

1811

W. H. H. H.

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# 1811

## EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and  
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning  
Roadway 16 feet wide. Side Slopes 1 on 1.  
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

INDEXED

to page #70

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

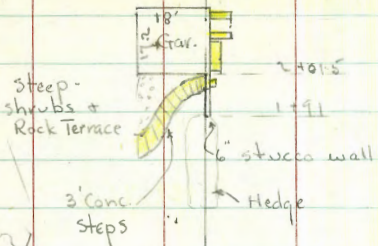
Made in U. S. A.

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6 + (20-16) \* 2 or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1 1/2 see inside of back cover.  
Copyright, 1914, by Eugene Dietzgen Co.

Morley Field Drive Cross Sections	9-22
Cross Sec. 63rd St. Montezuma Road NE to End	27-30
" " Quince St Fairmount + Highland	31-36
" " Rafael Mission Blvd. to Ocean Front	37-40
" " Alley Block 59 Normal Hts.	63 & 41-47
" " Alley Block 59 Univ. Hts.	50-56

Topography for bicycle track Morley Field	71
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Fd. pipe 3/4"  
L.S. 2236



st

221.27

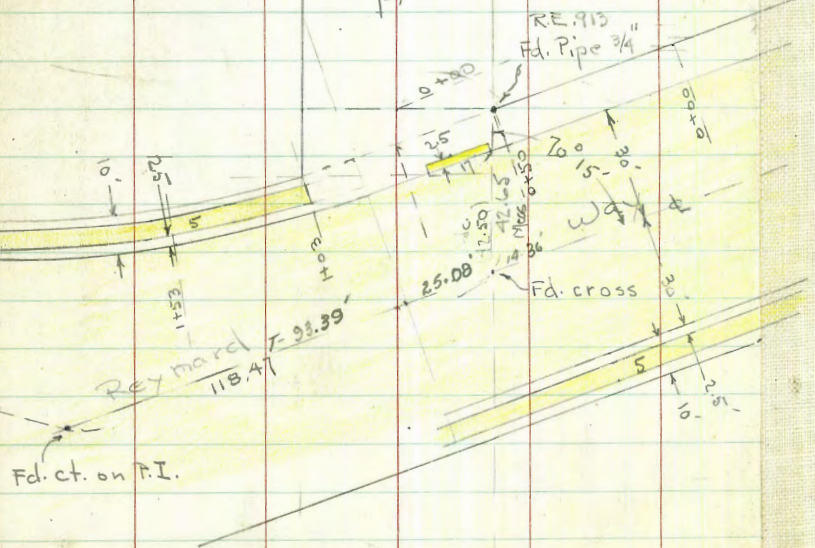
50'



Torrence

(Note: should be .15 West)

RE. 915  
Fd. Pipe 3/4"



Reymard F 93.39  
118.47

Fd. ct. on P.I.

Eagle

st

1

512.08  
3/4" Pipe - L.S. 2236

st

Torrence

3+35.96  
Fd pipe 3/4" L.S. 2236

INDEXED  
Lt. JPB

± Reynard way Rt. = E. 2

X-Sect. Torrence - Reynard Way  
E. 292 toward Eagle St. - 50' st. 10' cbs.  
Begin with sections along E. side  
of Reynard Way - Sta. are along E.L.

# 1574  
W.O. 25001

10-31-47  
Osborne  
Hardin  
Smith  
Worrell

0+50 = E.L. Reynard + S.L. Torrence - pipe  
(note: from our ± should be .15 W.)

INDEXED

0+25

0+00 = 50' S. of S.L. Torrence on E.L. Reynard  
Conc. Pavement - 60' + 10' cbs. - steep Conc. gut  
5' out from cb.

T.P.	8.22	203.05	13.00	194.83	Cross on ± Reynard + S.L. Torrence
Set BM. on P.I. Ct.			4.15	203.68	
	0.55	207.83	13.09	207.28	
	0.81	220.37	13.00	219.56	
	0.20	232.56	13.00	232.36	
	0.87	245.36	12.90	244.49	
B.M.	0.40	257.39		256.99	NE BP. Griffin + Sutter

93.7	88.4	93.9	94.44	94.0
9.30	25' edge	9.15 30 9.4	861 30 8	40
91.81	92.25	91.87	92.47	92.2
11.24	10.80 15 edge	11.18 30 9.4	10.58 30 Top	10.8 40
189.85	90.25	89.85	90.45	90.75
13.20	12.80 25 edge of cut	13.20 30 9.4	12.60 30 Top cb.	12.8 40

203.05



T.P. 11.01 205.84 8.22 194.93

1+53 = end.

#

Rt.

4

0.47	0.47	0.8	0.24	0.24	0.19
25	25	30	30	32.5	37.5
edge	edge	put.	Top	walk	walk

203.05





2+70

1+18.7 - 24.2 Lt. = Ely. Doub. Gar

2+17.7 = 20' Lt. = S Ely. 2.3 Conc strip Dr.  
up to Gar. floor

2+10.5 = 20' Lt. = S Wly. 2.3 Conc. Strip Dr. to  
Gar. - Laid over apron shown below. up to  
Gar. floor.

2+01.5 - 24.2 Lt. = Wly. Doub Gar. Conc. floor  
22.5 Lt. = S Wly. Conc. apron.

2+00

1+91 - 24.2 Lt. = Beq. Sly. 6" Stucco Wall

1+91 - 21' Lt. = end Hedge

T.P. Top pipe 7.73 224.48 0.85 216.75

1+75

1+69 - 21' Lt. = Beq. Sly. 6' Hedge 10' High

T.P. 11.82 217.60 0.06 205.78

	29.5	21.4	217.26	16.09	15.5	9/15.6	12.2	11.0	05.2	00.6	99.0
+50	3.1	7.22	83.9	9.0	9.9	12.3	10.1	19.3	23.9	25.5	50.5
50	35	25.3	22.5	15	9			25	35		
ground	on Top	step	sly	Conc.	33'						
along	step	900	Walk								
Car	Book	1542-R28									
House	Check	elev.									
	27.0	16.9	10.9	09.4		224.48		07.0	05.8	06.4	05.8
+9.4	0.7	7.3	8.2			85	10.6	11.8	11.2	11.8	18.7
25	25	18	25.2			8	15	25	33	41	206
						217.60					55

26.5 Lt.  
 2.0  
 25  
 25  
 8.6  
 25  
 8.75.7  
 98  
 10.1  
 10.4  
 18.4  
 25  
 20.3  
 29  
 16.4  
 25

7.62  
 24.2  
 Floor Gar  
 15.98  
 8.50  
 20  
 Top-end strip  
 13.9  
 8.57  
 20  
 Top-end strip

7.62  
 24.2  
 Floor Gar  
 16.86  
 8.57  
 20  
 Top-end strip  
 15.95  
 8.57  
 20  
 Top-end strip

7.62  
 24.2  
 Floor Gar  
 16.86  
 8.57  
 20  
 Top-end strip  
 15.95  
 8.57  
 20  
 Top-end strip

to starting B.M.  
 Book 1542- P. 28 - So Did not Turn back  
 Checked elev. of Step + Gar. floor given in

2+82 = end

T.P. 12.60 136.89 0.19 124.29

2+67

2+56

2+40

11.9 45	17.8 40	21.4 40	22.0 40	25.0 45
17.8 40	16.1 45	14.4 40	17.7 45	22.4 45
10.13.8 45	14.4 40	14.7 45	23.8 45	27.9 45
10.0 45	14.8 45	14.8 45	26.3 45	32.2 45
10.14.0 45	14.1 45	15.2 45	26.89 45	33.5 45
11.13.4 45	17.2 40	20.4 45	31.5.2 45	32.4 45
17.16.8 45	21.5 40	27.7 45	26.1 40	31.7 45
			31.0 40	33.6 40

124.48

Walker  
Harding  
Becker  
Johnson  
Morley Drive  
Field  
Cross Sections  
from Arnold to Alabama St.  
11-24-47

1+25

INDEXED

1+00

0+543 = Int. Edge Pav

0+50

0+00 w. Cb Line Arnold St.

T.P.	383	26333	12.78	259.50
B.M.	233	27228		269.95 N.V.I.P.B.

Indexed

8

104 45	252.93	24 45	253.93	51 6	257.23	45 6	258.83
101 49	253.23	30 20	254.23	52 27	258.13	45 27	259.63
111 20	252.23	81 15	255.23	53 2	257.83	45 2	259.43
103 15	252.83	86 8	254.73	54 5	258.03	45 5	259.53
1030 18	253.03	789 2.5	255.44	55 6	258.23	45 6	259.73
947 19	253.71	773 15	255.60	56 1	257.23	45 1	259.23
969 15	253.70	768 15	255.65	57 10	258.39	45 10	259.83
977 15	253.63	790 21	255.43	58 15	259.39	45 15	259.53
1000 15	253.33	777 15	255.63	59 15	259.91	45 15	259.91
				60 15	257.91	45 15	259.73
				61 15	258.03	45 15	259.72

Upas & Arizona

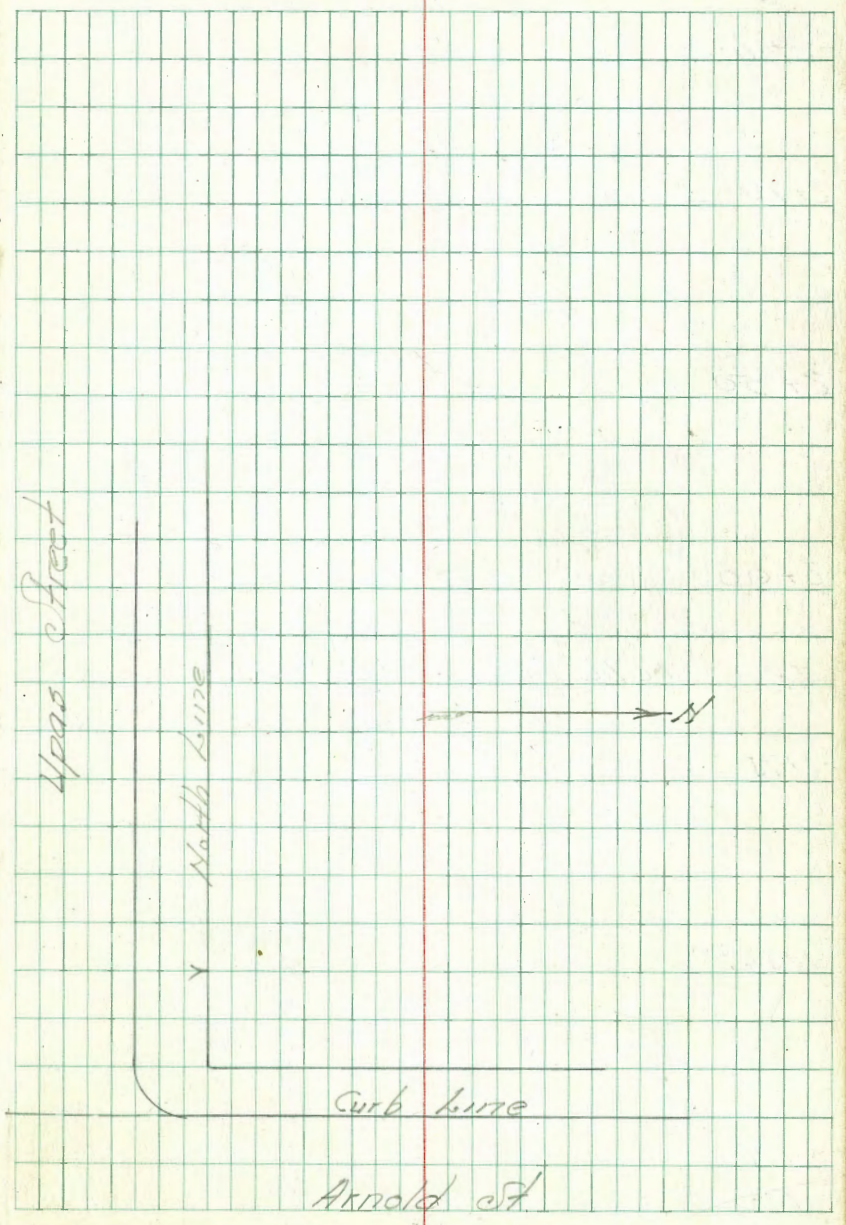
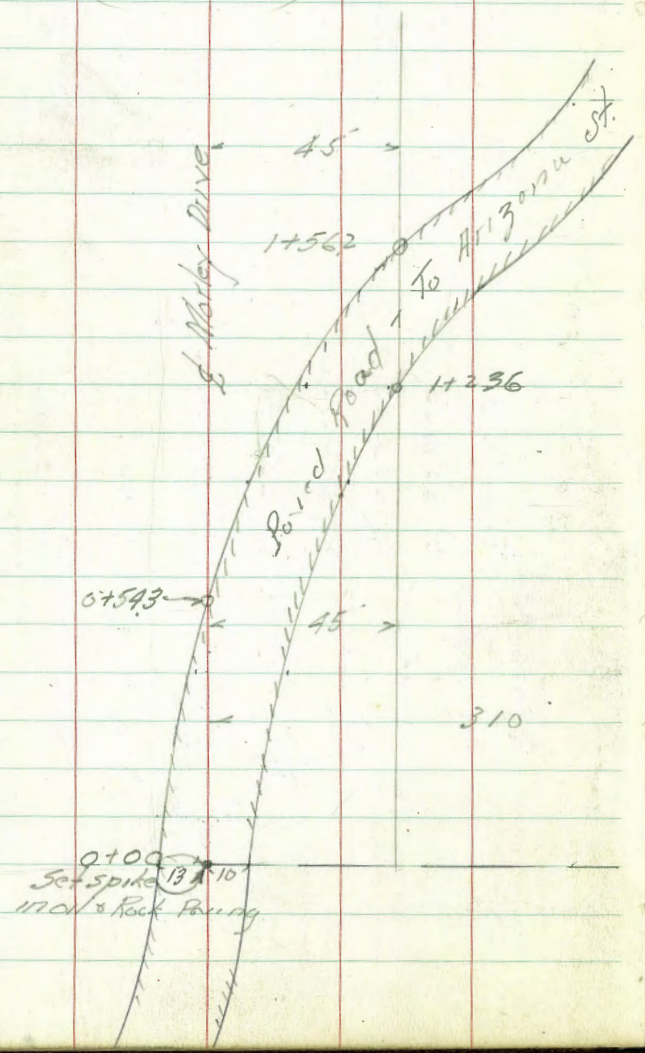
Walker  
Hendricks  
Becker  
Johnson  
11-21-47

Cross section - Morley Drive  
from Arnold Street to Alabama St.  
Cont. from P. 8

(NO. 60135)

INDEXED

(Sketch Cont.  
on P. 21)















Stations

Morley Field Drive  
Cross Sections

10+50

TP 2.25 277.42 6.86 275.17

10+00 = West side oiled Road on Rt.

9+81 = oiled Road on Rt.

9+62 Cont.

9+62 = East edge oiled Road on Rt.

9+00

282.03

H

274.52  
39  
48

273.92  
35  
45

274.72  
37  
45

274.92  
25

274.72  
37  
45

274.22  
32  
45

276.52  
39  
50

274.93  
71  
48

274.23  
78  
45

274.63  
74  
36

274.93  
71  
45

275.13  
69

274.93  
71  
45

275.13  
62  
48

274.63  
74  
39

274.93  
71  
50

275.43  
64  
100

276.13  
59  
150

276.43  
56  
200

276.58  
54.5  
279

274.93  
71  
47

274.23  
78  
45

275.03  
70  
45

275.33  
67

275.33  
67  
45

275.23  
68  
45

276.03  
60  
100

276.73  
53  
150

277.03  
50  
200

276.83  
52.0  
250

276.83  
57  
200

276.83  
57  
200

275.03  
70  
47

274.43  
76  
45

275.23  
68  
45

275.43  
66

275.53  
65  
45

275.43  
66  
31

275.03  
70  
45

275.33  
67  
100

275.73  
63  
150

276.83  
57  
200

275.33  
67  
48

274.73  
73  
45

275.23  
68  
45

275.43  
62

275.93  
61  
45

275.63  
64  
30

275.23  
68  
45

275.43  
66  
45

275.53  
65  
45

282.03

Rt.

15

5.15  
R. 29

Sedge Paving Up on Rt.

Pool  
Up on Rt.



Stations

Morley Field Drive  
Cross Sections

13+50

13+34 Cont.

13+34 - West edge oiled Road on Rt

13+16 Cont.

13+16 - oiled Road on Rt

12+86 - beg. 3' Cobble stone Gutter on Rt

277.42

Lt

Rt

17

69	270.52	69	271.02	69	271.02	69	271.02
45		45		45		45	
717	270.25	717	270.63	717	270.82	717	270.89
435		435		435		435	
70	270.42	70	270.82	70	271.42	70	271.69
42		42		42		42	
64	271.02	64	271.32	64	271.82	64	272.49
15		15		15		15	
63	271.12	63	271.62	63	271.92	63	272.32
15		15		15		15	
63	271.12	63	271.42	63	271.69	63	272.32
41		41		41		41	
476	270.66	476	271.07	476	271.69	476	272.32
435		435		435		435	
60	272.14	60	271.42	60	272.72	60	273.12
45		45		45		45	
51	272.32	51	271.62	51	272.49	51	272.92
15		15		15		15	
46	272.82	46	271.42	46	272.49	46	273.12
200		200		200		200	
528	272.14	528	271.07	528	272.49	528	273.12
252		252		252		252	
Edge		Edge		Edge		Edge	
Pos. - Upper st		Pos. - Upper st		Pos. - Upper st		Pos. - Upper st	
66	270.82	66	271.62	66	271.92	66	272.32
45		45		45		45	
679	270.63	679	271.07	679	271.69	679	272.32
435		435		435		435	
66	270.82	66	271.42	66	272.01	66	272.69
42		42		42		42	
61	271.32	61	271.62	61	272.01	61	272.69
15		15		15		15	
60	271.42	60	271.62	60	272.01	60	272.69
40		40		40		40	
58	271.62	58	271.62	58	272.32	58	272.92
15		15		15		15	
60	271.42	60	271.42	60	272.62	60	273.12
41		41		41		41	
835	271.07	835	271.07	835	272.49	835	273.12
435		435		435		435	
50	271.42	50	271.42	50	272.49	50	273.12
100		100		100		100	
63	271.12	63	271.92	63	272.69	63	273.12
45		45		45		45	
659	270.89	659	271.69	659	272.49	659	273.12
435		435		435		435	
63	271.12	63	271.92	63	272.72	63	273.12
42		42		42		42	
57	271.72	57	271.92	57	272.72	57	273.12
15		15		15		15	
36	271.82	36	271.92	36	272.72	36	273.12
53	272.12	53	272.12	53	272.92	53	273.12
15		15		15		15	
55	271.92	55	271.92	55	272.92	55	273.12
42		42		42		42	
573	271.69	573	271.69	573	272.92	573	273.12
435		435		435		435	
52	272.72	52	272.72	52	272.92	52	273.12
50		50		50		50	
45	272.92	45	272.92	45	272.92	45	273.12
73		73		73		73	
43	273.12	43	273.12	43	273.12	43	273.12
100		100		100		100	

277.42

Morley Field Drive  
Cross Sections

Stations

16+10 End Gutter on Rt.

16+00

15+50

TP 0.31 265.08 12.65 264.77

15+00

14+50

14+00

277.42

18

82 45	269.22	121 45	265.32	261.68	261.68
84 45	268.73	122 45	264.60	262.78	260.79
84 42	269.02	123 41	265.12	264.87	261.78
77 45	269.72	124 45	266.02	262.18	260.68
76 45	269.82	125 45	266.12	263.28	261.08
76 45	269.82	126 45	266.12	263.58	261.08
78 41	269.62	127 45	266.12	263.78	261.28
828 45	269.14	128 41	266.12	263.88	261.78
79 45	269.52	129 45	265.37	263.95	261.37
		130 45	265.92	263.98	261.88

277.42



E Stations

Morley Field Drive  
Cross Sections

chk. BP Upost + Alabama

$\frac{907}{259.30} = 181515$   
5.65 259.43 2A

End curb S.E. Cor. = Point "B" - Sketch P-23

E Grotting

North end curb inlet = Point "A" - Sketch P-23

(17+01) 50' Lt. on diag Along Parking (West edge) = Point "D" Sketch P-23

17+01 - Int. West edge Parking.

$\frac{265.08}{8}$

H.

E.

FF.

20

259.48  
5.60  
Cb  
657  
Gut.

259.24  
5.81  
Grotting  
671

259.38  
5.70  
Cb  
653  
Gut

279.38  
157

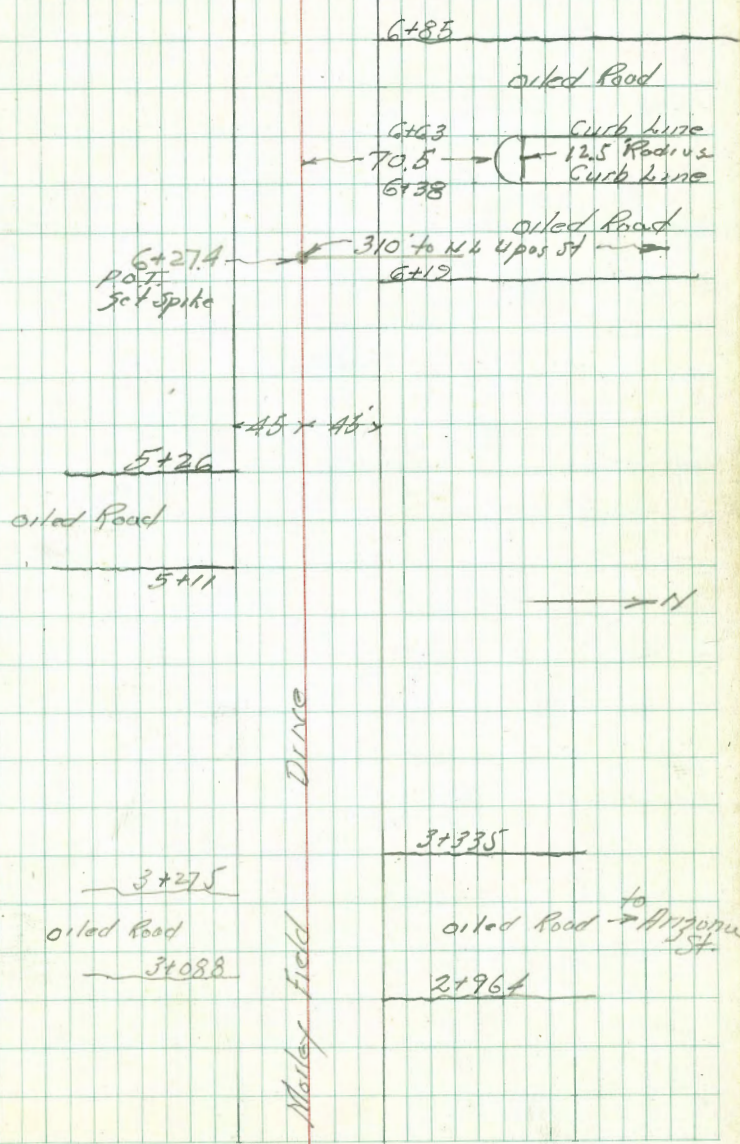
50  
Par. West edge  
= Point "O" Sketch P-23

250.98	252.78	252.40	254.98	256.15	256.58	257.48	256.48	256.68
141	143	12.68	10.14	8.93	8.5	7.6	8.6	8.4
63	53	485	15	15	10	13	22	45
		Int. West edge Parking	Par.	Par. West edge	Par.	Par.	Par.	Par.

Morley Field Drive  
Cross Sections

Stations

2

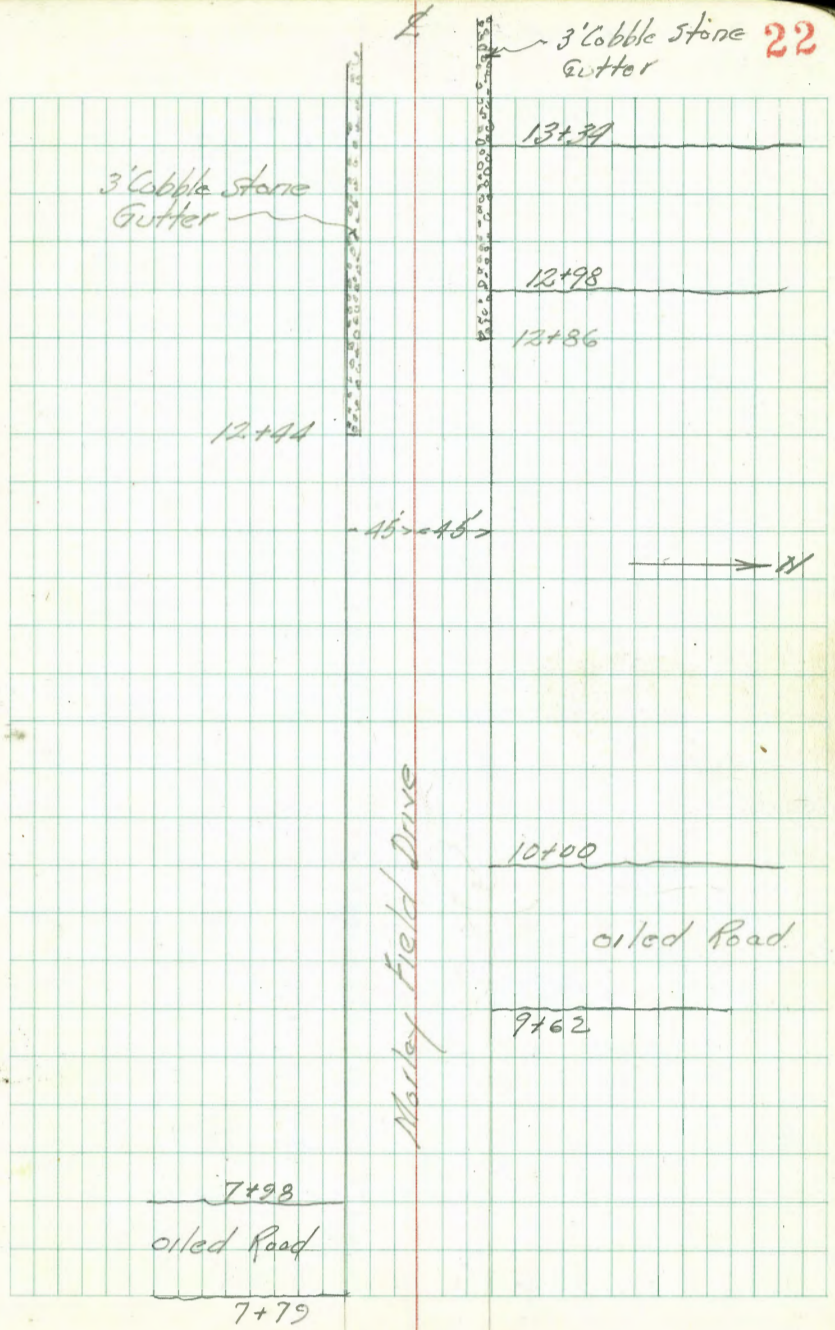




Marley Field Drive  
Cross Sections

Stations

24' wide 4"





Walker  
Handmade  
Becker  
1-15-48

# Murley Field Drive

Additional Elevations on Existing Paving

from Station 0+00 Sketch P-5

			$\frac{0.01}{261.56} = P10$
chk	Paving 1+56.2	45' RT	2.25 261.55

0+94.8

0+70

0+50

0+30

0+14

0+00

10.99 263.80

253.71

Lt.

\$

Rt.

24

257.8 6.0 12	257.8 6.0 5	256.4 7.4 3	256.00 7.8	257.8 6.0 3	258.13 5.67 12	257.66 6.14 31
					Edge Pav.	Hedge Pav.
256.8 7.0 12	256.7 7.1 10	255.2 8.6 6	256.4 7.4 2	256.5 7.3 1.4 Pav.	256.66 7.15 12 Pav.	256.39 7.43 2.5 Hedge Pav.
254.7 9.1 12	254.6 9.2 7	255.50 8.70 2 Edge Pav.	255.58 8.22 Pav.	255.76 8.04 12 Pav.	255.51 8.29 20.7 Hedge Pav.	
253.9 9.9 12	254.59 9.21 4.8 Edge Pav.	254.75 9.06 Pav.	254.86 8.94 12 Pav.	254.64 9.14 16.2 Hedge Pav.		
253.2 10.6 12	253.67 10.13 8.4 Edge Pav.	254.09 9.71 Pav.	254.04 9.76 12 Edge Pav.			
	253.44 10.69 12 Pav.	253.79 10.09 9.0 Edge Pav.	253.48 10.12 9.0 Edge Pav.	253.7 10.1 12		
			263.80 3			

B.M. Nail in Paving 0+00 Page 8

Morley Field Drive  
Additional Elevations at

17+02 = Approx West edge Pav. at E.

16+98 = Approx West edge Pav. at 12' Rt of E.

16+88

16+75

16+69 Int Pav. on E.

16+64

5.48 264.86

259.38

Lt

E

Rt.

25

254.08	254.96	255.88	256.0
10.78	9.90	8.98	8.8
24	12	Pav.	12
Pav.	Pav.		

254.68	255.39	256.26	256.86
10.18	9.47	8.60	7.98
24	12	Pav.	12
Pav.	Pav.		Pav.

255.65	256.59	257.17	257.64	258.07
9.21	8.27	7.69	7.22	6.79
24	12	Pav.	12	24
Pav.	Pav.		Pav.	Pav.

257.24	257.75	258.30	258.66	259.07
7.62	7.11	6.56	6.20	5.84
24	12	Pav.	12	24
Pav.	Edge Pav.		Pav.	Pav.

257.86	258.27	258.76	259.11	259.34
7.00	6.59	6.10	5.75	5.50
24	12	Pav.	12	24
Pav.	Pav.		Pav.	Pav.

258.42	258.65	259.07	259.37	259.55
6.44	6.21	5.79	5.49	5.31
24	12	264.86	12	24
Pav.	Pav.		Edge Pav.	Pav.

B.M. Top of Point "A" P-30

Morley Field Drive  
Cont. from P. 25

17 to 8 = Int. West edge Pav. 12' Lt of  $\frac{1}{2}$

264.86

Lt.

L

Rt.

26

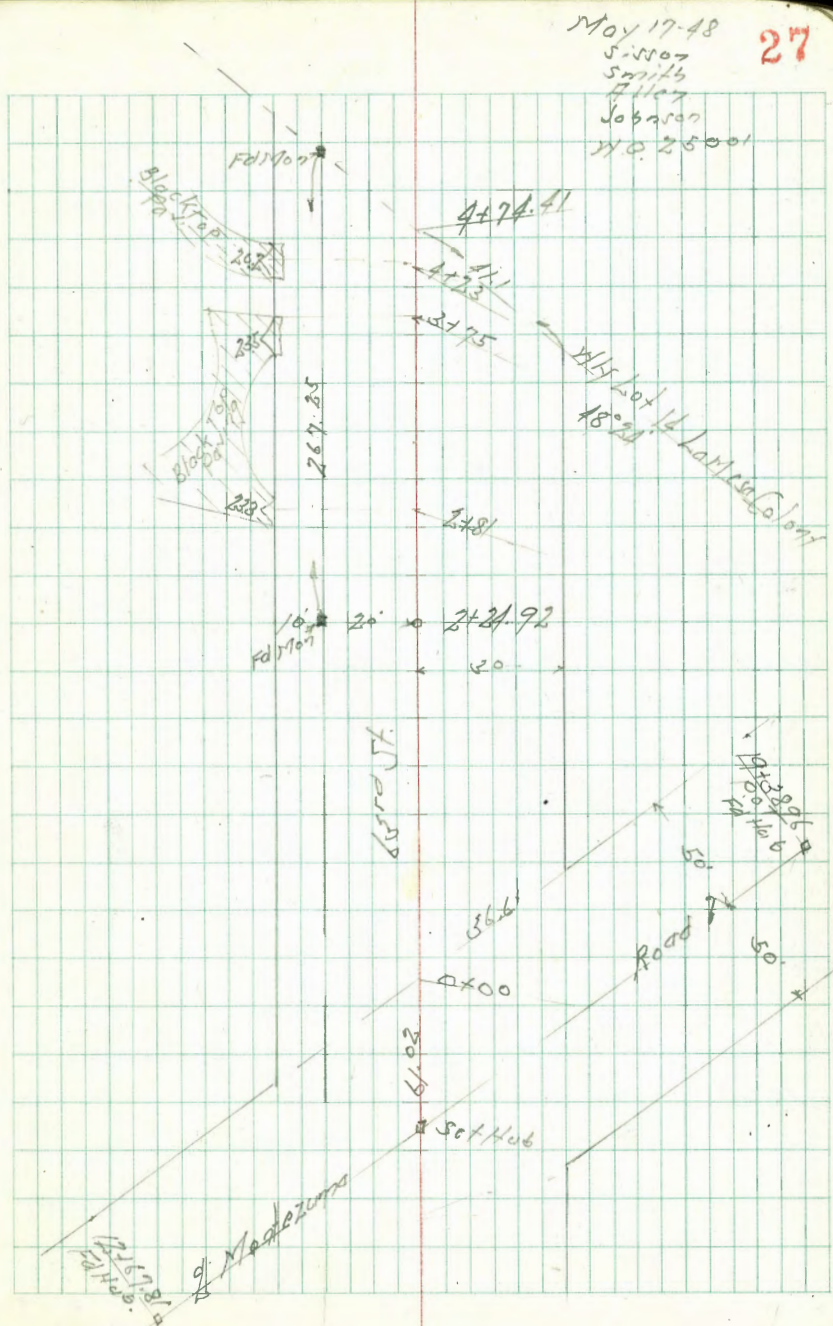
253.54	254.54	255.3	255.2
11.32	10.32	9.6	9.6
24	12		12
Pav.	Pav.		

264.86

Cross Section 63rd St. Montezuma Road  
 North East to End  
 Level next page.

INDEXED

MAY 18 1948









BM

1.47

457.64

Top Fire Hyd  
16.591  
#154

4+74.41 = W4 Lot 14 Lathrop Colony Taken on Diag.

+51 16.591 of 2 = 2 Fire Hyd.

4+50

4+23

4+0

3+75

462.11

5.80  
0.00  
455.13

6.6  
11.1  
455.16

6.7  
26.7  
455.14

6  
90  
455.13

6.7  
26.7  
455.14

6.8  
11.1  
455.13

6.6  
0.0  
455.13

6.0  
0.0  
455.90

6.0  
0.0  
455.7

6.0  
0.0  
455.6

6  
6  
455.6

6.0  
0.0  
455.9

6.0  
0.0  
455.6

6.0  
0.0  
455.3

6.0  
0.0  
455.90

6.0  
0.0  
455.98

6.0  
0.0  
455.9

6  
6  
456.0

6.0  
0.0  
455.6

6.0  
0.0  
455.5

6.0  
0.0  
455.6

6.0  
0.0  
455.8

6.0  
0.0  
456.1

6.0  
0.0  
455.9

6  
6  
456.0

6.0  
0.0  
455.6

6.0  
0.0  
455.5

6.0  
0.0  
455.6

5.7  
0.0  
456.35

5.9  
0.0  
456.13

6.0  
0.0  
455.9

6  
6  
456.0

6.0  
0.0  
455.6

6.0  
0.0  
455.5

6.0  
0.0  
455.6

Top Fire Hyd  
16.591  
#154  
462.11



X- Sect. Quince - from Fairmount  
to Highland to Se - 40' st. - for Grade  
Est. only. Very heavy Brush & Canyons

## INDEXED

0+32 - 20' ht = edge AC Pave

0+18.7 = ~~t~~ at edge of AC Pave

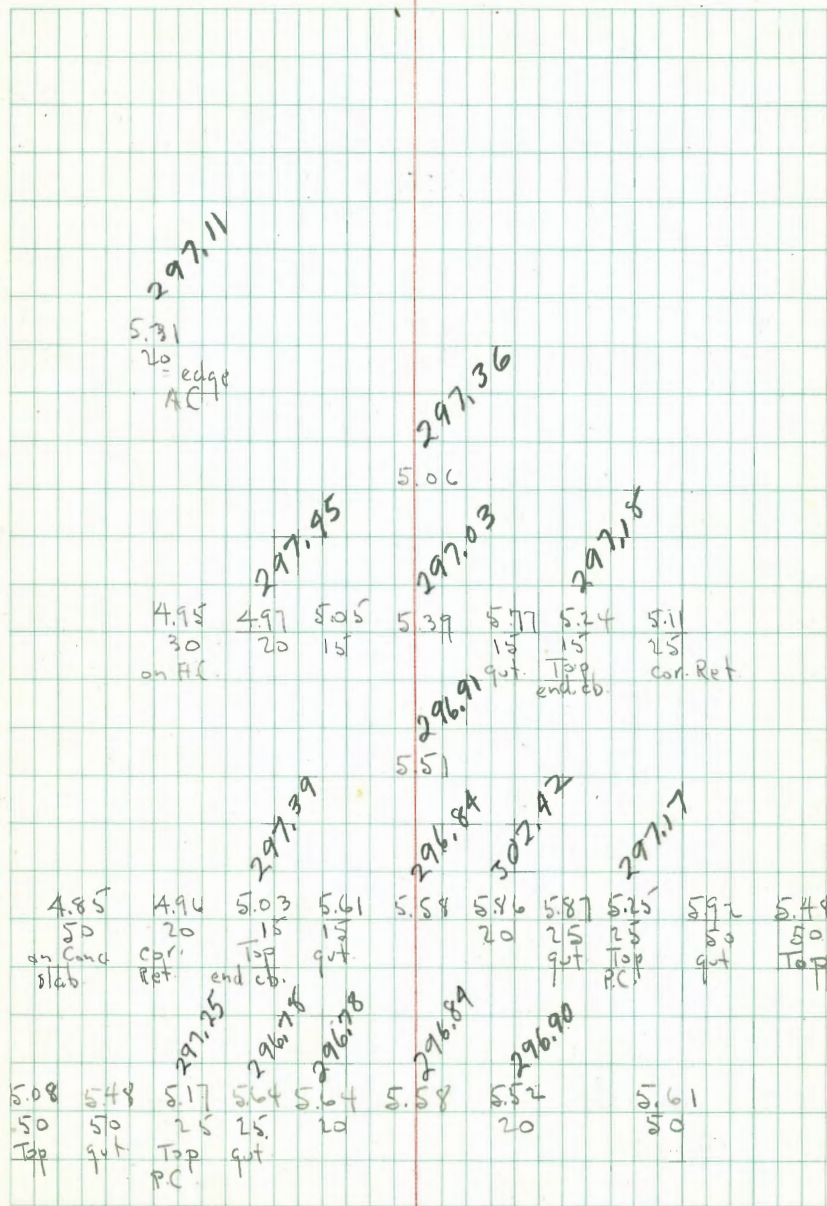
0+09.5 = end of Ret on Rt = on AC Pave

0+04.5 = t at edge of Conc Pave

0+00 = E.L. Fairmount to N. = E. cb to S.

0-10 = E. cb. Fairmount to N.

B.M. 5.23 302.42 297.19 S.E. Quince  
+ Fairmount



302.42

T.P. 0.20 260.69 13.27 260.49

2+50

T.P. 0.11 273.76 13.20 273.65

2+00

be noted as Plus or Minus from  $\text{\textcircled{E}}$  elev.

Start of Canyon + Heavy Brush all outs will

T.P. 0.08 286.85 11.30 286.77

1+82 - 14' Rt. =  $\text{\textcircled{E}}$  P. Pole - # P. 4375

1+50

1+29 - 13.4 Rt. =  $\text{\textcircled{E}}$  P. Pole - # J.P. 4367

Not used now.

1+20 - 50' Lt. =  $\text{\textcircled{E}}$  old Doub Grav. - Conc floor.

1+05

0+90

T.P. 1.31 298.07 5.66 296.76

0+55 - 15' Rt. =  $\text{\textcircled{E}}$  P. Pole # P-4357

0+50

302.42

Lt

$\text{\textcircled{E}}$

Rt

33

		260.69		
		261.9		
		272.26		
-6.0	-3.7	5.9	+4.4	+6.5
30	20		20	30

		273.76		
		279.2		
		291.0		
		297.8		
-4.7	-2.9	7.6	+2.8	+3.4
30	20		20	30

example

		286.85		
		286.1		
		287.6		
15.8	14.8	12.0	10.5	10.1
30	20		20	30

13.65  
50  
floor.  
Grav.

		288.9		
		290.5		
		291.9		
9.2	7.6	6.2		
20		20		

		296.0		
		296.1		
		296.3		
8.7	2.1	2.0	1.8	2.8
30	20		20	30

		297.1		
		298.07		
		297.1		
		297.8		
5.3		5.3	4.6	
20			20	

302.42

T.P. 1.46 267.33 5.45 265.87

5+50

5+10

4+80

T.P. 5.45 271.32 6.18 265.87 Mon. 5+41.30

4+62-8' Rt = L P. pole # P-

T.P. 12.77 272.05 1.41 259.28

4+50

4+00

3+50

3+00

Lt.

270.1 # 266.8 258.5 Rt  
+3.9 30 +3.3 20 4.5 -8.3 20 -18.8 40

270.5 264.8 257.A  
+8.1 30 +5.7 20 6.5 -7.4 20 -15.3 40

268.A 261.0 252.A  
+11.1 40 +7.A 20 10.3 -8.6 20 -18.5 40

271.32

256.6 247.1 249.A  
+15.4 30 +9.5 20 13.6 -2.7 20 -3.0 40

251.9 248.5 252.7  
+11.4 40 +3.4 20 -1.8 8 12.2 +4.2 20 +9.6 40

253.3 252.09 257.5  
+8.2 40 +1.2 20 -2.8 7 8.6 +5.4 20 +9.6 30

253.1 258.6 264.5  
-1.4 40 -5.5 20 2.1 +5.9 20 +12.9 40

260.69

7+81.30 = E.L. Highland to South = end

7+40  
T.P. 13.0 254.33 0.0 241.33

7+10

6+90 = Wash

6+75  
00 241.33 13.00 241.33  
T.P. 0.0 254.33 13.00 254.33

6+35

6+15

5+75

Lt.

35

+2.9 40	+1.8 20	6.2	-0.5 20	-0.7 40
-1.5 35	-0.7 20	5.6	-0.9 20	+2.1 40
-0.4 40	-0.2 20	5.8	-0.1 20	+1.2 40
+2.0 40	+1.2 20	8.2	-1.1 20	-1.7 40
+8.0 40	+3.3 20	8.4	+2.5 20	+1.1 40
-0.8 30	-0.6 20	12.9	-2.7 20	-8.5 40
+2.0 30	+1.7 20	8.2	-3.4 20	-8.5 35
+4.3 30	+2.7 20	2.3	-7.3 20	-14.5 35

241.33

267.33

249.9  
248.1  
248.0  
248.7  
247.8  
235.3  
235.5  
235.9  
234.3  
233.1  
232.0  
236.2  
232.9  
235.4  
253.8  
254.9  
251.7  
260.8  
259.1  
255.7  
267.7  
265.0  
257.7

= starting B.M.		555	297.16	= 297.19
10.95	202.71	0.47	291.76	
13.20	292.23	0.06	279.03	
13.22	279.09		265.87	<u>Mon.</u>
Adjusted Elev.		=	265.88	

X-Section San Rafael Place - For Paving  
From Ocean Front Walk to Mission Blvd.

# 269

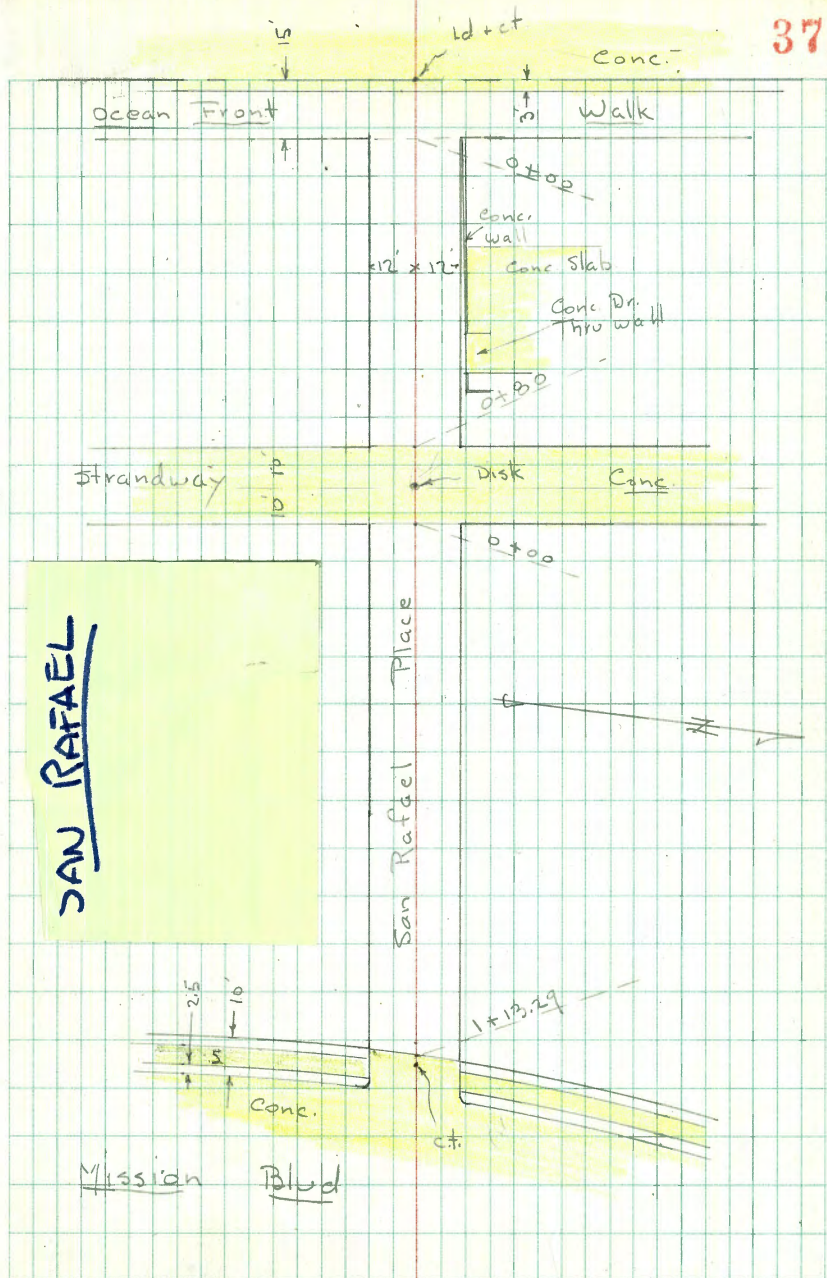
W.O. 31564

12-3-48

Profile #2899

Osborne  
Hardin  
Deckel  
Hatch

INDEXED  
WIK  
DEC 6 1948





X-Section San Rafael Place

0+70

0+65 - 13.1 Ht. = end of wall

0+61 - 13' Ht. = Ely. of Dr.

5.24  
6.01  
13.1  
Top of  
Conc. footing

Drive on Lt. - to Gar. slab. (no Gar.)

0+51 - Ely of 3 Car Gar. on Rt. + Wly. of Conc.

0+28 - Wly. of 3 Car Gar. on Rt. - Oil apron + floor

0+25

0+00 = E.L. of Ocean Front Walk

Lamp.

0-12 - 12' Rt. = NW. Cor. of 22 x 24' Conc. base for

0-12 = edge of Conc. Walk - 12' Ht. = Req. 6" Conc. wall

B.P. in Sea Wall  
San Rafael

4.14

11.25

7.11

Lt.

±

Rt.

38

9.81. 1.38 13.1 Top of Wall	6.35. 4.9 13.1 ground	6.45. 4.8 12	6.25. 5.0	6.25. 5.0 12	6.45. 4.8 18	Reduced 12-7-48 C. Lawrence	
6.54. 4.71 20 Slab.	6.25. 5.00 12.9 edge of Dr.	6.15. 5.1 12	5.85. 5.4	5.75. 5.5 10	6.03. 5.22 12 edge of oil	5.83. 5.42 21 = floor	
				5.65. 5.60 12.5 edge of oil apron	5.56. 5.69 20.8 floor.		
	4.85. 6.40 12.5 Top of Conc. Footing = base of wall	5.75. 5.5 12.5 Dirt along wall	5.35. 5.9	5.45. 5.9 12			
	4.85. 6.4 12 along wall	4.95. 6.3		5.15. 6.1 12			
	7.65. 3.60 12 Top of wall	4.69. 6.56 12 walk	4.72. 6.53		4.74. 6.51 12 = walk and Conc. base for lamp.		
			11.25				



= End.

1+23.29 = W. cb. line = Sect. along Curve of cb.

1+15.2 = 12' Lt. = Cor. of Conc. Pavc

= edge of Conc. pavc

1+13.29 = W.L. Mission Blvd. + San Rafael

1+11.6 = 12.2 Rt = end of wall

1+11.4 = 11.9 Rt = Cor. of Conc. Pavc + end of Ret.

T.P. 5.35 5.58 11.02 0.23

0+90

0+88 = 12.4 Rt = Beg. 9" Conc. wall

0+88 = 11.2 Rt = end Conc. apron + Dr.

0+77 = 11.3 Rt = Beg. Conc. apron to Sing. Gar. (way back)

0+77 = 11.3 Rt = end of Conc. wall

0+64 = 12.4 Rt = 2.5 Conc. walk

.09.	-59.	Lt.	-AA.	-A1.	-A5.	Rt.	-51.	40.
5.49	6.06	5.48	5.91	5.88	5.92	5.44	5.98	5.45
8.2	5.0	Top	12		12	Top	5.0	5.0
Top	gut	Ret.	gut.		gut.	Ret.	gut	Top

.19.	.14.
5.39	5.44
12	12
Top	gut
cb.	Cor. Pavc
= end of Ret	

11.  
5.47  
edge of Pavc

.65.  
10.6  
20

.75.  
10.5  
12

5.58  
.65.

.85.  
10.4  
12

.85.  
10.4  
12.4  
ground

.08.  
11.17  
12.4  
Bottom of Footing

3.39.  
7.86  
12.4  
Top wall

1.00.  
10.25  
11.2  
apron

1.37.  
9.89  
12 + Dr.

1.52.  
9.73  
22.2 = Dr.

1.90.  
9.35  
12.3  
Top wall

1.24.  
10.01  
11.3  
edge apron

1.40.  
9.85  
12  
a Dr.

2.39.  
8.86  
12.4

2.57.  
8.68  
17  
walk at Porch

11.25

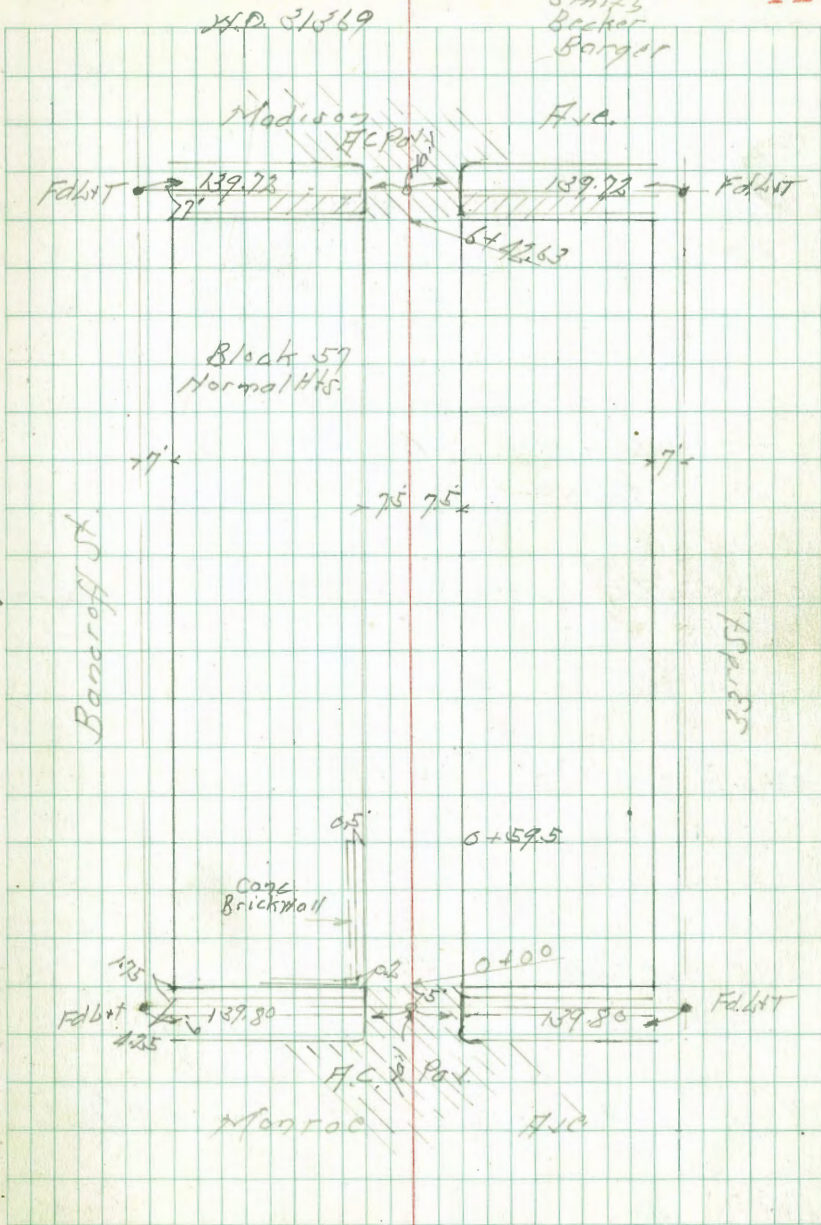
Cross Section Alley Block 57  
 Normal Hts. Monroe Ave. to Madison Ave.  
 Between Bancroft + 33rd St.  
 Levels next page

Also P. 63

INDEXED  
 WK.  
 JAN 20 1949

Jan. 19 - 49  
 Sisson  
 Smith  
 Becker  
 Barger

41





7P 527 387.72 427 382.45

2+0

+92.5 7.8 Lt of 1/2 = Sky Picket Fence

+48

+42 6.9 Lt of 1/2 = NY Picket Fence

+05 3.5 Lt of 1/2 = 10" Post Pole # P.H. 4511

+01 6.2 Lt of 1/2 = NY Shed + Sky Picket Fence

1+0

+91.5 6.5 Lt of 1/2 = NY Shed

+86

0+76

0+59.5

386.72

Lt

2

Rt

43

383.22  
2.6  
2.6

382.72  
2.5  
2.5

382.92  
2.8  
2.8

382.82  
2.5  
2.5

382.77  
2.5  
2.5

383.12  
14.8  
14.8

383.12  
2.6  
2.5

382.82  
2.9  
2.9

382.82  
2.9  
2.5

382.72  
2.0  
2.0

382.72  
2.5  
2.5

383.02  
2.7  
2.7

382.72  
2.5  
2.5

382.72  
2.0  
2.0

383.11  
2.4  
1.87

382.72  
2.8  
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383.12  
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383.12  
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383.08  
2.6  
2.6











Add. Shots along curbs of Monroe  
for Alley Blk 59 - Notes - P. 41-47  
w.o. 31369

5.47 385.31 379.84 Pipe - P 42

On W. side of Alley -

7' S. of S.L. Monroe = Brk	5.49	379.82	Top cb.
	5.98	379.33	gut - Pave
12' S. = ± 2' Rad Ret.	5.70	379.61	Top
	6.25	379.06	gut
5' W. of W.L. Alley along N. cb. Monroe	5.68	379.63	Top
	6.33	378.98	gut
10' W.	5.70	379.61	Top
	6.41	378.90	gut
15' W	5.74	379.57	T = Top
"	6.39	378.92	g. = gut
20' W.	5.79	379.52	T
"	6.48	378.83	g
N. cb. Monroe at E.L. Bancroft	6.20	379.11	T
	6.72	378.59	g

2-16-49

7.0

48

ON E. side of Alley

385.31

7' S. of S.L. Monroe = Brk.	5.77	379.54	T
	6.25	379.06	g
12' S. = ± 2' Rad Ret.	5.62	379.69	T
	6.21	379.10	g
5' E. of E.L. Alley along N. cb. Monroe	5.55	379.76	T
	6.20	379.11	g
10' E	5.36	379.95	T
"	6.04	379.25	g
15' E	5.31	380.00	T
"	6.01	379.30	g
20' E	5.27	380.04	T
"	5.98	379.33	g
70' E = Low spot	5.26	380.05	T
	6.03	379.28	g
N. cb. Monroe at W.L.	5.38	379.93	T
33rd	5.94	379.37	g

Add. Rods along S. cb. of Madison for Blk 57			
5.94	387.01	381.07	S.E. B.P. P. 47
On W. side of Alley			
6' N. of N.L. Madison = Brk	5.23	381.78	T
	5.55	381.46	q
12' N. = 2' Rad Ret.	5.37	381.64	T
	5.95	381.06	q
5' W. of W.L. Alley along S. cb. of Madison	5.40	381.67	T
	5.95	381.06	q
10' W	5.53	381.48	T
"	5.99	381.02	q
15' W	5.56	381.45	T
"	6.03	380.98	q
20' W.	5.53	381.48	T
"	6.06	380.95	q
50' W. = Low spot	5.82	381.19	T
	6.24	380.77	q
S. cb. Madison at E.L. Bancroft.	5.98	381.03	T
	6.54	380.47	q

on E. Side of Alley.			
		387.01	
6' N. of N.L. Madison = Brk	5.04	381.97	T
	5.40	381.61	q
12' N. = 2' Rad Ret.	5.24	381.77	T
	5.78	381.23	q
5' E. of E.L. Alley along S. cb. Madison	5.26	381.75	T
	5.80	381.21	q
10' E			T
" in Dr.	5.79	381.22	q
15' E	5.28	381.73	T
"	5.81	381.20	q
20' E	5.30	381.71	T
"	5.79	381.22	q
S. cb. Madison at W.L.	5.00	382.01	T
33' d	5.17	381.84	q

X Sec Alley B/K 59 Univ. Hts.  
May 3, 1949 WO# 31707

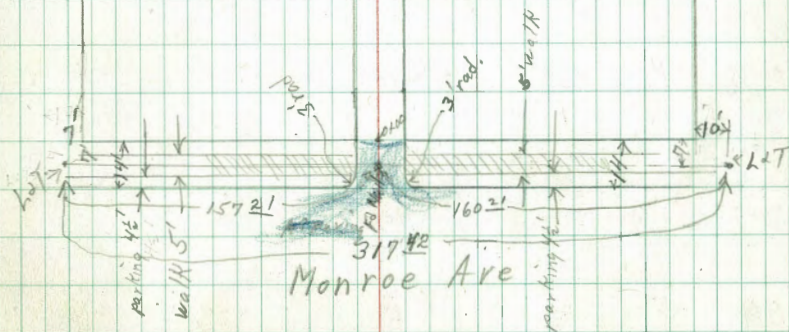
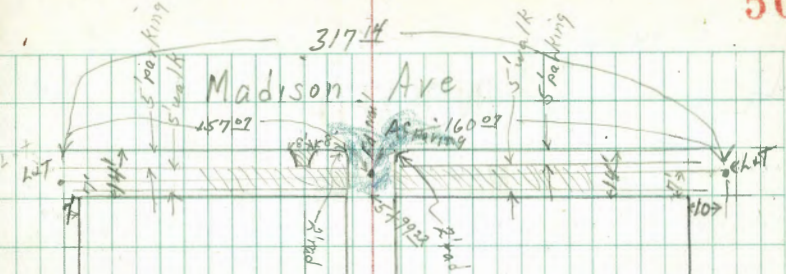
D. Smith  
W. Moore  
J. Clark

**INDEXED**  
WK  
MAY 4 1949

Note, the points on  
Ohio St. Madison +  
Monroe are 10' pts  
not 7' as shown on  
tie sheet #3/6  
Someone changed them  
when the returns were  
renewed.

Plotted T.P.S. 316-MCQ

50



■ AC parking  
▨ concrete



cont.

1760

1759 9<sup>3</sup> Lt & power pole # A 4521

1750<sup>S</sup> 9<sup>2</sup> Rt & tel pole # 208047H

1730

1706 10<sup>2</sup> Rt end of steel pole & wire fence

1700

0797 10' Lt NE cor Rear garage con apron & floor

0799 9<sup>2</sup> Lt SE cor Rear garage con apron & floor

T P 5<sup>22</sup> 389<sup>85</sup> 26<sup>8</sup> 383<sup>26</sup> 14<sup>0</sup> rock on E

075 9<sup>2</sup> Lt end 5' wire fence

0758<sup>S</sup> 9<sup>2</sup> Lt & Power Pole # A 4511

Lt

E

Rt

52

383.95.	383.95.	383.95.	383.95.	384.95.	384.95.
52	63	64	52	53	56
25	10	6		10	25

383.65.	383.65.	383.75.	384.05.	384.25.
62	63	64	58	58
25	10	6	10	25

383.95.	384.05.	384.05.	383.95.	384.15.	384.45.
64	58	58	52	52	52
20	10		7	10	14

384.02.

384.00.

583

14

149

149

149

149

583

14

149

149

149

149

149

389 85

383.73.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

383.84.

386 64

cont.

3+46<sup>5</sup> 12<sup>2</sup> Lt NE cor 4 car garage <sup>under const</sup> apte over it <sup>No apron as yet</sup> con floor

3+25 10<sup>3</sup> RT Begin 5' Board Fence

3+02 12<sup>1</sup> Lt SE cor 4 car garage <sup>under const</sup> apt over it <sup>No apron as yet</sup> con floor

3+00

2+98<sup>5</sup> 10<sup>0</sup> RT E tel pole # 2380T

2+68<sup>5</sup> 8<sup>0</sup> Lt 2 power pole # A 4543

2+50

2+49 9<sup>5</sup> Lt NE cor Rear garage con floor

2+30 9<sup>2</sup> Lt SE cor Rear garage con floor

2+30 9<sup>5</sup> Lt End 2' con walk running N+S

2+20 9<sup>3</sup> Lt Begin 2' con walk running N+S.

2+00

Lt

R

RT

385.25. 4.50 12 <sup>2</sup> Floor					
385.18. 4.62 12 <sup>1</sup> Floor	387.55	387.95	387.95	384.75	385.35
	5 <sup>3</sup> 25	4 <sup>2</sup> 10	4 <sup>2</sup> 10	5 <sup>1</sup> 10	4 <sup>5</sup> 25
	383.75	384.15	384.75	385.15	385.85
	6 <sup>4</sup> 25	5 <sup>2</sup> 10	5 <sup>4</sup> 10	4 <sup>2</sup> 10	4 <sup>5</sup> 25
389.95. 5.59 9 <sup>5</sup> Floor					
384.50. 5.82 9 <sup>2</sup> Floor					
384.75. 5.85 9 <sup>6</sup> walk	383.95	384.05	384.35	384.55*	384.05
	5 <sup>9</sup> 20	5 <sup>2</sup> 10	5 <sup>5</sup> 10	5 <sup>3</sup> 10	5 <sup>8</sup> 20
	389.85				

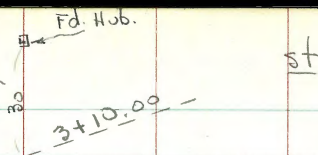








Mohawk



INDEXED

JUL 5 1949

20' Alley



st

Bldg.

A.C. Parking

store

0+00

10' Rad

5

EL Cajon

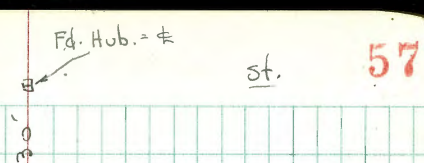
A.C. Pave

Bldg.

State Conc. Mon.



Saranac



st

20' Alley

0+00

30'

Mohawk

st

7-Sect. 71<sup>st</sup> from El Cajon to Saranac  
60 st. - Dirt-Graded.

# 3712

6-29-49

W.O. 25001

Osborne  
Hardin  
Hatch  
Shepard

480.59

Rods around Returns.

N.E. Ret. - 15.3 around - 3 parts - 5.1 each.

Beq. - S. end = E.L. 71<sup>st</sup>

5.87	474.72	T - Top
6.49	474.10	q - gut.
5.95	474.64	T
6.63	473.96	q
5.94	474.65	T
6.60	473.99	q
5.81	474.78	T
6.46	474.13	q

S.1 - End. of cb.

45 S. of N.L. El Cajon

B.M. 7.54 480.59

473.05 - S.W. B.P.  
71<sup>st</sup>  
El Cajon

58

N.W. Ret. - 19.6 around - 4 - 49 each

Beq. - N. end.  
0.3 S. of N.L.  
El Cajon

7.04	473.55	T	
7.67	472.92	q	
7.19	473.40	T	
7.80	472.79	q	
"	7.32	473.27	T
"	7.90	472.69	q
"	7.25	473.24	T
"	7.99	472.60	q
4.9 = PC. = W.L. 71 <sup>st</sup>	7.45	473.14	T
	8.07	472.52	q

480.59











Alley BIK. 57 Normal Hgts.  
Additional notes.

(See P. 41 for previous notes)

10-19-49  
W.O. 31367

Sammormeyer  
Roberts  
Allan  
Rotar,

4+75

INDEXED  
W.K.  
OCT 19 1949

4+50

4+00

T.P. 4.30 386.59 4.08 382.29

3+50

1+60

1+00

0+00: Nly. line Monroe

B.M. SE.R.P. 6.08 386.37 — 380.29

Monroe  
+ 331.51

63

$\frac{30}{30} \overline{) 382.9}$

$\frac{25}{25} \overline{) 382.8}$

$\frac{30}{30} \overline{) 385.0}$

$\frac{25}{25} \overline{) 382.5}$

$\frac{40}{40} \overline{) 382.5}$

$\frac{25}{25} \overline{) 382.3}$

$\frac{25}{25} \overline{) 382.3}$

$\frac{45}{45} \overline{) 382.2}$

$\frac{50}{50} \overline{) 382.2}$

386.59

$\frac{30}{30} \overline{) 382.6}$

$\frac{50}{50} \overline{) 382.1}$

$\frac{50}{50} \overline{) 382.5}$

$\frac{30}{30} \overline{) 382.6}$

$\frac{25}{25} \overline{) 382.3}$

$\frac{50}{50} \overline{) 382.1}$

$\frac{30}{30} \overline{) 383.0}$

$\frac{50}{50} \overline{) 382.9}$

$\frac{25}{25} \overline{) 382.7}$

$\frac{50}{50} \overline{) 382.5}$

386.37

S.E.B.A. Madison  
& Banault.

5.5A 381.05 (381.07)

6+05

5+90

5+70

5+45

5+00

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.4 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.3 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.3 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.8 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 382.9 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 382.8 \end{array}$$

145401

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 382.9 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.0 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.6 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 384.0 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 384.2 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 384.2 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.5 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.2 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 384.4 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.7 \end{array}$$

$$\begin{array}{r} 3.0 \\ 25 \\ \hline 383.3 \end{array}$$

386.59

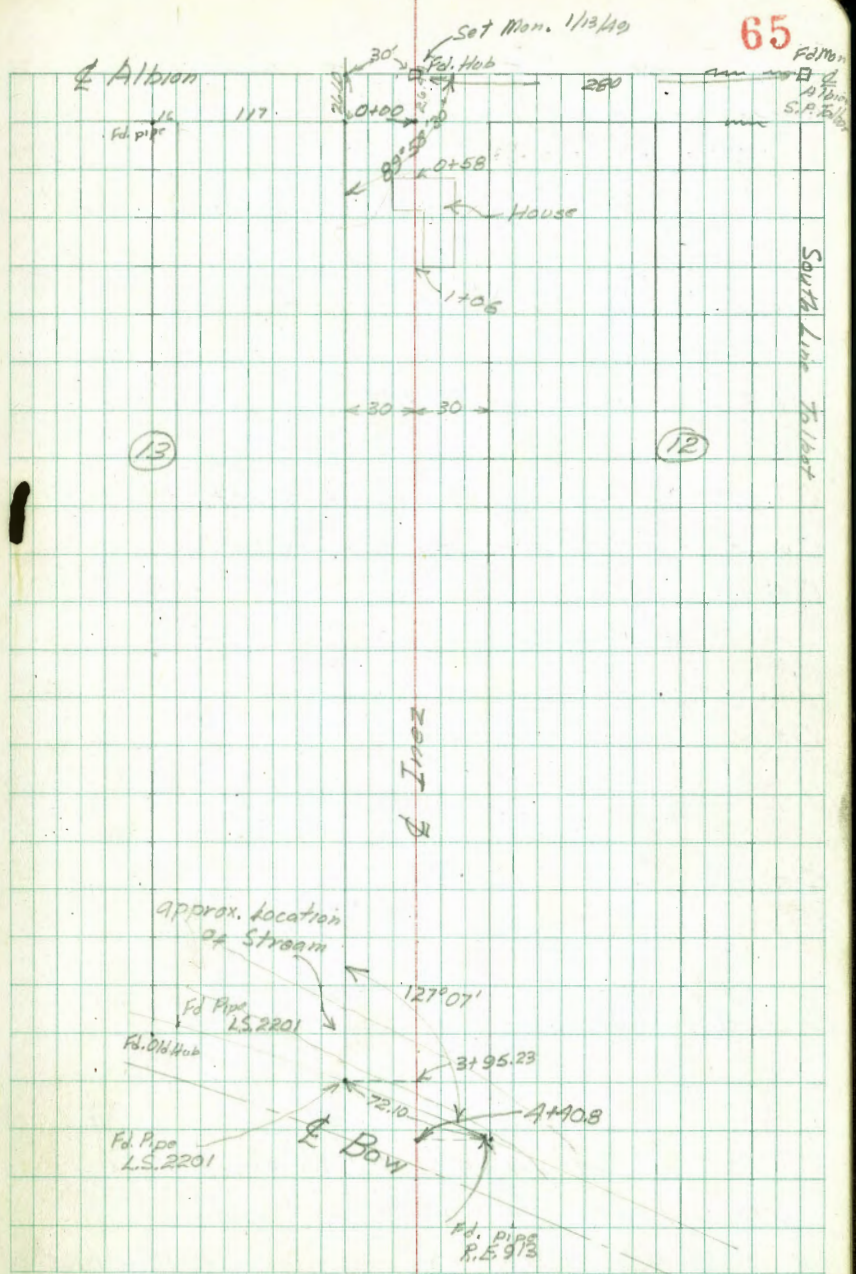
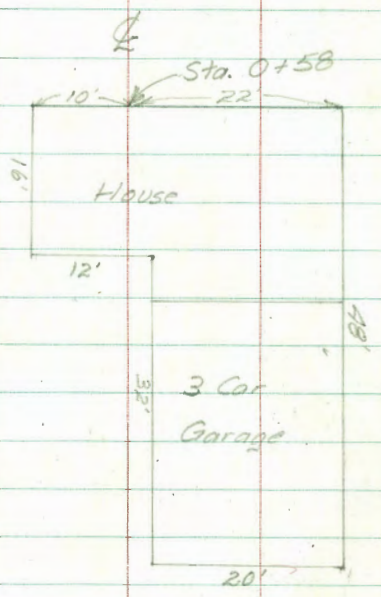
Inez St. - Cross Sections  
 Albion St. to Bow Ave.

E.F. Gregory  
 G. Pope  
 R. Sission

**INDEXED**  
 NK  
 JAN 16 1950

Notes taken  
 1/12/49  
 W.D. 25020.

Location of House in Street



NOTE: These Pipes on Bow are subject to change  
 Bow Ave. under construction.



Inez St. - Cross Sections

1+81

1+65

T.P. 2.01 227.88 12.20 225.87

1+45

1+33

1+23 1.5' Pepper Tree 19' Lt

1+20 - 26' Rt. Power Pole #3521

1+07

1+06 End House in Street - See Pg. 65

1+05 1' Acacia Tree 28' Lt

on pipe 1400

T.P. 0.18 238.07 5.54 237.89

0+58 Begin House in Street - See Pg. 65

0+50

243.43

	Lt	+	+	+	Rt	
	6.5 40	7.5 30	10.5 20	15.3 30	17.1 40	
House ←	0.0 30	1.5 20	5.4 20	11.2 30	12.6 40	
	7.5 30	7.5 20	11.3 30	14.0 40		
House ←	5.9 30	4.7 20	4.3 20	5.7 30	10.7 40	
	5.2 45	4.4 30	2.8 20	1.7 30	2.7 40	
House ←	8.3 30	6.0 20	4.5 27	4.8 30	4.6 40	2.3 45

243.43

Inez St. - Cross Sections

3+03 - 270 Rt Power Pole #3561

T.P. 5.57 186.51 12.47 180.94

2+82

2+57

T.P. 0.74 193.41 12.46 192.67

2+35

T.P. 0.81 205.13 12.26 204.32

2+25

2+12

2+00

T.P. 1.25 216.58 12.55 215.33

227.88

Lt.

¢

Rt.

68

1.8 40	4.0 30	5.4 25	9.2 186.51 2	11.0 30	11.0 40
0.0 40	1.9 30	3.5 9	3.5 189.2	5.2 15	5.0 30
3.5 40	4.2 30	9.4 193.41 2	9.3 15	6.0 30	6.1 40
10.8 40	12.3 30	18.0 205.13 2	15.4 17	13.3 30	13.5 40
7.0 40	9.3 30	12.6 204.9	10.8 20	10.7 30	12.1 40
5.5 40	5.5 30	6.8 209.4	7.3 15	7.9 30	8.9 40
			216.58 2		





Inez St. - Cross Sections

Lt.

±

Rt.

70

			2.67	216.09 Ck Pg. 66
				216.09
T.P.	7.14	218.76	1.76	211.62
T.P.	12.31	213.38	0.04	201.07
T.P.	12.98	201.11	0.02	188.13
T.P.	13.12	188.15	0.32	175.03

A+40.8 Rt Δs to Prop. Line on Lt.

51.70	149.2	159.1	159.1	142.2	162.9	63	170.2	170.2	171.4
70	CA	53	43	39	30	63	5.2	4.7	4.1
	on	in	in	on	on		30	40	30
	bank	stream	stream	bank					

A+24

50.70	149.2	159.1	160.2	147.1	149.1	63	171.0	171.0	171.4
70	60	48	30	30	6.3	6.3	4.4	3.9	5
	on	in	in	on	on		30	40	
	bank	stream	stream	bank	bank				

175.35

175.35

D. Smith  
R. Shepherd  
Nick  
W. Oltman

0700 • 7X7  
SE cor Myrtle Alabama  
F&H T  
NE cor Uvas - Alabama  
7X7

8-1-51  
71  
Topog for Bicycle Track  
Morley Field

INDY

AUG 2 1951

2462 Northedge Park road

942  
4100  
POT

area grided

10150  
ent rim

Lt = East

Base Lin  
Elev.

Rt = West

72

6425  $\begin{matrix} 363.4 \\ + 8^2 \\ 121 \\ \hline 3545 \end{matrix}$   $\begin{matrix} 361.4 \\ + 6^2 \\ 85 \\ \hline 3577 \end{matrix}$   $\begin{matrix} 357.7 \\ + 3^2 \\ 38 \\ \hline 3545 \end{matrix}$   
 BEGIN GROVE  
OF EL. TREES

6400  $\begin{matrix} 364.8 \\ + 9^2 \\ 139 \\ \hline 3550 \end{matrix}$   $\begin{matrix} 362.7 \\ + 7^2 \\ 102 \\ \hline 3550 \end{matrix}$   $\begin{matrix} 358.5 \\ + 3^2 \\ 45 \\ \hline 3550 \end{matrix}$

5475  $\begin{matrix} 365.9 \\ + 10^2 \\ 129 \\ \hline 3557 \end{matrix}$   $\begin{matrix} 362.6 \\ + 6^2 \\ 90 \\ \hline 3557 \end{matrix}$   $\begin{matrix} 356.7 \\ + 3^2 \\ 41 \\ \hline 3557 \end{matrix}$   
 EDGE OF  
ROAD BERM

5450  $\begin{matrix} 366.8 \\ + 9^2 \\ 103 \\ \hline 3554 \end{matrix}$   $\begin{matrix} 362.9 \\ + 7^2 \\ 95 \\ \hline 3554 \end{matrix}$   $\begin{matrix} 360.4 \\ + 5^2 \\ 60 \\ \hline 3554 \end{matrix}$   $\begin{matrix} 357.4 \\ + 2^2 \\ 24 \\ \hline 3554 \end{matrix}$   
 EDGE OF  
ROAD BERM

5425  $\begin{matrix} 367.7 \\ + 9^2 \\ 77 \\ \hline 3548 \end{matrix}$   $\begin{matrix} 364.7 \\ + 6^2 \\ 68 \\ \hline 3548 \end{matrix}$   $\begin{matrix} 358.4 \\ + 3^2 \\ 35 \\ \hline 3548 \end{matrix}$   
 EDGE OF  
ROAD BERM

5400  $\begin{matrix} 367 \\ + 8^2 \\ 57 \\ \hline 3542 \end{matrix}$   $\begin{matrix} 364.6 \\ + 5^2 \\ 47 \\ \hline 3542 \end{matrix}$   $\begin{matrix} 357.5 \\ + 3^2 \\ 30 \\ \hline 3542 \end{matrix}$   $\begin{matrix} 355.7 \\ + 1^2 \\ 11 \\ \hline 3542 \end{matrix}$   
 EDGE OF  
ROAD BERM

4475  $\begin{matrix} 369.7 \\ + 9^2 \\ 40 \\ \hline 3522 \end{matrix}$   $\begin{matrix} 367 \\ + 5^2 \\ 26 \\ \hline 3522 \end{matrix}$   $\begin{matrix} 364 \\ + 4^2 \\ 19 \\ \hline 3522 \end{matrix}$   
 EDGE OF  
ROAD BERM

4450  $\begin{matrix} 360.7 \\ + 8^2 \\ 26 \\ \hline 3595 \end{matrix}$   $\begin{matrix} 355.2 \\ + 3^2 \\ 12 \\ \hline 3595 \end{matrix}$   
 EDGE OF  
ROAD BERM

BM

3595

N.W. B.P.

4450

4450

357.5  $\begin{matrix} - 2^2 \\ 27 \\ \hline 3577 \end{matrix}$   $\begin{matrix} 347.7 \\ - 7^2 \\ 78 \\ \hline 3577 \end{matrix}$   $\begin{matrix} 347.1 \\ - 12^2 \\ 145 \\ \hline 3577 \end{matrix}$   $\begin{matrix} 337.9 \\ - 16^2 \\ 280 \\ \hline 3577 \end{matrix}$   $\begin{matrix} 332.7 \\ - 21^2 \\ 254 \\ \hline 3577 \end{matrix}$

352  $\begin{matrix} - 3^2 \\ 33 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 349.1 \\ - 5^2 \\ 65 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 344.4 \\ - 10^2 \\ 113 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 339.8 \\ - 15^2 \\ 167 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 330.2 \\ - 24^2 \\ 250 \\ \hline 3520 \end{matrix}$

352.2  $\begin{matrix} - 3^2 \\ 34 \\ \hline 3522 \end{matrix}$   $\begin{matrix} 342.6 \\ - 12^2 \\ 108 \\ \hline 3522 \end{matrix}$   $\begin{matrix} 332.2 \\ - 27^2 \\ 242 \\ \hline 3522 \end{matrix}$

352.0  $\begin{matrix} - 3^2 \\ 35 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 348.7 \\ - 6^2 \\ 64 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 345.9 \\ - 19^2 \\ 148 \\ \hline 3520 \end{matrix}$   $\begin{matrix} 317.8 \\ - 37^2 \\ 269 \\ \hline 3520 \end{matrix}$

353.2  $\begin{matrix} - 1^2 \\ 17 \\ \hline 3532 \end{matrix}$   $\begin{matrix} 347.4 \\ - 7^2 \\ 61 \\ \hline 3532 \end{matrix}$   $\begin{matrix} 340.1 \\ - 14^2 \\ 111 \\ \hline 3532 \end{matrix}$   $\begin{matrix} 336.0 \\ - 18^2 \\ 137 \\ \hline 3532 \end{matrix}$   $\begin{matrix} 320.7 \\ - 34^2 \\ 207 \\ \hline 3532 \end{matrix}$

352.1  $\begin{matrix} - 2^2 \\ 10 \\ \hline 3521 \end{matrix}$   $\begin{matrix} 346.6 \\ - 8^2 \\ 58 \\ \hline 3521 \end{matrix}$   $\begin{matrix} 342.6 \\ - 11^2 \\ 86 \\ \hline 3521 \end{matrix}$   $\begin{matrix} 339.9 \\ - 14^2 \\ 102 \\ \hline 3521 \end{matrix}$   $\begin{matrix} 330.3 \\ - 23^2 \\ 130 \\ \hline 3521 \end{matrix}$

349.7  $\begin{matrix} - 7^2 \\ 46 \\ \hline 3497 \end{matrix}$   $\begin{matrix} 336.8 \\ - 20^2 \\ 88 \\ \hline 3497 \end{matrix}$   $\begin{matrix} 336 \\ - 26^2 \\ 137 \\ \hline 3497 \end{matrix}$   $\begin{matrix} 326.5 \\ - 25^2 \\ 179 \\ \hline 3497 \end{matrix}$   $\begin{matrix} 326.4 \\ - 26^2 \\ 199 \\ \hline 3497 \end{matrix}$   $\begin{matrix} 320.4 \\ - 32^2 \\ 215 \\ \hline 3497 \end{matrix}$   
 EDGE OF  
ROAD

340.3  $\begin{matrix} - 4^2 \\ 22 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 344.1 \\ - 6^2 \\ 35 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 339.8 \\ - 12^2 \\ 49 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 328.4 \\ - 23^2 \\ 63 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 335.4 \\ - 16^2 \\ 100 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 334.9 \\ - 17^2 \\ 142 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 228.8 \\ - 23^2 \\ 155 \\ \hline 3403 \end{matrix}$   $\begin{matrix} 228.1 \\ - 23^2 \\ 169 \\ \hline 3403 \end{matrix}$   
 EDGE OF  
ROAD

8750

Base L<sub>1</sub>  
Elev

354.9	351.3	354	350.8	
+11 <sup>1</sup>	+8 <sup>6</sup>	+5 <sup>3</sup>	+2 <sup>1</sup>	348 <sup>2</sup>
161	109	70	30	

8725

359.5	356.9	354.2	352.5	
+10 <sup>3</sup>	+7 <sup>7</sup>	+5 <sup>0</sup>	+3 <sup>3</sup>	349 <sup>3</sup>
133	90	62	40	

8700

359.8	355.2	353.2	
+10 <sup>0</sup>	+5 <sup>4</sup>	+3 <sup>4</sup>	349 <sup>3</sup>
126	66	42	

7775

360.9	357.9	355.1	35 <sup>7</sup>	
+11 <sup>1</sup>	+8 <sup>1</sup>	+5 <sup>3</sup>	+2 <sup>2</sup>	349 <sup>3</sup>
131	92	57	22	

BEGIN GROVE  
OF TREES

7750

360.5	351.1	353.7	
+10 <sup>2</sup>	+6 <sup>8</sup>	+3 <sup>0</sup>	350 <sup>3</sup>
114	71	28	

BEGIN GROVE  
OF TREES.

7725

361.1	357.5	356	
+9 <sup>7</sup>	+6 <sup>1</sup>	+4 <sup>6</sup>	351 <sup>4</sup>
111	73	49	

BEGIN GROVE  
OF TREES

7700

361.1	358.5	356.7	
+8 <sup>2</sup>	+6 <sup>0</sup>	+2 <sup>8</sup>	352 <sup>5</sup>
113	75	30	

BEGIN GROVE  
OF TREES

6775

362	360.7	356.7	
+8 <sup>3</sup>	+5 <sup>6</sup>	+2 <sup>6</sup>	353 <sup>2</sup>
111	77	33	

BEGIN GROVE  
OF TREES

6750

362.3	359.7	357.1	
+7 <sup>8</sup>	+4 <sup>8</sup>	+2 <sup>6</sup>	354 <sup>5</sup>
109	69	35	

BEGIN GROVE  
OF TREES

pt = West

345.8	343.4	339.5	338.3	337.3	334.9	
-2 <sup>9</sup>	-5 <sup>3</sup>	-9 <sup>2</sup>	-10 <sup>4</sup>	-11 <sup>4</sup>	-13 <sup>8</sup>	✓
33	81	119	175	217	265	

73

345.7	343.2	339.3	335.4	334.6	333.0	✓
-3 <sup>5</sup>	-6 <sup>2</sup>	-9 <sup>2</sup>	-13 <sup>8</sup>	-14 <sup>6</sup>	-16 <sup>2</sup>	
40	73	106	176	226	271	

346	340.4	335.6	330.8	329.7	
-3 <sup>8</sup>	-9 <sup>4</sup>	-14 <sup>2</sup>	-19 <sup>2</sup>	-20 <sup>1</sup>	✓
36	94	126	181	249	

346.4	341.7	336.0	328.9	326.8	
-3 <sup>4</sup>	-8 <sup>1</sup>	-13 <sup>8</sup>	-20 <sup>9</sup>	-28 <sup>0</sup>	✓
36	81	125	181	210	

345.1	340.3	335.7	327.9	312.9	
-5 <sup>2</sup>	-10 <sup>2</sup>	-14 <sup>6</sup>	-22 <sup>4</sup>	-37 <sup>4</sup>	✓
58	101	146	200	225	

346.4	342.4	338.8	331.3	
-5 <sup>2</sup>	-9 <sup>2</sup>	-12 <sup>6</sup>	-20 <sup>1</sup>	✓
51	94	146	208	

344	345.5	339.1	333.3	
-3 <sup>5</sup>	-7 <sup>0</sup>	-13 <sup>4</sup>	-19 <sup>2</sup>	✓
41	78	144	216	

340.7	346.6	342.5	338.7	333.7	
-3 <sup>5</sup>	-7 <sup>4</sup>	-11 <sup>2</sup>	-15 <sup>2</sup>	-20 <sup>2</sup>	✓
36	78	122	181	258	

350.7	346.5	342.1	339.0	337.7	
-3 <sup>8</sup>	-8 <sup>2</sup>	-12 <sup>4</sup>	-15 <sup>4</sup>	-16 <sup>8</sup>	✓
41	85	130	189	222	

Lt = East

Base km  
elv.

	<sup>333.4</sup>	<sup>335.4</sup>	<sup>336.8</sup>	<sup>337.9</sup>	
10450	-4 <sup>8</sup>	-2 <sup>8</sup>	-1 <sup>4</sup>	-0 <sup>3</sup>	338 <sup>2</sup>
	140	97	56	19	

	<sup>340.0</sup>	<sup>341.9</sup>	<sup>341.6</sup>	
10425	+1 <sup>3</sup>	+1 <sup>3</sup>	+0 <sup>9</sup>	340 <sup>2</sup>
	130	79	36	

	<sup>345.3</sup>	<sup>345.6</sup>	<sup>345</sup>	<sup>344.5</sup>	
10400	+1 <sup>9</sup>	+2 <sup>2</sup>	+1 <sup>6</sup>	+1 <sup>1</sup>	343 <sup>2</sup>
	166	113	82	38	

	<sup>348.4</sup>	<sup>348.3</sup>	<sup>348.1</sup>	<sup>346.1</sup>	
9475	+4 <sup>3</sup>	+4 <sup>2</sup>	+4 <sup>1</sup>	+2 <sup>0</sup>	344 <sup>1</sup>
	185	115	75	40	

	<sup>352.4</sup>	<sup>350.7</sup>	<sup>348.7</sup>	
9450	+7 <sup>5</sup>	+5 <sup>2</sup>	+3 <sup>3</sup>	344 <sup>2</sup>
	120	77	41	

	<sup>355.5</sup>	<sup>353.5</sup>	<sup>351.6</sup>	<sup>348.6</sup>	
9425	+9 <sup>3</sup>	+7 <sup>3</sup>	+5 <sup>4</sup>	+2 <sup>6</sup>	346 <sup>2</sup>
	153	110	65	42	

	<sup>352.2</sup>	<sup>355.4</sup>	<sup>352.4</sup>	<sup>350</sup>	
9400	+10 <sup>2</sup>	+8 <sup>4</sup>	+5 <sup>4</sup>	+3 <sup>2</sup>	347 <sup>2</sup>
	143	108	67	36	

	<sup>358.4</sup>	<sup>356.9</sup>	<sup>353</sup>	<sup>350.4</sup>	
8475	+10 <sup>8</sup>	+9 <sup>3</sup>	+5 <sup>4</sup>	+2 <sup>2</sup>	347 <sup>6</sup>
	151	117	67	34	

RT = West

74

	<sup>337.6</sup>	<sup>337.2</sup>	<sup>337.7</sup>	<sup>335.7</sup>	<sup>332.9</sup>	<sup>328.7</sup>
	-0 <sup>6</sup>	-1 <sup>2</sup>	-0 <sup>5</sup>	-2 <sup>5</sup>	-5 <sup>3</sup>	-9 <sup>5</sup>
	31	69	104	155	200	232

	<sup>339.1</sup>	<sup>335.7</sup>	<sup>336.9</sup>	<sup>334.0</sup>	<sup>332.4</sup>	
	-1 <sup>6</sup>	-2 <sup>0</sup>	-3 <sup>2</sup>	-6 <sup>7</sup>	-12 <sup>5</sup>	
	35	82	136	190	235	

	<sup>341.4</sup>	<sup>340.4</sup>	<sup>339.2</sup>	<sup>337.9</sup>	<sup>335.4</sup>	<sup>329.8</sup>
	-2 <sup>1</sup>	-3 <sup>2</sup>	-4 <sup>2</sup>	-6 <sup>2</sup>	-8 <sup>0</sup>	-13 <sup>6</sup>
	35	71	102	144	185	239

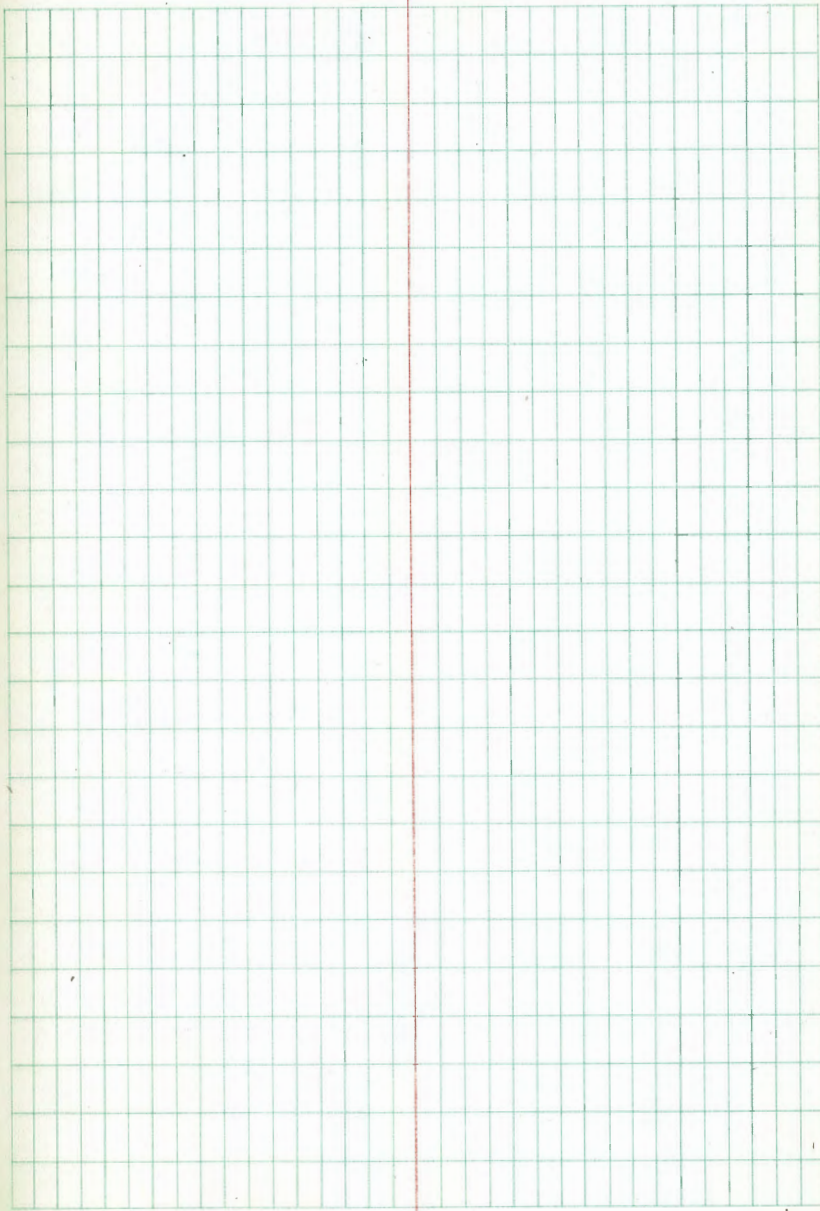
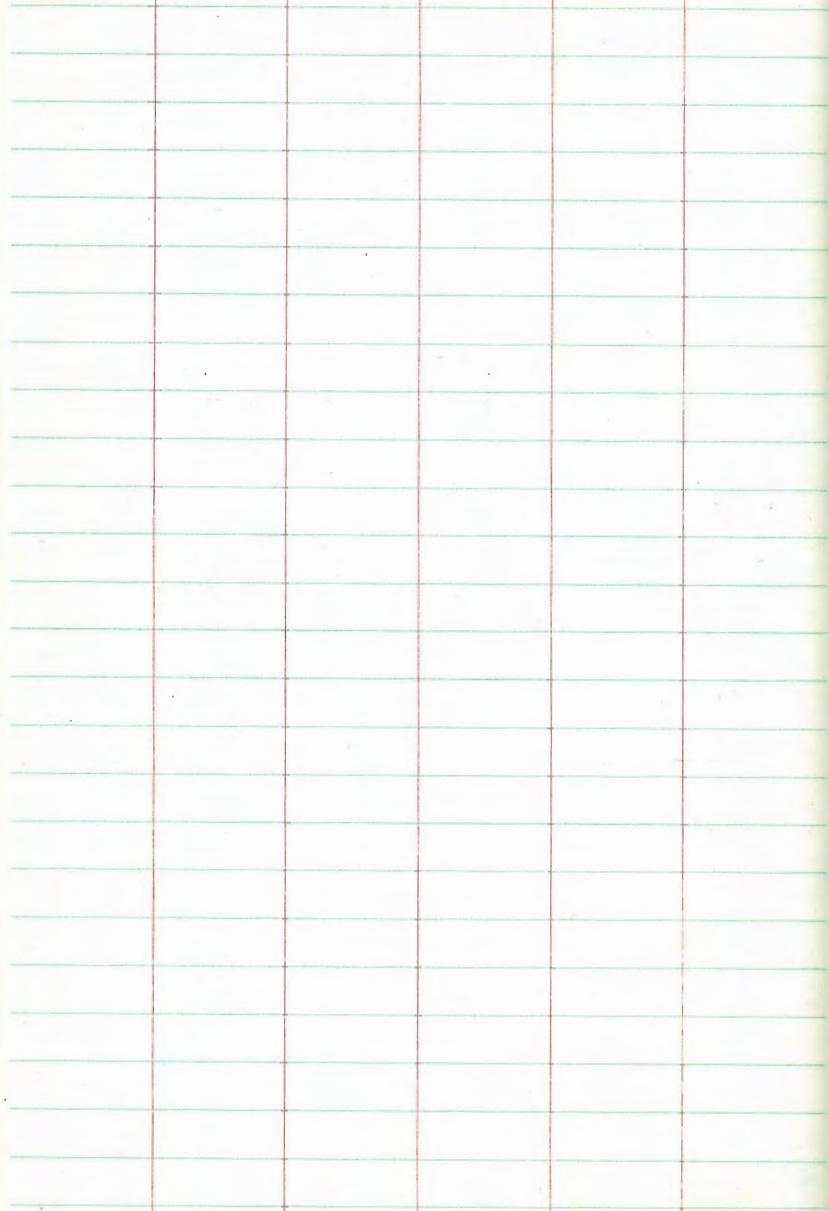
	<sup>341.8</sup>	<sup>340.3</sup>	<sup>338.5</sup>	<sup>337.1</sup>	<sup>333.1</sup>	
	-2 <sup>3</sup>	-3 <sup>8</sup>	-4 <sup>6</sup>	-7 <sup>2</sup>	-10 <sup>5</sup>	
	44	77	115	170	225	

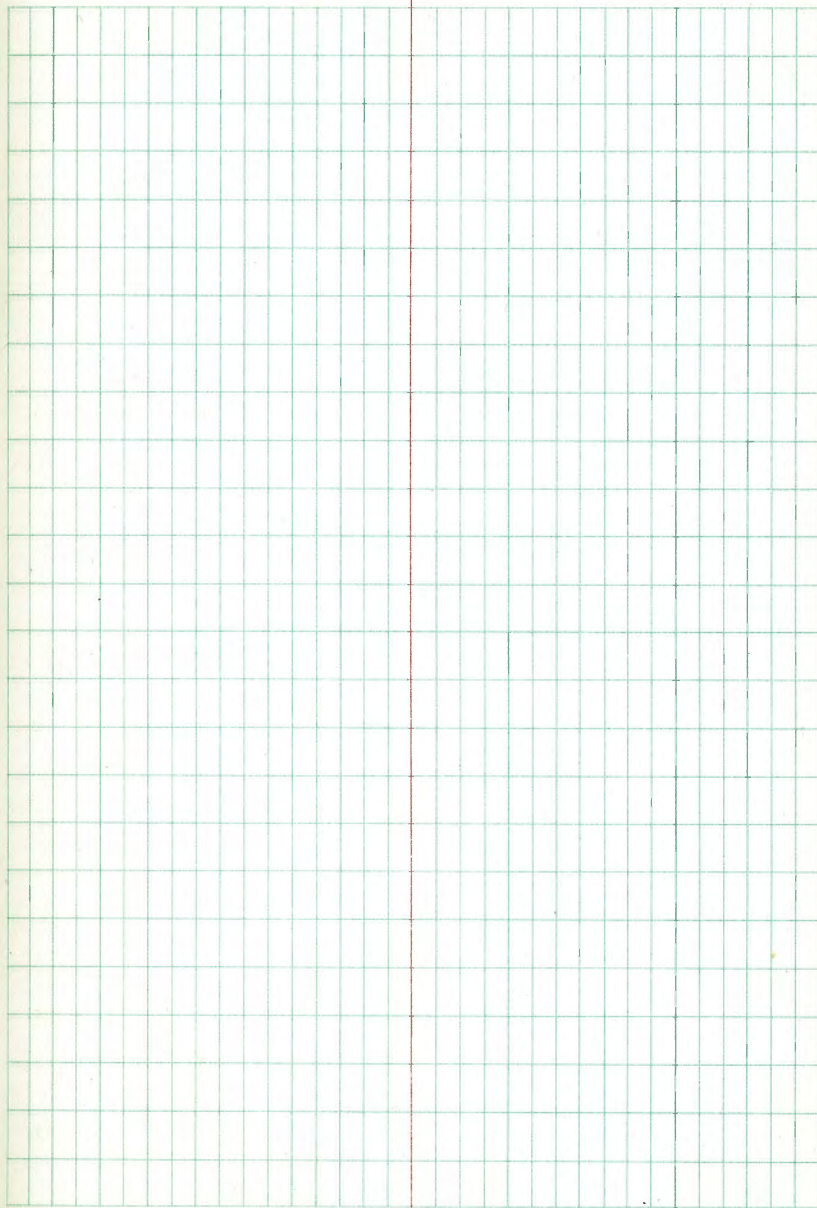
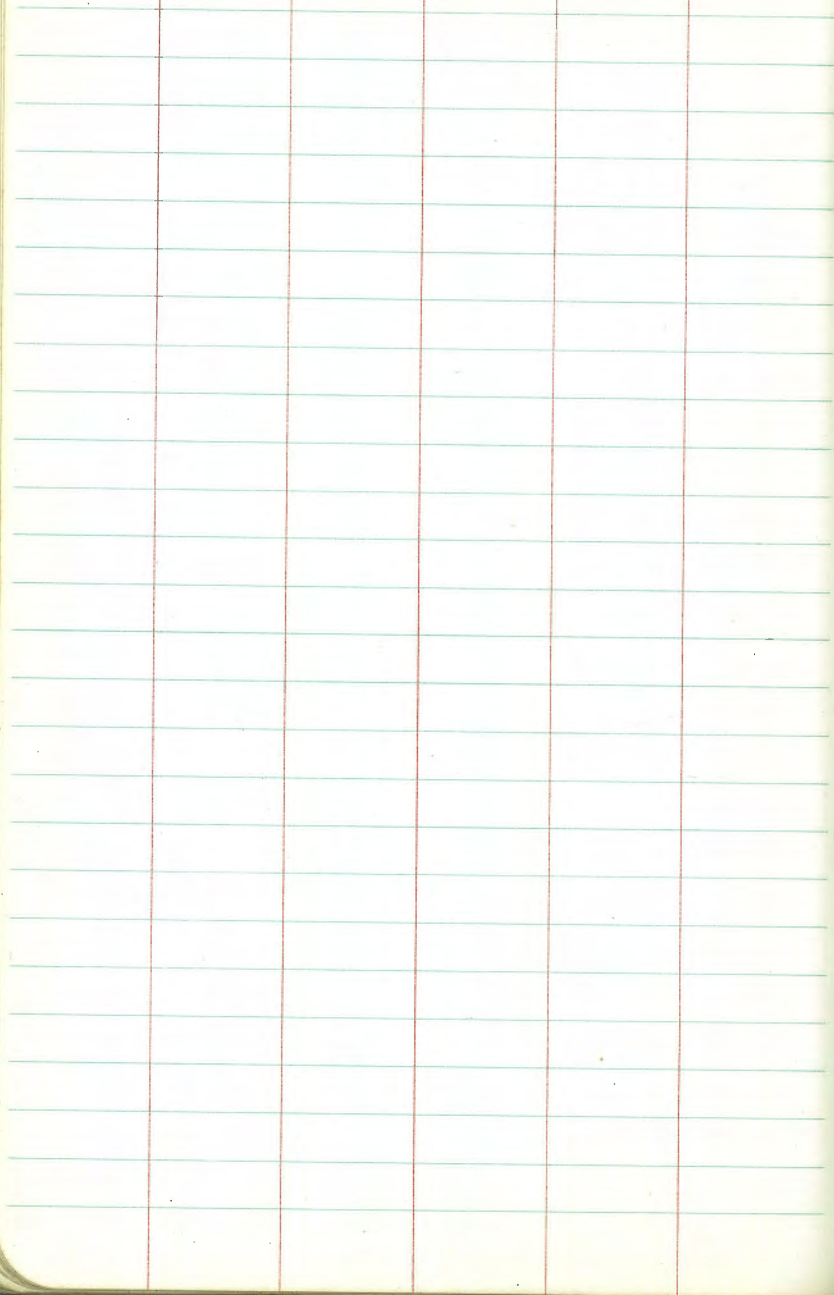
	<sup>342.9</sup>	<sup>341.2</sup>	<sup>339.1</sup>	<sup>337.4</sup>	<sup>334.6</sup>	
	-2 <sup>0</sup>	-3 <sup>7</sup>	-5 <sup>2</sup>	-7 <sup>5</sup>	-10 <sup>3</sup>	
	42	84	130	170	228	

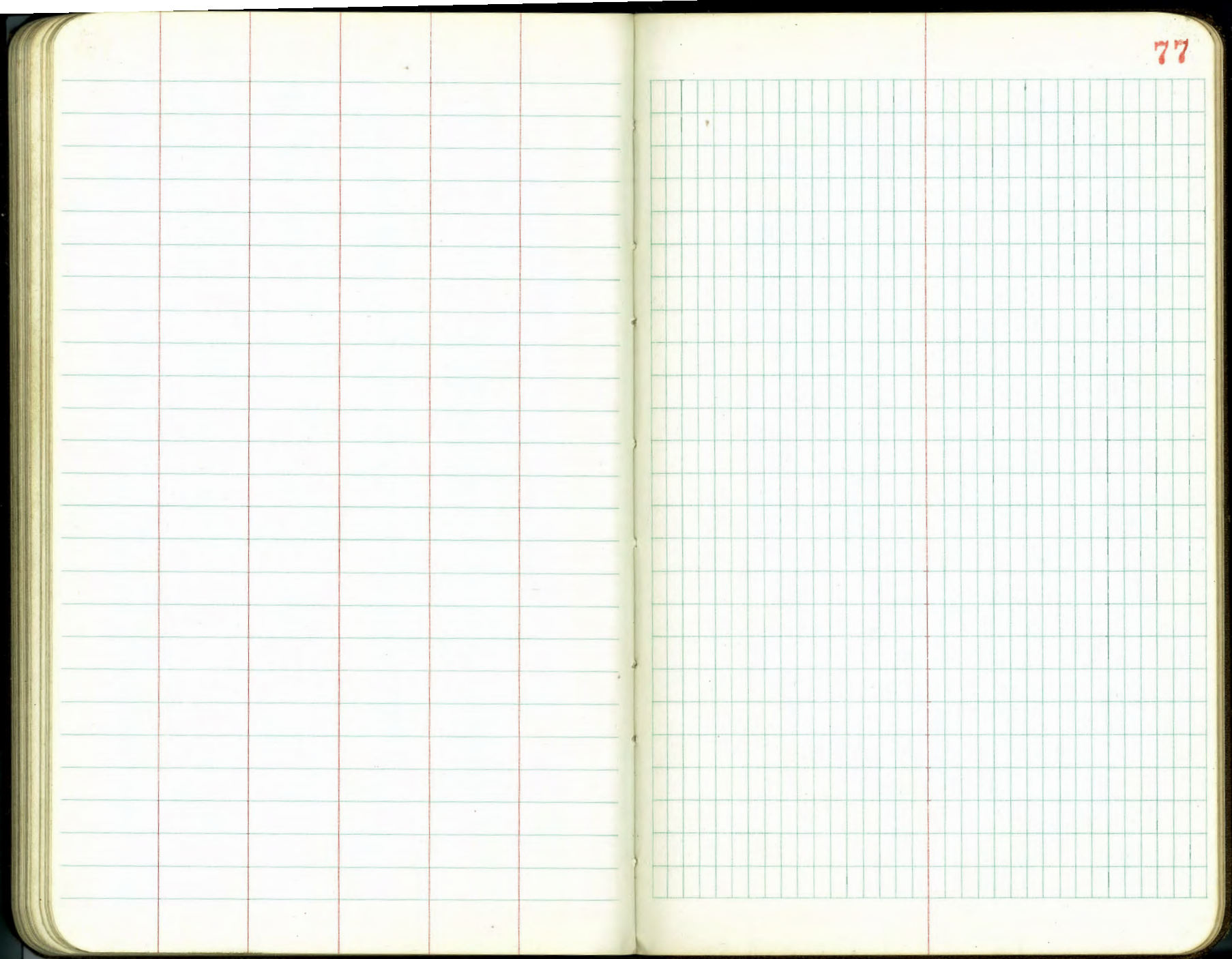
	<sup>344.4</sup>	<sup>341.2</sup>	<sup>339.8</sup>	<sup>337.9</sup>	<sup>336.2</sup>	
	-1 <sup>2</sup>	-5 <sup>0</sup>	-6 <sup>4</sup>	-8 <sup>3</sup>	-10 <sup>2</sup>	
	37	84	137	188	230	

	<sup>342.8</sup>	<sup>342.3</sup>	<sup>340.1</sup>	<sup>339.2</sup>	<sup>337.4</sup>	<sup>334.7</sup>
	-2 <sup>2</sup>	-4 <sup>7</sup>	-6 <sup>2</sup>	-7 <sup>2</sup>	-9 <sup>6</sup>	-12 <sup>3</sup>
	36	86	130	175	224	270

	<sup>345.2</sup>	<sup>342.3</sup>	<sup>340.4</sup>	<sup>339.3</sup>	<sup>337.4</sup>	
	-2 <sup>4</sup>	-5 <sup>3</sup>	-7 <sup>2</sup>	-8 <sup>3</sup>	-10 <sup>2</sup>	
	41	84	131	180	234	

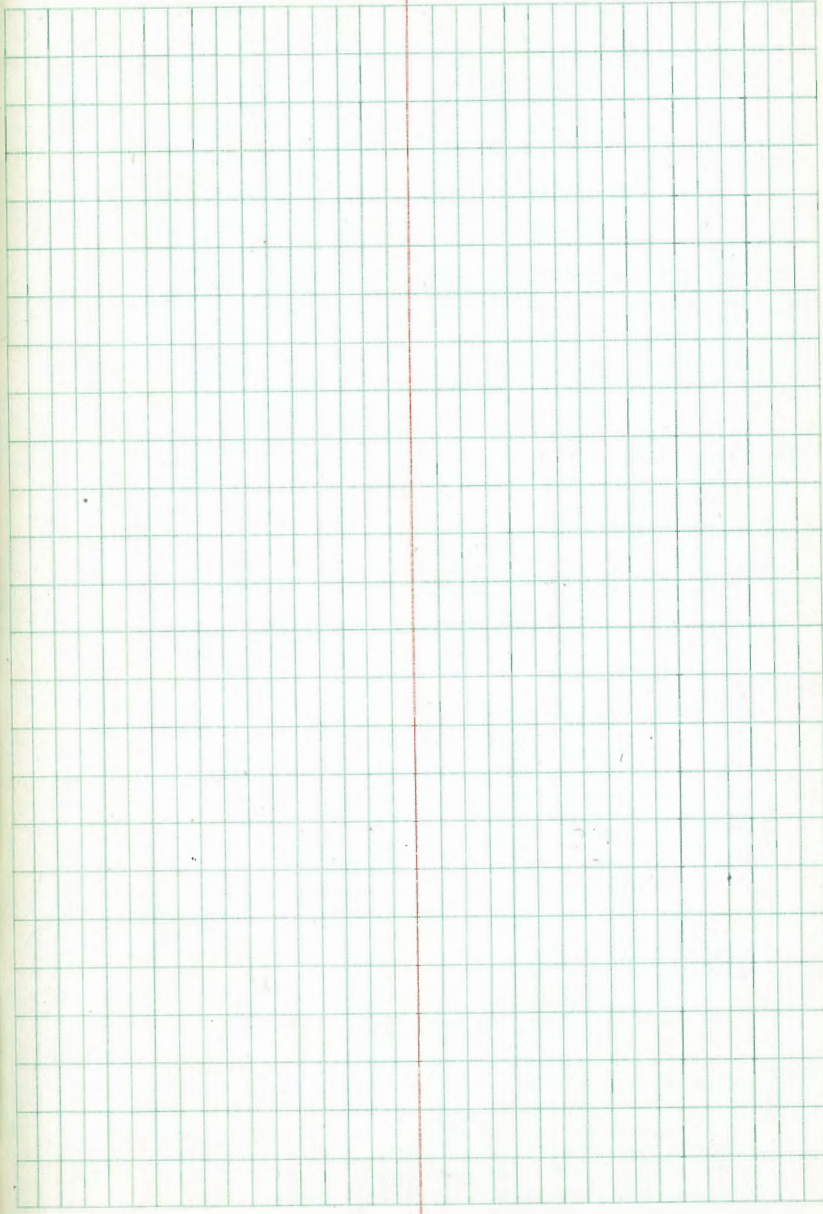
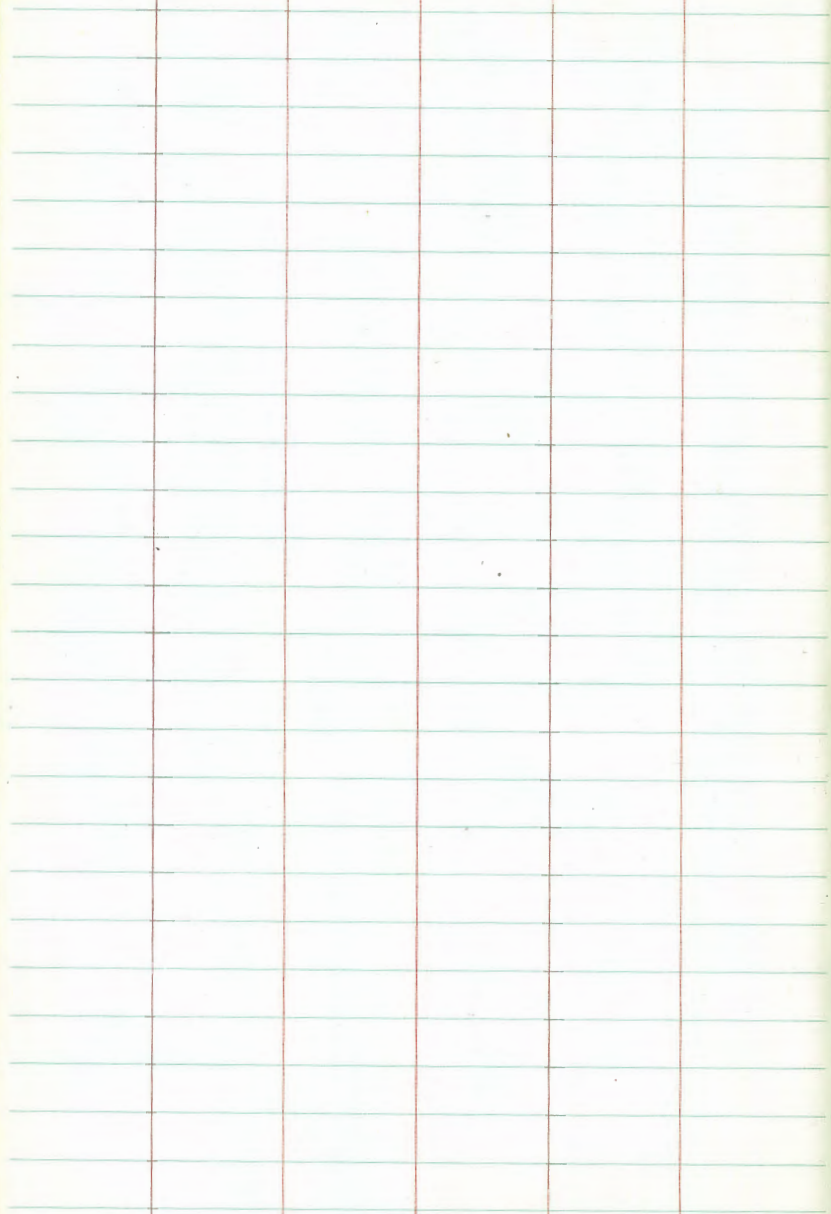












$$\begin{array}{r} 26.57 \\ 4 \overline{) 106.28} \\ \underline{106.28} \\ 0 \end{array}$$

221  

$$\begin{array}{r} 285 \\ \underline{506} \end{array}$$

205  

$$\begin{array}{r} 221 \\ \underline{221} \\ 0 \end{array}$$

1.48

$$\begin{array}{r} 59.60 \\ 70.15 \\ \underline{190.45} \end{array}$$

S.W. El Cajon 71<sup>st</sup> 473.05

$$\begin{array}{r} 297.19 \\ \underline{5.23} \\ 302.42 \\ \underline{5.66} \\ 296.76 \\ \underline{1.31} \\ 298.07 \\ \underline{11.30} \\ 286.77 \\ \underline{0.08} \\ 286.85 \\ \underline{13.20} \\ 273.65 \\ \underline{0.11} \\ 273.76 \\ \underline{13.27} \\ 260.49 \\ \underline{0.20} \\ 260.69 \\ \underline{1.41} \\ 259.28 \\ \underline{12.77} \\ 272.05 \\ \underline{6.14} \end{array}$$

Mon. — 
$$\begin{array}{r} 268.87 \\ \underline{5.45} \\ 271.32 \end{array}$$

$$\begin{array}{r} 265.87 \\ \underline{1.44} \\ 267.33 \end{array}$$

$$\begin{array}{r} 279.45 \\ \underline{139.72} \\ 439.62 \\ \underline{9.38} \\ N \\ 18.78 \\ 279.00 \\ \underline{139.80} \\ 397.22 \end{array}$$