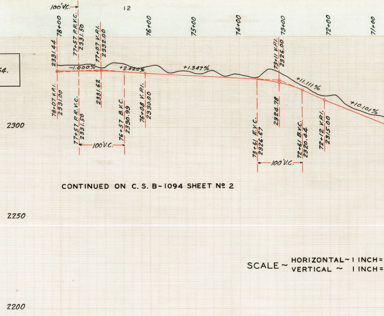
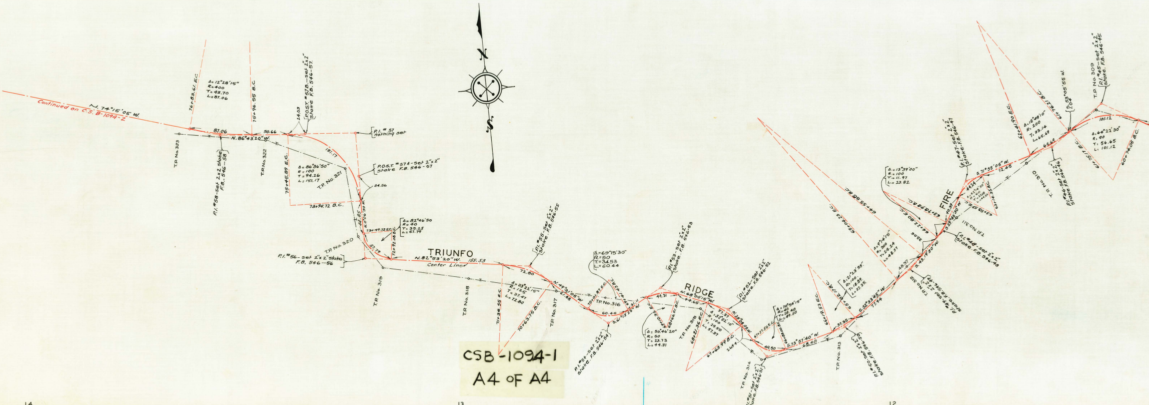
B.M. № 7 ELEV. 2345.023
1"x2" Stake 38' Right (N.W.) of Sta. 80+54.
L.B. 734-253

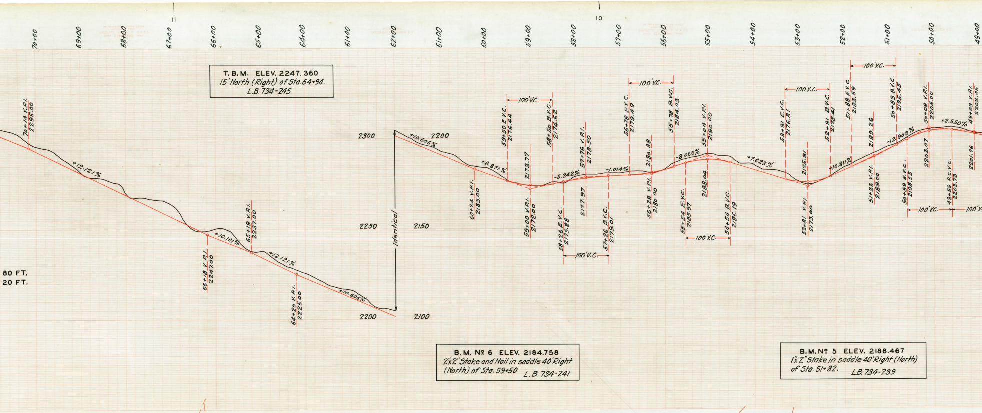


CONTINUED ON C. S. B-1094 SHEET № 2

SCALE ~ HORIZONTAL ~ 1 INCH =
VERTICAL ~ 1 INCH =


N
S
Continued on C.S. B-1094-2
N. 74°16'05" W.
76+83.61 E.C.
Δ=12°28'15"
R=400
T=43.70
L=87.06
75+96.55 B.C.
87.06
50.66
N. 86°43'20" W.
24.03
P.O.S.T. #57B.-Set 2"x2" Stake F.B. 546-57.
P.I. # 57 nothing set
T.P. No. 323
P.I. #58-Set 2x2 stake F.B.-546-58
T.P. No. 322
151.17
Δ=86°36'50"
R=100
T=94.26
L=151.17
75+45.89 E.C.
T.P. No. 321
P.O.S.T. #57A-Set 2"x2" stake F.B. 546-57
34.56
73+94.72 B.C.
44.85
N.0°06'30"W.
73+49.72 E.C.
72+92.08 B.C.
Δ=82°46'50
R=40
T=35.25
L=57.79
57.79
T.P. No. 320
P.I. #56-set 2"x2" stake F.B. 546-56
TRIUNFO
N. 82°53'20" W.
155.53
Center Line
P.I. #55-Set 2"x2" Stake. F.B. 546-55
72.80
T.P. No. 319
T.P. No. 318
71+36.55 E.C.
Δ=33°22'15"
R=125
T=37.47
L=72.80
70+63.75 B.C.
T.P. No. 317
N. 49°31'06" W
61.88
70+01.87 E.C.
T.P. No. 316
69+41.43 B.C.
Δ=69°15'30"
R=50
T=34.53
L=60.44
60.44
31.11
S.61°13'25" W.
P.I. #54-Set 2"x2" Stake. F.B. 546-54
P.I. #53-Set 2"x2" Stake. F.B. 546-53
44.31
RIDGE
N. 68°00'15" W.
44.65
69+10.32 E.C.
68+66.01 B.C.
Δ=50°46'20"
R=50
T=23.73
L=44.31
T.P. No. 315
68+21.36 E.C.
Δ=32°52'10"
R=100
T=29.50
L=57.37
57.37
P.I. #52-Set 2"x2" Stake. F.B. 546.52
N.35°08'05"W.
67+63.99 B.C.
26.49
67+37.50 E.C.
66+88.00 B.C.
Δ=70°54'15"
R=40
T=28.48
L=49.50
49.50
S.73°57'40" W.
68.48
T.P. No. 314
P.I. #51-Set 2"x2" Stake. F.B. 546-51
66+19.52 E.C.
65+82.17 B.C.
Δ=21°23'55"
R=100.
T=18.89
L=37.35
37.35
T.P. No. 313
P.I. #50-Set 2"x2" Stake. F.B. 546-50
S.52°33'45" W.
77.94
65+04.23 E.C.
64+55.86 B.C.
Δ=9°14'15"
R=300
T=24.24
L=48.37
48.37
T.P. No. 312
P.I. #49-Set 2"x2" Stake. F.B. 546-49
S.43°19'30" W.
33.06
64+22.80 E.C.
63+98.98 B.C.
Δ=13°39'00"
R=100
T=11.97
L=23.82
P.I. #48-Set 2"x2" Stake. F.B. 546-48
T.P. No. 311
FIRE
S 29°40'30" W
40.39
63+58.59 E.C.
63+14.35 B.C.
Δ=42°14'35"
R=60
T=23.18
L=44.24
44.24
P.I. #47-Set 2"x2" Stake-F.B. 546-47
S.71°55'05" W.
72.45
T.P. No. 310
62+41.90 E.C.
Δ=18°49'10"
R=200
T=33.14
L=65.69
65.69
P.I. #46-Set 2"x2" Stake. F.B. 546-46
61+76.21 B.C.
S.53°05'55" W.
7.04
61+75.17 E.C.
T.P. No. 309
P.I. #45-Set 2"x2" Stake. F.B. 546-45.
101.12
Δ=64°22'30"
R=90
T=56.65
L=101.12
60+74.05 B.C.

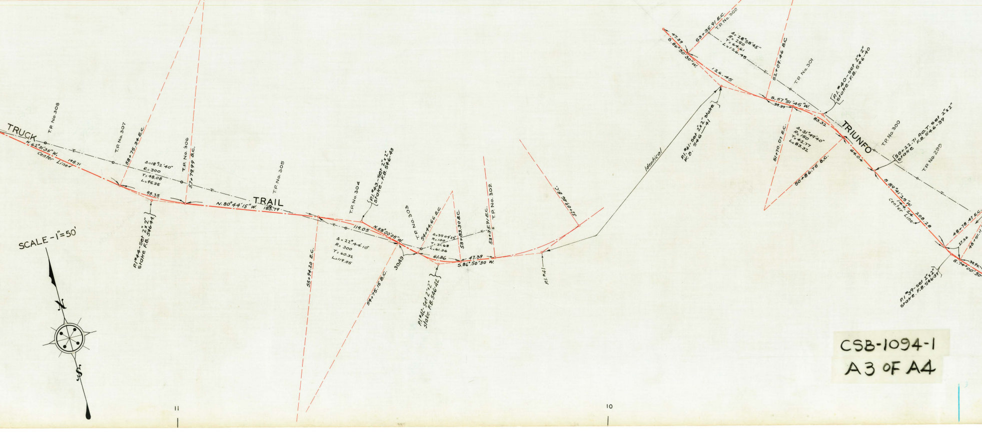
CSB-1094-1
A4 OF A4


70+00
69+00
68+00
67+00
66+00
65+00
64+00
61+00
62+00
61+00
60+00
59+00
58+00
57+00
56+00
55+00
54+00
53+00
52+00
51+00
50+00
49+00
11
10
70+14 V.P.I. 2295.00
+12.121%
+10.101%
66+18 V.P.I. 2247.00
65+19 V.P.I. 2237.00
+12.121%
64+20 V.P.I. 2225.00
+10.606%
2300
2250
2200
Identical
+10.606%
2200
2150
2100
+8.871%
60+24 V.P.I. 2183.00
59+50 E.V.C. 2176.44
100' V.C.
2179.77
59+00 V.P.I. 2172.00
58+50 B.V.C. 2174.62
-5.242%
58+26 E.V.C. 2175.88
57+76 V.P.I. 2178.50
2177.97
57+26 B.V.C. 2179.01
100' V.C.
-1.014%
56+78 E.V.C. 2179.49
100' V.C.
2180.88
56+28 V.P.I. 2180.00
55+78 B.V.C. 2184.03
-8.065%
55+04 V.P.I. 2190.00
2188.04
55+54 E.V.C. 2185.97
54+54 B.V.C. 2186.19
100' V.C.
+7.623%
53+31 E.V.C. 2176.81
100' V.C.
2175.31
53+81 V.P.I. 2173.00
52+31 B.V.C. 2181.41
+10.811%
51+83 E.V.C. 2183.59
100' V.C.
2189.26
51+33 V.P.I. 2189.00
-12.903%
50+83 B.V.C. 2195.45
50+59 E.V.C. 2198.55
50+09 V.P.I. 2205.00
2203.07
+2.550%
49+59 P.C.V.C. 2203.79
100' V.C.
49+09 V.P.I. 2202.45
2201.76
100' V.
80 FT.
20 FT.

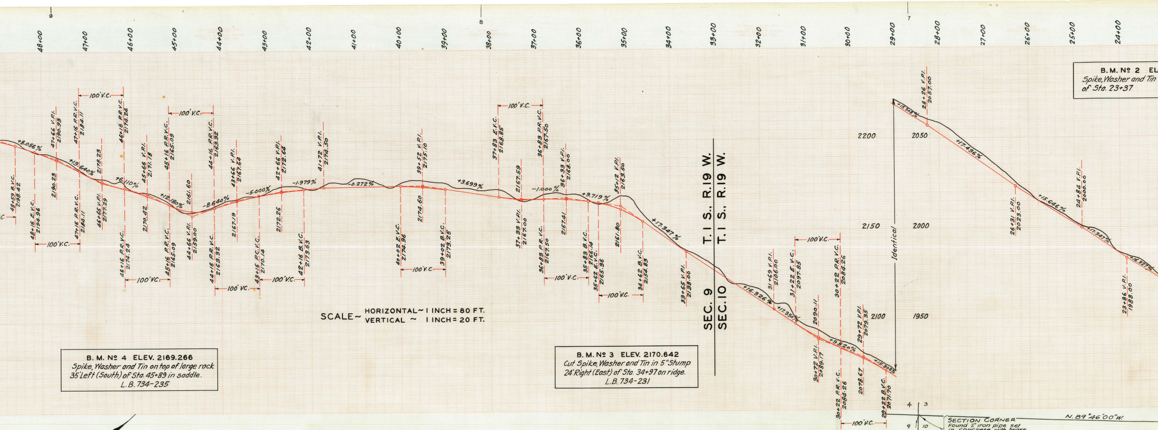
T. B. M. ELEV. 2247.360
15' North (Right) of Sta. 64+94.
L.B. 734-245

B. M. № 6 ELEV. 2184.758
2"x2" Stake and Nail in saddle 40' Right
(North) of Sta. 59+50 L.B. 734-241

B. M. № 5 ELEV. 2188.467
1"x2" Stake in saddle 40' Right (North)
of Sta. 51+82. L.B. 734-239


TRUCK
TRAIL
TRIUNFO
N. 62°31'35" W.
Center Line
198.71
T.P. No. 308
T.P. No. 307
58+75.34 E.C.
Δ=18°12'40" R.=300 T.=48.08 L.=95.35
95.35
T.P. No. 306
57+79.99 B.C.
P.I. #44 - Set 2"x2" Stake F.B. 546-44
N. 80°44'15" W. 188.79
T.P. No. 305
T.P. No. 304
P.I. #43 - Set 2"x2" Stake - F.B. 546-43
55+94.20 E.C.
Δ=22°44'10" R.=300 T.=60.32 L.=119.05
119.05
N. 58°00'05" W.
30.49
54+75.15 B.C.
T.P. No. 303
54+44.66 E.C.
Δ=35°09'15" R.=100 T.=31.68 L.=61.36
61.36
P.I. #42 - Set 2"x2" Stake F.B. 546-42
53+83.30 B.C.
47.39
S. 86°50'30" W.
53+35.91 E.C.
T.P. No. 302
53+01.96 B.C.
P.I. #41
Identical
P.I. #41 - Set 2"x2" Stake F.B. 546-41
47.39
S. 86°50'30" W.
53+35.91 E.C.
T.P. No. 302
Δ=28°58'45" R.=250 T.=64.61 L.=126.45
126.45
52+07.46 B.C.
T.P. No. 301
S. 57°51'45" W.
31.37
83.32
P.I. #40 - Set 2"x2" Stake F.B. 546-40
51+70.07 E.C.
Δ=31°49'40" R.=150 T.=42.77 L.=83.32
50+86.75 B.C.
64.04
T.P. No. 300
50+22.71 P.O.T. - Set 2"x2" Stake F.B. 546-39
T.P. No. 299
S. 89°41'15" W.
Center Line
208.28
48+78.47 E.C.
37.36
P.I. #39 - Set 2"x2" Stake F.B. 546-39
S. 74°00'50"
SCALE - 1"=50'
N
S
11
10

CSB-1094-1
A3 OF A4

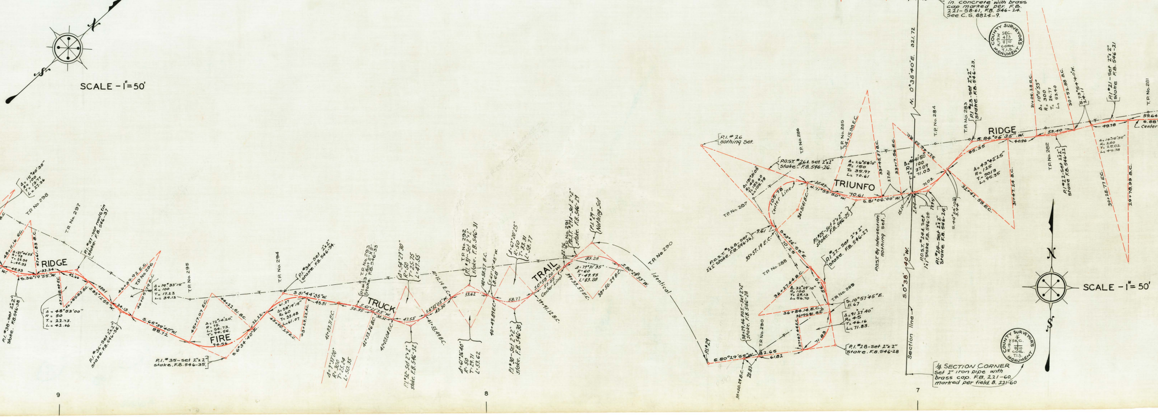


SCALE ~ HORIZONTAL ~ 1 INCH = 80 FT.
VERTICAL ~ 1 INCH = 20 FT.

B. M. Nº 4 ELEV. 2169.266
Spike, Washer and Tin on top of large rock
35' Left (South) of Sta. 45+89 in saddle.
L.B. 734-235

B. M. Nº 3 ELEV. 2170.642
Cut Spike, Washer and Tin in 5" Stump
24' Right (East) of Sta. 34+97 on ridge.
L.B. 734-231

B. M. Nº 2 EL
Spike, Washer and Tin
of Sta. 23+37



N
S
RIDGE
FIRE
TRUCK
TRAIL
TRIUNFO
RIDGE
Identical
Section line
N. 0°38'40"E. 321.72
S. 0°38'40"W.
N. 89°46'00"W.
4
3
9
10
7
8
9
T.P. No 298
T.P. No 297
T.P. No 296
T.P. No 295
T.P. No 294
T.P. No 293
T.P. No 292
T.P. No 291
T.P. No 290
T.P. No 289
T.P. No 288
T.P. No 287
T.P. No 286
T.P. No 285
T.P. No 284
T.P. No 283
T.P. No 282
T.P. No 281
P.I. #26 Nothing Set.
P.I. #35 - Set 2"x2" stake. F.B. 546-35.
P.I. #28 - Set 2"x2" Stake. F.B. 546-28
P.I. #21 - Set 2"x2" Stake F.B. 546-21
P.I. #23 - Set 2"x2" Stake. F.B. 546-23.
S. 79°54'40"W. 24.11
31+06.28 E.C.
Δ = 10°11'55" R = 300 T = 26.77 L = 53.40
30+52.88 B.C.
59.64
6.88'
Center
49.78
S. 84°06'35"W.
S. 81°06'00"W.
S. 80°29'55"W.
S. 36°19'55"W.
S. 51°44'35"W.
S. 66°39'40"W.

SCALE - 1" = 50'

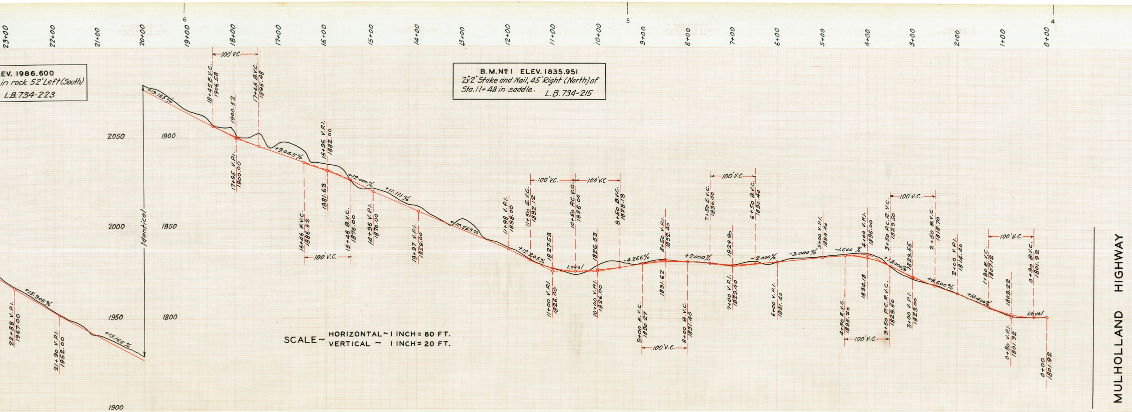
SECTION CORNER
Found 2" iron pipe set in concrete with brass cap marked per. F.B. 221-58-61, F.B. 546-24.
See C.S. 8824-9.

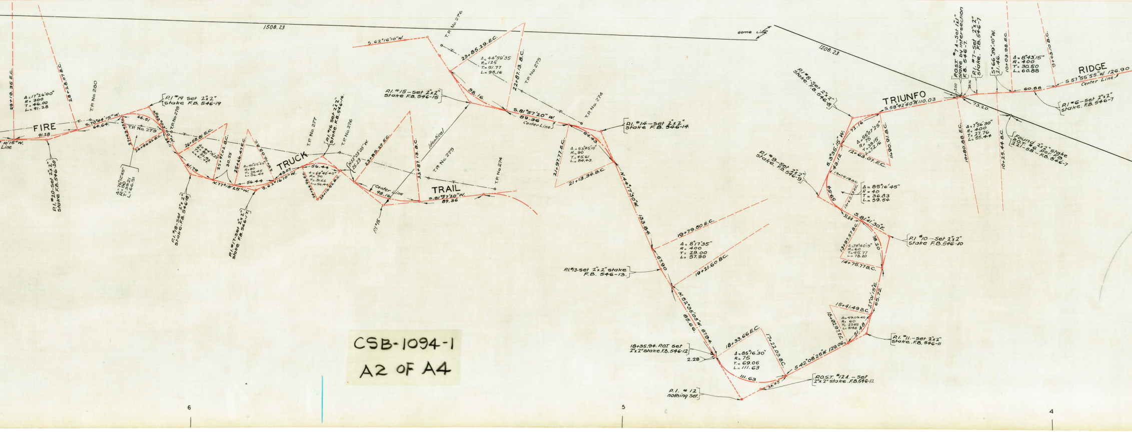
COUNTY SURVEYORS MONUMENT
SEC. 4 3 / 9 10 CORN. R.19.W. T.1.S.

¼ SECTION CORNER
Set 2" iron pipe with brass cap. F.B. 221-60. marked per field. B. 221-60

COUNTY SURVEYORS MONUMENT
¼ SEC. 9 10 COR. R.19.W. T.1.S.

SCALE - 1" = 50'


23+00
22+00
21+00
20+00
19+00
18+00
17+00
16+00
15+00
14+00
13+00
12+00
11+00
10+00
9+00
8+00
7+00
6+00
5+00
4+00
3+00
2+00
1+00
0+00
ELEV. 1986.600
in rock 52' Left (South)
L.B. 734-223
B.M. No 1 ELEV. 1835.951
2"x2" Stake and Nail, 45' Right (North) of Sta. 11+48 in saddle. L.B. 734-215
SCALE ~ HORIZONTAL ~ 1 INCH = 80 FT.
VERTICAL ~ 1 INCH = 20 FT.
Identical
2050
2000
1950
1900
1900
1850
1800
100' V.C.
18+45 E.V.C. 1906.58
17+45 B.V.C. 1895.48
1900.52
17+95 V.P.I. 1900.00
+13.165%
+9.045%
+12.000%
+11.111%
+10.553%
+12.245%
15+96 V.P.I. 1882.00
15+46 E.V.C. 1886.52
1881.63
15+46 B.V.C. 1876.00
14+96 V.P.I. 1870.00
13+97 V.P.I. 1859.00
11+98 V.P.I. 1838.00
11+50 E.V.C. 1832.12
1827.53
11+00 V.P.I. 1826.00
10+50 P.C.V.C. 1826.00
1826.53
10+00 V.P.I. 1826.00
9+50 B.V.C. 1828.13
Level
-4.266%
+2.000%
-2.000%
-3.000%
-1.600%
+13.000%
+8.600%
+10.400%
8+50 V.P.I. 1832.40
1831.62
9+00 E.V.C. 1830.27
8+00 B.V.C. 1831.40
7+50 E.V.C. 1830.40
1829.90
7+00 V.P.I. 1829.40
6+50 B.V.C. 1830.40
6+00 V.P.I. 1831.40
5+00 V.P.I. 1834.40
4+50 E.V.C. 1835.20
4+00 V.P.I. 1836.00
1834.18
3+50 P.C.R.V.C. 1829.50
1823.55
3+00 V.P.I. 1823.00
2+50 B.V.C. 1818.70
2+00 V.P.I. 1814.40
1+30 E.V.C. 1807.12
1803.22
0+80 V.P.I. 1801.92
0+30 B.V.C. 1801.92
0+00 1801.92
22+88 V.P.I. 1967.00
21+90 V.P.I. 1952.00
+15.306%
+13.165%
MULHOLLAND HIGHWAY

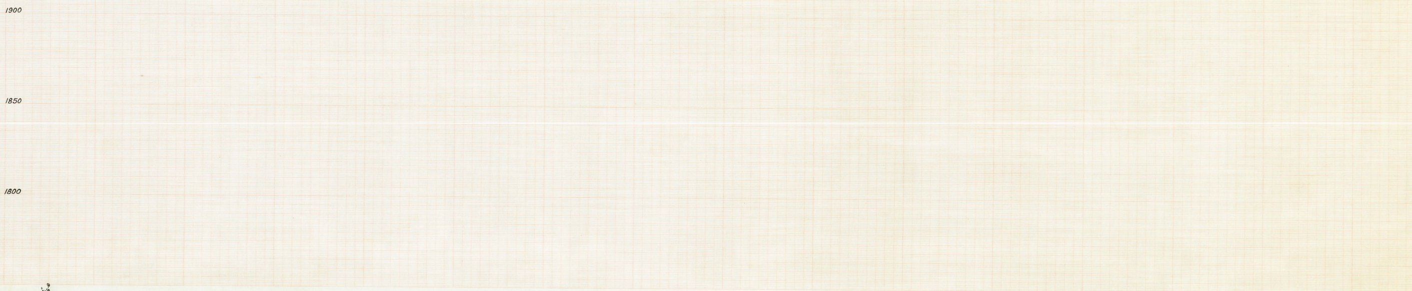

1508.23
Same Line
1508.23
FIRE
TRUCK
TRAIL
TRIUNFO
RIDGE
S.57°55'55"W. 126.90
Center Line
S.58°42'40"W. 110.03
S.81°57'20"W. 89.36
Center Line
S.62°16'10"W.
T.P. No. 276
T.P. No. 275
T.P. No. 274
T.P. No. 280
T.P. No. 279
T.P. No. 278
T.P. No. 277
Identical
P.I. #19 Set 2"x2" Stake F.B. 546-19
P.I. #20-Set 2"x2" Stake F.B. 546-20
P.I. #18-Set 2"x2" Stake F.B. 546-18
P.I. #17-Set 2"x2" Stake F.B. 546-17
P.I. #16 Set 2"x2" Stake F.B. 546-16
P.I. #15-Set 2"x2" Stake F.B. 546-15
P.I. #14-Set 2"x2" Stake F.B. 546-14
P.I. #13-Set 2"x2" stake F.B. 546-13
P.I. #12 nothing Set
P.O.S.T. #12A - Set 2"x2" Stake F.B. 546-12
18+35.94 P.O.T. Set 2"x2" Stake F.B. 546-12
P.I. #11-Set 2"x2" Stake F.B. 546-11
P.I. #10-Set 2"x2" Stake F.B. 546-10
P.I. #9-Set 2"x2" Stake F.B. 546-9
P.I. #8-Set 2"x2" Stake F.B. 546-8
P.I. #7-Set 2"x2" Stake F.B. 546-7
P.O.S.T. #7A-Set 1"x1" Stake by intersection F.B. 546-7
P.I. #6-Set 2"x2" Stake F.B. 546-7
Found 2"x2" stake P.O.T. #6 Pg. 231-58 - F.B. 546-7
Δ=17°26'00" R=300 T=46.00 L=91.28
Δ=44°59'35" R=125 T=51.77 L=98.16
Δ=53°45'10" R=90 T=45.61 L=84.43
Δ=8°17'35" R=400 T=29.00 L=57.90
Δ=85°16'30" R=75 T=69.06 L=111.63
Δ=49°09'40" R=60 T=27.45 L=51.48
Δ=74°40'15" R=60 T=45.77 L=78.20
Δ=85°16'45" R=40 T=36.83 L=59.54
Δ=55°57'25" R=75 T=39.15 L=73.16
Δ=7°56'30" R=400 T=27.76 L=55.44
Δ=8°43'15" R=400 T=30.50 L=60.88
23+85.29 E.C.
22+87.13 B.C.
21+97.77 E.C.
21+13.34 B.C.
19+79.50 E.C.
19+21.60 B.C.
18+33.66 E.C.
17+22.03 B.C.
15+41.49 B.C.
15+92.97 E.C.
14+75.77 B.C.
13+97.57 E.C.
13+63.07 E.C.
11+90.91 B.C.
10+80.88 E.C.
10+25.44 B.C.
10+03.98 B.C.
9+43.10 B.C.
N.44°17'30"W. 133.84
N.52°35'05"W. 87.94
S.42°08'25"W. 129.06
S.81°41'30"E.
S.56°39'10"W.
S.3°35'15"W.
98.16
84.43
57.90
111.63
60.88
73.20
91.28
64.64
56.44
2.28
Center Line

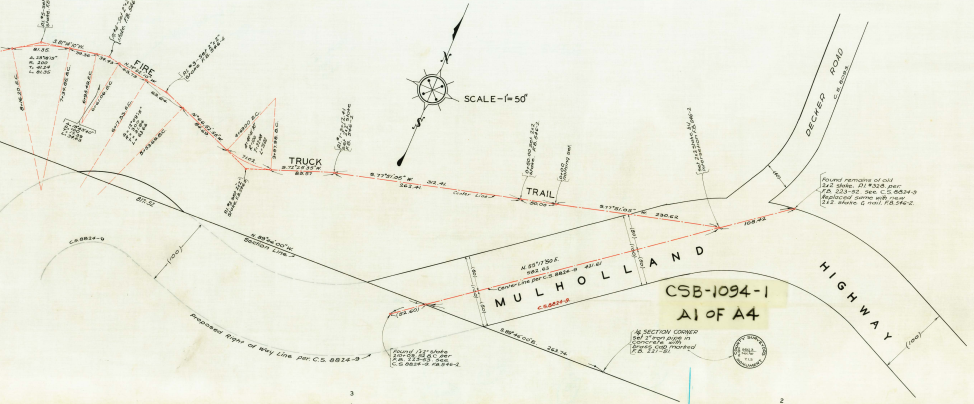
CSB-1094-1
A2 OF A4

U. S. G. S. B. M. R-55 (U. S. 1332) ELEV. 1827.831

Decker's Ranch, 4.2 Mi. N.E. of, at Summit of Santa Monica Mts., in saddle near T road to Hoffman's Ranch, 30' West of road, on conc. post, bronze tablet stamped "R-55-1928" painted "S. 1827.8 B.M."

L. B. 734-211




P.I. #5 - Set 2"x2" stake. F.B. 546-6
S. 81°14'10" W.
81.35.
Δ. 23°18'15"
R. 200
T. 41.24
L. 81.35
39.36
34.43
P.I. #4 - Set 2"x2" stake. F.B. 546-5
FIRE
N. 79°02'10" W.
43.73
P.I. #3 - Set 2"x2" Stake F.B. 546-4
63.64
N. 66°52'55" W.
84.69.
8+16.20. E.C.
7+34.85. B.C.
6+95.49. E.C.
6+61.06. B.C.
Δ. 19°43'40"
R. 100
T. 17.39
L. 34.43
6+17.33. E.C.
Δ = 12°09'15"
R = 300
T = 31.94
L = 63.64
5+53.69. B.C.
4+6900 E.C.
Δ = 40°41'30"
R = 100
T = 37.08
L = 71.02
3+97.98. B.C.
71.02.
P.I. #2 set 2"x2" stake. F.B. 546-3
TRUCK
S. 72°25'35" W.
85.57
P.I. #1 - 3+12.41 Set 2"x2" Stake F.B. 546-2
S. 77°51'05" W.
312.41.
262.41.
Center Line
TRAIL
0+50.00 Set 2x2 stake. F.B. 546-2
0+00 nothing set.
50.00
N
S
SCALE - 1' = 50"
817.52
N. 89°46'00" W.
Section Line
C.S. 8824-9
(100)
S. 77°51'05" W.
230.62
set 2x2 stake by intersection F.B. 546-2
108.42
DECKER ROAD
C.S. 8093.
(40)
Found remains of old 2x2 stake. P.I. #328. per F.B. 223-52. See C.S. 8824-9 Replaced same with new 2x2. stake & nail. F.B. 546-2.
(50)
(100)
(50)
N. 55°17'50 E.
582.63
421.61
Center Line per C.S. 8824-9
MULHOLLAND
C.S. 8824-9.
HIGHWAY
(100)
(52.60)
Proposed Right of Way Line per. C.S. 8824-9
Found 1"x2" stake 210+09. 52 B.C per F.B. 223-53. See C.S. 8824-9. F.B. 546-2.
S. 89°46'00" E.
263.74.
¼ SECTION CORNER set 2" iron pipe in concrete with brass cap marked F.B. 221-51.
COUNTY SURVEYORS MONUMENT
R.19W
sec 3
sec 10
T. 1 S
3
2

CSB-1094-1

A1 OF A4

MAP AND PROFILE OF

TRIUNFO RIDGE FIRE TRUCK TRAIL

FROM

MULHOLLAND HIGHWAY

TO

LITTLE SYCAMORE CANYON ROAD

COUNTY SURVEYORS MAP № B-1094
SHEET № 1 OF 2 SHEETS
SCALE-SEE PLAN AND PROFILE

JOB NUMBER 7193

ALFRED JONES~COUNTY SURVEYOR
SURVEYED - MAY 1934 - MAR. 1935

BEARINGS ARE BASED ON THE BEARING OF MULHOLLAND HIGHWAY PER CO. SURVEYORS MAP NO. 8824 - 9

F. B. 546-1-167 L.B.-734-208A-299

FIELD WORK BY.. R.B. EMMOTT.
OFFICE WORK BY....... F. A. WOOD.
.... K.H. SCHNEIDER.
.... A. E. TIMMONS
CHECKED BY.......... A. H. DREW
.... H. L. MARTIN

INDEX ~~19~~ 94

DATUM

ELEVATIONS SHOWN HEREON ARE BASED ON THE 1928 U.S.C.& G.S. ADJUSTMENT OF U.S.G.S. B.M. R-55 (U. S. 1332)