

1472

1915

FIELD BOOK

1915

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO
CALIFORNIA

MICROFILMED
DEC 23 1964

286 4.24
15 8/10
R 19.2 - 0.40
L 38.1 - 0.80

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THE FREDERICK POST CO.
ENGINEERING and DRAFTING SUPPLIES
IRVING PARK STATION
CHICAGO, ILL.

"I" Line

Atlantic From Bond & Borrett From So.

1

1721.87 F.C. 3+02908" 62° 07"
c 16.81

1715 54° 10.13'
c 12.94

1702.04 - Sec F 48° 03.77'
c 22.37

0779.54 37° 27.89'
c 22.37

0757.04 - Track - Sec D 26.52'
c 23.91

0732.97 15° 31.76'
c 6.96

0726 - Sec F 12° 14.79'
c 25.90

070.BG = 3+20.62" L. 150
R 60.82 2824(D) per fl. Δ 12414

1.20 4.69 5.29 5.60
5.37 F0.08

1.94 4.55 5.15 5.41 F0.06

S=00723 2.04 4.45 5.05 5.40 F0.05

2.21

07.32

2.33

2.30

2.20

T 6.99

Atlantic St + Barnett
Street Railway Grades

2

BM 7.26 7.10
East Curb Line + RR. 2.50 46°
Paving Grd. -0.16

Atlantic + RR. 2.41 46°

West 1/4 + RR. 2.39 47°

West Curb Line + RR. 2.37 47°

"C" Line So. Carb of Atlantic + Barnett

3

2+38 = Sec "D"

2+245 = Br. Col. = 1st ft
2+09 = 1st ft Grading
2+04 = Sec "C"

1+25 = Br. Col.

1+75

1+63 1/2 Br. Col. = Sec "B"

1+50

1+25

1+0 = Sec "A"

0+75

0+50

0+2458

0+0

Gutter Grade

S. 0.0275
0.61
0.55

0.57
0.51
0.51
0.56

0.65

0.61

0.59

0.57

0.52

0.48

S. 0.43

0.39

0.34

0.30

C. Line

4

3+78.83

Gutter Grade $\frac{1}{2}$

0.91 1.22

3+56.73

0.87
0.75

3+31.73

0.0165
S. 0.0000
0.83
0.79

3+06.73

0.79
0.78

3+81.73 = See F. Brook

0.75
0.67

2+65.61 = FC

0.63
0.67

2+55 = See F

S. 0.00285
0.66
0.60

B Line = 1/2 H. 100 feet to Barnard

2+68.5 18° 58.58 ✓
 2+55 = D" line 16° 57.50
 2+51.3 16° 16.98 ✓
 2+50 14° 04.82 ✓
 2+33 13° 25.78 ✓
 2+15 10° 37.38 ✓
 2+05.7 = Sec C 9° 10.38 ✓
 2+0 8° 17.05 ✓
 1+76.7 4° 48.07 ✓
 1+75 4° 23.17 ✓
 1+66.2 3° 00.93 ✓
 1+62.11 = Sec B 2° 21.93 ✓
 1+50 0° 29.28 ✓
 1+46.87 BC 0° 00 ✓
 1+0 = Sec A
 0+50
 0+2+103 = BC of A line
 0+0

93554 Pa. D

4.87
 1.67
 1.48
 2.07 4.42 5.08 5.35 F 0.27
 1.74
 1.51
 2.02 4.47 5.07 5.34 F 0.27
 4.78
 1.70
 1.59
 2.05 4.40 5.09 5.37 F 0.47
 4.74
 1.62
 1.61
 2.11 4.38 5.08 5.34 F 0.56
 1.53
 2.11 4.38 5.08 5.35 F 0.57
 1.48
 2.05 4.46 5.06 5.63 F 0.57
 1.54
 1.95 4.54 5.14 5.73 F 0.55
 1.92
 4.57 5.17 5.91 F 0.74
 1.65
 4.84 5.61 5.74 5.79 F 0.35
 1.70
 1.90
 1.16

"B" Line - 2 Atlantic + 2 Barnett

44

4+0 = End of Layout of 2 Barnett

3+78

3+50

3+25

3+02.90 = E.C. of "F" Line

2+92.32 E.C. Sec F 22° 40.75'

2+86 21° 41.62'

2+75 = Sec F 19° 58.71'

6

513

1.22

5.27

1.32

5.17

F0.11

5.03

1.39

5.04

F0.27

1.65

4.84

F0.54

1.82

4.67

5.27

out

4.92

1.61

4.61

5.31

F0.17

1.88

5.39

2+86

1.90

4.59

5.19

F0.20

2+75

4.89

1.95

4.54

5.14

F0.21

out

5.25

6.19

Open Channel From Outlet
 Culvert No. 2

9-28-33

7

L T R

1+83.5 End - Sump

-3.60

8.9

10.1 0.6
10.1 7.0

10.1 0.0

10.1 0.0
10.1 7.0

1+50

-3.51

12.14

10.0 0.29
9.7 3.9

10.9 0.26

10.0 0.24
9.8 3.4

1+0

-3.38

15.4

9.8 0.18
8.8 2.8

9.8 0.18

9.8 0.20
9.5 3.3

0+50

-3.25

5.88

9.7 0.17
8.0 2.7

9.7 0.17

9.7 0.14
8.9 2.4

0+10

-3.15

30.60

9.6 0.43
5.2 5.3

9.6 0.50

9.6 0.44
5.2 5.6

9.6

9.6

9.6

0+0 - Outlet of Pipe 14"

-3.13

BM #1 6.61 6.45

-0.16

D Line

2+70

2+50

2+25

2+0

1+80.71 = $\frac{1}{2}$ Track

1+64.48 = F.C. = Sec 'B' 5 $\frac{1}{2}$ '

1+50 4° 31.837'

1+25 3° 22.512'

1+0 = Sec 'A' 2° 13.187'

0+70 1° 17.227'

0+56 0° 11.175'

0+51.97 B.C.

BM #1 7.23 7.13 -0.16

Curb Grade

2.45 4.68

2.50 4.63

2.50 4.63

2.50 4.63

2.51 4.62

2.45 4.12

2.40 4.73

2.16 4.97

1.93 5.20

1.75 5.33

1.63 5.50

Gutter Grade

1.90 5.23

2.08 5.07

2.30 4.85

2.45 4.70

2.35 4.80

2.10 5.05

1.72 5.43

1.35 5.80

1.05 6.10

0.91 6.24

9-27-33

8

9

BM-96
7.31
7.15

7.13

7.15

Curb Grade

Gutter Grade

5+50

5+25

5+0

4+50

4+25 = 19/10

4+25

4+0

3+75

3+50

3+25

2+94.81 = 3+0 on "A"

7.12

1.17 ^{5.96} _{5.99}

2.11 ^{5.02} _{5.07 on Top} 1.09 ^{6.04} _{6.15 on 1/261}

2.12 ^{5.01} _{5.04} 1.12 ^{5.92} _{1.22}

2.15 ^{4.98} 1.48 ^{5.67}

2.19 ^{4.94} ✓ 1.52 ^{5.83} ✓

2.25 ^{4.88} ✓ 1.58 ^{5.57} ✓

2.31 ^{4.82} ✓ 1.65 ^{5.50} ✓

2.40 ^{4.73} ✓ 1.70 ^{5.45} ✓

7.14

7.15.1

C 771
 0+27.73 23' 41.12'
 C 1487
 0+42.73 36' 29.86'
 C 725
 0+50 42' 42.44'
 0+57.73 19' 18.53'
 C 1187
 0+72.73 E.C. 62' 07'
 0+94
 1+20.73
 1+57.0
 1+67.73 = H. End Catlab Bar 17
 1+77.73 - S
 1+90.51 = End Par 129
 2+00.51 = End Curb

Curb Grade Gutter Grade

2.38 74
 2.36 1.12
 2.35 44
 2.34 366
 2.21 379
 2.09 391
 1.92 1.83 417
 1.91 429
 1.64
 0.90
 1.58
 0.90
 1.51
 1.35 4.55
 1.45

2.36
 2.25 375
 2.20 380
 2.12 388
 1.93 402
 1.69 431
 1.37 463
 0.97 503
 0.84
 0.84
 0.85
 0.90 510

B.M. 1 6.16 6.00 -0.16

6.00 6.79T

F Line

11

					Curb Grade	Gutter Grade
0-230.43					2.23 ^{4.81} ✓	1.56 ^{5.03} ✓
0-205					2.18 ^{4.81} ✓	1.51 ^{5.08} ✓
0-180					2.14 ^{4.65} ✓	1.47 ^{5.12} ✓
0-155					2.11 ^{4.68} ✓	1.44 ^{5.15} ✓
0-125.43 - N End Inlet					2.11 ✓	1.41 ^{5.21} ✓
0-115.43 - S End Inlet					2.11 ^{4.68} ✓	1.41 ✓
0-80					2.15 ^{4.84} ✓	1.48 ^{5.11} ✓
0-55					2.19 ^{4.60} ✓	1.58 ^{5.01} ✓
0-30					2.28 ^{4.51} ✓	1.85 ^{4.74} ✓
0+0 - B.C.					2.38 ^{4.41} ✓	2.25 ^{4.34} ✓
c 9.94						
0+10	8° 32.48'				2.41 ✓	2.30 ^{4.39} ✓
0+20	17° 04.97'				2.38 ^{4.41} ✓	2.36 ^{4.29} ✓
B.V. #1	6.95	6.79	-0.16		6.79	6.535

+75

1° 18.327

+50

0° 54.615

+2458 - B.C.

0+0

4

1.45 $\frac{5.62}{5.61}$ F0.591.30 $\frac{5.19}{5.14}$ F0.271.20 $\frac{5.27}{5.12}$ F0.151.16 $\frac{5.31}{5.37}$ F0.06

B/M #1 6.63 6.47

-0.16

+75 = D

+50

+25 = Sec "C"

2+0

+75

+69.79 EC 5° 12'

+65 = Sec B

+50 4° 29.483

+25 3° 25.751

1+0 Sec "A" 2° 42.839

2.35

4.14

2.23

2.40

4.09

2.86

2.42

4.07

2.40

4.09

4.60

2.35

4.14

4.74

F0.64

2.32

4.17

4.77

F0.64

2.80

4.19

4.79

F0.61

+6.49

2.20

4.27

4.87

F0.64

1.92

4.55

5.15

F0.57

1.68

4.79

5.39

F0.80

6

2.25

+50 E.V.C.

Gut	25th Conc	20th				
1.56	1.67	1.84	2.60	2.12	2.60	2.05
1.54	1.56					

5

Gut	Lip	1/2				
1.46	1.53	1.91	2.03	1.91	1.72	

+50

Gut	Lip	1/2			1/2	Extr. for Gut
1.14	1.29	1.84	2.00	1.80	1.13	Gut 1.05

4

Gut	Lip	1/2				
1.43	1.52	1.92	2.04	1.90	1.41	1.39

+50 P.V.C.

Gut	Lip	1/2				
1.81	1.85	2.07	2.14	2.02	1.61	1.58

+20.62 = F Section

Gut	Lip	1/2				
2.21	2.26	2.23	2.20	2.09	1.72	1.65

310 = 2194.81' D

2.27 1.22

10+0879

10 PVC

75879

9+10 PVC

760

8+10

760

7+10 PVC

6+55

L

S

R

2.07

2.24

2.08

+0.25

2.14 ✓

2.39

2.26 ✓

o 2.50 ✓

2.60 ✓

2.63 ✓

2.60 ✓

o 2.51 ✓

2.39 ✓

14

2.74

+50

2.61

BM

0.62

B.P.H. X Cuh
H 13+50

13

2.49

+50

2.36

12+10.13

2.06

+0.25

2.26

1.86

12

E.V.C.

+60.13

2.88

2.17

1.80

11+10.13

BC

2.58

2.13

1.89

11+08.70

10+58.70

2.25

2.15

1.90

18

3

3.62 ✓

+50

3.52 ✓

17

P.V.C

3.49 ✓

+50

3.36 ✓

16

3.24 ✓

+50

+0.25%

3.11 ✓

15

3.09 ✓

14750

2.86 ✓

	ft.	ft.	ft.
+150		2.87'	
21+2807	2.67'	2.92	2.79'
20+7807	2.88'	3.05	2.89'
20+2207	3.27'	-0.25% 3.17	2.95'
19+7807 F.C.	3.75'	3.30	2.99'
19+2807	4.13'	3.42	3.05'
19+0 F.C.			
+7807	4.34'	3.54	3.14'
+50		3.58'	

25+2103

1.97

2.14

1.98

24+7376

1.88

2.13

2.00

+50

2.14 ✓

24

P.V.C.

2.24 ✓

+50

2.37 ✓

BM

0.90

No. 7
Kurtz & Massey
#2370 100'

2.49 ✓

23

-0.25%

2.62 ✓

+50

2.74 ✓

22

28+99.19

28+51.92

28+04.65 F.C.

27+57.38

27+10.11

26+62.84

B14

26+15.57 B.C.

25+68.30

118

Mon 02.11.
26+15.57 B.C.

2.83

3.00

2.84

2.98

2.88

2.66

3.21

2.76

2.45

3.35

2.64

2.27

3.32

2.52

2.18

3.11

2.40

2.03

2.73

2.38

1.97

2.29

2.19

1.97

+0.25%

09

33

+50

BM

2.61

2 1/2
Wallace & Moore
33.5 4 33.45

32

+50

31

+50

30

29 + 46.46

B

4.00 ✓

3.88 ✓

3.75 ✓

+0.25
3.62 ✓

3.50 ✓

3.37 ✓

3.25 ✓

2.88

3.13

3.00

27

+50 P.V.C.

5.01

36

+50

4.75

35

+50

4.63

4.50

34

+0.25%

4.38

4.25

33 +50

4.13

85				5.15	Mon. 5/24/99 W. Patterson P. Taylor	
84						
7.50						
80						
7.50						
89				4.90	Mail Tel. Rpt. L1	
7.50						
88						
87 7.50						

8

5.58

5.69

5.71

5.63

5.51

5.38

5.28

5.13

45

3.59

+50

3.85

44

4.10

+50

4.36

43

4.61

+50

4.87

42

5.12

41+50

5.37

			LT	L	PI
78+18.46	F.C.		3.15	3.77	3.99
48+19.01			2.79	3.55	3.91
+ 69.56			2.53	3.33	3.73
47+20.11			2.34	3.10	3.46
46+70.66	B.C.H.		2.38	3.00	3.22
BM		262			
46+21.21			2.67	3.10	3.15
45+71.76			2.97	3.26	3.17
45+22.31			3.23	3.48	3.35

07/11/57
Sollt 46+20.11
BT

	Lt	L	PA
750		7.31	
52		6.56	
51+75 FVG		6.18	
51+25		5.59	
50+75		4.94	
50+16.81	4.22	4.47	4.34
49+67.36	3.92	4.21	4.12
49+17.91	3.56	3.99	4.04

35

7.50

56

7.50

55

7.50

54

7.50

53

27

12.34

12.59

11.84

11.08

10.32

9.57

8.82

8.07

41509%

BM #4

12.70

RPSN of
Cone Point
J. F. P. B. 1914
C. J. G. 1914

+29.92 = So. End Bridge

19.22

60

18.62

+50

17.87

59

17.11

+75

16.73

+50

16.36

+

58

15.61

+50

14.85

57

14.10

85

7.50

67

66+81A2 - N End Bridge

29

2

18.13

1.52 1/2

18.89

18.85

19.16

19.06

19.17

+50 F.V.C.
BM * 5

439

Mon RL +
S.H. 170 1/2 in

o 13.96

71

14.14

+50

14.43

70

14.81

+50

15.00

69

15.90

+50 P.V.C.

o 16.61

68

-1.52%
17.37

750

12.96

75

13.09

750

13.21

74

13.34

750

-0.2590
13.46

73

13.59

750

13.71

72

13.84

13.71

+50

11.92

79

12.09

+50

12.21

78

12.34

+50

12.46

77

12.59

+50

12.72

76

12.84

87
86750 = Break

86715 = N End Bridge on Deck

82725 = S End Bridge on Deck

82

750

81 = Break

750

80

-0.38
11.35

11.02

11.16

11.08

11.06

11.21

11.09

-0.34
11.25
11.42

11.59

-0.26
11.71
11.84

86
+50

10.12'

90

10.24'

+50

10.37'

89

-0.20%
10.49'

+50

10.62'

88

10.74'

+50 - Break

10.87'

87

-0.88%
11.061'

+50

9.12 ✓

94

9.24 ✓

+50

9.37 ✓

93

9.49 ✓

+50

9.62 ✓

92

9.74 ✓

+50

9.87 ✓

BM

5.12

Top RR Rail
50 ft
97.10

91

9.99 ✓

-0.25%

38

98+50

98

+50

97

+50

96

+50

95

8

8.12 ✓

8.24 ✓

8.37 ✓

8.49 ✓

8.62 ✓

8.74 ✓

8.87 ✓

8.99 ✓

-0.25%

103

recolore

102750 = N End Bridge on Deck

B.M.

736

Brown Derby
N End Br. L.

101730 = S End Bridge on Deck

101

750

100

750

99

Ll.

L

Rl

730

715

732

724

720

735

727

-0.15%

749 ✓

7621

7741

7871

799 ✓

7

6.30 ✓

6.43 ✓

6.55 ✓

6.68 ✓

-0.25%

6.80 ✓

6.93 ✓

7.05 ✓

7.18 ✓

107

+150

106

+150

105

+150

104

103 +150

2

5.30 ✓

5.43 ✓

5.55 ✓

-0.26
%

5.68 ✓

5.80 ✓

5.93 ✓

6.18 ✓

3.01

T.P. R.F. Trail.
50 ft 1094505.94 nail LT. Guard
T.P. 105708 Post
Culvert

F.0.44 deck Culvert. 6.05 ✓

F.0.36

2

4.30 ✓

4.42 ✓

4.55 ✓

4.67 ✓

F 0.36

-0.25%

4.80 ✓

4.92 ✓

5.05 ✓

5.17 ✓

Pulver deck

F 0.34

115

+50

114

+50

113

+50

112

111+50

119

3.30 ✓

+50

3.42 ✓

118

3.55 ✓

+50

3.67 ✓

117

- 0.25%

3.80 ✓

+50

3.92 ✓

116

4.05 ✓

115+50

4.17 ✓

122+70.65 0°38.89.
 BM #6 -0.20 150°RT
 122+60

122+20.65 BC

122 EVC

121+70.65

121+20.65

120+70.65

+50

120 P.V.C.

119+50.

3.24

3.24

3.17

3.19

3.11

2.99

2.97

3.00

2.88

2.77

2.93

2.80

2.69

2.94

2.81

2.95

0.3.05

-0.25%
 3.17

127

6° 12.82'

4.36 ✓

+50

5° 33.94'

4.23 ✓

126

4° 55.05'

4.10 ✓

+50

4° 16.16'

3.97 ✓

125

3° 37.21'

+0.28%

3.84 ✓

+50

2° 58.38'

3.71 ✓

124

2° 19.49'

3.58 ✓

123+50

1° 40.60'

3.45 ✓

123+20.65

1° 17.78'

361

3.37

325

131 11°23.93'

4.12'

+50 10°45.04'

-0.25%
4.25'

BM #7

-1.18

Mag. 115' R
1361'

130 10°06.16'

4.38'

+50 E.V.C. 9°27.27'

4.50'

129 8°48.28'

4.53'

+50 8°09.49'

4.62'

128 P.O.C. 7°30.60'

4.59'

127+50 P.V.C. 6°51.71'

4.49'

134+69.45

134+19.45

133+69.45 F.C.

133+19.45

132+69.45

132+50

132

131+50

14° 53.56'

14° 14.60'

13° 35.71'

13° 20.60'

12° 41.71'

12° 02.82'

2.99

3.24

3.53

3.77

3.94

3.20

3.32

3.45

3.57

3.70

3.75

3.88

4.00

3.08

3.20

3.33

3.45

3.58

-0.25%

138140 P.V.C.

2.28

138

2.38

+50

2.50

137

2.62

+50

-0.25%
2.75

136

2.88

+50

3.00

135+1345

2.82

3.07

2.91

142

+50

141

140+50

140+40 = EVC

139+90

139+40

138+50

2

267 ✓

255 ✓

+0.25%

242 ✓

229 ✓

227 ✓

218 ✓

215 ✓

219 ✓

146

+50

145

+50

144

+50

143

142+50

2

3.67'

3.55'

3.42'

3.30'

+0.25%

3.17'

3.05'

2.92'

2.80'

149+90

4.36

149+40

4.40

148+90

4.36

148+40 - P.V.C.

0.4.27.1

148

4.17.1

+50

4.05.1

147

+0.25%
2.92.1

146+50

2.90.1

151 3.37

+50 3.50

153 3.62

152+50 3.74

152 3.87

-0.25%

151+50 4.00

151 4.12

150+50 4.25

150+40 F.V.C. 4.27

158+40 P.C.

158

157+50

157

156+50

156

155+50

155

154+50

41

4

11

2.37

2.37

2.50

2.62

-0.25%

2.74

2.87

2.90

2.92

2.95

		LI	L	RI
162	1° 03.08'		2.67	
161+50	0° 43.99'		2.54'	
167+34.85	0° 38.20'	2.26	2.50	2.62
160+84.85	0° 19.10'	2.13	2.38	2.48
160+40 PVC				
160+34.85 B.C.	Mol. B.M. 50' Rt. 2.86	2.01	2.26	2.30
159+84.85		1.93	2.18	2.13
155+34.85		1.89	2.14	2.03
158+84.85		1.93	2.18	2.05

+ 0.25%

166 3° 35.87'

3.67

165+50 3° 16.77'

3.54'

165 2° 57.67'

3.42

164+50 2° 38.57'

3.30 ✓

164 2° 19.48'

3.17 ✓

163+50 2° 00.38'

3.04 ✓

163 1° 41.28'

2.92 ✓

162+50 1° 22.18'

2.80 ✓

70.25%

170 6°08.66'

169+50 5°49.56'

165 5°30.46'

168+50 5°11.36'

168 4°52.26'

167+50 4°33.17'

167 P.O.C. 4°14.07'

166+50 3°54.97'

Lt. S. M.

4.67 ✓

4.54 ✓

4.12 ✓

4.30 ✓

4.17 ✓

4.04 ✓

3.92 ✓

3.80 ✓

+0.25%

174 P.O.C. 8°41.45'

5.67 ✓

173+50 8°22.35'

5.54 ✓

10.47	
4.81	XP
5.66	RT

173 8°03.25'

5.42

172+50 7°44.15'

5.30

172 7°25.05'

70.25%	
5.17	

171+50 7°05.36'

5.04

171 6°46.86'

4.93 ✓

170+50 6°27.76'

4.80 ✓

177+70 11°02.77'

6.32 ✓

177+20 10°43.68'

6.34 ✓

176+70 10°24.58'

6.32 ✓

176+20 P/C 10°05.48'

6.22 ✓

176 9°57.84'

6.17 ✓

175+50 9°38.74'

6.04 ✓

175 9°19.65'

5.92 ✓

174+50 9°00.55'

5.80 ✓

181+50 13° 27.93'

181 13° 08.83'

180+50 12° 49.73'

180 P.O.C. 12° 30.63'

179+50 12° 11.53'

179 11° 52.43'

178+50 11° 33.33'

178+20 F.V.C. 11° 21.87'

L.

L.

R.

5.40'

5.52 ✓

5.64 ✓

5.77 ✓

5.90 ✓

6.02 ✓

6.14 ✓

6.22 ✓

185+45.90

15° 59.15'

416'

4.41'

451'

184+95.90

15° 40.05'

439'

4.53'

465'

184+50

15° 22.62'

4.64'

184

15° 03.42'

4.77'

183+50

14° 44.82'

4.90'

183

14° 25.22'

5.02'

182+50

14° 06.12'

5.14'

182

13° 47.02'

5.27'

188+8754

H

A

PL

3.31

3.56'

3.42

188+50

3.64'

188

3.77'

187+50

Out

3.90

187+45.90

3.66

3.91

3.78

186+95.90

3.78

4.03

3.92

186+45.90

3.91

4.16

4.11

185+95.90 EC.

16° 18.25'

811 Mon 50 FT 6.75

4.03

4.28

4.32

		H	L	R
192150	1°44.34'		2.65'	
192	1°19.78'		2.77'	
191450	0°55.23'		2.90'	
19143754	0°49.11'	2.69'	2.93'	3.05'
19078754	0°24.56'	2.81'	3.06'	3.16'
19073754 - BC Lt.		2.93'	3.18'	3.22'
	BM. Mon to Pt. 554			
18978754		3.06'	3.31'	3.26'
18973754		3.18'	3.43'	3.32'

196+10 4° 41.13'

196 Nov EJC. 1.36.24. POC.

195+60 4° 16.58'

195+10 3° 52.02'

194+60 P.Y.C. 3° 27.47'

194+50 3° 22.56'

194 Nov P.Y.C. 2° 58'

193+50 2° 33.45'

193 2° 08.89'

2.29'

2.27'

2.20'

2.16'

2.17'

2.14'

2.27'

2.40'

2.52'

200	7° 52.67'	3.27'
199+50	7° 28.11'	3.14'
199	7° 03.56'	3.02'
198+50	6° 39'	2.90'
198	6° 14.45'	2.77'
197+50	5° 49.89'	2.64'
197	5° 25.34'	2.52'
196+50 E.V.C.	5° 05.69'	2.42'

$706 \times$
 $\frac{1}{2} \times 2$
 $\frac{1}{2} \times 4$
 $\frac{1}{2} \times 1$
 6.75

204		11° 09.11'	4.03'	4.27'	4.39'
203 + 50		10° 44.56'	3.91'	4.15'	4.27'
203		10° 20'		4.02'	
202 + 50		9° 55.45'		3.90'	
202		9° 30.89'		3.77'	
201 + 50		9° 06.34'		3.64'	
201	P.O.C.	8° 41.78'		3.52'	
200 + 50		8° 17.22'		3.40'	

206 + 21.80
207 + 40.89 Equation

207 + 08.34

480

5.13

5.05'

492

206 + 58.34

467

492'

481

206 + 08.34

455

480'

475

205 + 58.34 E.C. 12° 26.875'

442

467'

471

205 + 08.34 12° 02.31'

430'

455'

465'

204 + 58.34 11° 37.76'

418'

442'

454'

204 + 50 11° 33.66'

416'

440'

452'

209+50

209

208+50

208

207+50

BM #14
N. 2607. 207+30

207

206+50

206+21 = Equation
207+40.89

LH

B

RH

597'

584'

572'

559'

546'

534'

521'

513'

213+50

213

212+50

212

211+50

211

210+50

210

1940
210 to 213 ✓ +20
Note - Grade Change Raised 0.20

Lt.

8

RT

6.97 ✓

6.84

6.72

6.59

6.46

6.34

6.22

6.09

217+50

7.96

217

7.84

216+50

7.72

216

7.59

215+50

7.46

215

7.34

214+50

7.22

214

7.09

221+50

8.96

221

8.84

220+50

8.72

220

8.59

219+75 BM. Mon 60' Mt. 10.19

219+50

8.46

219

8.34

218+50

8.22

218

8.09

225+50

9.96

225

9.84

224+50

9.72

224

9.59

223+50

9.46

223

9.34

222+50

9.22

222

9.06

229+50

10.96

229

10.84

228+50

10.72

228

10.59

227+50

10.46

227

10.34

226+50

10.22

226

10.09

			H.	A.	R.
233	2°32.518.		12.08	11.84	11.72 ✓
232+50	1°48.078.		11.95	11.71	11.59 ✓
232+2840	1°28.88.		11.90	11.66	11.54 ✓
231+78.40	0°44.44		11.74	11.54	11.42 ✓
B.M.		11.09			
231+28.40 B.C.			11.48	11.41	11.29 ✓
230+78.40			11.78	11.29	11.17
230+28.40			10.95	11.16	11.04
229+78.40			10.79	11.04	10.91

Mon 50 ft
231+28.40 B.C.

236+89.33

8°18.554

236+50

7°43.598

236+20 New F.V.C. 7°16.334

236 F.V.C. 6°59.158

235+50

6°14.718

235

5°30.278

234+50

4°45.838

234+20 New P.V.C. 4°19.158

234 P.V.C. 4°01.398

233+50

3°16.958

NOTE: grade change
raised a/v.
236+20 to 242+63.69

Lt.
14.15Z
13.91Rt.
13.79 ✓

13.75

13.55

13.43 ✓

13.54

13.30

13.18 ✓

13.39

13.15

13.03 ✓

13.01

12.77

12.65 ✓

12.71

12.47

12.35 ✓

12.50

12.26

12.14 ✓

12.38

12.14

12.02 ✓

12.33

12.09 ✓

11.97 ✓

12.20

11.96

11.84 ✓

240+50

240

239+50

239+39.33

238+89.33

238+39.33

237+89.33 F.C. 9°47.50'

237+39.33 9°02.994'

Lt.

S

Pt.

16.95

17.20'

17.07

16.74'

16.29'

15.93

16.18

16.05

15.52

10.91%

15.73

15.60'

15.16

15.27

15.14'

14.90

14.82

14.89'

14.55

14.36

14.24

BM	1978	Mag. N.E. Balboa Park Canyon	Lt.	Z	Pl.
South End. Rest Canyon			18.40		18.41
242+63.69				18.58	
242+62.52 F.C.	4° 26'		18.34	18.57	18.54
242+45.17	3° 19' 30"		18.27	18.40	18.45
242+27.76	2° 13'		18.20	18.41	18.36
242+10.35	1° 06' 30"		18.13	18.39	18.27
241+92.94 B.C. Pt			18.06	18.31	18.18
241+50.			17.80	18.05	17.92
241 = P.V.C.			17.40	17.65	17.52

Colvert No 2 143.25' of 14" Conc. Pipe
West Atlantic + Barnett Ave.

5-26-33
Moore
S. W. Roy
Hartmann
6

Flow Line
Grade

Station	Flow Line	Grade	Notes	Flow Line	Grade	Notes
1+49.25 = Box 15' Old Type 8" Curb Inlet	-1.55	785 489 C 276	5/4" grating 0.50 5.60 2.89 C 017 to Grade			
1+25	-1.62	772 557 C 281				
1+0	-1.70	780 546 C 284	0+48 = 2 x 450/11	-1.86	785 508	Bottom Pipe 8.08
0+75	-1.77	787 538 C 279	0+40	-1.94	794	8 1/2
0+50	-1.85	795 521 C 274	0+32	-2.13	813	8.35
			0+17 - Cord.	-2.60	860	8.82
0+25	-1.97	822 553 C 290				
0+27 Break	-1.93		0+02 = Old 02	-3.04	9.04	9.76
0+14 - 1.20' of Cord.	-2.58		0+0	-3.13	5.13	7.13
0+0 - Outlet	-3.49	815 521 C 287				
B.M. 6.26 6.10	-2.00	West Atlantic & Barnett Ave	B.M. 6.16	6.00		
	-0.16			-0.16		

Levels Culvert #2
West Atlantic + Barnett Ave

9-26-83

77

1+48.73 - Box 5.53 0.57

1+25 5.55

1+0 5.55

0+75 5.47

0+50 5.23

0+25 - Edge Point 5.17

0+0 = Outlet 5.0

0-20 4.4

0-25 7.2

0-50 7.6

BM #1 6.26 6.10 -0.16

Culvert 177' of 12" Conc. Pipe
 West Atlantic for both R.R.

1+77 = Box	-1.00	7.10 5.20	C1.90	FIN Grating 0.84	Curb Grad 5.20 0.90
1+80	-1.05	7.15 5.23	C1.92 ✓		
1+40	-1.12	7.22 5.08	C2.14 ✓		
1+20	-1.18	7.28 4.95	C2.33 ✓		
1+0	-1.24	7.34 4.96	C2.38 ✓		
0+80	-1.30	7.40 4.99	C2.41 ✓		
0+60	-1.36	7.46 5.07	C2.32 ✓		
0+40	-1.42	7.52 5.30	C2.23 ✓		
0+20	-1.49	7.58 5.78	C2.11 ✓		
0+0 = Box 15' Std Type 18" Curb/Inlet	-1.55	7.65			
BY 1 6.26 6.10	-0.16				

2 Levels Culvert 12"
West Atlantic + Barnett Ave

79

1777 = Box 5.25

+60 5.15

+40 5.02

+20 4.95

+0 4.98

+80 5.02

+60 5.21

+40 5.38

+20 5.48

0+0 = Box 1.5 Std Type 5.51
32" Curb 1 1/2 ft

6.10x

