

W/ 676



# 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

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  $30.6 + (20 - 16) \div 2$  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.

676

101 19 30

202 29 30

101 19 45

Cor 20 9 B11 #44

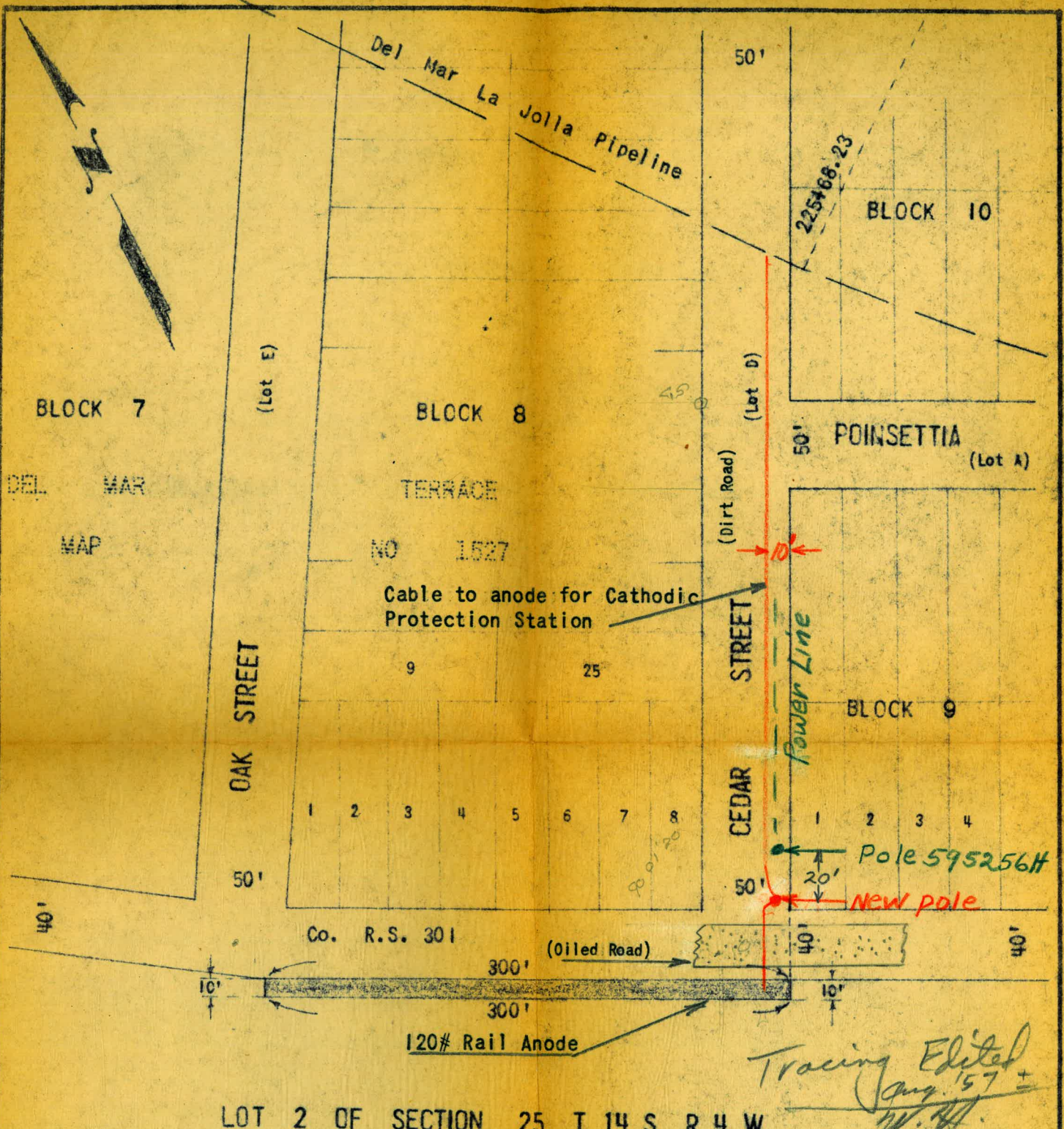
Elev 355.79 City Eng Mon

Please Return to  
City of San Diego Water Dept.  
Room 268 Civic Center  
Telephone Main 5161

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.





Edited 6-1-56 WH

*Tracing Edited  
Aug. '57  
W.H.*

<b>CITY OF SAN DIEGO CALIFORNIA WATER DEPARTMENT</b>	
SORRENTO VALLEY <b>CATHODIC PROTECTION STATION</b> LOT 2 OF SECTION 25 T 14 S R 4 W	
<i>W.C. Brown</i> <b>Engineer</b>	<i>P. Beermann</i> <b>Director by W.B.</b>
<b>Scale: 1" = 80'</b>	<b>Date: May 11, 1956</b>

Drawn: Holbec Checked: C.O.N.



Indexed to p 2- 1/9/46

" p 7- 4/9/48

" p 14/4/29/49 m

" 16 9-22-50 con

179 59 60

154 23 30

25 36 30

21° 45'

43 40

43 30 20

21 45 10

77° 35' 20"

155 10 40

77 35 20

21 05 30 m

12

Conts from Book 538  
Profile Torrey Pines P.L. (through  
Camp Callow) 1-2

Profile & alignment of existing  
wood stake line Torrey Pines  
Reservoir 3-7

Profile & offset stakes on Torrey Pines  
Pipeline 8-12

Profile & offsets Alvarado Pl.  
Lowering 12-14

Profile - 16" P.L. Mission Valley - Camp Elliot  
Sta. 22+2 to 23+5 -

CK Top 36" P.L. Mission Valley - Highway  
Sta. 130-131+50 - 17 ✓

Mission Valley Well Lands - Reconciliation  
of Assumed Datum to City Datum - 18 ✓

Proposed Anode Location El Capitan Pl.  
Sta. 971+40 ✓ 19-21

Proposed Anode Location El Capitan Pl.  
Sta. 693+50 ✓ 25-27 alicia

Proposed Anode Location "Shot 3" in Lot 70  
(RANCHO MISSION) 28-31 ✓

Anode Location, DEL MAR TERROCE  
32 ✓ alicia

Ties to EL CAPITAN Pipe Line  
from WOODSIDE AVE TO NEW HWY 34  
alicia



Profile over 21" cont. pipe  
 Thru Camp Collier (Cont. from Book 538)

Page )

Byler  
 King  
 Otten  
 Stephens

1

37300

10400			8.6	
105			6.2	
106			3.0	
TP	10.43	382.78	0.65	372.35
107			11.5	
108			9.9	
109			8.5	
110			7.9	
111			7.2	
112			6.1	
TP	10.18	390.66	2.30	380.48
113			12.3	
114			10.9	
115			9.2	
116			7.4	
117			5.8	
118			5.1	
119			3.5	
TP	5.02	395.30	0.38	390.28
120			6.2	
121			5.1	
+268			4.76	
122			5.1	
123			7.6	

TOP A.V. Riser



		395.30		
+978			8.97	
127			8.2	
125			5.4	
+525			5.18	
126			4.2	
127			3.9	
+37			9.29	
TP	1.92	393.27	3.95	391.35
128			4.0	
129			7.8	
+785			14.25	
+80.			8.78	
			15.18	
130			8.8	
+11			11.0	
+15°	B.C.		9.0	
TP	9.07	395.98	6.36	386.91
+835	E.C.		11.5	
131+00			11.5	
+03			18.05	
			11.01	
+17			12.56	
			2.82	393.16

Top of B.O. riser

Top A.V. riser

Top of 9" valve

Top 6" G.V.

Top M.H. Ring

Fl. line sewer 2 Box is full of water  
MAY BE METEOR BOX

Fl. line Culvert

Top B.O. Valve

Top E.V. Chamber

Top 24" G.V.

ON 9" INBOX at Sta. 100+00 La Jolla Shores A.E. Sta.  
E.I. 393.3



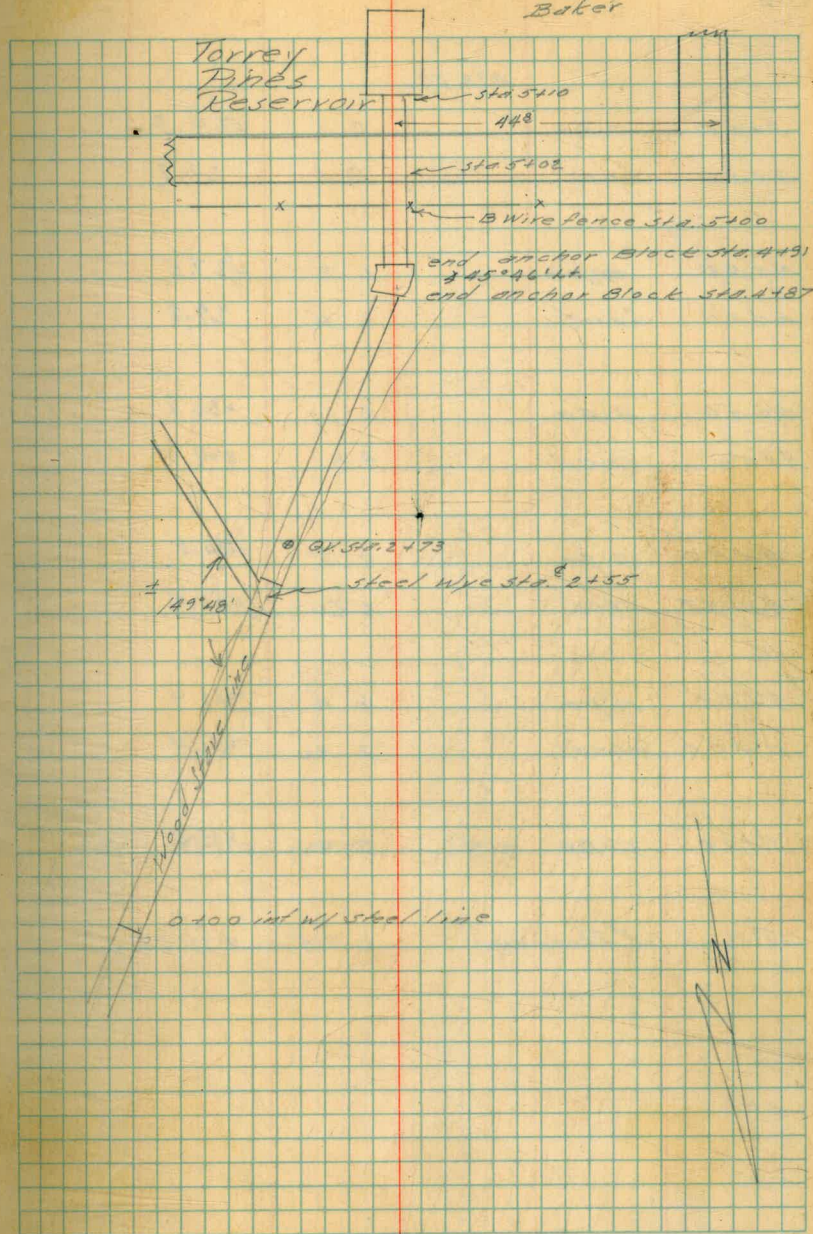
Profile existing Wood Stake  
at Torrey Pines

Top of P33 FB 538			421.86
0.23	422.15		
0+00	on pipe	13.1	409.1
0+00	on Grnd	12.2	410.0
0+50	pipe	11.4	410.8
0+50	Grnd	10.6	411.6
1+00	on pipe	10.3	411.9
1+00	Grnd	9.4	412.8
1+50	pipe	8.7	413.5
1+50	Grnd	7.9	414.3
2+00	pipe	7.6	414.6
2+00	Grnd	6.3	415.9
2+50	pipe	5.1	417.1
2+50	Grnd	4.1	418.1
T.P.		0.23	421.86
11.93	433.79		
3+00	pipe	13.0	420.8
3+00	Grnd	11.8	422.0

Apr. 16, 1948

Rainey  
King  
Baker

3.





433.79

3+50 pipe 9.5 424.3

3+50 Grnd 9.1 24.7

4+00 pipe 6.3 427.5

4+00 Grnd 6.6 27.2

4+50 pipe 3.1 430.7

4+50 Grnd 4.8 429.0

4+87 pipe 0.5 433.3

4+87 Grnd 2.6 431.2

5+00 pipe 0.4 433.4

5+00 Grnd 2.4 431.4

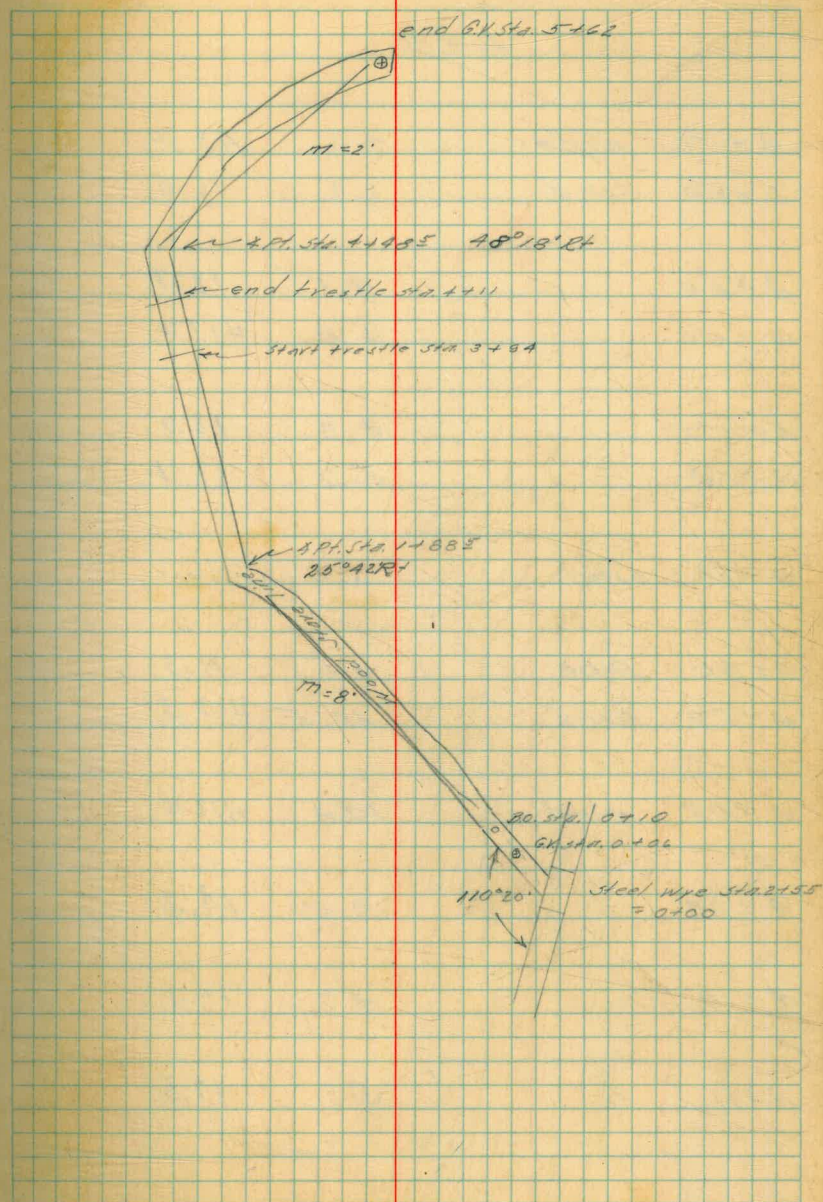
5+10 pipe end 0.4 433.4

P.Curb of Reservoir 2.75 431.04

over Reservoir



Top G.V.			421.86
0.24		422.10	
0+00	steel wye pipe	4.7	417.4
0+00	Grnd.	3.6	18.5
0+50	pipe	3.8	18.3
0+50	Grnd.	5.3	16.8
1+00	pipe	3.6	18.5
1+00	Grnd.	5.3	16.8
1+50	pipe	3.7	418.4
1+50	Grnd.	5.3	16.8
1+88 <sup>5</sup>	pipe	4.2	17.9
1+88 <sup>5</sup>	Grnd.	5.8	16.3
TP		4.13	417.97
4.83		422.80	
2+00	pipe	4.8	418.0
2+00	Grnd.	6.4	416.4





422.80

2+50 pipe	4.6	418.2
2+50 Grnd.	6.3	16.5
3+00	4.1	18.7
3+00	5.8	417.0
5+50	3.9	18.9
3+50	5.7	17.1
3+9A Grnd	6.2	16.6
4+00 pipe	3.5	19.3
4+00 Grnd	10.5	412.3
4+07 Grnd.	10.4	412.4
4+08 "	9.0	13.8
4+10 "	8.7	14.1
4+11 "	5.3	17.5



422.80

4+48<sup>5</sup> pipe 3.3 19.5

4+48<sup>5</sup> Grnd. 4.9 17.9

T.P. 2.71 420.09

7.33 427.42

5+00 pipe 6.9 420.5

5+00 Grnd. 8.5 18.9

5+50 pipe 6.4 421.0

5+50 Grnd. 6.1 421.3

T.P. 1.50 425.92

10.18 436.10

curb of reservoir 5.10 431.00



Profile ④ guineas

Torrey Pines

Top G.V.		421.86
0.15	422.01	
8+92 <sup>25</sup>	= 0+00 P3	
9+00	11.7	410.3
9+50	10.1	411.9
10+00	8.1	413.9
10+50	7.6	414.4
11+00	6.0	416.0
11+50	3.3	418.7
T.P. #1	0.15	421.86
10.90	432.76	
12+00	10.5	
12+50	7.8	
13+00	5.4	

Rainey  
King  
Baker

8



432.76

13+50

2.9

Wall of tank

1.79

430.97

By Pass line

421.86

5.24 427.10

0+00

int. w N.S. line

0+50

9.6

1+00

10.4

1+55<sup>al</sup> BC.

10.8

2+18<sup>u</sup> EC.

10.8

2+50

10.6

3+00

10.3

3+50

10.2

4+00

12.3



427.10

4450 AP4 48°13'10" 9.8

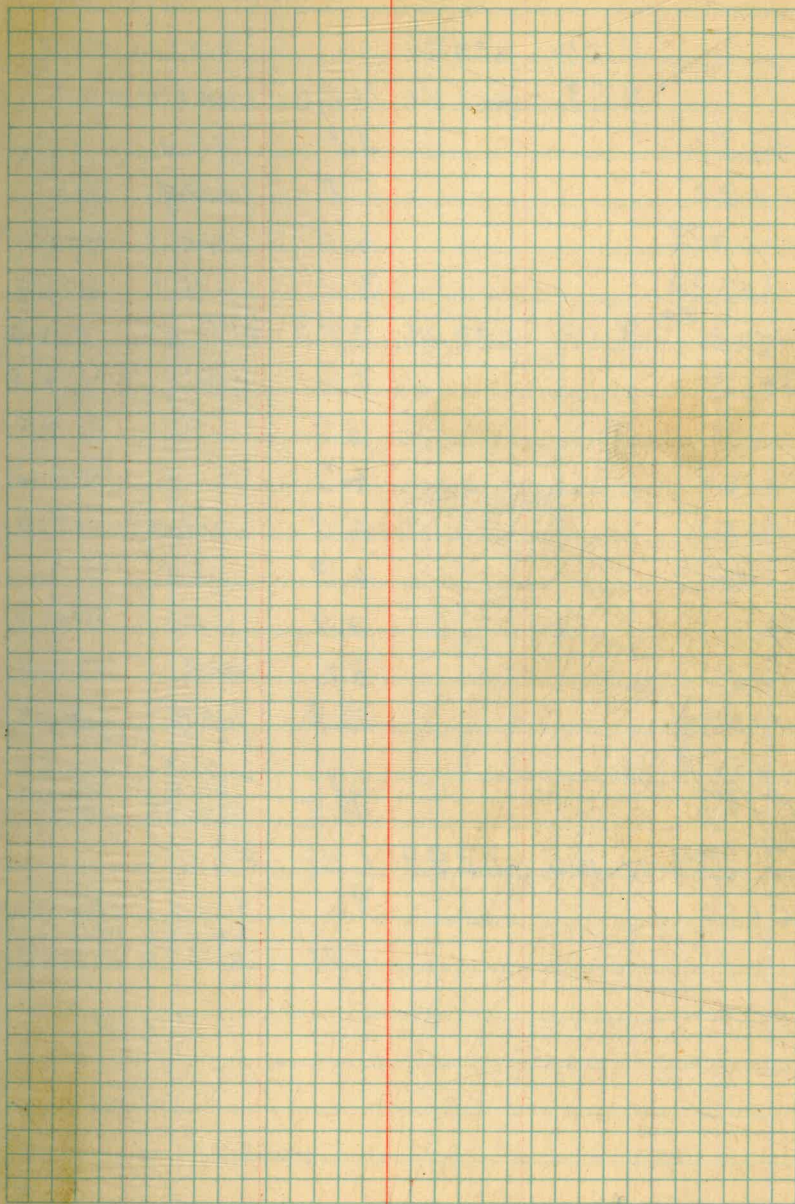
TR #1 9.76 417.34

779 425.13

5400 6.3

5450 4.0

5450 P7 4.2 420.9



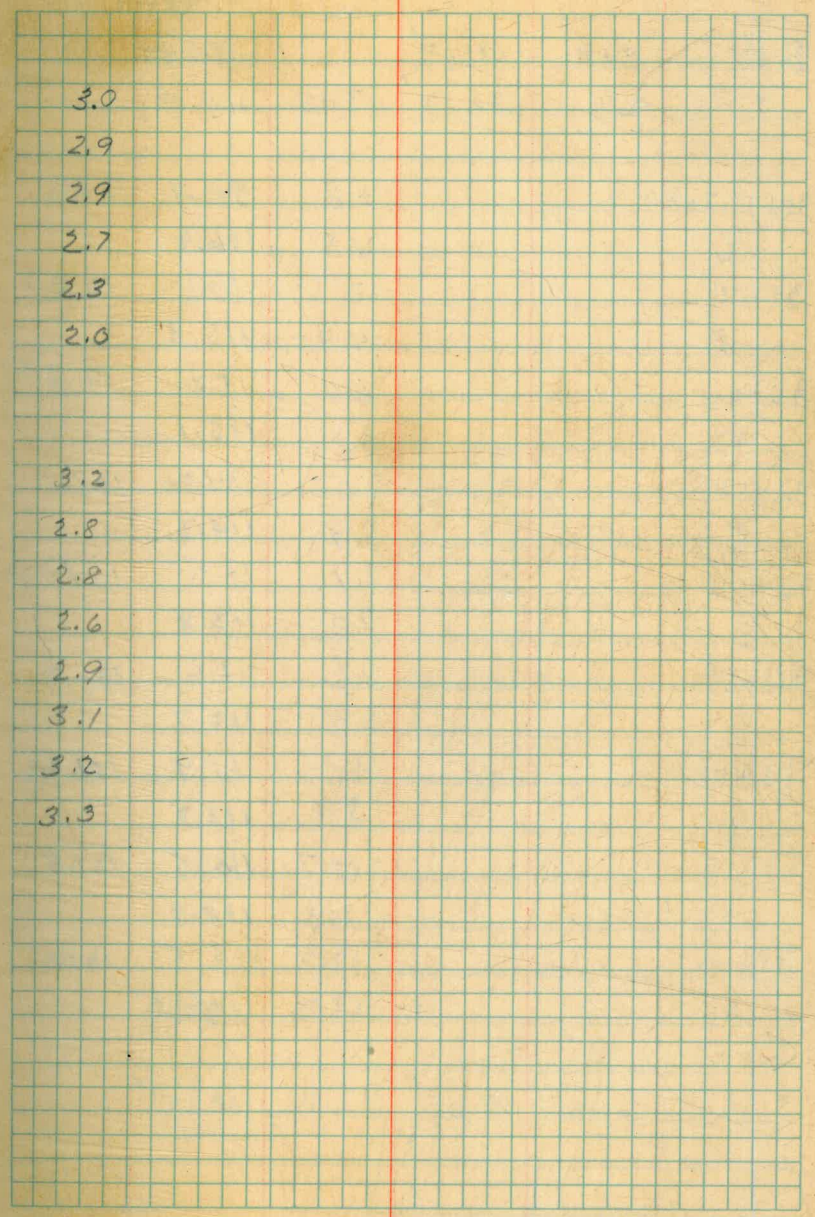






Torrey Pines Res

	R.44	419.84		417.40	CROSS ON Y.P.P.	
0100			9.6	410.2	407.2	3.0
0150			8.4	411.4	408.5	2.9
1100			7.0	412.8	409.9	2.9
1125			6.5	413.3	410.6	2.7
1150			5.9	413.9	411.6	2.3
2100			4.3	415.5	413.5	2.0
FLOW LINE S END			3.6	416.2	Trap	
T.P.	12.52	432.05	0.31	419.53	GATE VALVE	
3100			10.4	421.6	418.4	3.2
3150			9.0	424.3	421.5	2.8
3175			6.2	425.8	423.0	2.8
4100			5.2	426.8	424.2	2.6
4125			3.8	428.2	425.3	2.9
4150			2.5	429.5	426.4	3.1
4175			1.2	430.8	427.6	3.2
4189			0.7	431.3	428.0	3.3
			1.05	431.00	CURT OF Reservoir	









115.05

39450		8.2	06.8	99.1
♀		8.0	107.0	
40400		9.9	05.1	97.8
♀		9.9	105.1	
404268		10.4	04.6	97.3
♀		10.4	104.6	
404576		8.9	06.1	04.5
♀		4.8	110.2	
404596		8.3	06.7	04.7
♀		5.2	109.8	

Top Existing Pipe

6.90 108.15

354120	6.30	126.70		120.4
35700		5.4	121.3	110.6
♀		9.5	117.2	
34750		4.5	122.2	111.6
♀		8.7	118.0	
34700		4.9	121.8	112.6
8 ♀		8.0	118.7	
33450		4.8	121.9	113.6
♀		7.4	119.3	
33400		5.4	121.3	113.9
♀		6.5	120.2	

14

7.6

7.3

7.3

1.6

C.2.0

9.44 day

10.7

10.6

9.2

8.3

7.4



126<sup>20</sup>

32+50

7.0 119.7 114.2

Q

6.8 120.7

32+00

7.7 119.0 114.7

Q

4.9 121.8

B.M.

0.30 126.40 126.44

15

5.5

4.3



Camp Elliott 16" - P.L. Mission Valley  
 Hq. Sta. - 133-127 - P.L. Sta. 22+25 - 23+75

King - N  
 Baker  
 West

9-21-50

16

B.M. 1.91 89.96 ✓ 94.17  
 88.05

22+25 = 128+50 4.50 85.46 ✓ 9.9 = 76.2

22+25 13.88 76.10 ✓

22+75 = 128+00 5.4 84.6 ✓

23+25 = 127+50 7.60 82.36 ✓

23+75 = 127+00

U.S.G.S - Hub set by Co.

City Datum

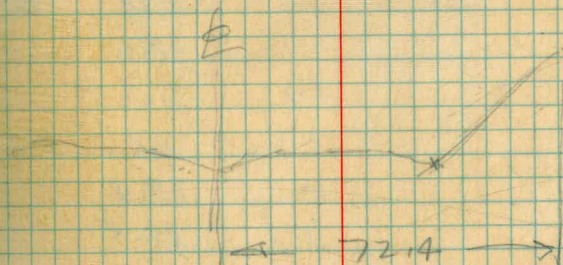
on top of set

Bottom 16" Pipe as placed in Field -  $\frac{C109}{750}$  1 1/2 - 1 slope

Extreme Top Air Valve - 9' from unable to read  $\frac{C139?}{750}$

Top 16" P.L. 3' from -  $\frac{C136}{724}$  1 1/2 - 1 slope

16" P.L. -  $\frac{C155}{753}$  1 1/2 - 1 5/8 slope





131400 = 11400 P.L. Sta. Alvarado Pl. State Highway Sta.  
130-131450

B.V.	0.09	100.40		100.31	
				106.43	
T.P.	1.99	89.55	12.84	87.56 ✓	BK 579
					Grades
130+00 E			11.4	78.2	
50 R'			12.0	77.6	
61 R					
67 R			1.5	88.1	
130+25 - 59 R.			8.8	80.8	
130+50 E.			10.2	79.4	
57 R			10.6	79.0	
55.8 R			8.8	<u>80.8</u>	76.5
65.8 R.			1.4	88.2	
			5.4	84.2	
130+75 E			9.7	79.9	
50 R			12.5	79.1	
52.6 B			9.5	<u>80.1</u>	74.8
66 R			1.4	78.2	
131+00 E.			9.4	80.2	
49.5 R.			10.8	<u>78.8</u>	74.0
50.5 R			10.2	79.4	
67 R			1.1	88.5	
131+50 E			8.8	80.8	
43 R			12.0	<u>77.6</u>	74.3
57 R			9.4	80.2	
66.4 R			0.7	88.9	
130+50					
Ct. Blue top			10.2	<u>79.4</u> ✓	85.5
				+ 6.12	

King West Williams 2-20-51

7

City Datum  
45.95

P78 - Bottom Pipe

4 Pipe Line

Top cut

Top 36" Pipe

Top blue top

Top 36" Pipe

Top cut

Top side 1

Top 36" Pipe

Top cut

Top 36" Pipe

Top cut

Top 36" Pipe

Top of slope

Top cut



ELEVATIONS FOR RECONCILIATION  
OF ASSUMED DATUM ON TOPO MAPS  
#173.1 & 173.2 - MISSION VALLEY WELLS LAND

BM	0.68	54.13		53.45	City Datum
CR BM 11-8	6.46	55.32	5.27	48.86	= 48.88
CR BM	0.20	54.53	0.99	54.33	=
CR BM			4.25	50.28	= 50.26
			12.93	41.6	= 96.5
			12.70	41.8	
			12.71	41.8	
			6.9	47.0	
			19.5	35.0	= 90.0

BM.	0.65	69.76		69.11	69.11
W	1.01	58.74	12.03	57.73	
R	3.75	55.02	7.47	51.27	
			4.4	51.6	= Contour 96.5
			3.9	51.1	= 96.3
			5.1	49.9	= above 95.

Oct. 20 1951

18.

Best  
Leonard  
Renell

Retaining Wall South of Pump Plant #1  
BR on Rubble wall outlet of 48" RCP Cross Drain  
1500' E of Mission Valley Pump Plant #1  
Top Sewer Mt 800' East of Pump Plant  
BR on Rubble wall outlet of RCP Cross Drain  
Top of pin Conc Highway Man 10' LT 0+30  
See Book 2103.

See Contour Map #173.1 (Topo - Green Sheet)

Spire in Tale pole 434303 #  
See BK 2103.

Conc Man City Eng on City Bdry STA 17+00.34  
PK 2103

See Contour Map 173.2 (Topo - Green sheet)



Proposed Anode EL Capitan PL

4+16.16 34° 09' 50" Lt 20' North of Road Easement

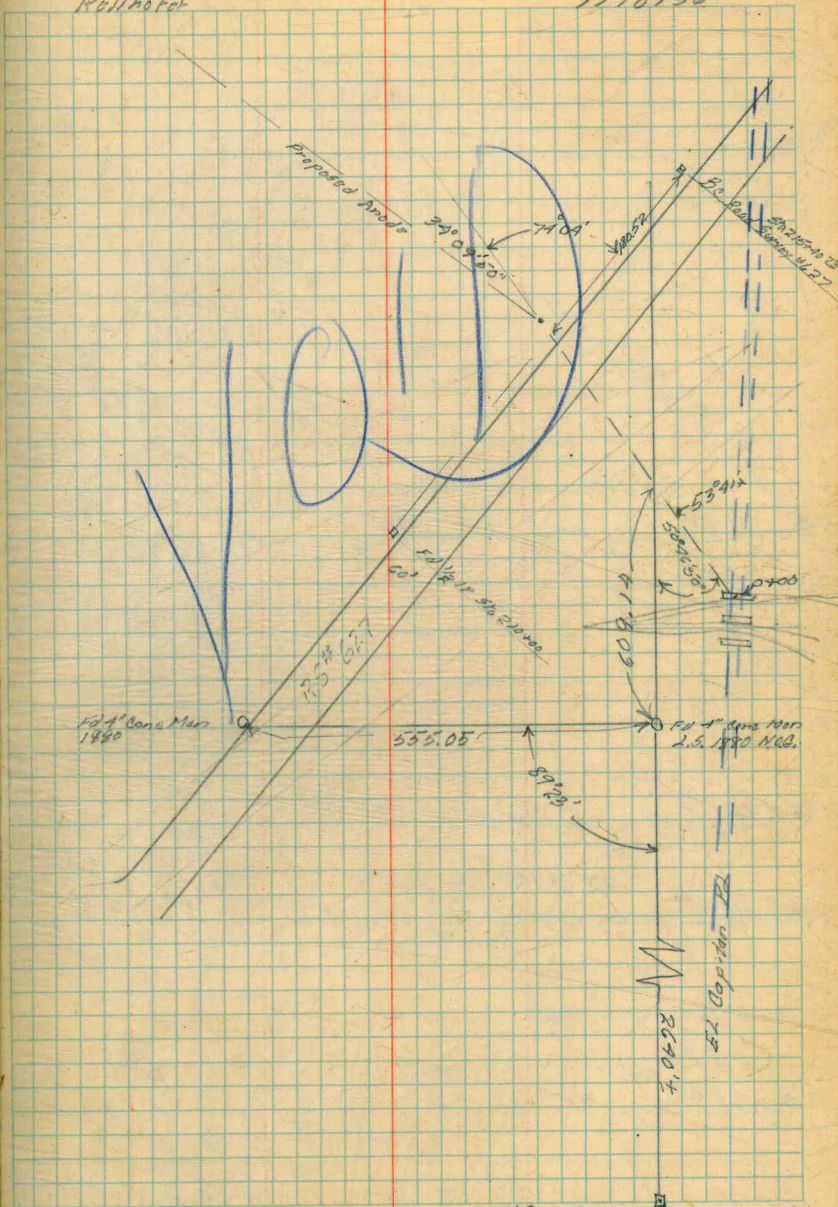
3+95.33 74° 04' Rt To BC County Road Survey Sta 218+40.23

1+18.45 58° 46' 56" Intersection with lot line 609.14 south to 4" 15" Pipe

0+00. = 971+40.2 126° 19' off forward Tan of Pl. 0+00 on Nly Cone Support Trestle #4

West  
Williams  
Varonfokis  
Kellhofer

1/10/56



Fd Cons Mon  
Cor. No 9 BM # 44  
Elev 855.79 only Eng







Alternate Line for Anode Location

8+60<sup>30</sup> = 4+34<sup>22</sup>  $\Delta$  in first location

4+26<sup>02</sup> DOT BC RS 627 20' Lt Sta 215+10<sup>13</sup>

2+95.13  $\Delta$  15° 35' 10" Lt

1+21<sup>46</sup>

1213.53 to Men  
intersection with Lot Line

0+69<sup>17</sup> POT

0+00  $\Delta$  air Valve on Siphon 17.5 South

141 04 20 282.93 21

10+04.90

7.09

10+13.53

141 04 10



STA	+	HI	-	EL
0+00	2.86			
0+00			2.54	
0+02.5			4.79	
0+50			6.8	
0+89.64			9.7	
1+00			10.4	
T.P.	2.95		12.92	
+55			5.9	
+86			12.6	
2+00			11.4	
+50			8.3	
3+00			5.3	
+50			5.7	
+57			5.2	
+62			2.5	
+65			3.2	
+72			2.88	
+98			3.04	
T.P.	0.53		2.79	
4+02			0.8	
+04			0.2	
+14.57			6.0	
+18			7.9	
T.P.				
4+34.77	0.24		9.13	
+50			1.1	

WEST  
WILLIAMS  
YARON FAKIS &  
KELLHOFERT

22

11/12/56 SUNNY

Q

TOP WOOD WALKWAY ON PIPE (0.5 ABOVE PIPE)

6.5' LT TOP CON. SUPPORT

TOP G.V. BLOW OFF

5.6	8.1
5' LT	5' RT

TIE TO LOT LINE

8.3	13.4
10' LT	10' RT
5.4	6.7
10' LT	10' RT

7.8	15.5	13.8
10'	8'	15'
5.8	11.3	
10'	10'	
3.8	6.8	
10'	10	
4.0	6.8	
10'	10	

TOP BURN

EDGE A.C. EAST

EDGE A.C. WEST

TOP BURN

INTERSECTION WITH R.S. (PAGE 20)

BOTTOM SLOPE

T.B.M. (20) COUNTY R.S. 627 (SPIKE)



## ANODE LOCATION &amp; PROFILE

STA	+	HI	CONT	EL
5+00				6.0
+50				10.6
T.P.	1.09			13.31
6+00				2.2
+50				4.9
7+00				6.2
+50				8.3
8+00				10.8
+50				12.7
+66 <sup>61</sup>				14.0
T.P.	12.03			0.41
T.P.	5.25			0.89
T.P.	10.74			7.36
T.P.	12.87			9.49
T.P.	11.42			0.57
T.P.	8.76			3.36
CHECK 0+00				8.53

## ALTERNATE LINE FOR ANODE LOCATION

T.B.M.	1.38			
T.P.	11.85			0.17
T.P.	11.48			0.46
T.P.	12.83			0.64
T.P.	12.37			0.03
0+00				8.1

1/12/56

END ANODE

4" CON. MAN. L. S. 1880 (737.60 FROM 8+66<sup>61</sup> PAGE 20)  
 U.S.C. 46. # X892 E.C. 203+37.9 COUNTY R. S. 627

SPIKE (20') COUNTY R. S. 627 STA. 4+34.77 (PAGE 22)

17.5 LEFT TOP PIPE ON SYPHON



ALTERNATE LINE FOR ANODE CONT.

WEST  
WILLIAMS  
YARONFAKIS X  
KELLNOFFERT

24.

STA	+	HI	-	EL.
0+00				5.0
+50				1.6
1+00				2.2
+50				5.1
2+00				9.0
+50				12.9
T.P.	0.14			13.20
3+00				4.3
+50				9.6
T.P.	0.33			12.52
4+00				2.6
+50				7.4
5+00				12.0
T.P.	0.56			12.94
+50				3.7
6+00				8.5
T.P.	0.11			13.20
+50				1.1
7+00				6.2
+40				8.1
+46				12.1
+50				9.4
8+00				3.9
T.P.	7.05			0.70
8+50				4.5
T.B.M.				
8+60.30=				4.24
4+34.77				

1/12/56

14' LT TO EDGE BANK

11' LT TO EDGE BANK

16' LT TO EDGE BANK

1/13/56

⊥

+3.9    1.1    1.3  
12' LT   4' LT   10' RT.

→ LOOSE ROCK ON BANK    0.0    8.3    8.3  
10' LT    4' RT    10' RT

7+40 → 3.3    12.1  
10'    10'  
BOTTOM DRAW CULVERT OVER FLO.  
0.5    10.2  
14'    10'  
0.0    3.8    4.8  
10'    6'    10'

NOTE: LOOSE ROCK ALL ABOVE BANK AREA

PAGE 23



Location of Proposed Anode  
 El Capitan Pl Sta 692+00±

8+80 77° 35' 20" LL End of Proposed Anode

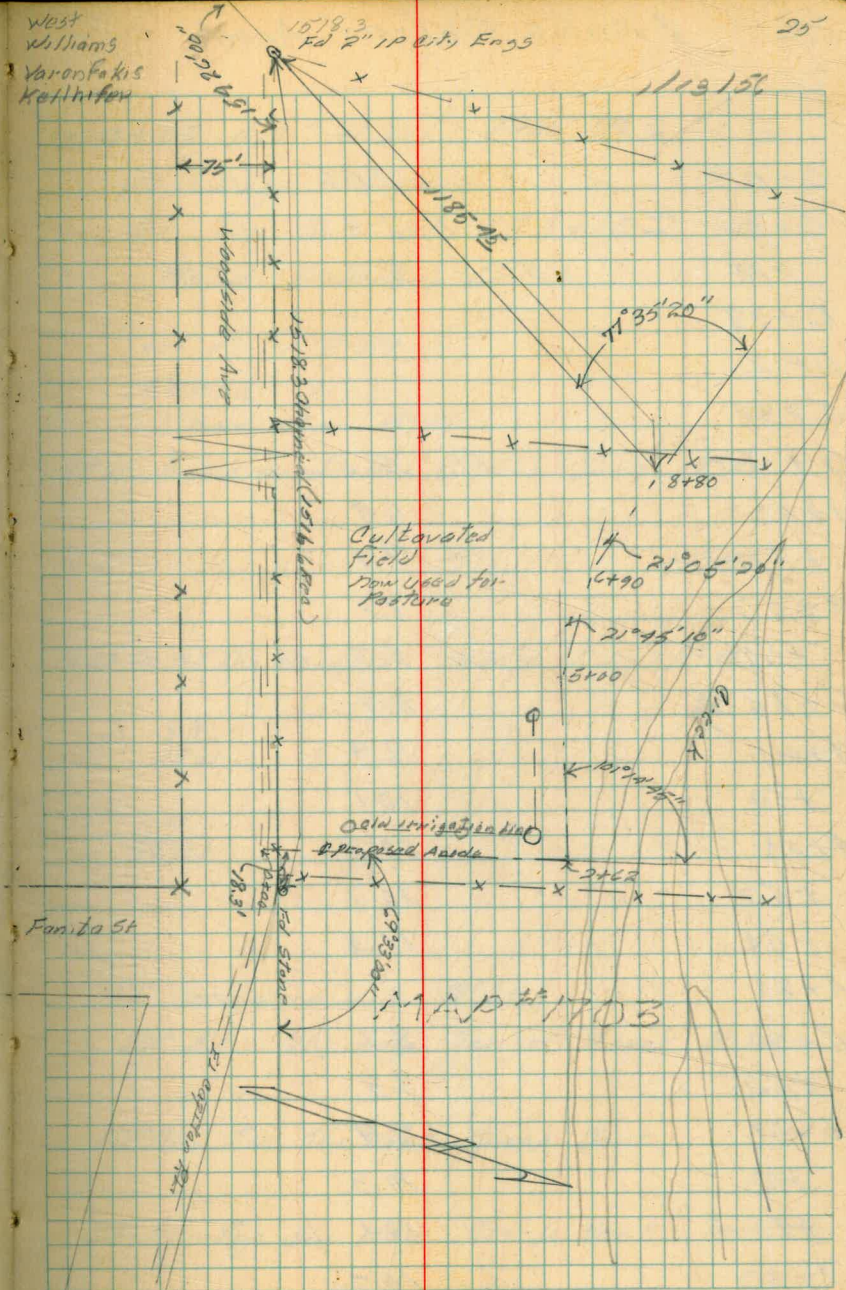
6+90 21° 05' 20" RT

5+00 21° 45' 10" RT

2+62 101° 14' 45" LL

0+21 69° 33' 00" LL intersection with prop line  
 1500' west to 2" IP City Eng 18<sup>th</sup> East to Stone

0+00 @ El Capitan Pl Sta 693+16±





Profile Proposed Anode

...	2.98
0-07	1.65
0+00	2.9
+10	5.2
0+18	
0+21	
0+34	
0+50	5.1
1+00	6.4
+50	7.1
2+00	7.7
+50	8.3
2+62 <del>A</del>	8.9
3+00	9.9
+50	10.1
4+00	10.2
+50	10.7
+61	11.3
4+89	
5+00	8.7
+50	9.3
6+00	9.9
+50	10.3
+90 <del>A</del>	10.1
7+00	10.4

US0+05 BM \* W 321 1935

Sly Edge Oil pipe

Fl Cop Pl. Sta 693+16±

Road Drainage Ditch

Tel Pole 7' RT

Fence Line

Dead Man 4' RT

10' RT to old irrigation line Fence Line 12' RT

10' RT " " " " " " " 11' RT

10' RT to 42" Dia Standpipe Fence Line 11' RT

8.3  
10' RT

7.9  
16' RT

42" irrigation Valve 8' RT

13' RT Sly edge Top of Creek Bank

12' RT Top Sly edge Creek Bank

14' RT Top Sly edge Creek Bank



7+50	11.6
8+00	12.4
+50	12.9
8+80	13.4
	2.98

27  
19<sup>th</sup> RT Top Sly edge Creek Bank

19<sup>th</sup> RT Top Sly edge Creek Bank

USC+05 BIT



ANODE LINE LOCATION  
 FLETCHER'S PROP. LOT "B" OF LOT "70"  
 RANCHO MISSION

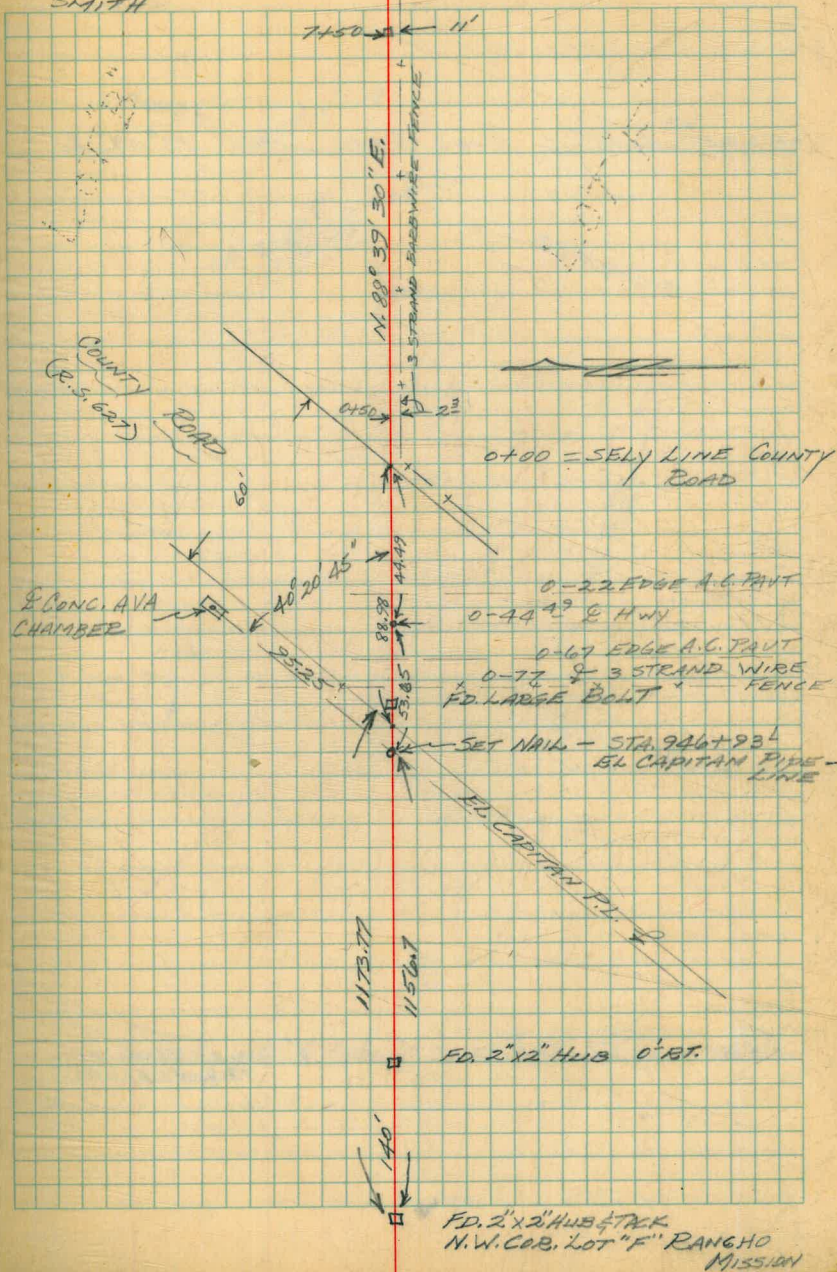
7+50 END OF ANODE LINE

0+00 = SELV LINE COUNTY ROAD

0+98<sup>14</sup> = INTERSECTION EL CAPITAN PIPELINE  
 AT STA. 946+93<sup>1</sup>

5/16/54  
 SHOREY  
 KEMP  
 SMITH

29





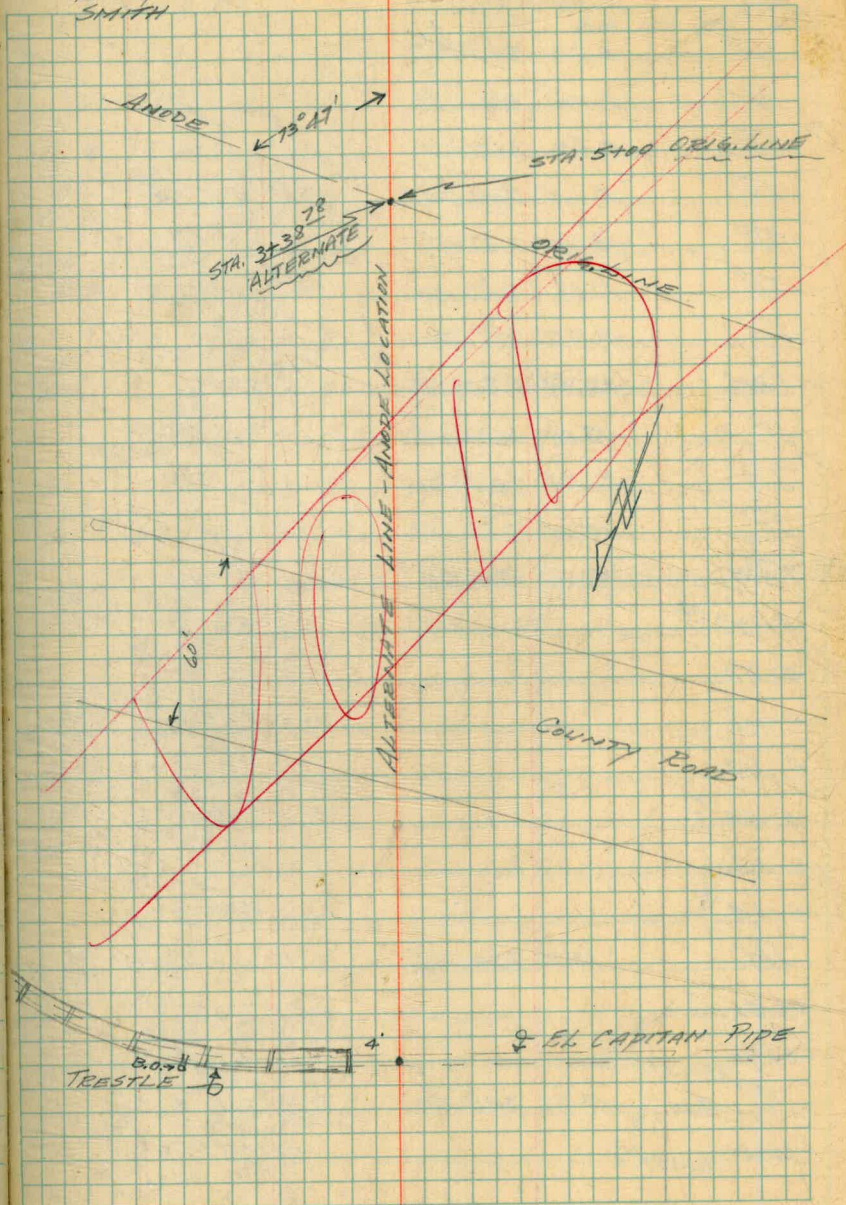
ANODE LINE LOCATION  
(CONT'D)

3+38<sup>78</sup> Δ FT. = 5400 ORIG. LINE 73° 47' LT.

0+00 = G. EL. CAPITAN PIPE - 4' SW. OF END OF  
TRESTLE

5/16/56  
SHOREY  
KEMP  
SMITH

29





ANODE LINE LOCATION  
(CONTD)

BM	2.78	334.67		331.89	Datum USGS BM.
TP	0.32	322.65	12.34	322.33	
TP	0.00	312.72	9.93	312.72	
TP	0.89	304.25	9.36	303.36	
TP	0.65	294.94	9.96	294.29	
TP	0.69	282.48	13.15	281.79	
TP	10.08	281.00	11.56	270.92	
TP	10.55	278.39	13.16	267.84	
TBM	12.80	280.34	10.85	267.54	
TP	13.06	293.30	0.10	280.24	
TP	12.50	305.31	0.49	292.81	
TP	10.75	313.78	2.28	303.03	
TBM	4.76	316.92	1.62	312.16	
0-98 <sup>14</sup>			9.3	307.6	
0-77			9.2	307.7	
0-69			15.8	301.1	
0-67			16.4	300.5	
0-44 <sup>49</sup>			17.3	299.6	
0-22			18.5	298.9	
0-14 <sup>5</sup>			19.0	297.9	
TP	12.41	328.24	1.09	315.83	
0+12			6.1	322.1	
0+50			0.7	327.5	
TP	12.38	340.56	0.06	328.18	
1+00			7.9	332.7	

5/17/56  
SHOREY  
KEMP  
SMITH

30

U.S. 331.9 P.B.M. 6.3 mi. W of Santee 2.4 mi NE of Grantville.

Reduced by W.H.  
May 23, 1956

LT

RT

CHISEL IN CONC. AT END OF TRESTLE

CHISEL IN CONC. A.V.A CHAMBER - GOLDEN PAVT PLANT

STA. 946+93<sup>5</sup> EL CAPITAN PIPELINE

TOP SLOPE

TOE SLOPE

EDGE A.C. PAVT

Q A.C. PAVT

EDGE A.C. PAVT

TOE SLOPE

TOP SLOPE

326.9  
1.3  
10

x

331.7  
8.9  
10

x

327.7  
0.5  
2.5 FENCE

332.96  
7.6  
5 FENCE



ANODE LINE LOCATION  
(CONT'D)

340.56 ✓

1+50		2.7	337.9	
TP	11.58	351.97 ✓	0.17	340.39 ✓
1+75 <sup>E</sup>		11.6	340.4	
2+00		10.0	342.0	
2+50		7.2	344.8	
3+00		4.7	347.3	
3+37		3.1	348.9	
3+50		3.0	349.0	
4+00		2.6	349.4	
4+50		3.4	348.6	
5+00		3.6	348.4	
SET TBM	0.78	351.05 ✓	1.70	350.27 ✓
5+50		4.0	347.1	
6+00		6.2	344.9	
6+50		10.4	340.7	
TP	0.22	337.95 ✓	13.32	337.73 ✓
6+75		0.6	337.4	
7+00		5.4	332.6	
7+25		10.2	327.8	
TP	0.37	326.98 ✓	11.34	326.61 ✓
7+50		4.0	323.0	
TP	12.04	333.70 ✓	5.12	321.86 ✓
OK. BM			2.01	331.89 = 331.89

5/22/56

SHOREY  
KEMP  
SMITH

LT

RT

31.

336.1		338.6
4.5		2.0
10	X	3.4 FENCE
340.5		342.5
11.5		9.5
10	X	4 FENCE
343.1		6.6 345.4
8.9		4.5 FENCE
10	X	3.7 348.5
345.3		5.2 FENCE
6.7		350.2
10	X	1.8
346.7		5.6 FENCE
5.3		12 350.8
10	X	6.1 FENCE
346.9		1.5 350.5
5.1		7 FENCE
10	X	1.5 350.5
346.1		7.7 FENCE
5.9		349.1
10	X	2.0
345.8		3.9 FENCE
6.2		4.0 347.1
10	X	8.4 FENCE
8' RT. STA. 5+00		7.6 343.5
344.6		9.0 FENCE
6.5		340.9
10	X	4.2.9
342.3		9.0 FENCE
8.8		1.2 336.8
10	X	9.7 FENCE
337.5		5.8 332.2
13.6		10.6 FENCE
10	X	326.98
333.8		0.0
4.2		11 FENCE
10	X	
338.4		
9.6		
10	X	
345		
13.5		
10	X	
319.6		
7.4		
10	X	

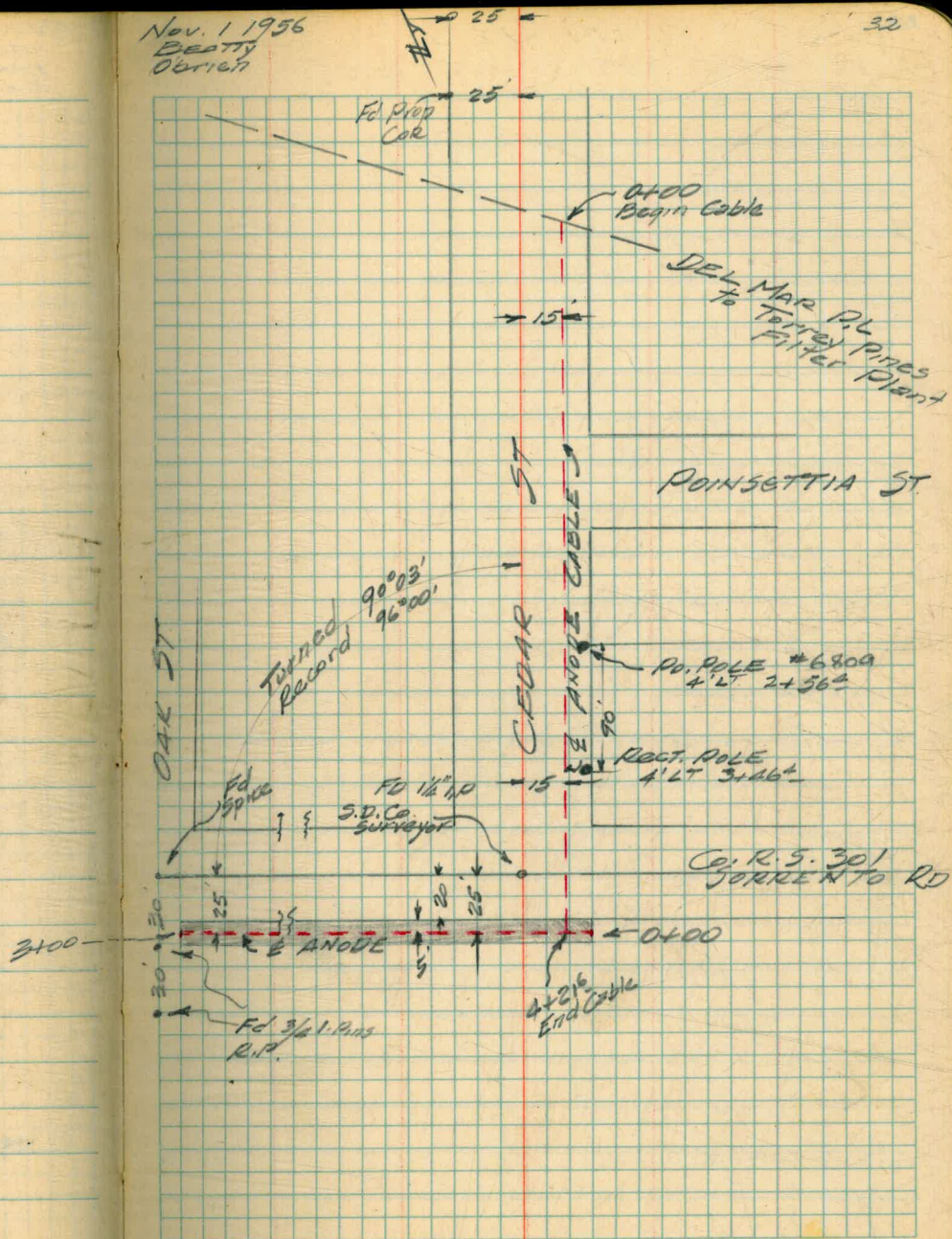
SEE PAGE 30



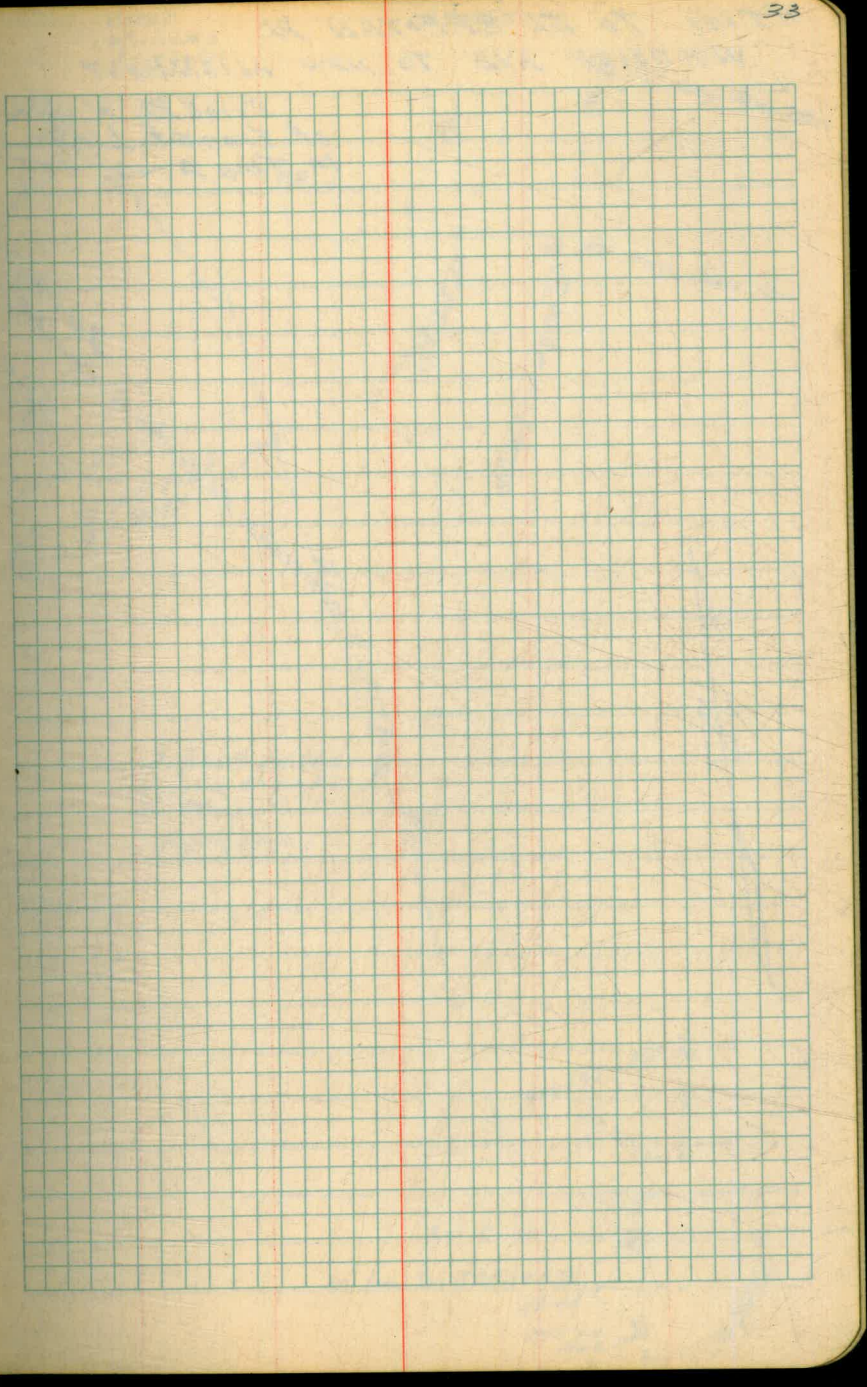
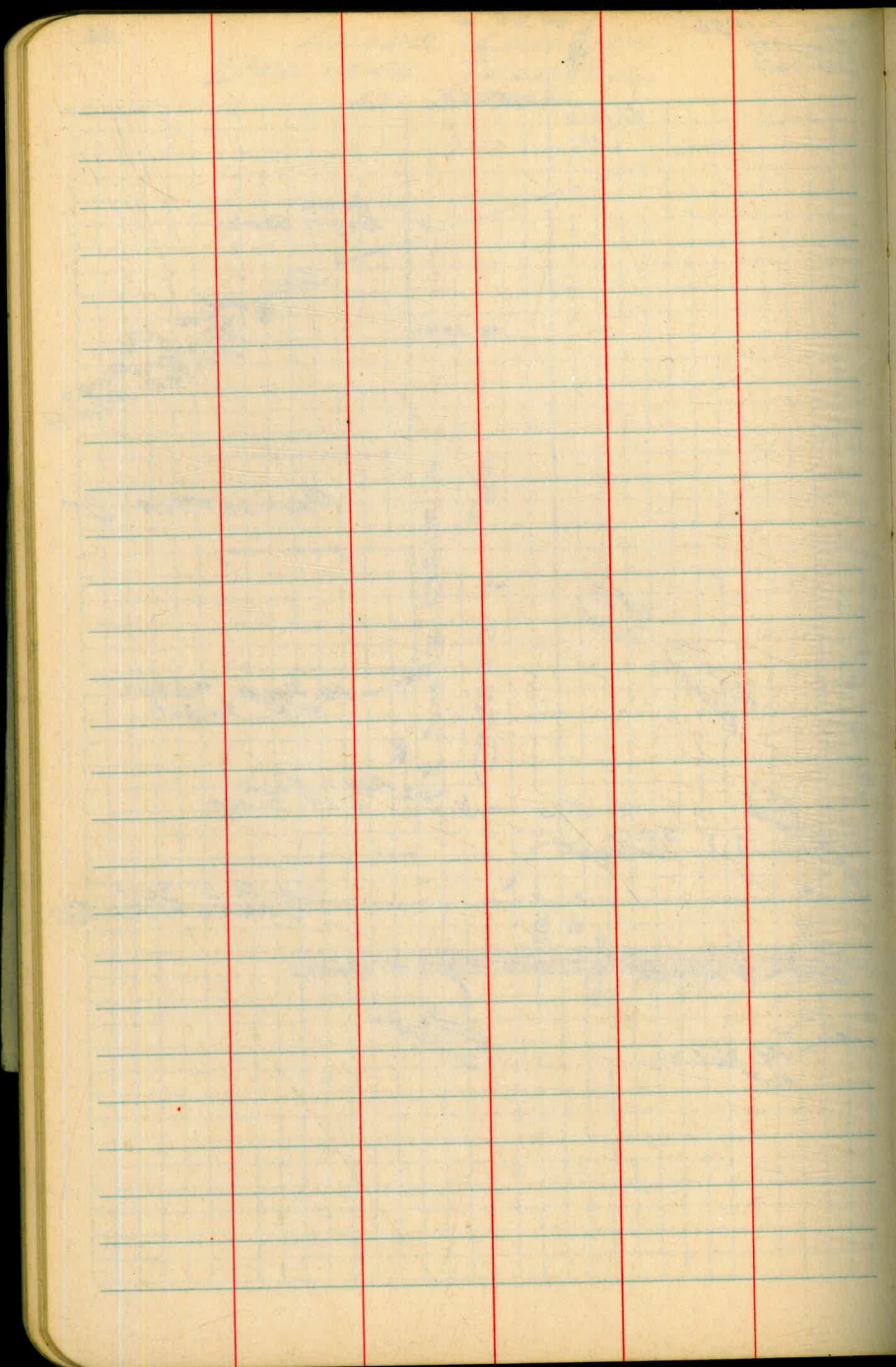
ANODE LOCATION  
 DEL MAR TERRACE  
 IS STAKED

Nov. 1 1956  
 BEATTY  
 O'Brien

32





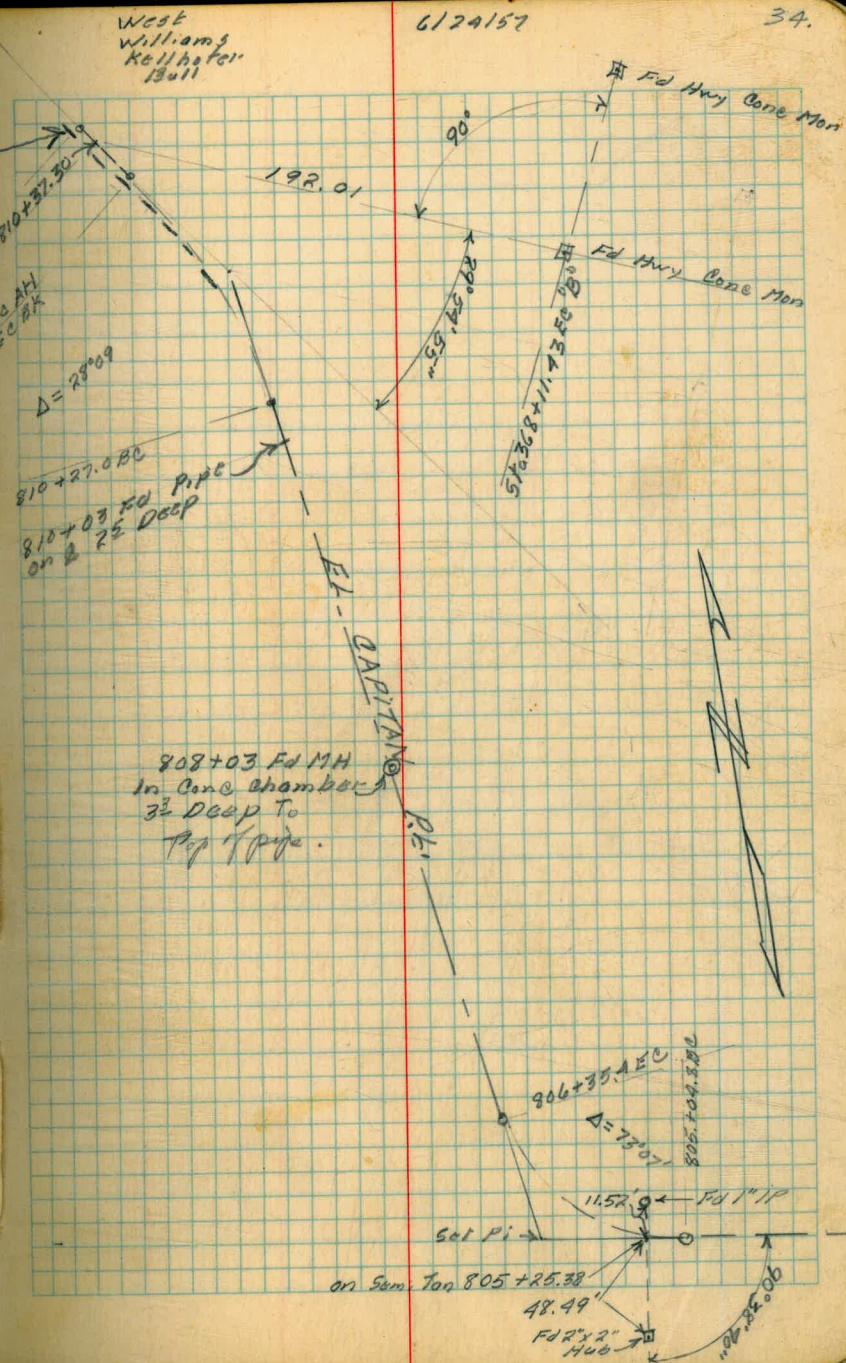




TIES TO EL CAPITAN PL  
WOODSIDE AVE TO NEW ALIGNMENT

Exist Pl. 3' SW.  
of Transit Line  
in This Area

Intersection El Capitan Pl + Hwy Semi Tan  
810+42.9 BC  
810+07.5 EC AH  
811+67.2 EC AK  
810+37.30  
810+27.0 BC  
810+03.50 Pipe on 2  
25' Deep



West  
Williams  
Kellhofer  
Bull

6124157

34.

Fd Hwy Cone Mark

Fd Hwy Cone Mark

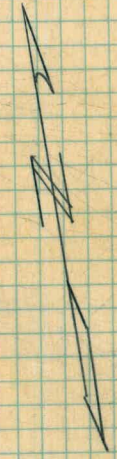
$\Delta = 23^{\circ}09'$

810+27.0 BC  
810+03.50 Pipe on 2  
25' Deep

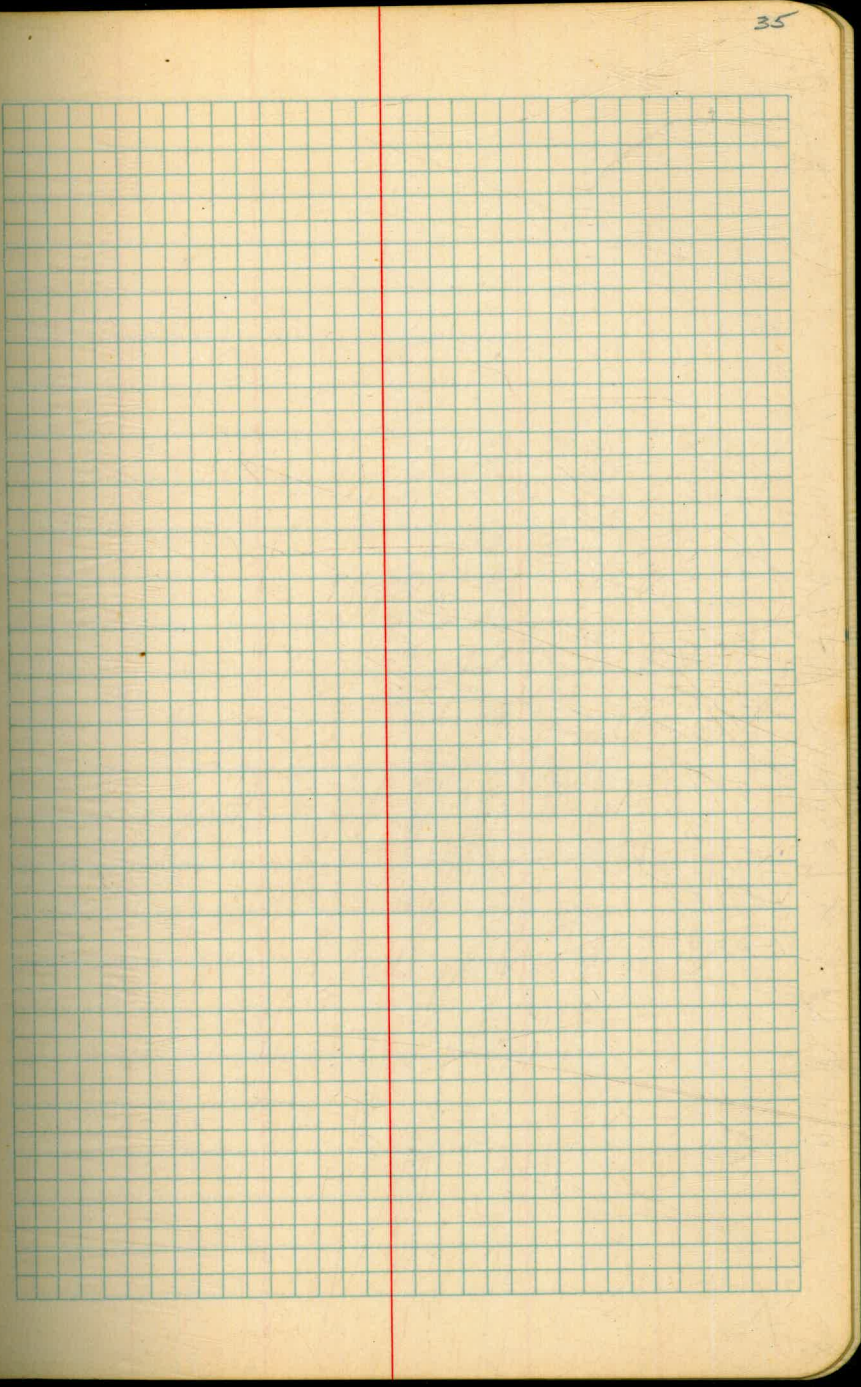
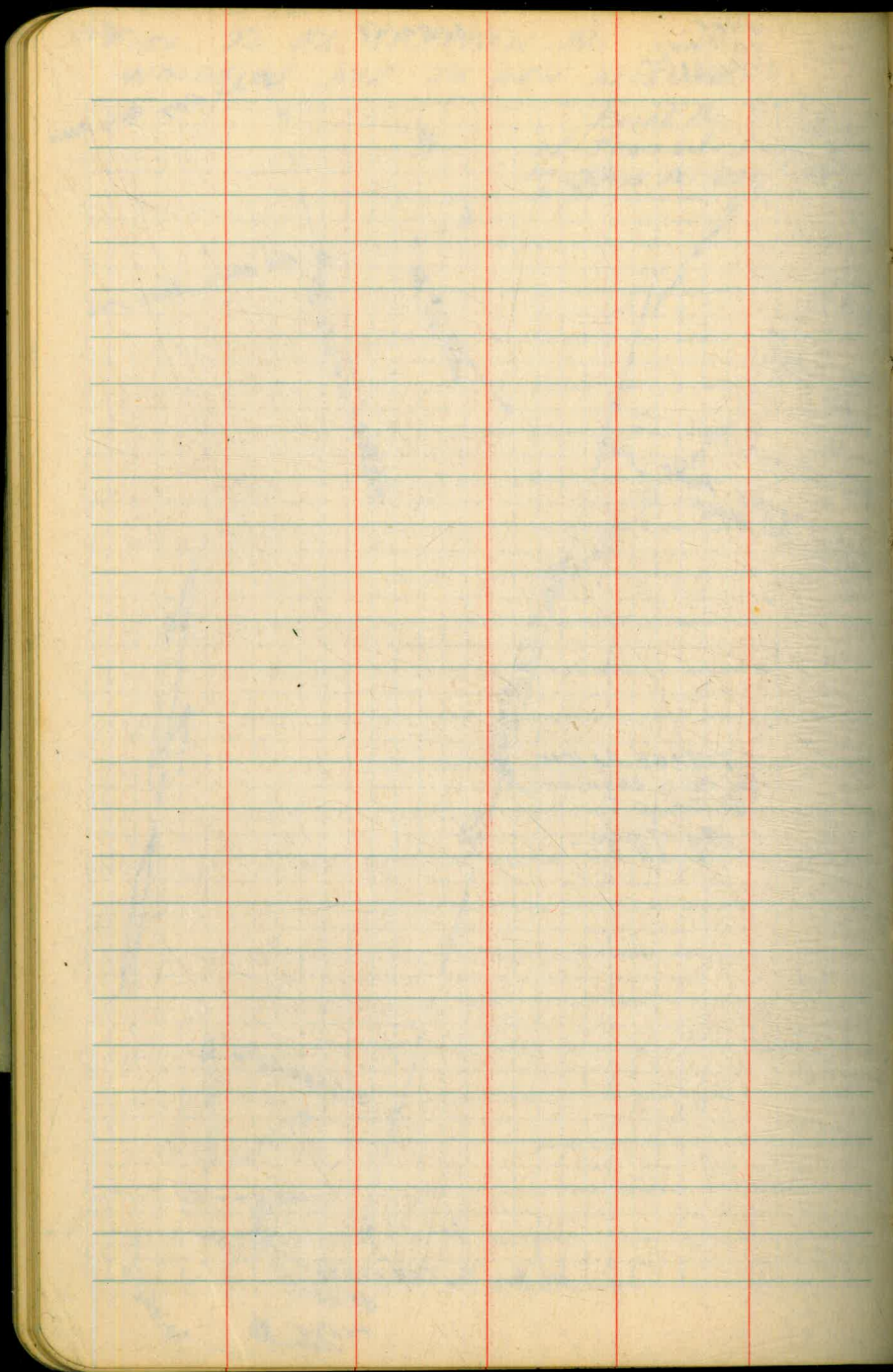
808+03 Fd MH  
In Conc chamber  
3 1/2 Deep To  
Top of pipe.

806+35.4 EC  
 $\Delta = 75^{\circ}07'$   
806.104+3.80

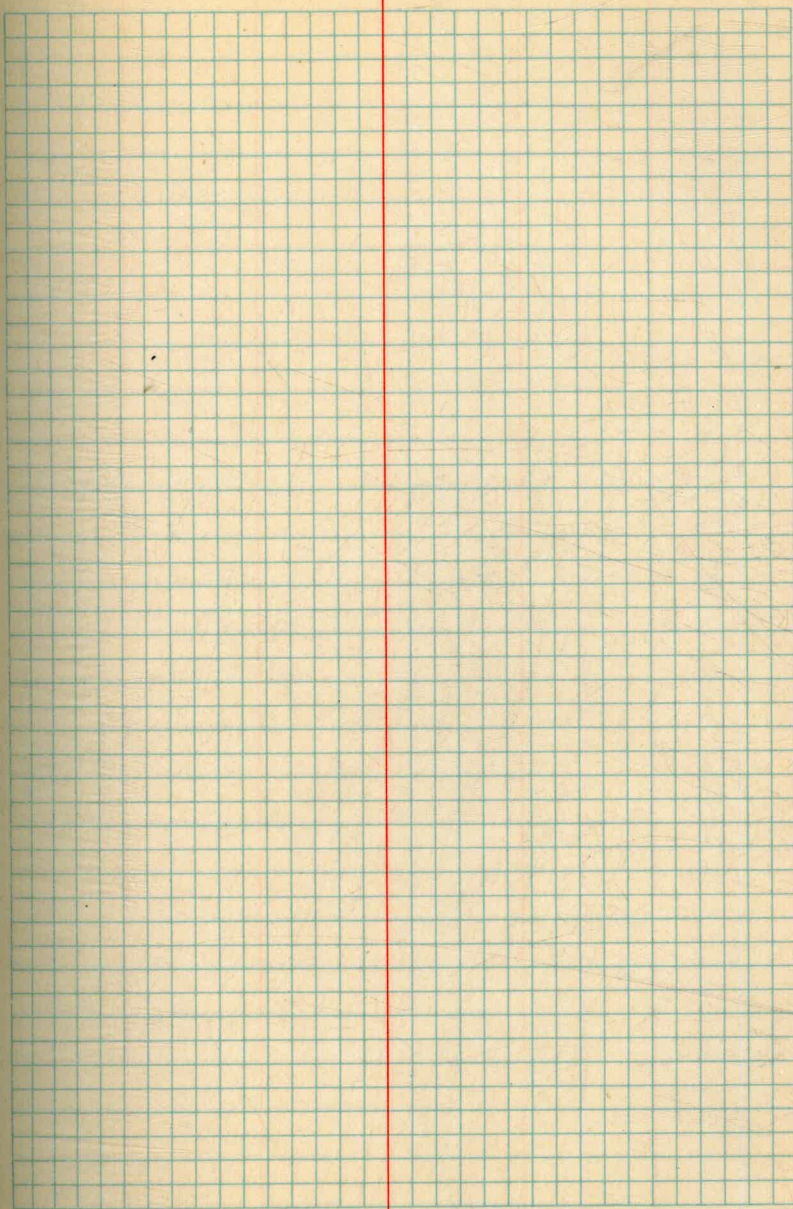
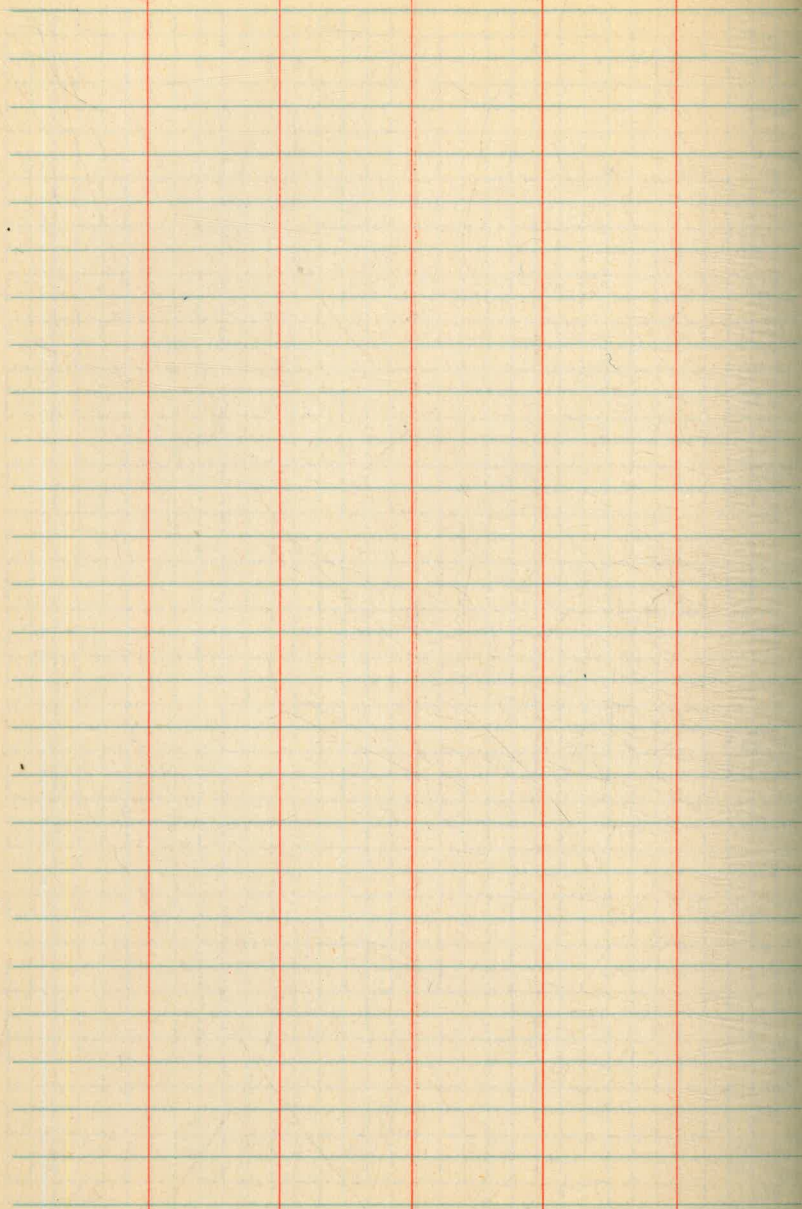
115.89  
Set Pi.  
on Sem. Tan 805+25.38  
48.49  
Fd 2" x 2" Hub  
106.4206



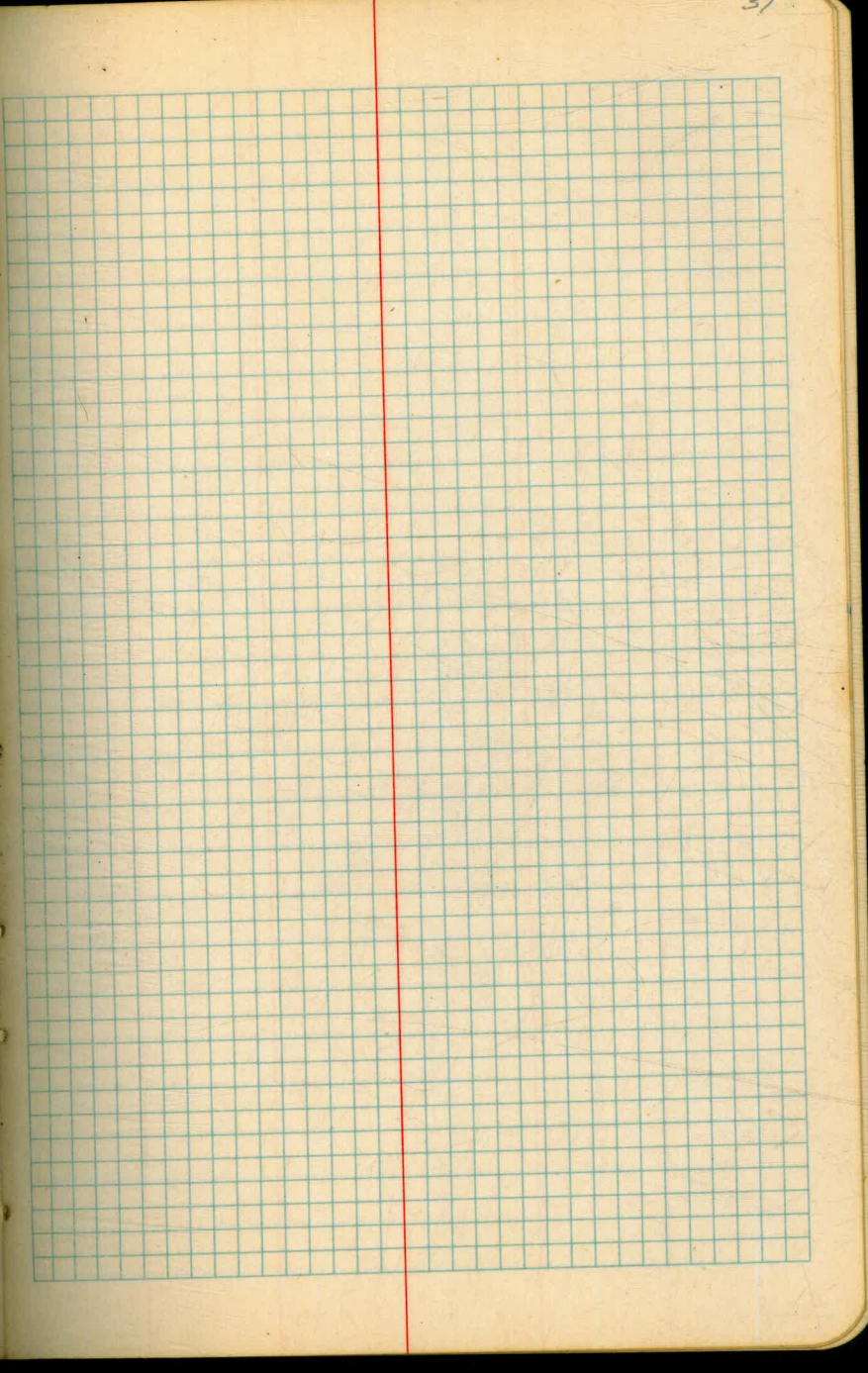
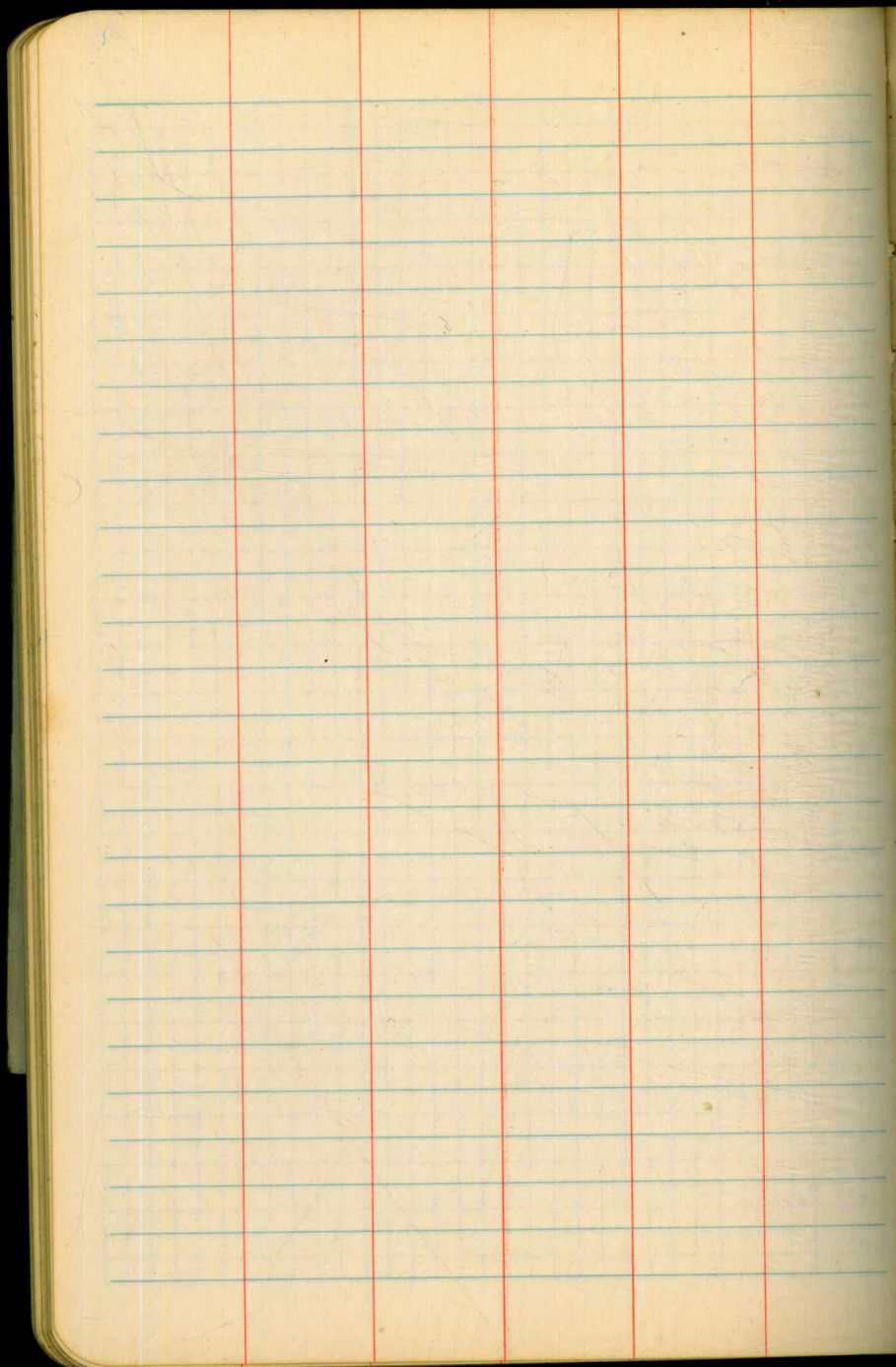




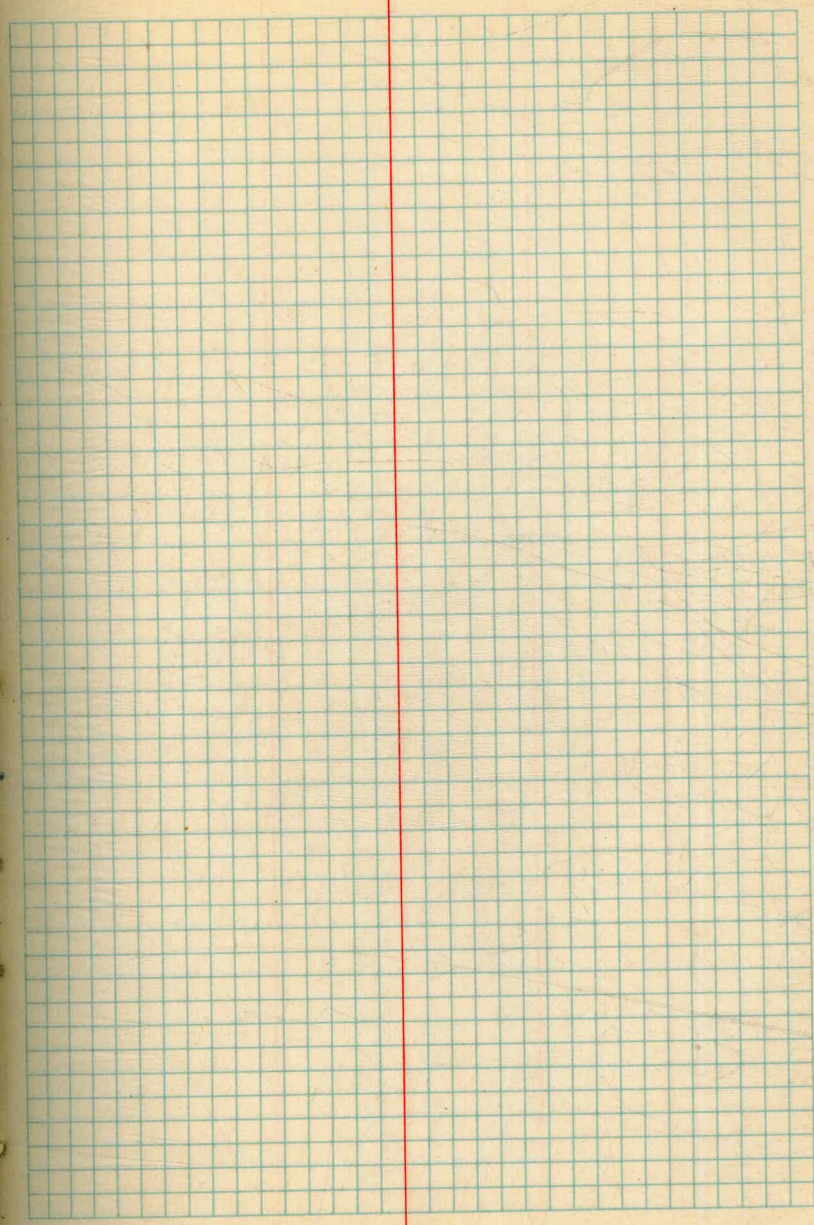
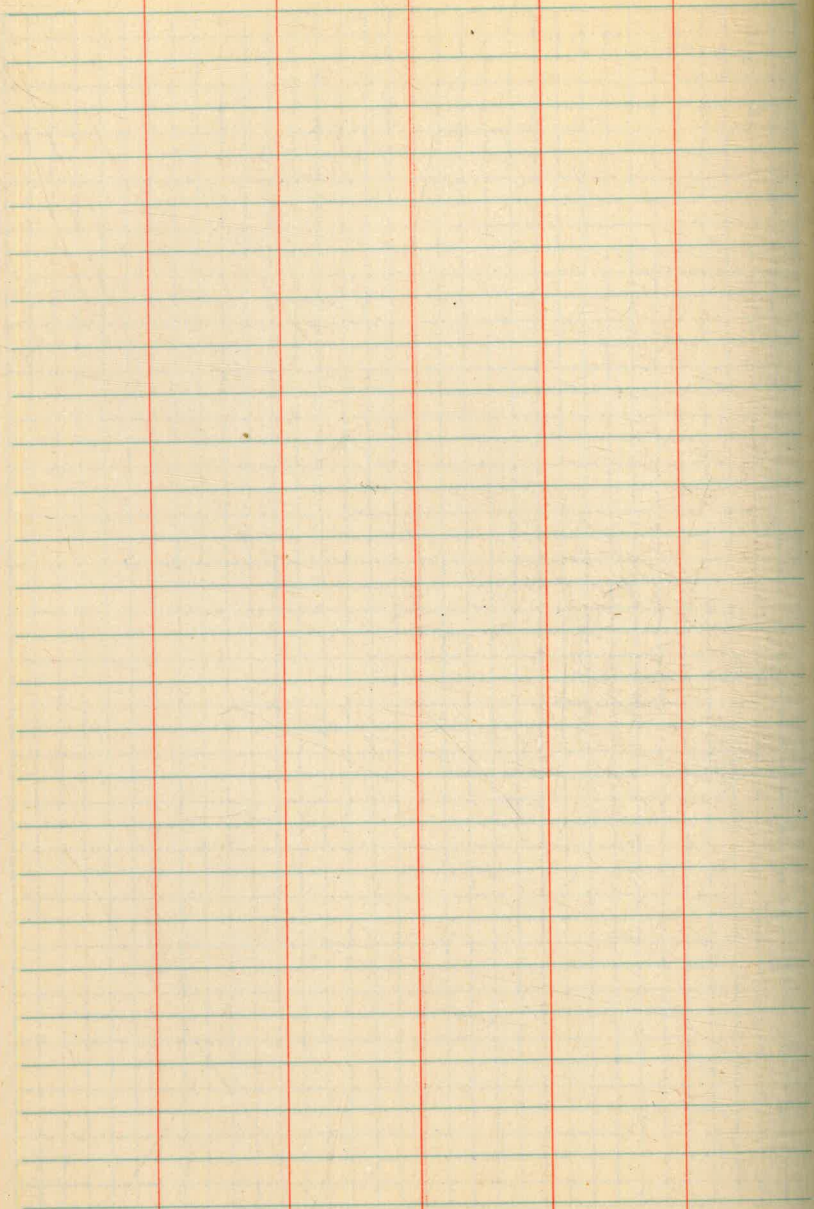




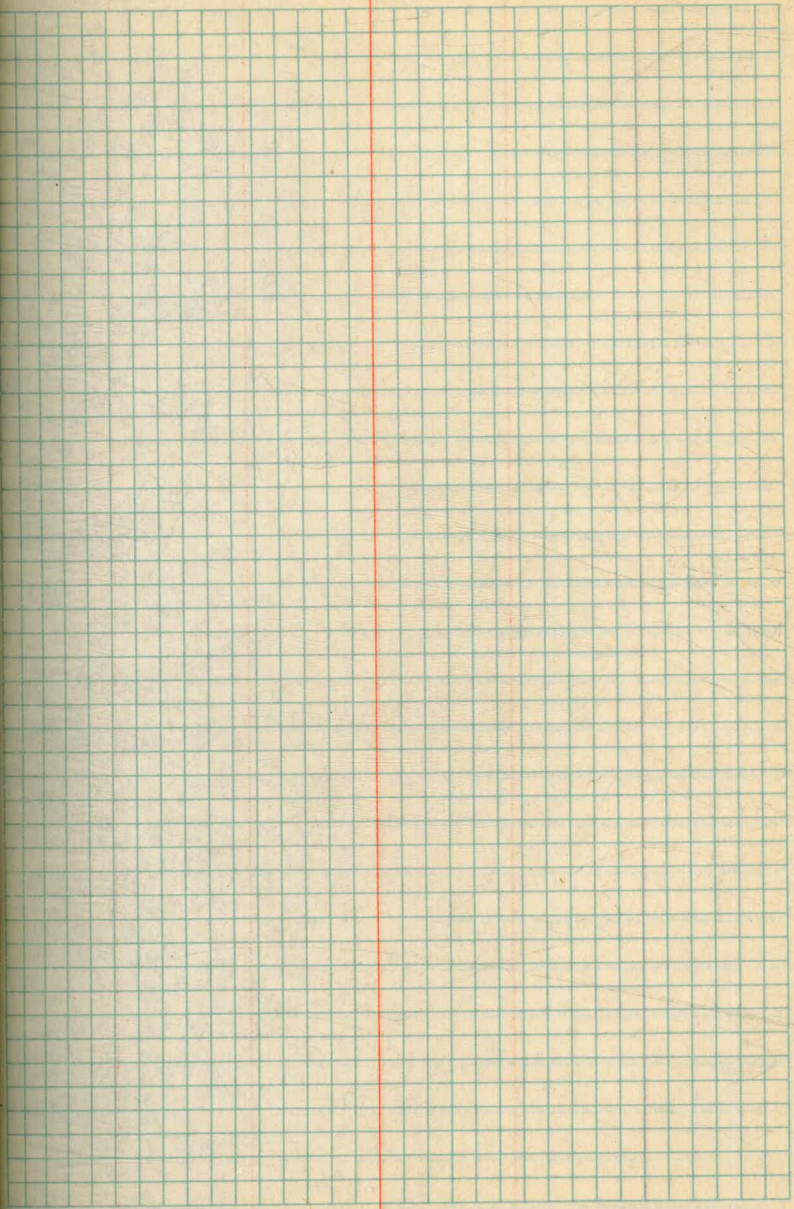
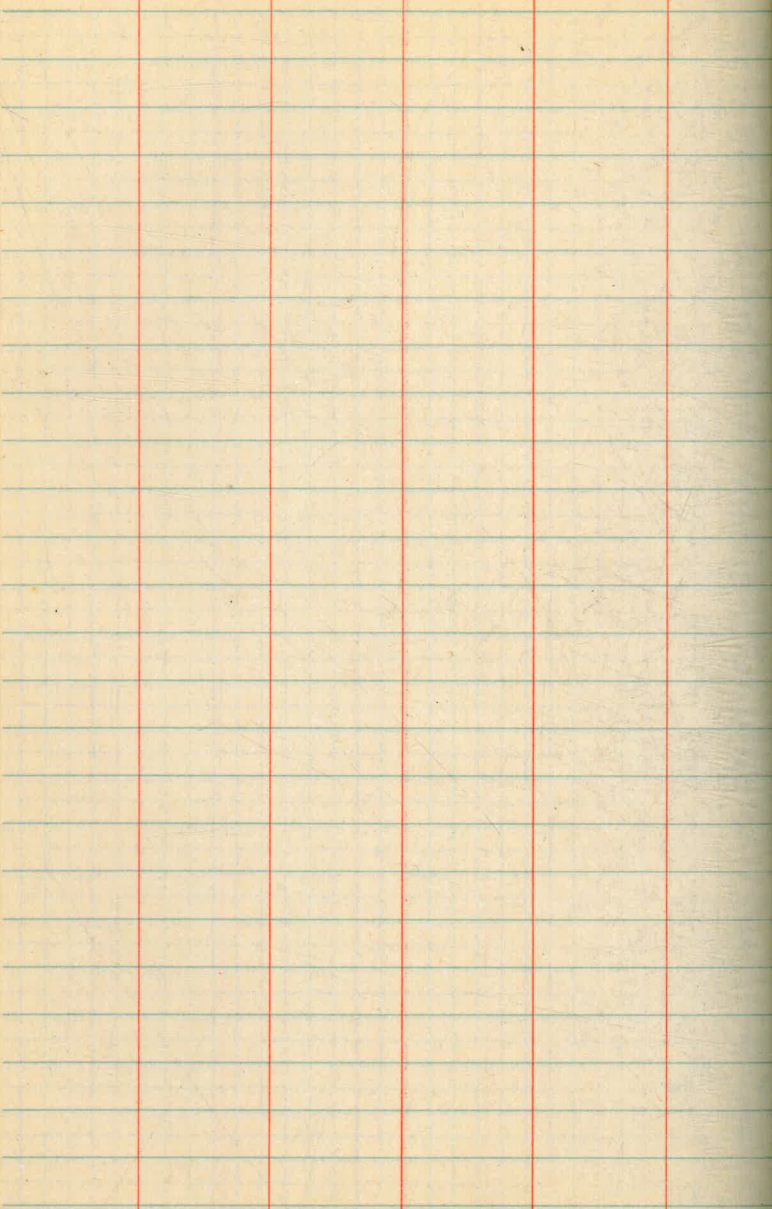




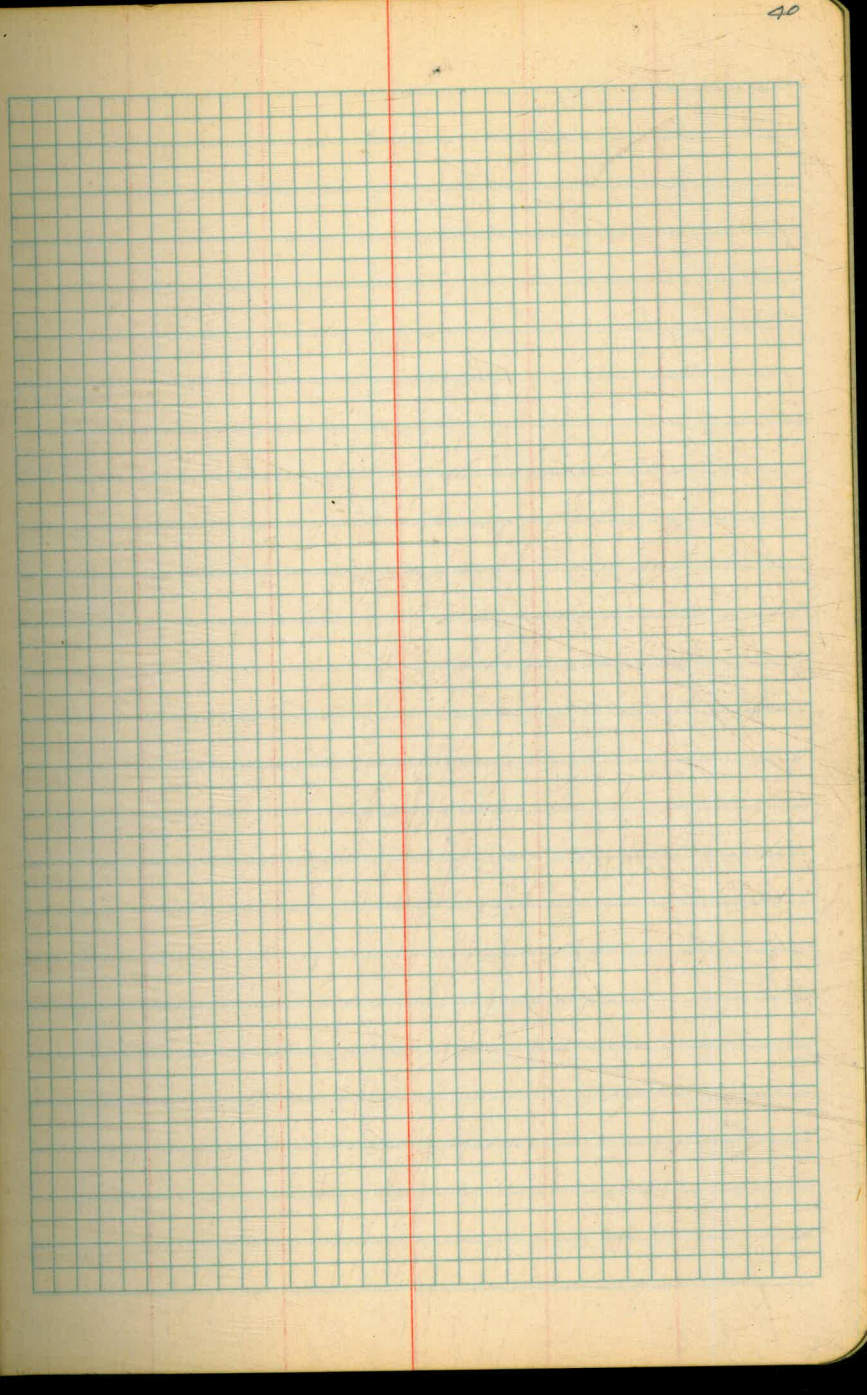
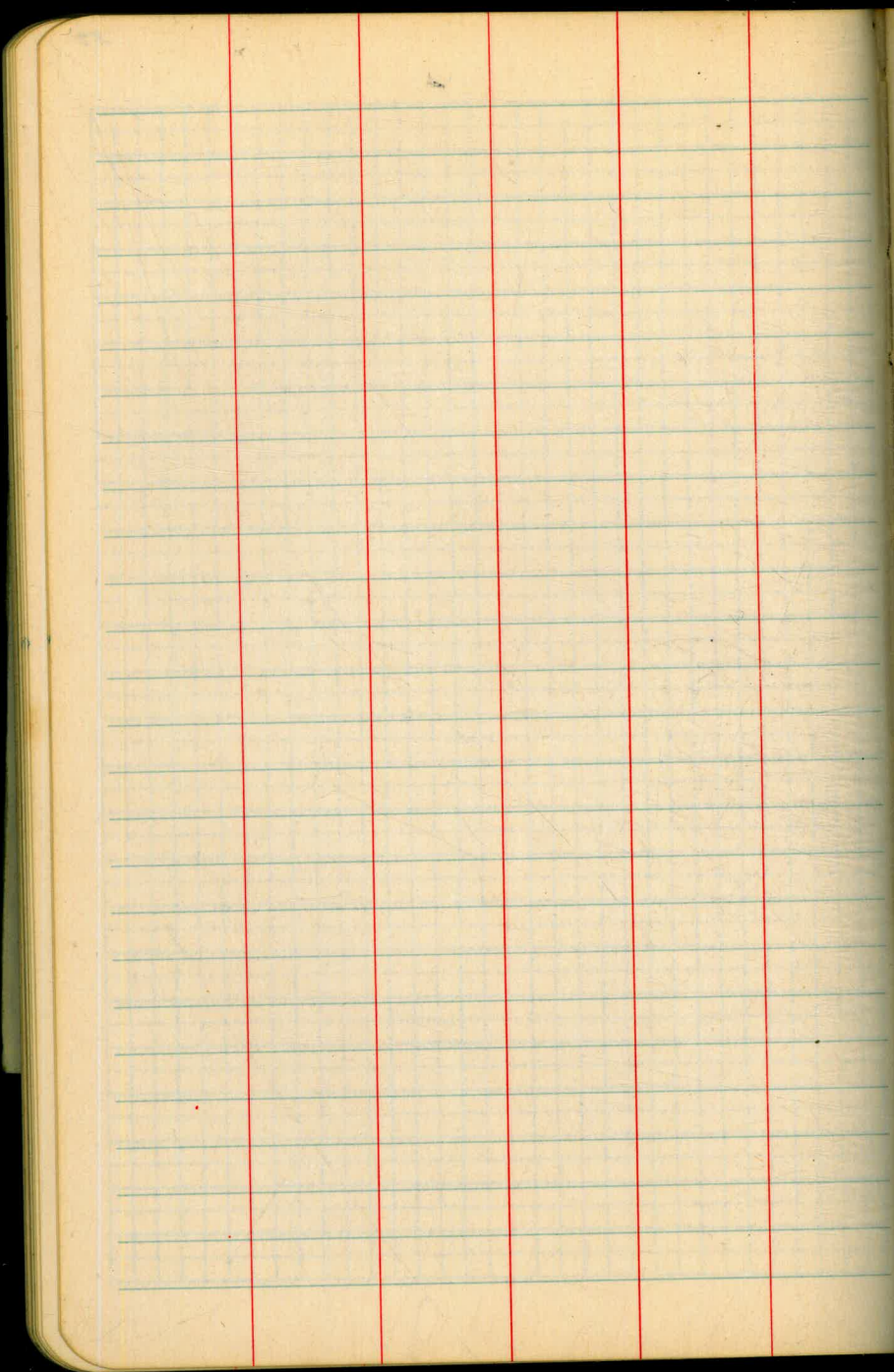














$$\begin{array}{r} 55.95 \\ 3.88 \\ \hline 26.7 \end{array}$$

$$\begin{array}{r} 89.54 \\ 12.53 \\ \hline 77.43 \\ 1.33 \\ \hline 76.10 \end{array}$$

$$\begin{array}{r} 2.82 \\ 9.7 \\ \hline 12.523 \end{array}$$

$$\begin{array}{r} 12.53 \\ 133 \\ \hline 13.85 \end{array}$$

Q NW Cor Lot 16

$$\begin{array}{r} 274 \\ 15 \\ \hline 27 \\ \hline 1035 \\ 90 \\ \hline 4.0 \end{array}$$

$$\begin{array}{r} 9966135 \\ 9965895 \\ \hline 298.97685 \end{array}$$

$$\begin{array}{r} 298.98 \\ 196.00 \\ \hline 66.07 \\ \hline 555.05 \end{array}$$



98.8  
41.83  
69.7

4750  
17225 W  
34  
136  
34  
39  
20  
262.75

179  
180 40  
110-20  
69 40

271271  
3194  
115617  
10 05  
09 59  
39 20  
260

1155 31  
31 54  
17225

4750  
17225  
263.83

7.60

Please Return to  
City of San Diego Water Dept.  
Room 268 Civic Center  
Telephone Main 5161

179  
110  
20  
69  
40

042462

82  
82  
85  
82  
85  
82  
85  
82  
85

DISTANCES FROM CENTER OF ROADWAY FOR  
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½  
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

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 41.9. 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 41.9 + (20-16) + 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

MADE IN U.S.A.