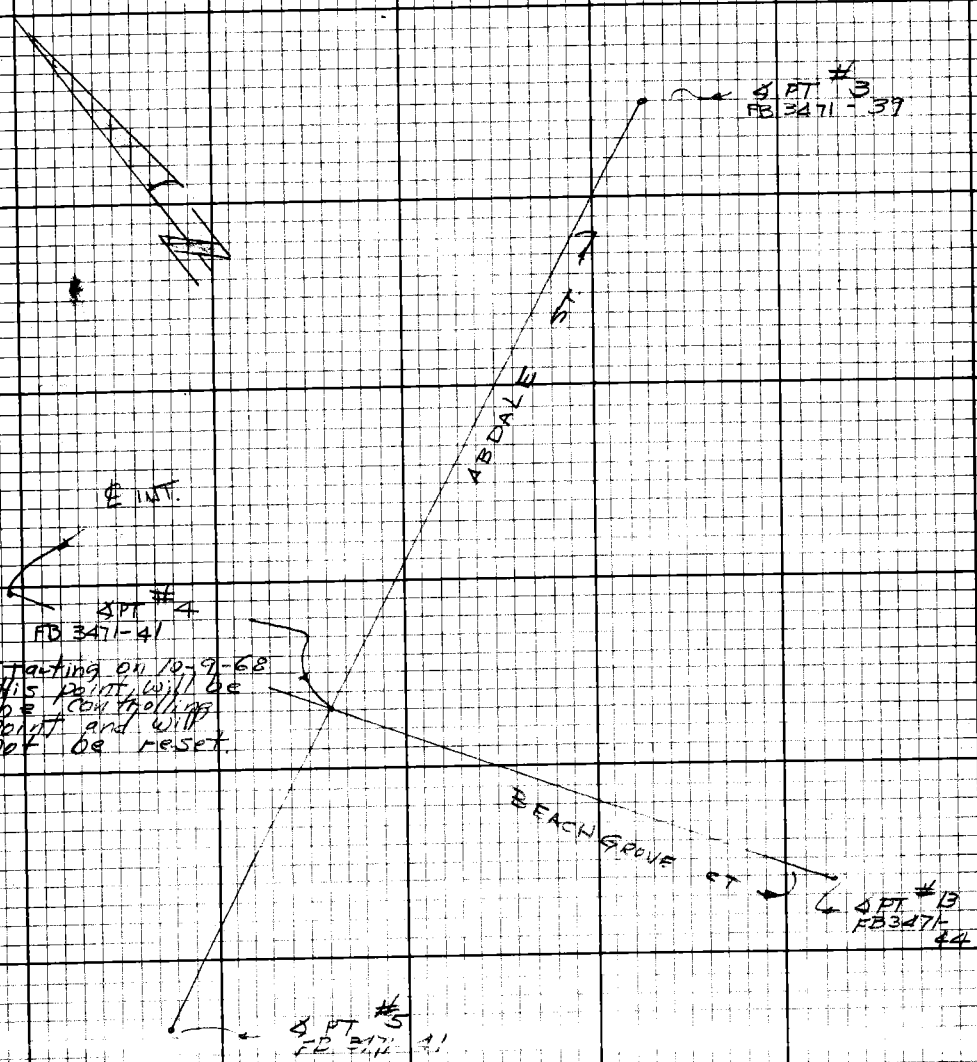
DATE	∠ FROM 4 PT 11C TO 4 PT 14	DISTANCE FROM 4 PT 11C (68° TAPE)	DISTANCE TO 4 PT #14 (84° TAPE)		
1-15-69	143°30' 32" Per FB G 1254-2	T=50° 246.39 @ LEV= 246.36	T=56° 297.75 @ 109°33' (19°33') = 280.58 / 297.49 @ 250°36' (19°24') = 280.60 } 280.54 T=54° 287.07 @ 103-52 (13°08') = 278.70 / 287.32 @ 255-57 (14°03') = 278.72 } 278.65	T=56° 37.98 18.59 56.57 @ LEV = 56.56 T=54° 87.81 @ LEV = 87.79	280.54 56.56 278.65 87.79 703.54
1-30-69	143°30' 26" Per FB G 1254-2	T=46° 246.38 @ LEV= 246.34	T=54° 297.94 @ 109°39' (19°39') = 280.59 / 297.78 @ 109°33' (19°33') = 280.61 } 280.54 T=54° 37.98 18.61 56.59 @ LEV = 56.58 T=54° 287.04 @ 76°13' (13°47') = 278.77 / 287.10 @ 283°51' (13°51') = 278.75 } 278.70 T=54° 87.80 @ LEV = 87.78		280.54 56.58 278.70 87.78 703.60

F. B. 3471 PG 260

Notes Ck'd by
Map No.
Office Work
Checked
Date

Survey of Princess Park Est
JN 0300.16 Tape 0189 Std 68 °F
Surveyed by W. J. Voge
Notes Voge Date 10-10-68
Indexed G.D. BAILEY JUL 19 1978

F.B 3471 PG 261



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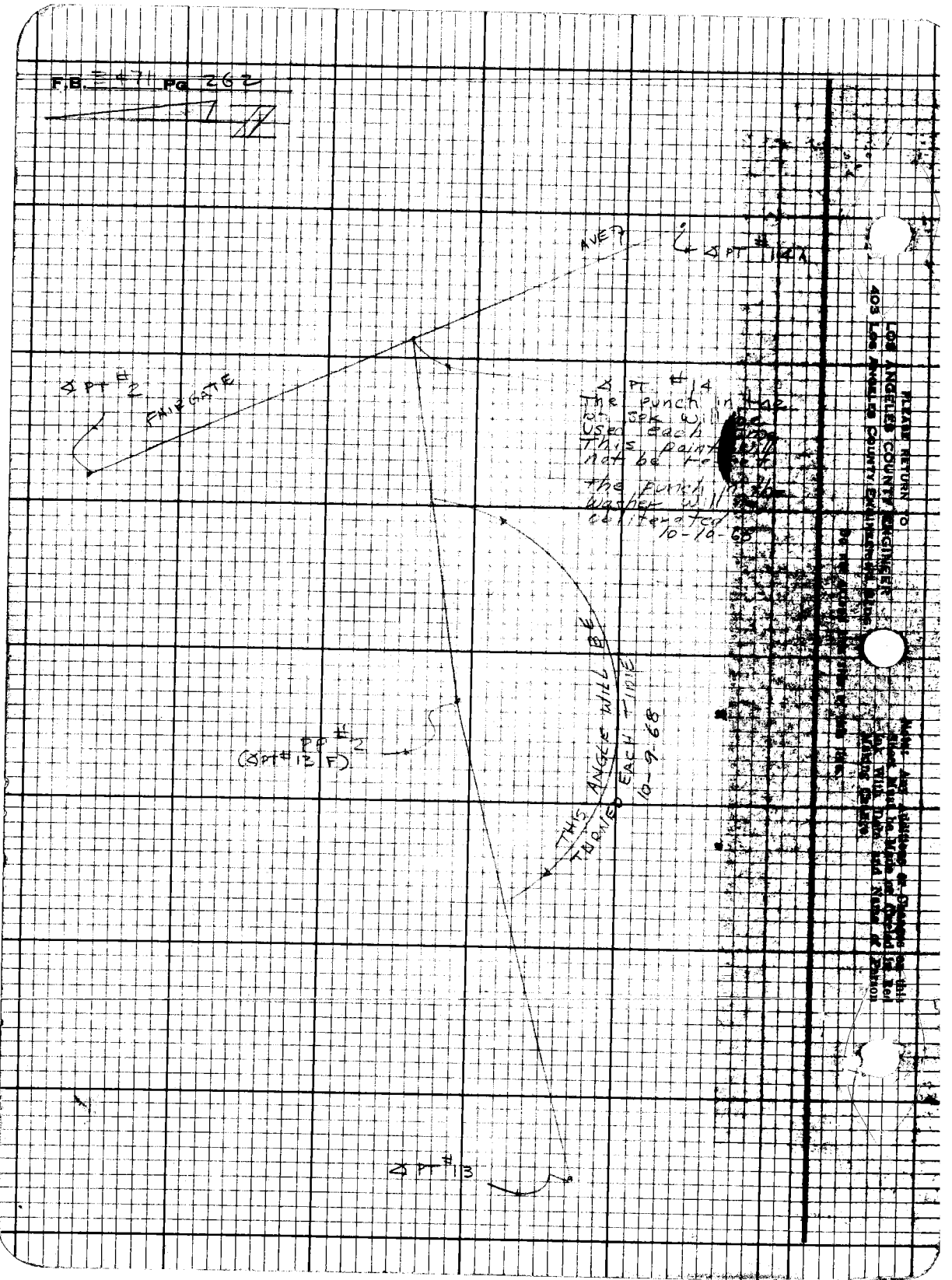
76F3098 CE #810 9-67


F.B. 3471 Pg 262
AVE 7
∡ PT #14A
∡ PT #2
FRIEGATE
∡ PT #14
The punch in the
bit sek will be
used each
This point will
not be re
the punch in the
washer will
obliterated
10-10-68
PP #2
(∡ PT #13 F)
THIS ANGLE WILL BE
TURNED EACH TIME
10-9-68
∡ PT #13
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