

DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF
STATE HIGHWAY

In Sacramento and El Dorado Counties, between $3\frac{1}{4}$ mi. E. of Folsom and $2\frac{1}{4}$ mi. E. of Clarksville

AS BUILT PLANS

Contract No. _____
Date Completed _____
Document No. 30000 417

Scale: Plan 1 in. = 100 ft.
Profile: Hor. Lin. 1 in. = 100 ft. Vert. Lin. 1" = 10' Ft.

Beginning of Project
Station 87+50.00

SACRAMENTO COUNTY
EL DORADO COUNTY

Clarksville



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL	2/5-1	1944	2	26

Classification 400 M 50

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
III	Sac.	ED II	A A	2	26

APPROVED: September 11, 1939

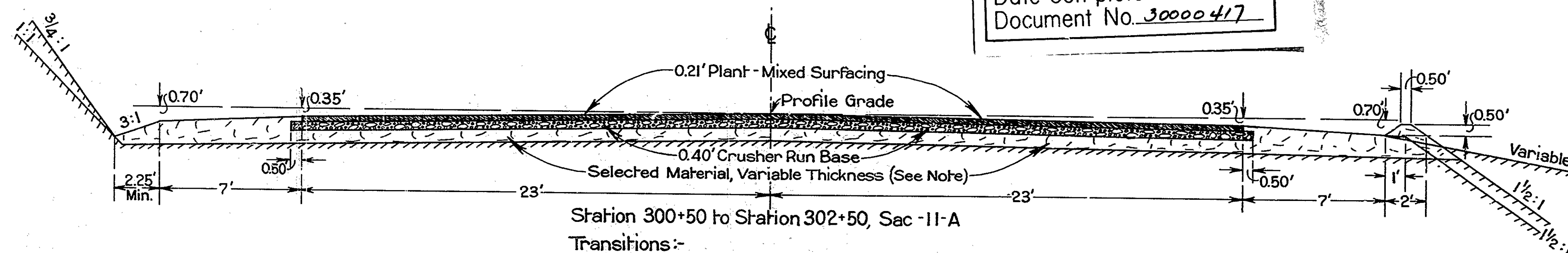
[Signature]
CHIEF ENGINEER

AS BUILT PLANS

Contract No. _____
Date Completed _____
Document No. 30000 417

Note

Depth of Selected Material, (Below Profile Grade)	
Station 87+50, Sac-II-A, to Station 338+00, Sac-II-A, 1.36'	
" 353+00 " " " 368+00, " " " 1.11'	
" 368+00, E.D. II-A " " 58+00, " " " 1.36'	
" 58+00 " " " 272+051 " " " 1.11'	

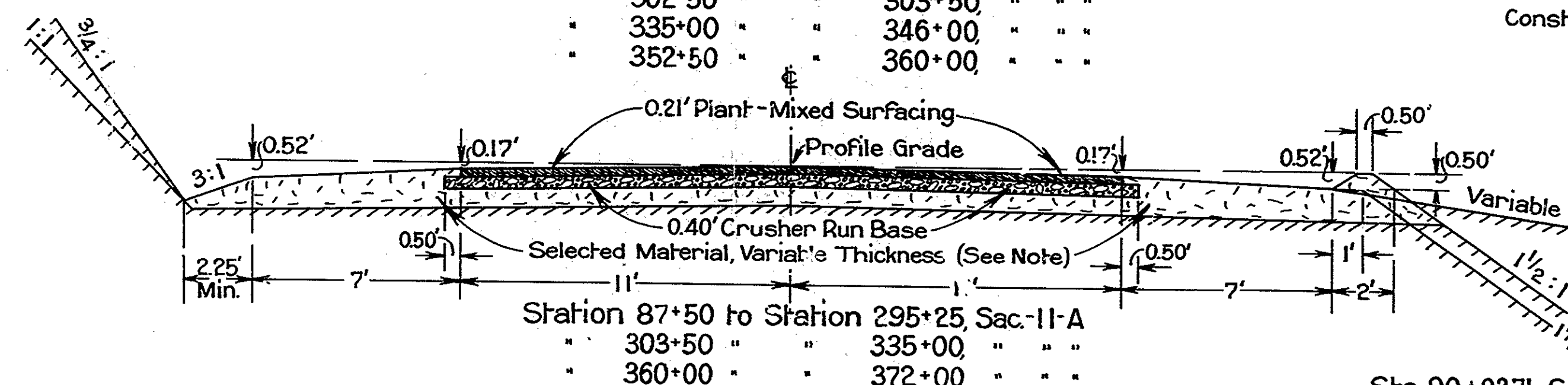


Station 300+50 to Station 302+50, Sac-II-A

Transitions:-

Station 295+25, to Station 300+50, Sac-II-A	
" 302+50 " " 303+50, " " "	
" 335+00 " " 346+00, " " "	
" 352+50 " " 360+00, " " "	

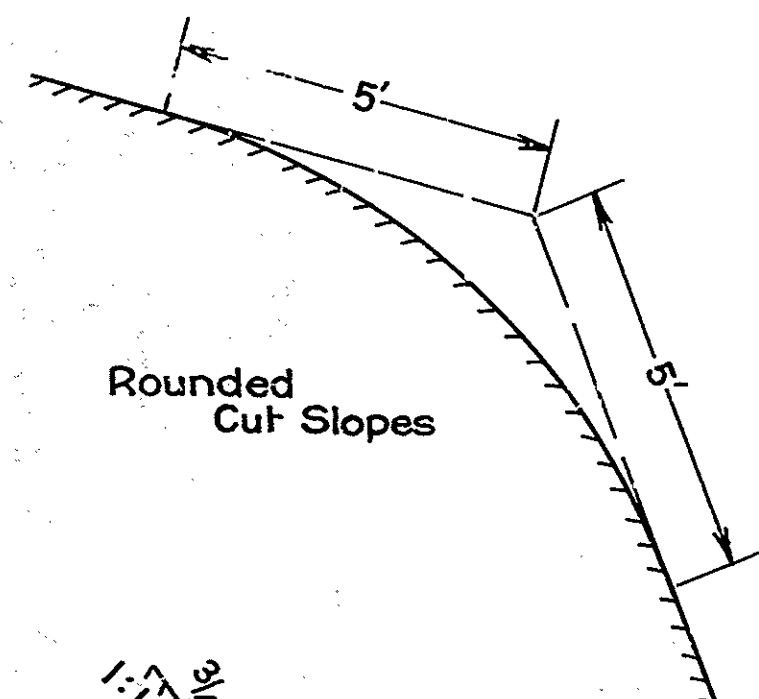
Note
Construct Dike where shown on Plans



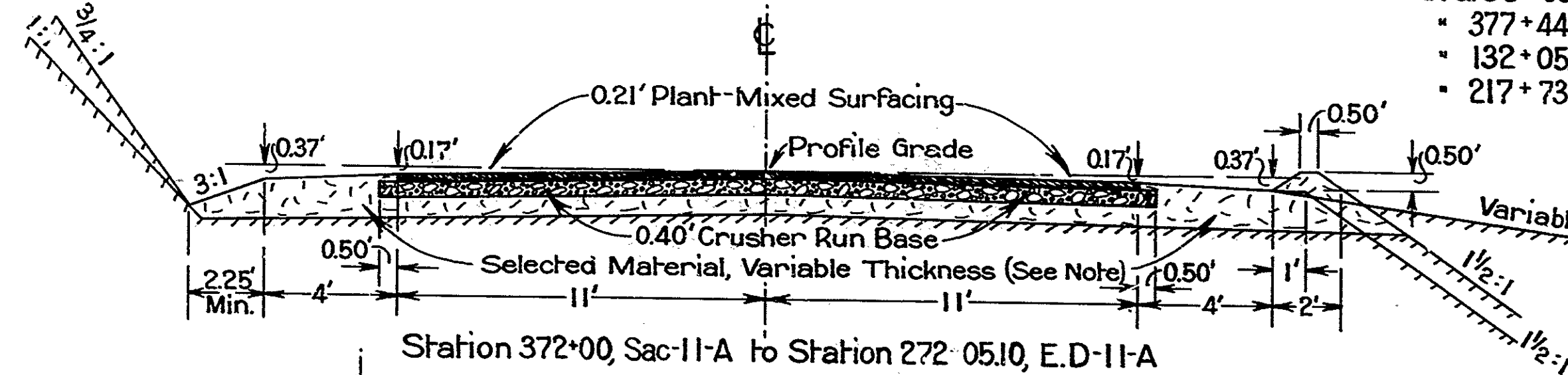
Station 87+50 to Station 295+25, Sac-II-A

" 303+50 " " 335+00, " " "	
" 360+00 " " 372+00, " " "	

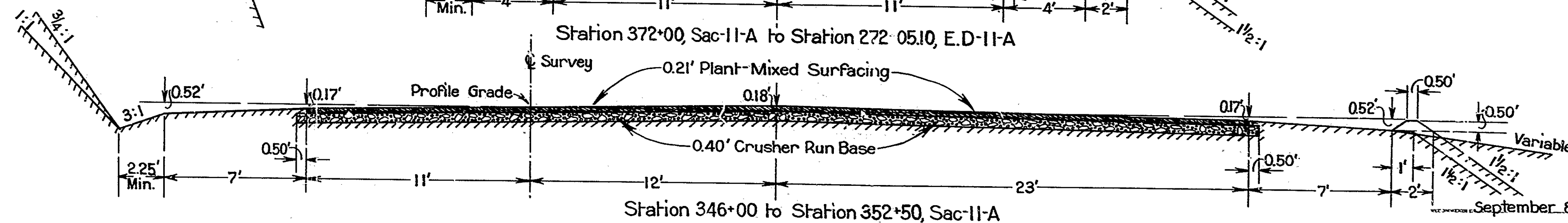
Equations
Sta. 90+03.71, Sac-II-A = Sta. 290+55.25, Sac-II-A
" 377+44.10, " " " " 0+00, E.D. II-A
" 132+05.69, E.D. II-A = " 132+08.44, " " "
" 217+73.19, " " " " 270+55.10, " " "



Rounded
Cut Slopes



Station 372+00, Sac-II-A to Station 272+05.10, E.D. II-A



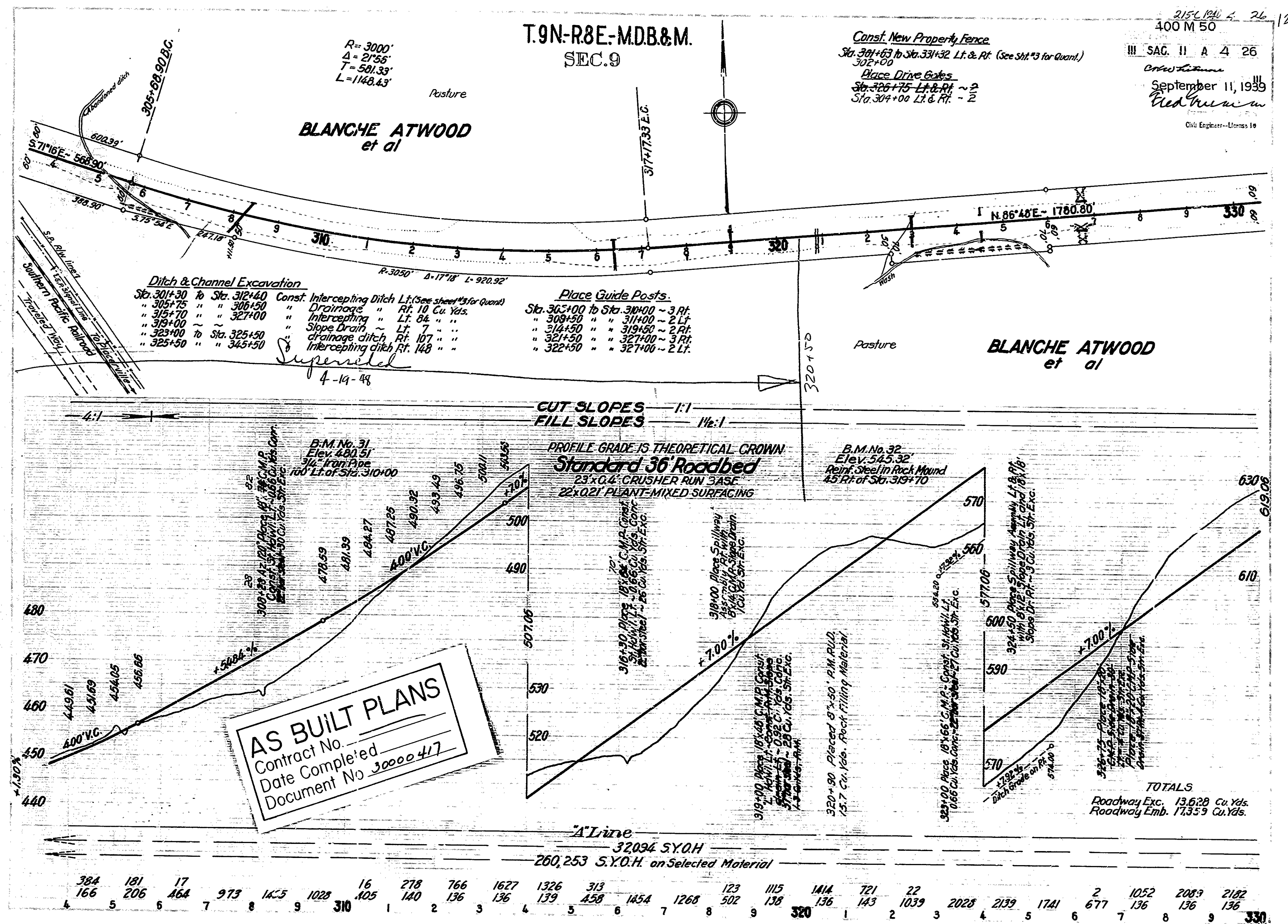
Station 346+00 to Station 352+50, Sac-II-A

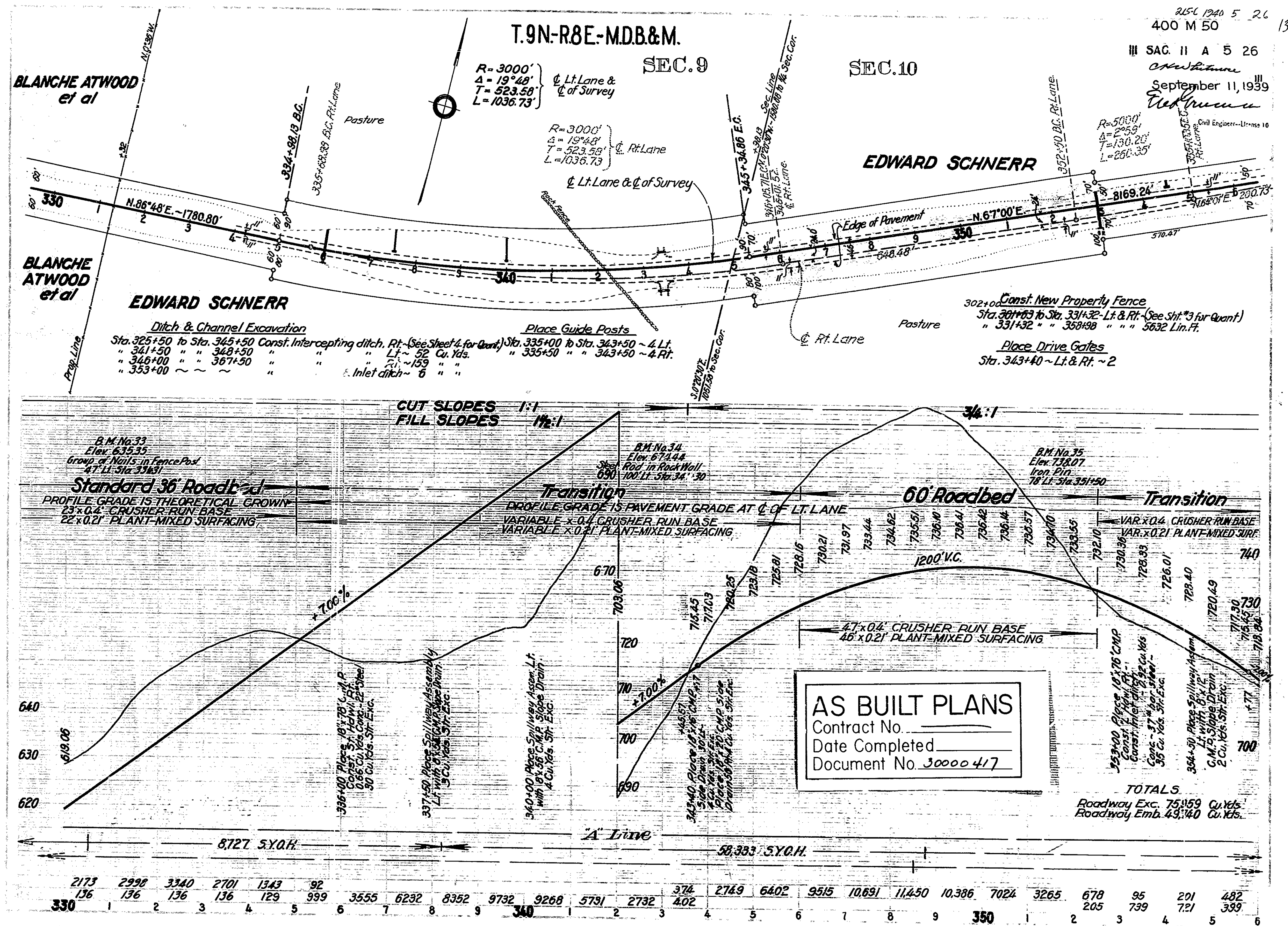
(III-Sac, E.D. II-A, A)
3 1/4 Miles East of Folsom to 2 1/4 Miles East of Clartsville
TYPICAL CROSS-SECTIONS
Scale 1" = 3'

September 8, 1939

[Signature]
CHIEF ENGINEER
[Signature]
CHIEF ENGINEER
[Signature]
CHIEF ENGINEER

215C 1941 4 26 12
400 M 50
III SAC. II A 4 26
Cotton Litter
September 11, 1939
Fred Green
Civil Engineer - License 10

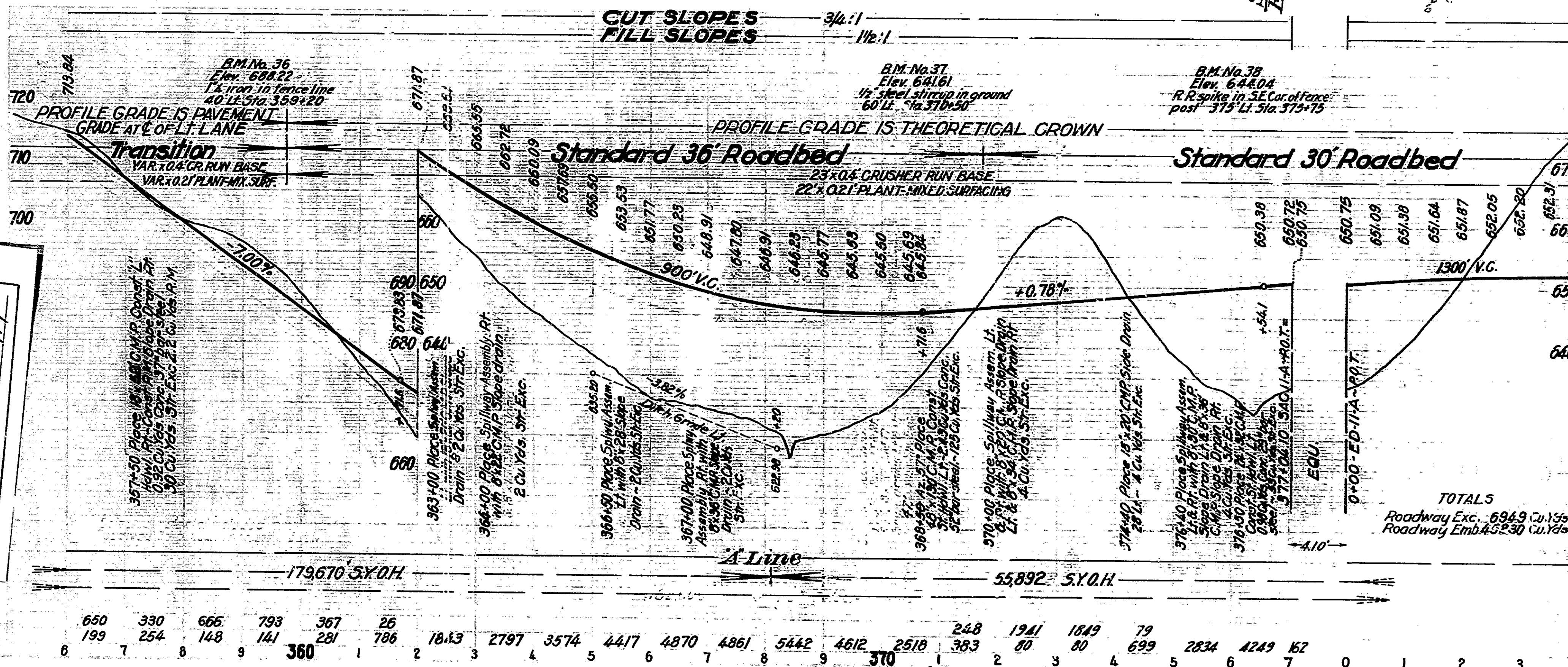
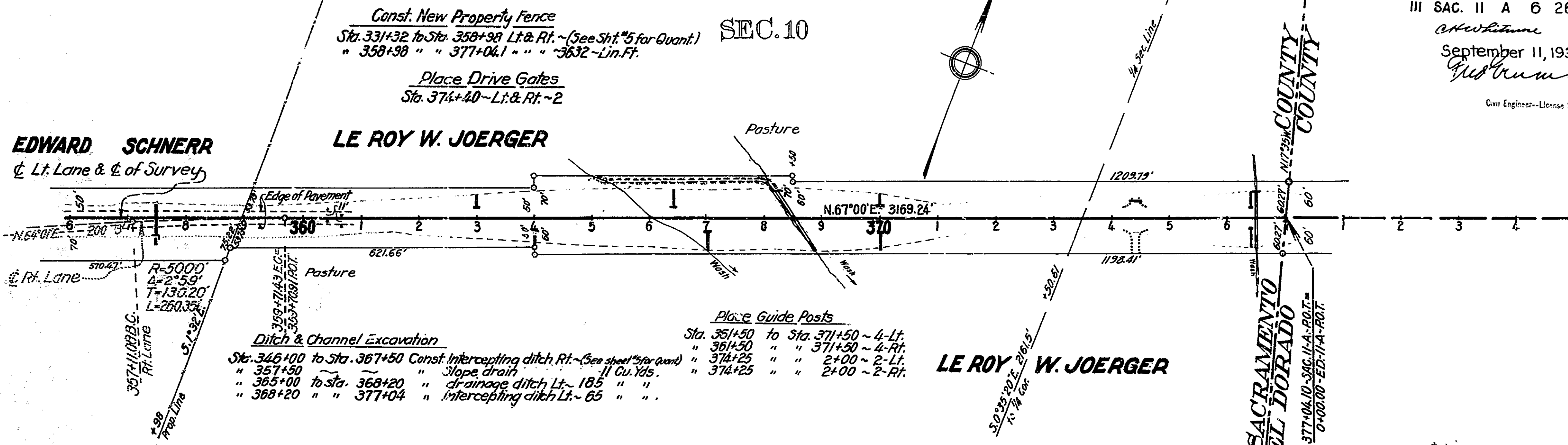


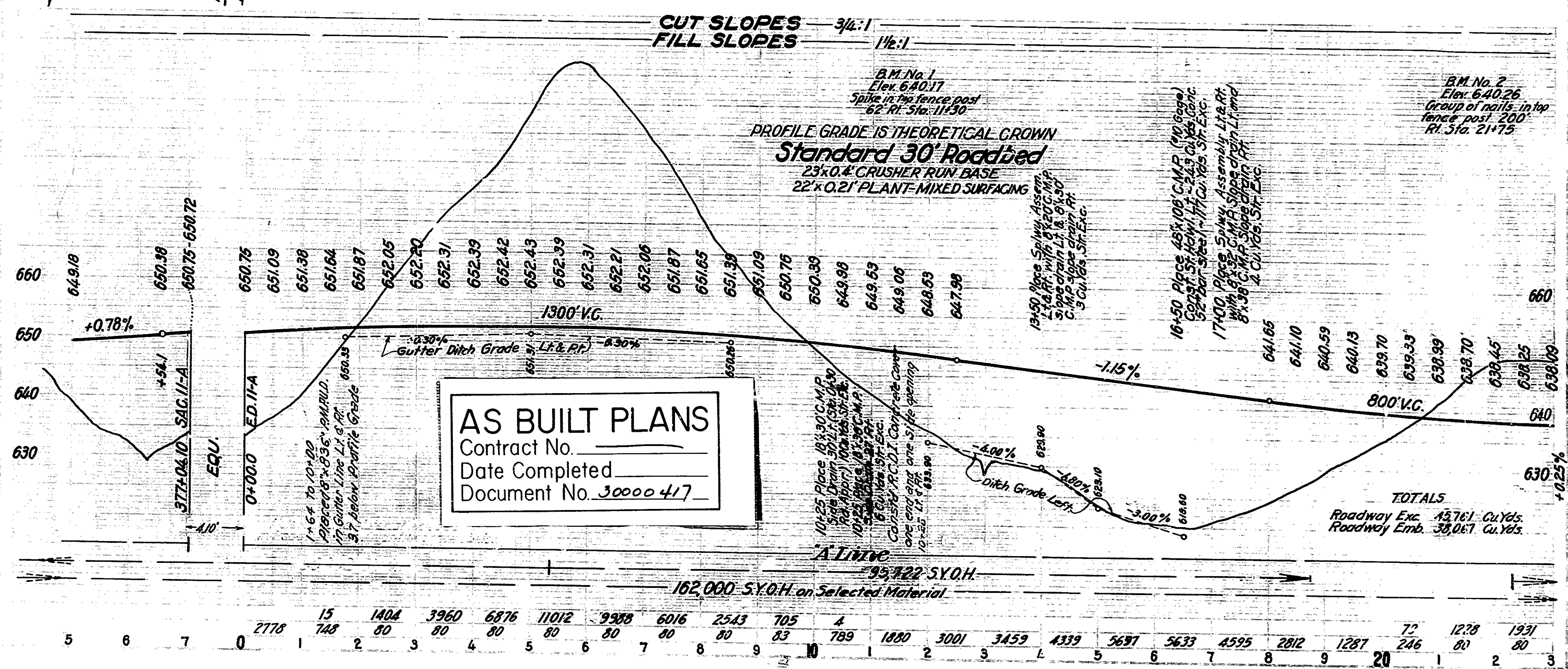
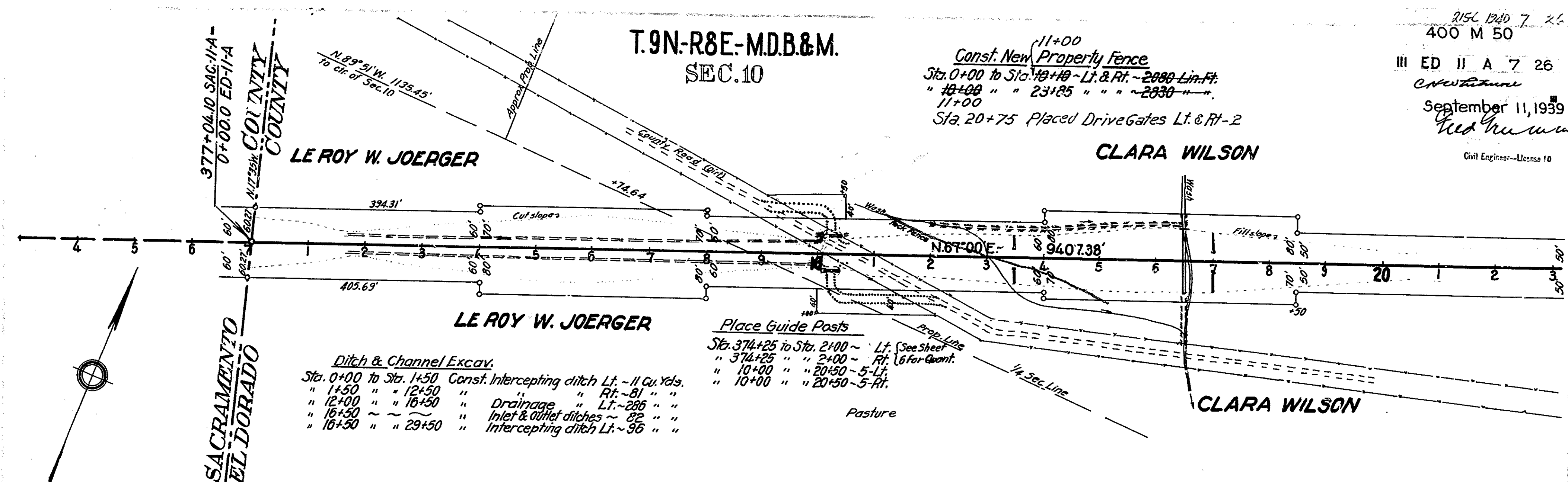


T.9N-R8E-MDB&M.

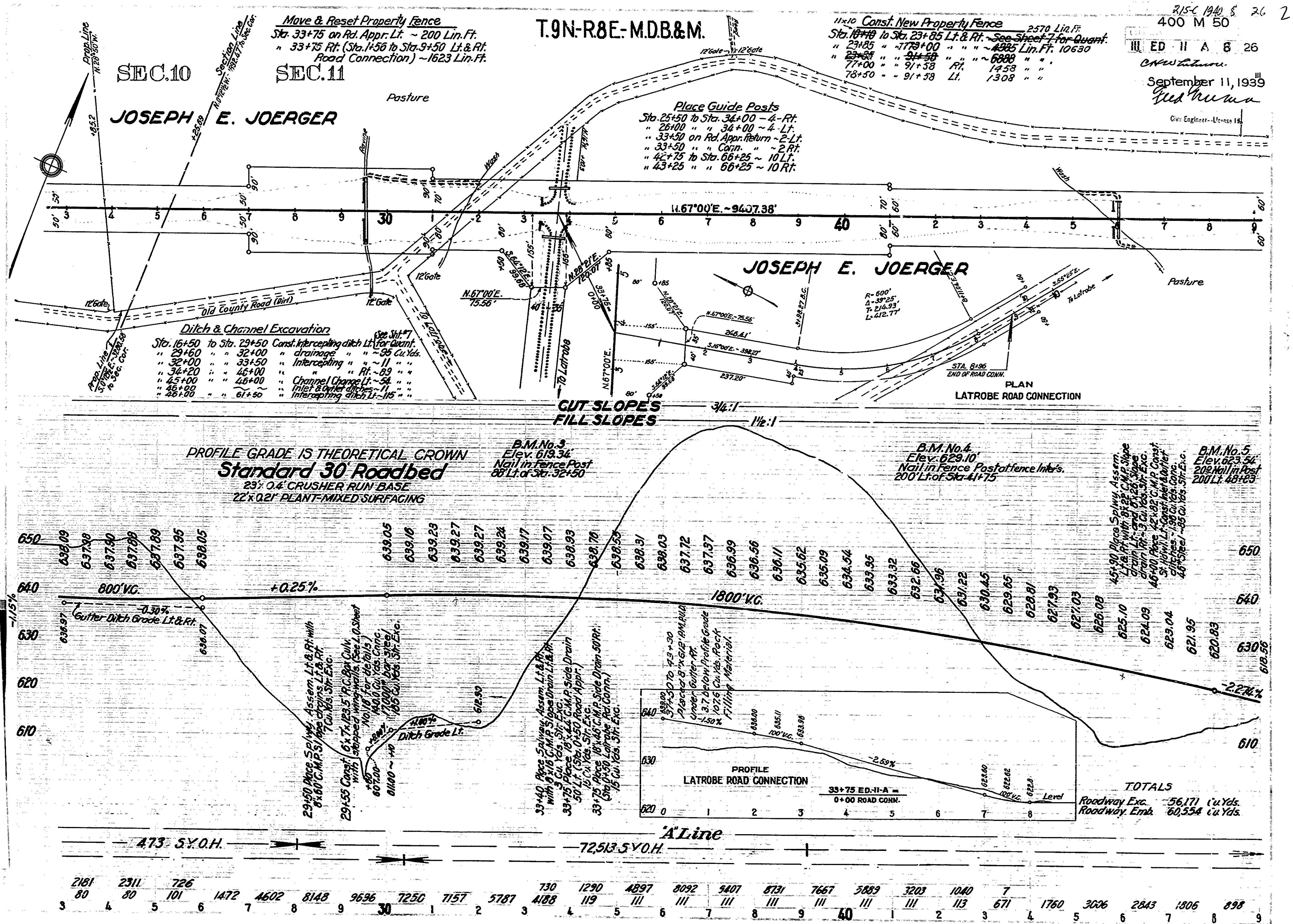
SEC. 10

215° 19' 40" 6 2.6
400 M 50
III SAC. II A 6 26
C. H. Williams
September 11, 1939
Civil Engineer—License 18





AS BUILT PLANS
Contract No. _____
Date Completed _____
Document No. 30000417



AS BUILT PLANS

Contract No. _____

Date Completed _____

Document No. 30000417

T.9N-R8E-M.D.B.&M.

SEC. 11

JOSEPH E. JOERGER

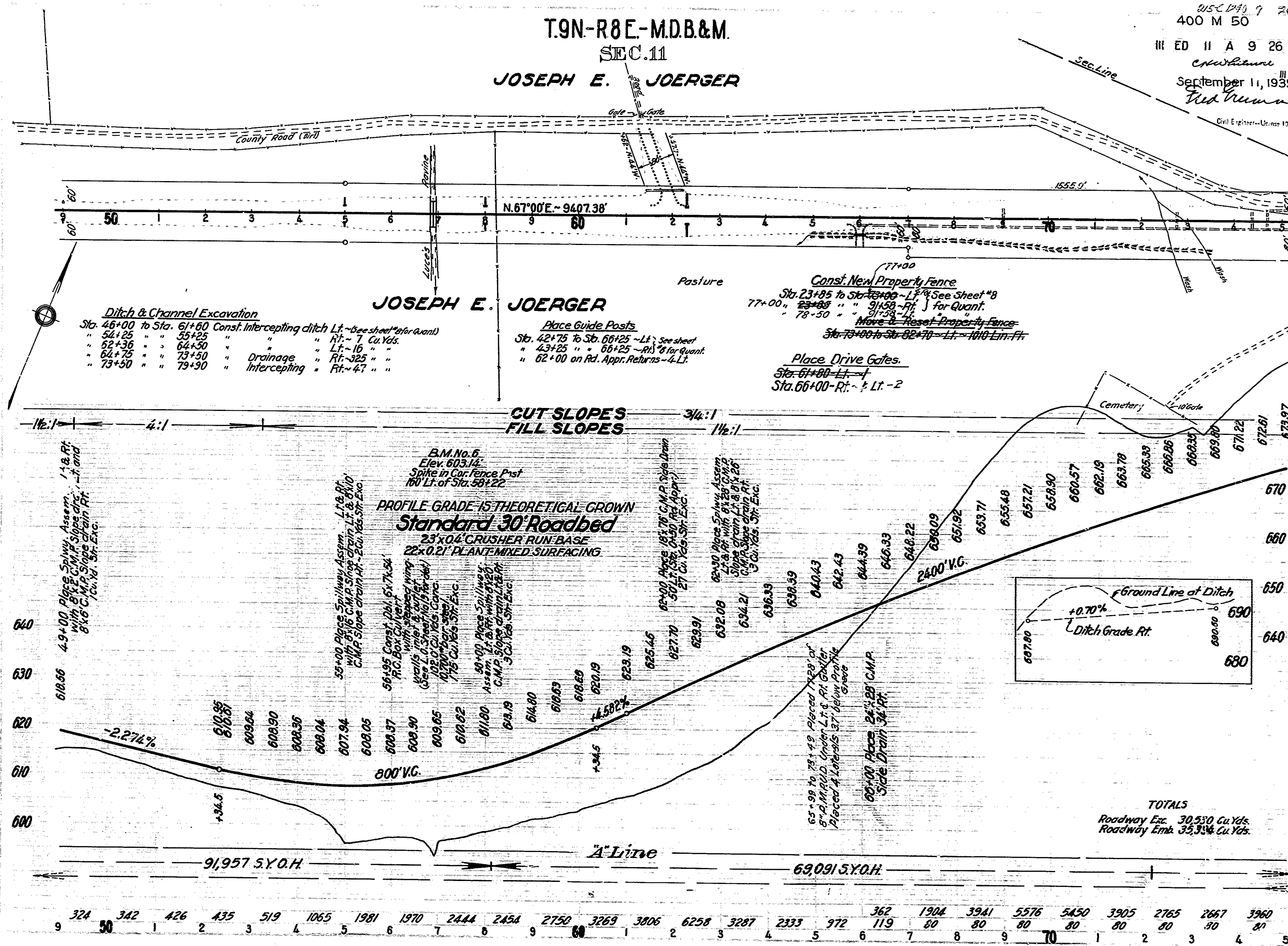
215C 1240 7 26 3
400 M 50

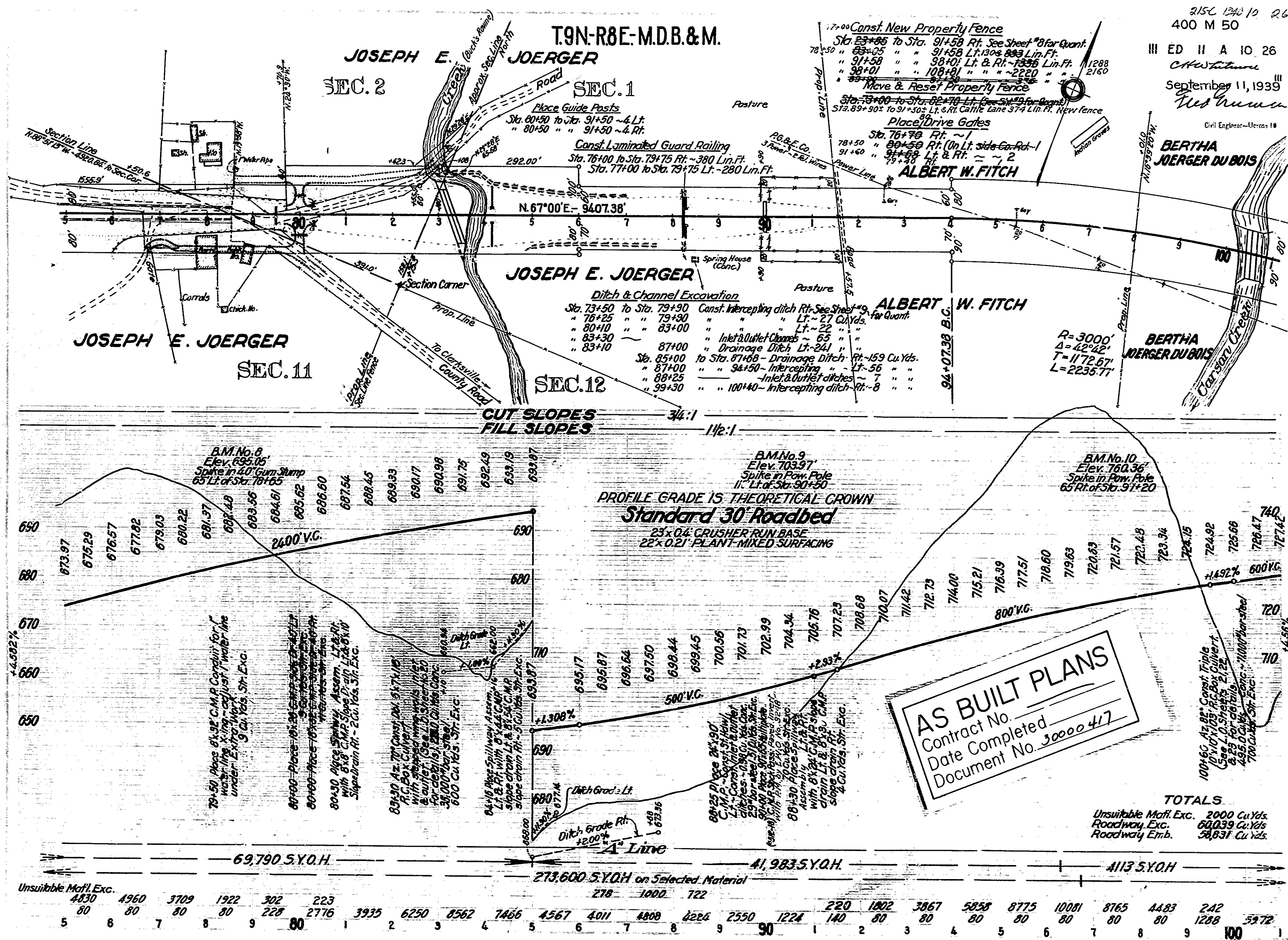
III ED II A 9 26

September 11, 1935

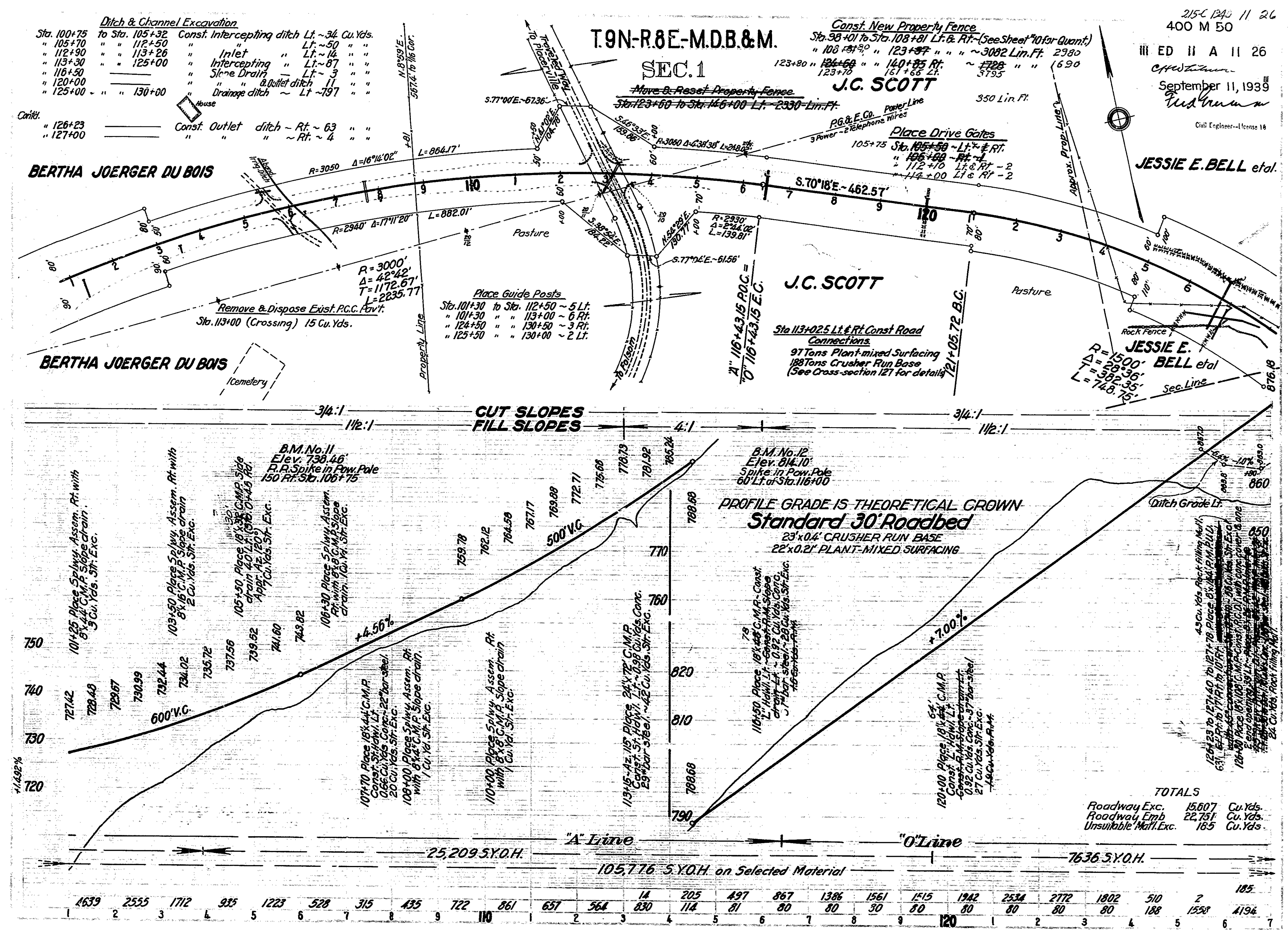
Red Run

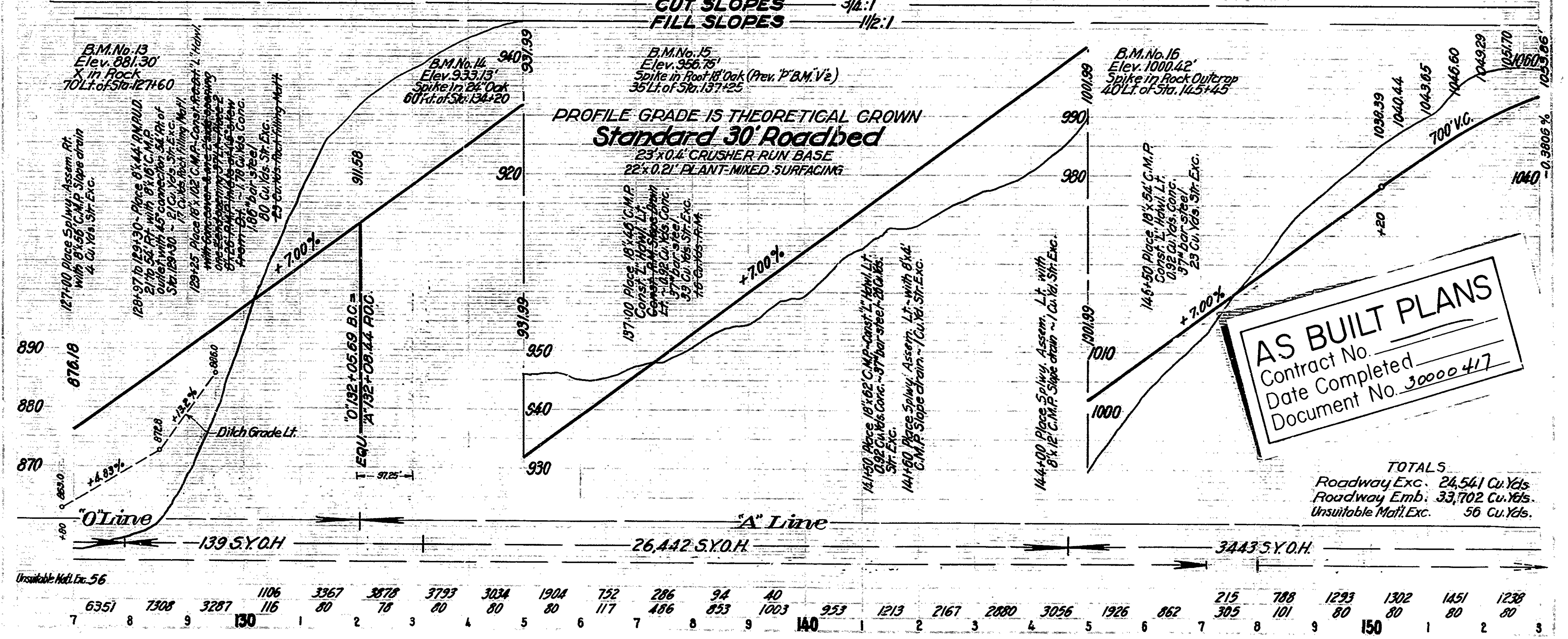
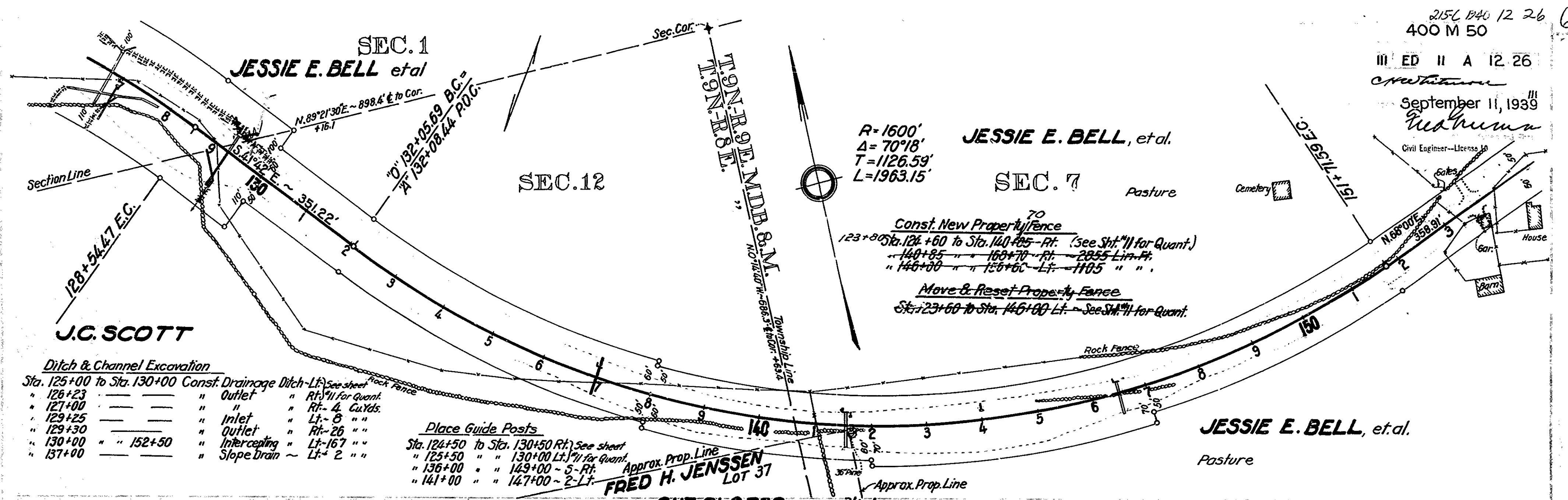
Civil Engineer—Ut. reg. 13





AS BUILT PLANS
 Contract No. _____
 Date Completed _____
 Document No. 30000417





8

Sea Shrt.
Quart.
Pr.
Pt.
Lt.

•



HENRY

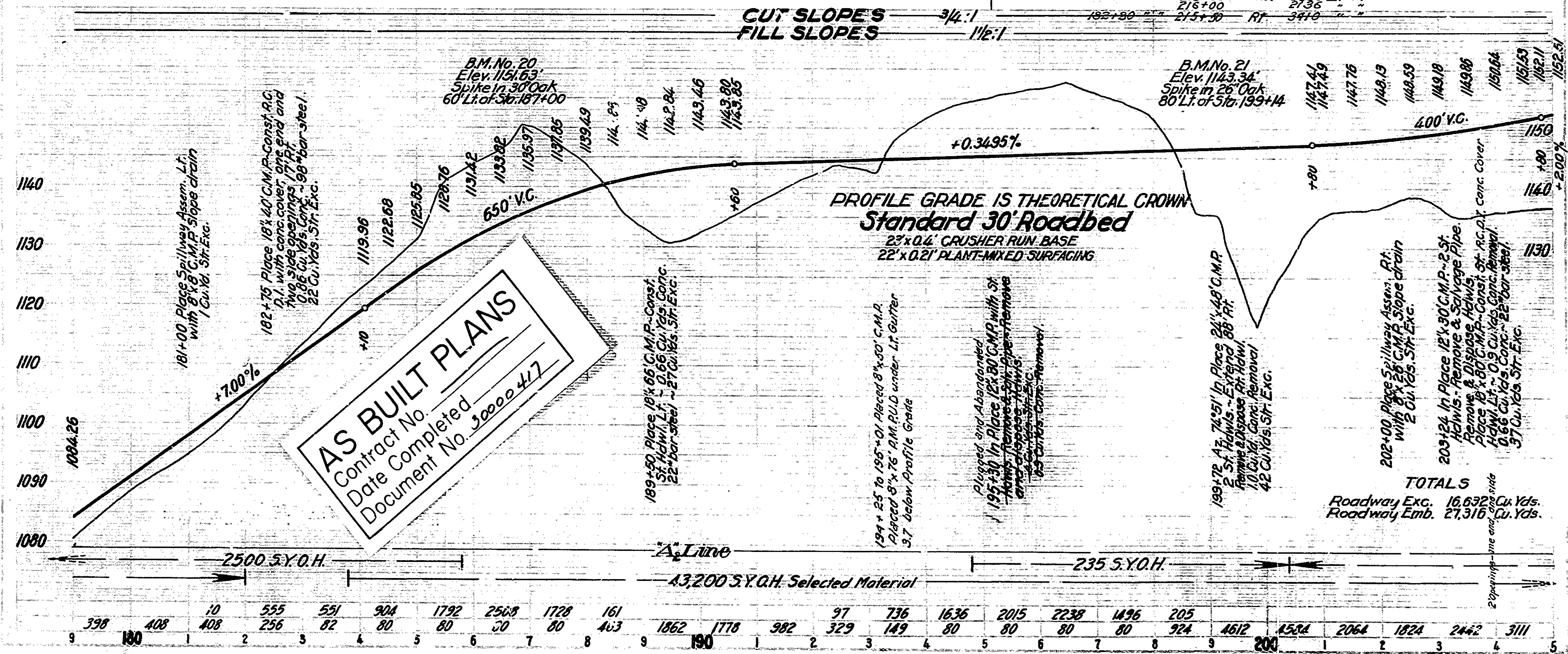

Red River

Remove & Dispose Exist. P.C.C. Pavt.
Sta. 182+00 to Sta. 193+20 ~ 173 Cu. Yds.

Remove & Salvage Exist. Guard Railing
b. 199+25 to Sta. 200+90 on Lt. ~ 210 Lin. Ft.

2
Faintly: 2014/12/15/15

182+80 216+00 215+50 RF



Place Guide Posts
Sta. 198+00 to Sta. 207+25 - Rt. See Sheet 14 for Quant.
" 198+50 " " 206+25 - 2 Lt.
" 213+50 " " 272+00 - 8 Rt.

HENRY COWELL LIME
& CEMENT CO.

HENRY COWELL LIME
& CEMENT CO.

Ditch & Channel Excavation
Sta. 200+50 to Sta. 205+50 Const. Intercepting ditch Lt. (See Sheet 14 for Quant.)
" 205+50 " " 209+00 " Drainage " " 142 Cu. Yds.
" 209+00 " " 215+40 " Intercepting " " 47 " "
" 215+60 " " 217+73 " " " 10 " "
" 270+55 " " 272+05 " " " 11 " "

Remove & Dispose Exist. P.C.G. Pavt.
Sta. 216+00 to Sta. 272+05 - 43 Cu. Yds.

T.9N-R9E-M.D.B.&M.
SEC. 5

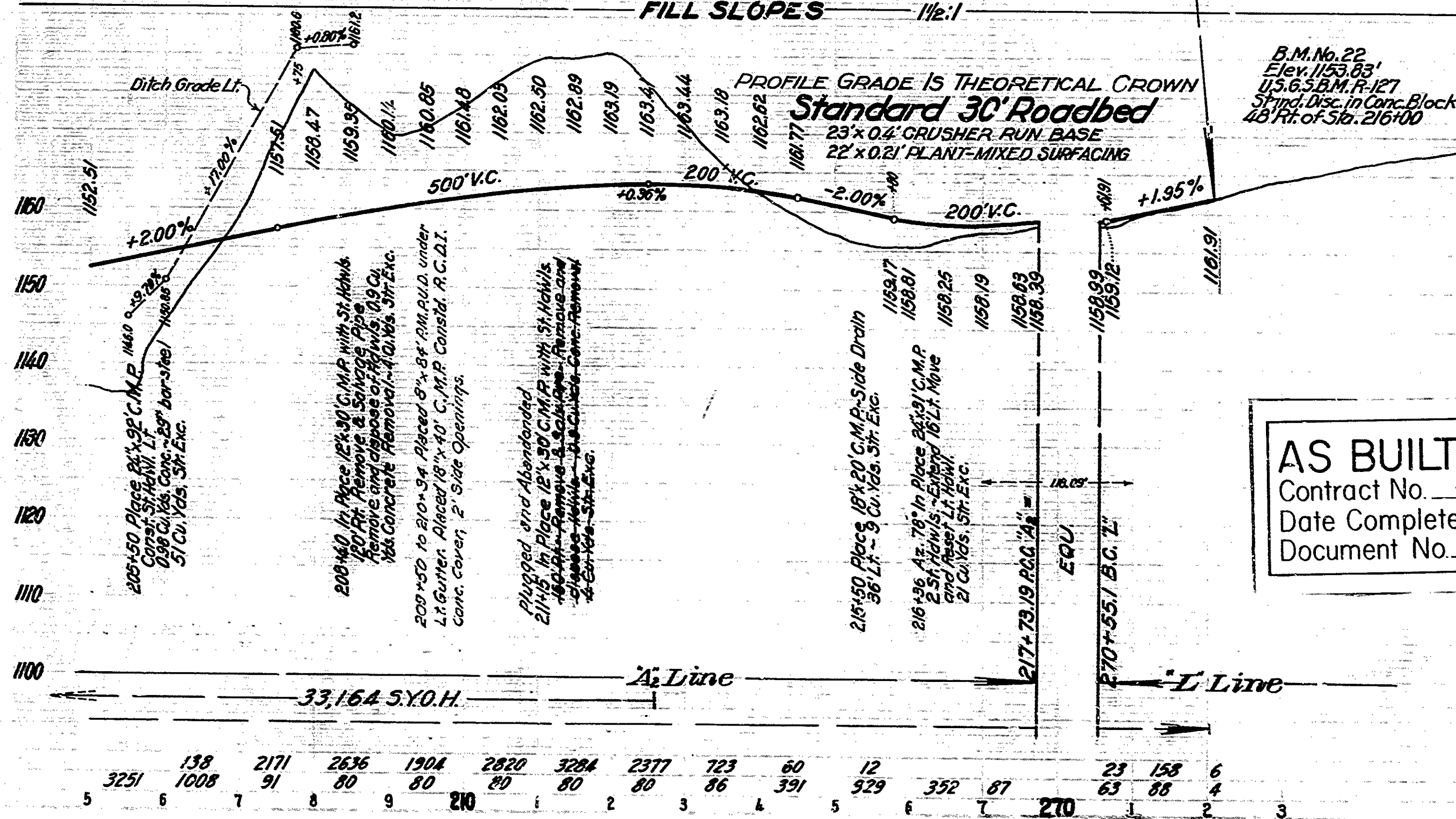
SEC. 8

JESSIE E. BELL et al.
Pasture

JESSIE E. BELL et al.

End of Project
Sta. 272+05.10

CUT SLOPES — 3/4:1
FILL SLOPES — 1 1/2:1



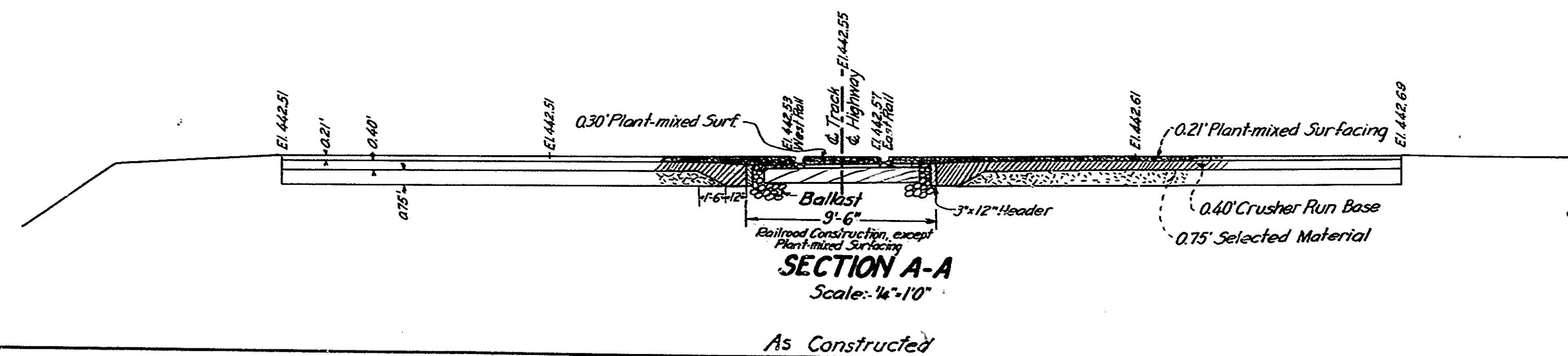
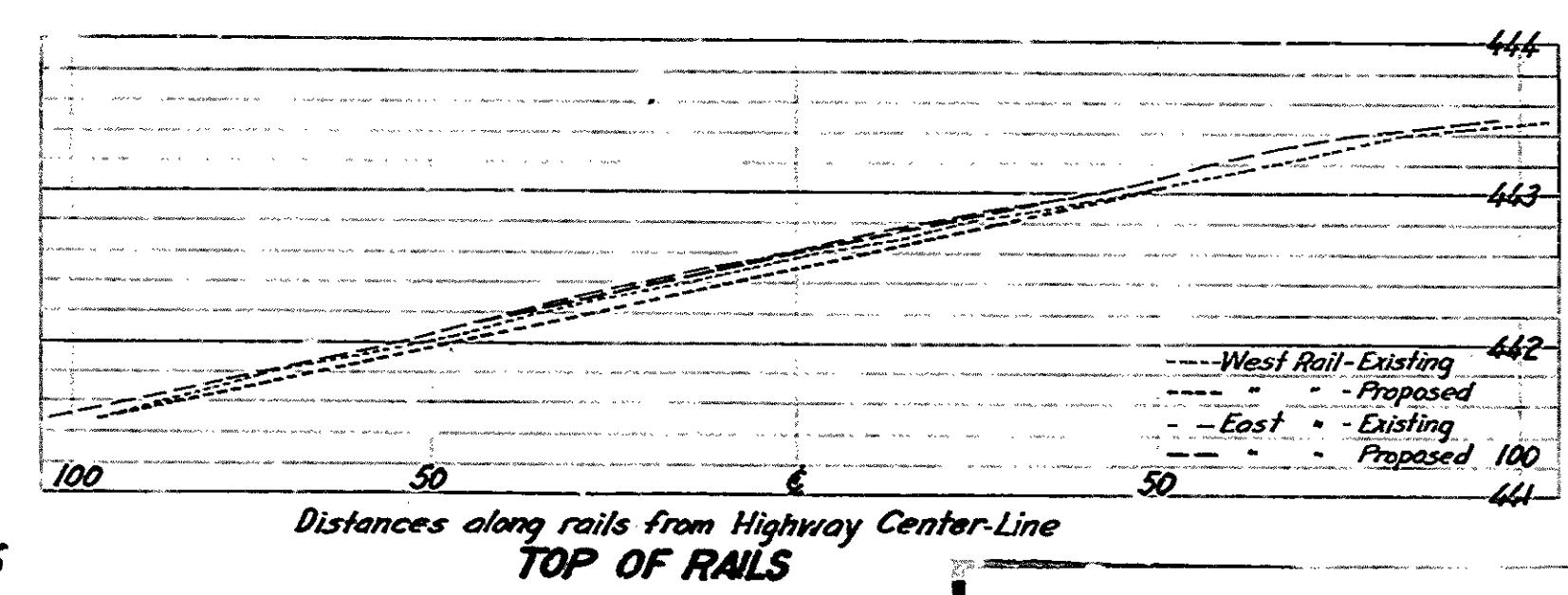
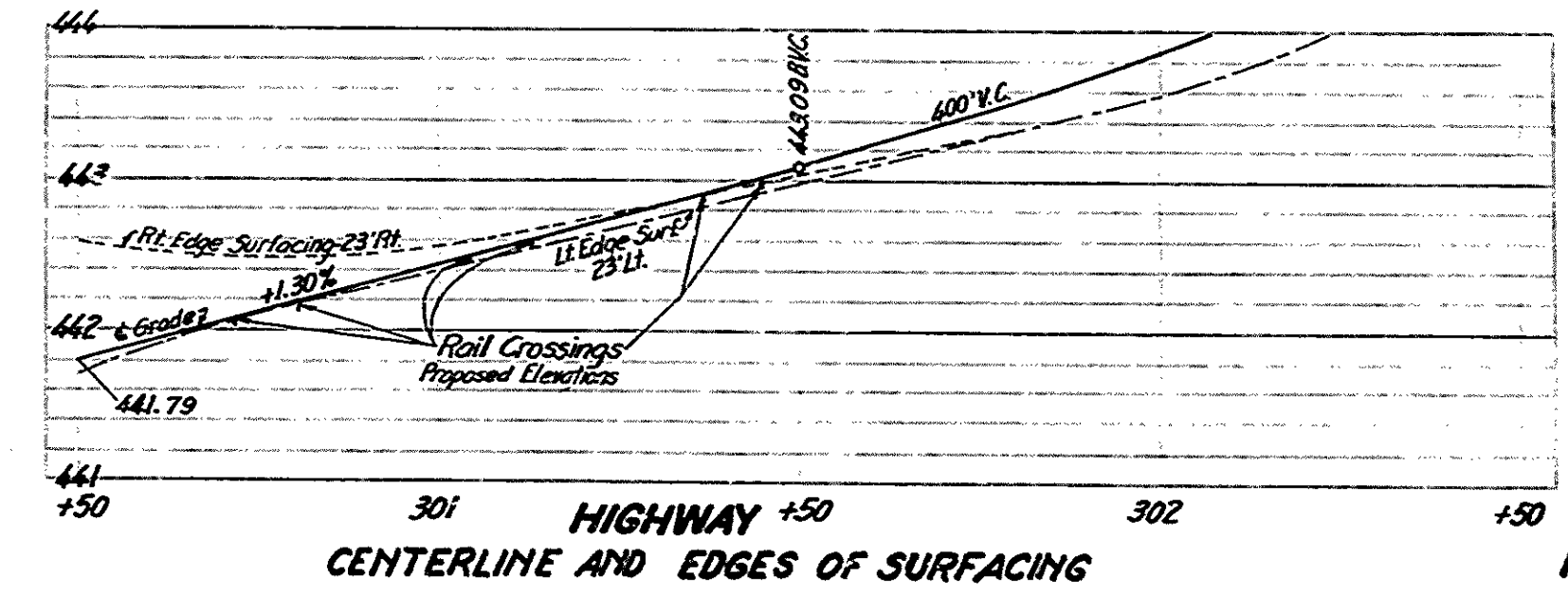
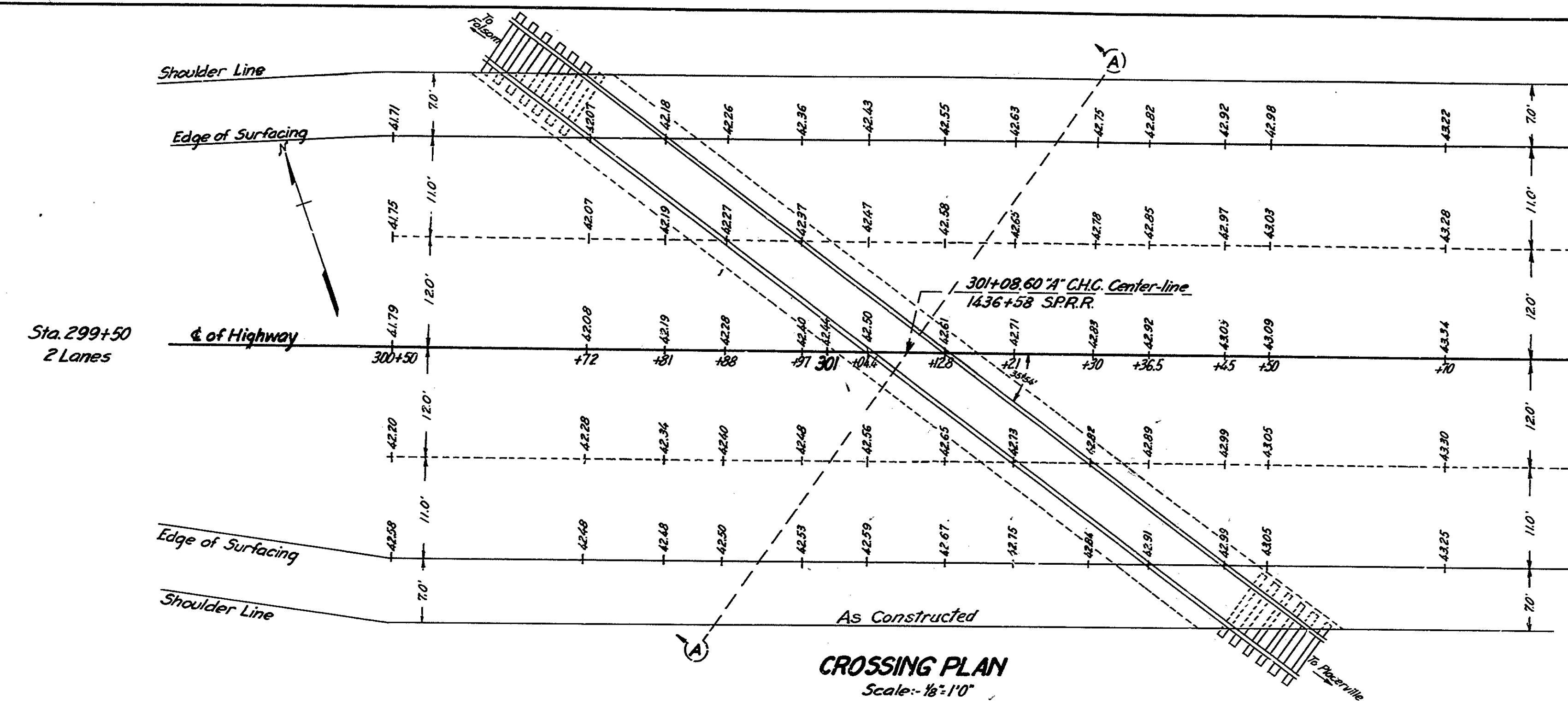
AS BUILT PLANS

Contract No. _____
Date Completed _____
Document No. 30000 417

TOTALS
Roadway Exc. 16,312 Cu. Yds.
Roadway Emb. 6,750 Cu. Yds.

215C 1340 15 26
400 M 50
ED II A 15 26
September 11, 1939
Civil Engineer—License 18

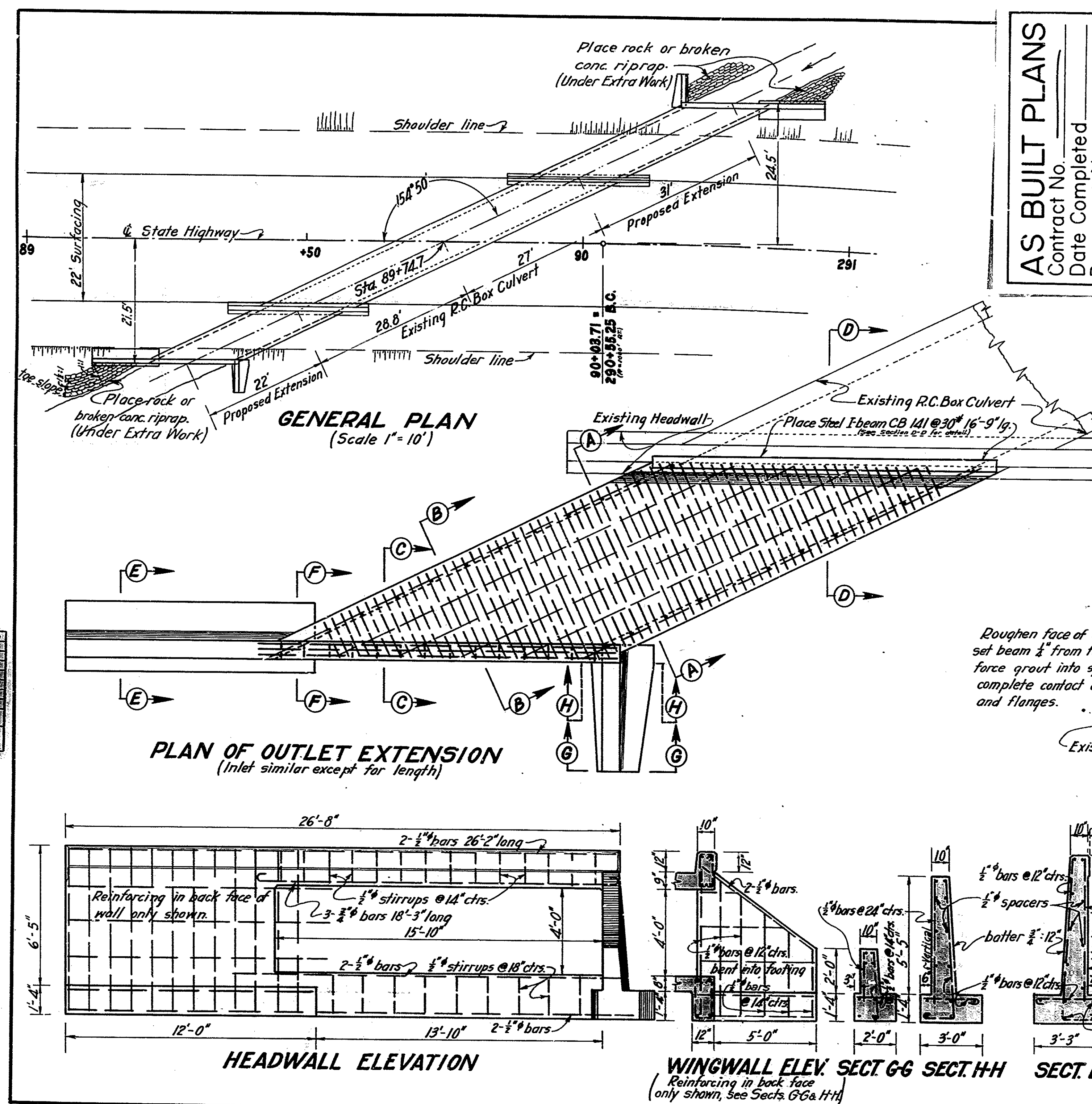
DESIGNED BY: CHW
 CHECKED BY: [Signature]
 DATE: September 11, 1939
 ENGINEER: [Signature]
 CIVIL ENGINEER - No. 18



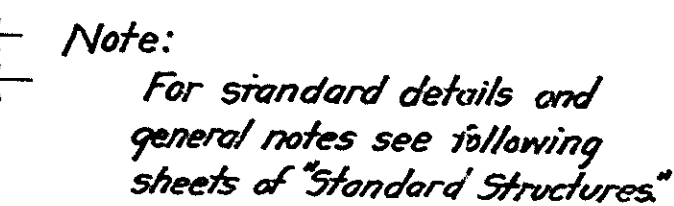
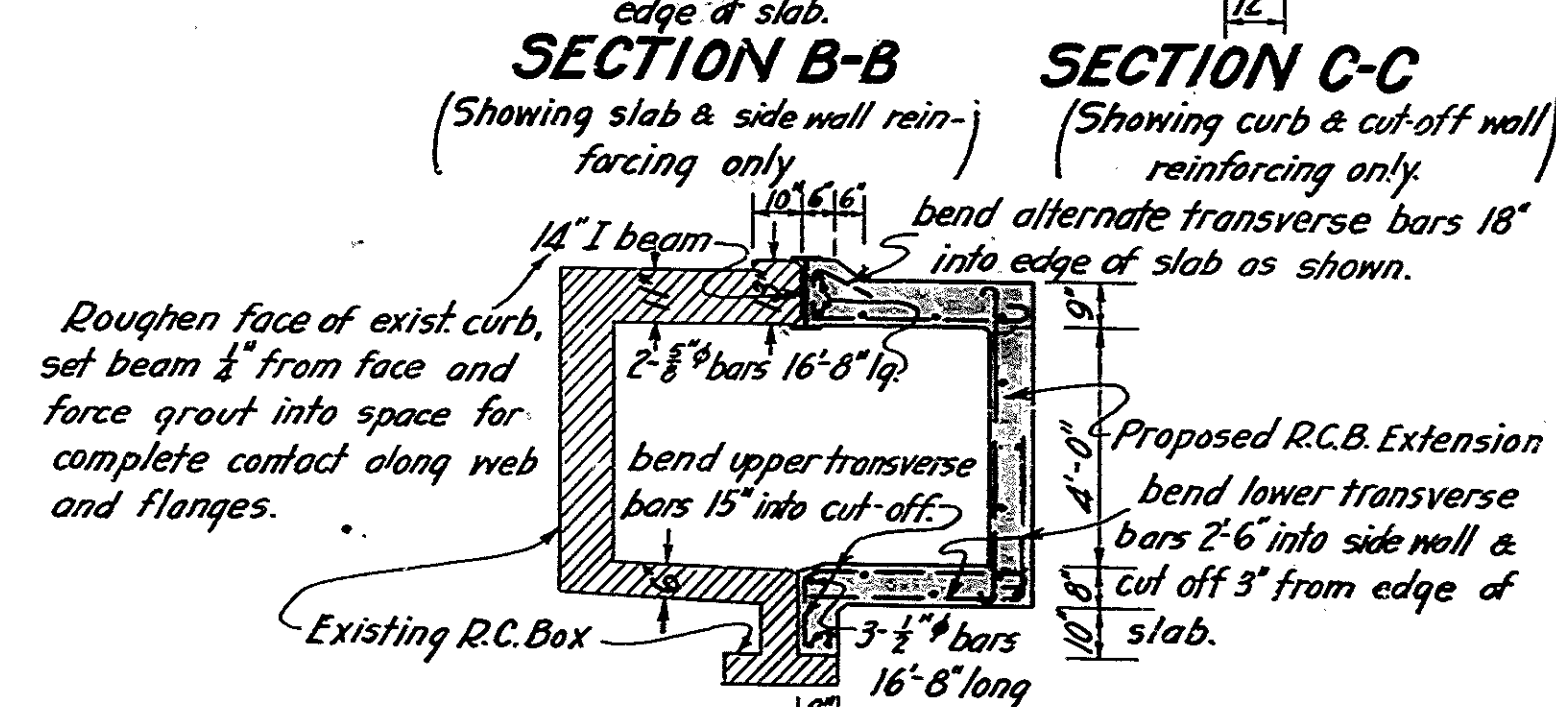
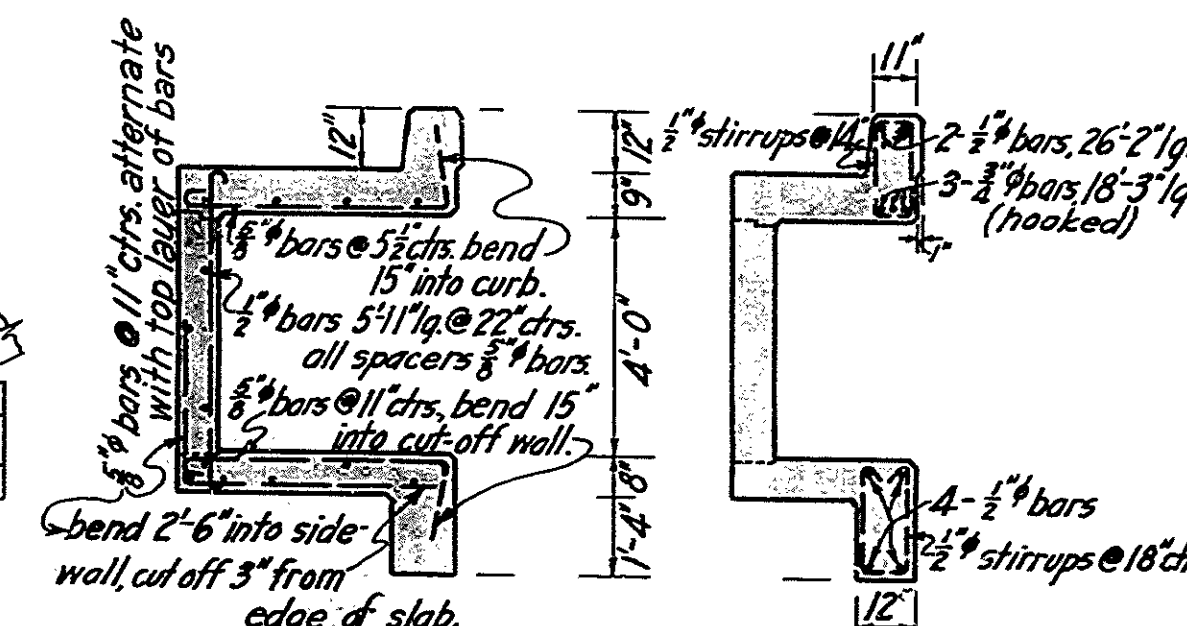
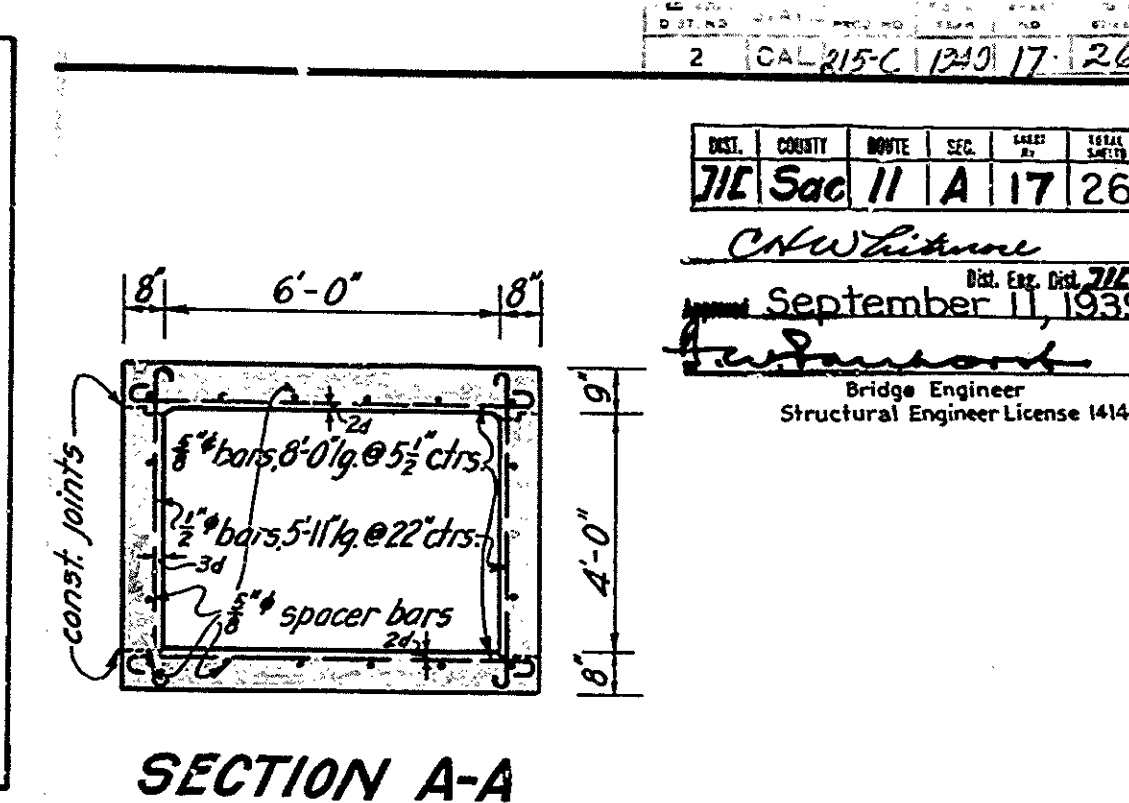
AS BUILT PLANS
 Contract No. _____
 Date Completed _____
 Document No. 30000417

STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
**PLAN AND DETAILS OF PROPOSED
 SOUTHERN PACIFIC RAILROAD CROSSING**
 ABOUT 3 3/4 MILES SOUTHEAST OF FOLSOM
 STA. 301+08.60 "A" SAG-11-A
 Scales as shown JULY 1939

Drawn by: W.M.G. 2-16-39
 Checked by: P.C.S. & M.L. Aug. 39
 Traced by: P.C.S. July 39



AS BUILT PLANS
Contract No. _____
Date Completed _____
Document No. 30000417



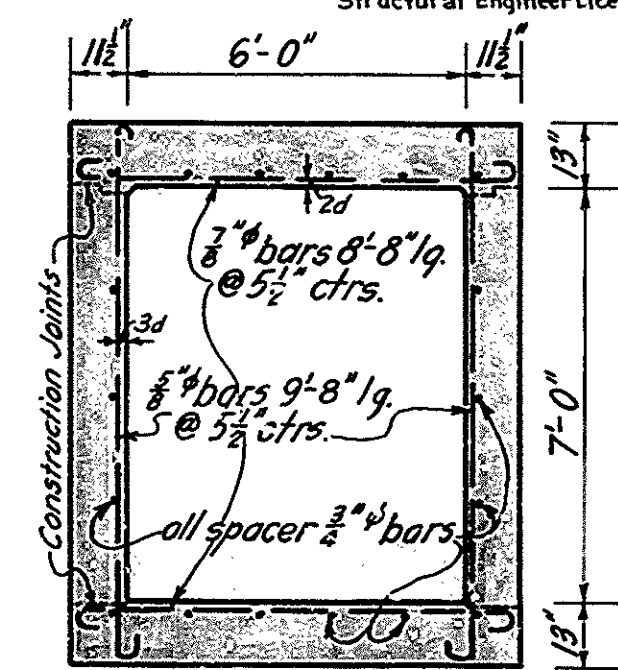
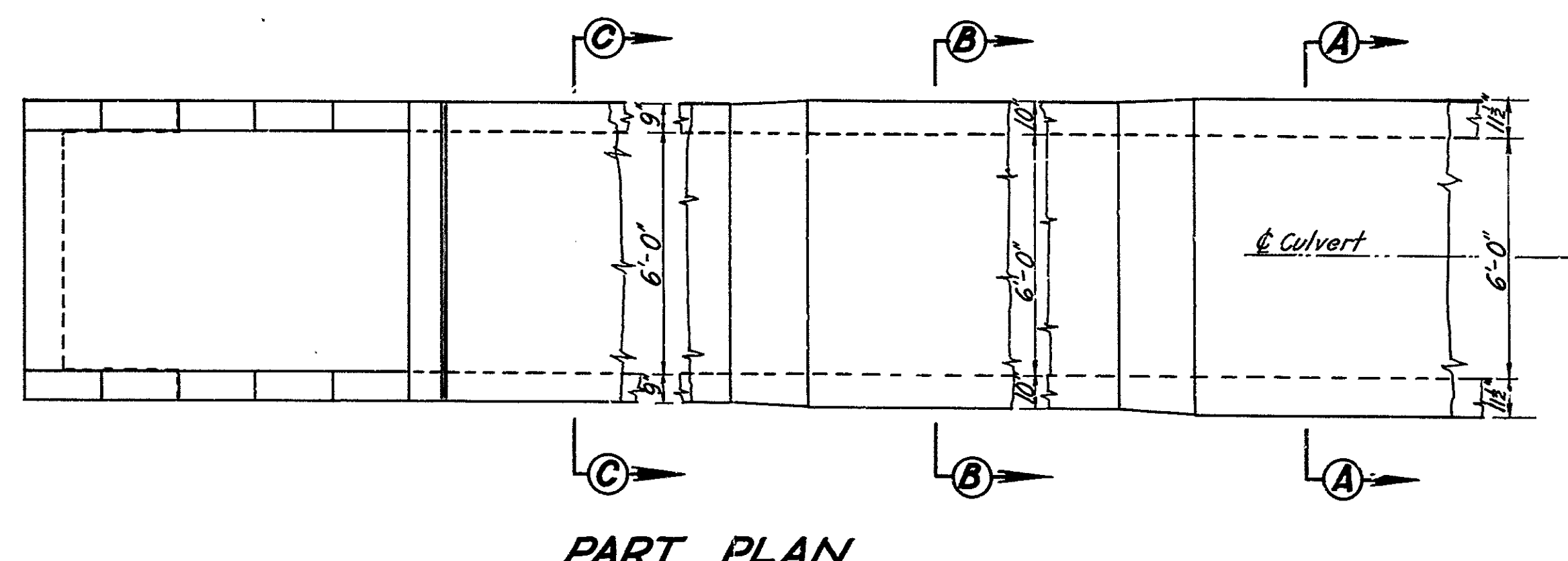
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
**PLAN AND DETAIL
FOR EXTENDING
6'x4' R.C. BOX CULVERT**
JIL SAC-11-A STA 89+74.7
SCALE 3/16" = 1' EXCEPT AS SHOWN AUG. 1939

DIST.	COUNTY	ROUTE	SEC.	SHEET NO.	TOTAL SHEETS
71	ED.	11	A	18	26

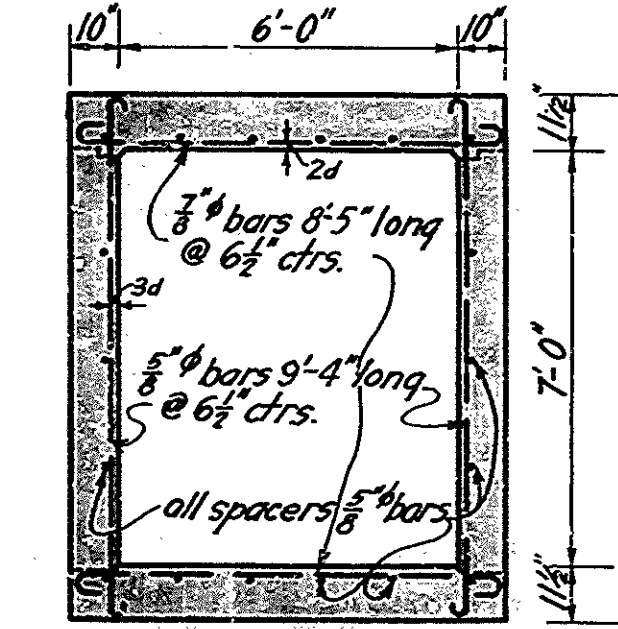
215-L 1940 18 26
 C. H. Johnson
 September 11, 1939
 Bridge Engineer
 Structural Engineer License 1414

Note:
 For standard details and general notes see following sheets of "Standard Structures."

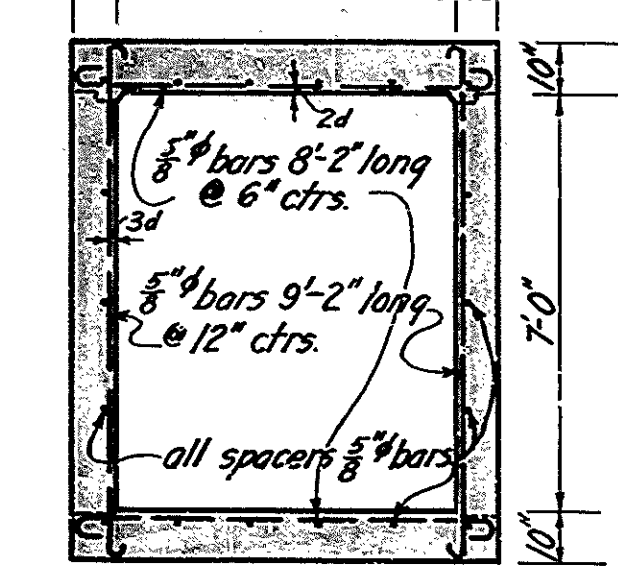
AS BUILT PLANS
 Contract No. _____
 Date Completed _____
 Document No. 30000417



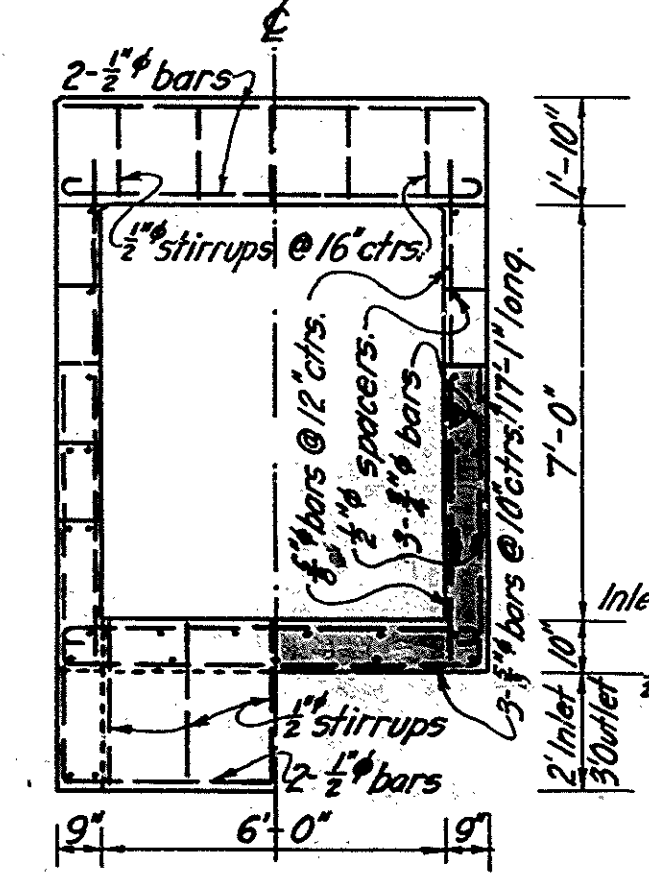
SECTION A-A
 (20'-25' Fill)



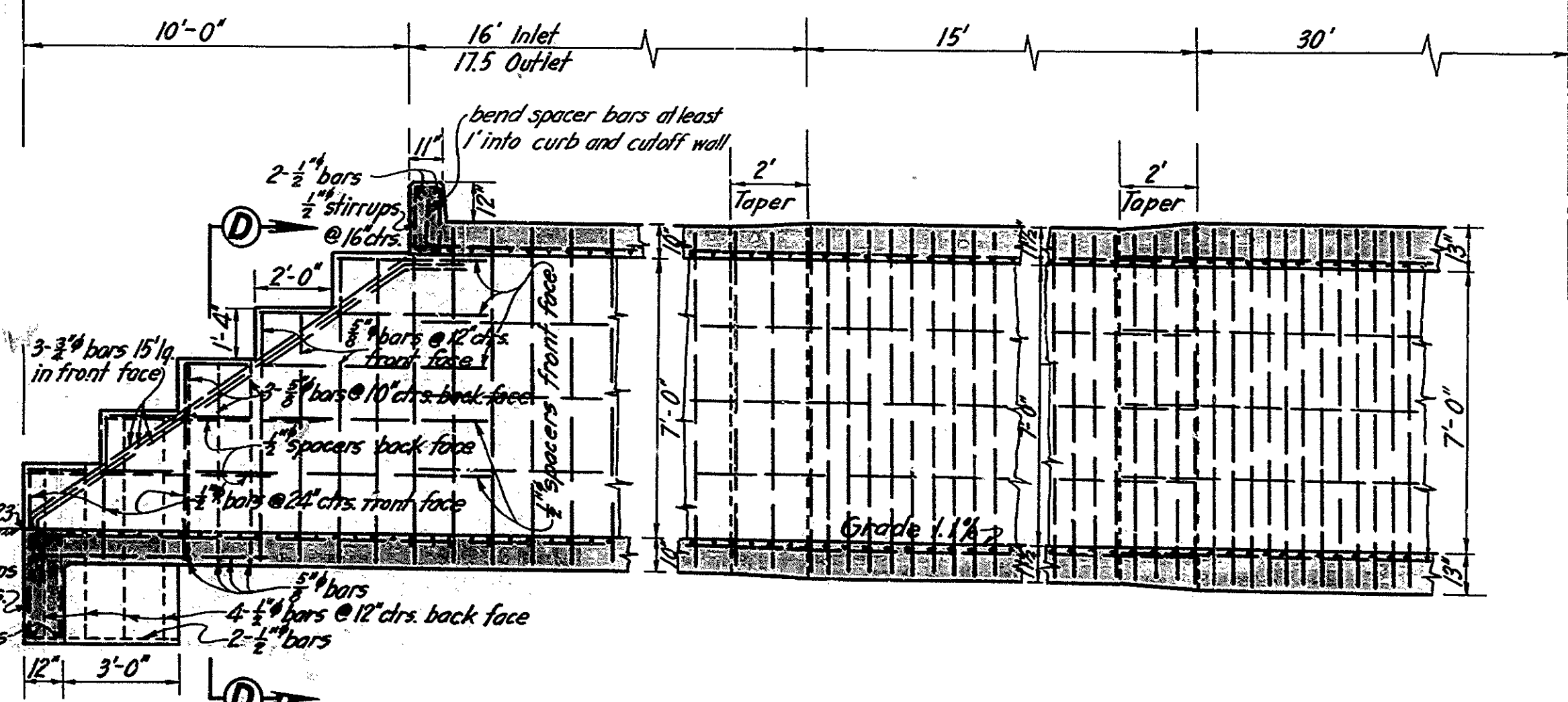
SECTION B-B
 (10'-20' Fill)



SECTION C-C
 (0'-10' Fill)



HALF END ELEV. SECT. D-D



LONGITUDINAL PART SECTION OF INLET
 (Outlet similar except for variation in dimensions as indicated.)

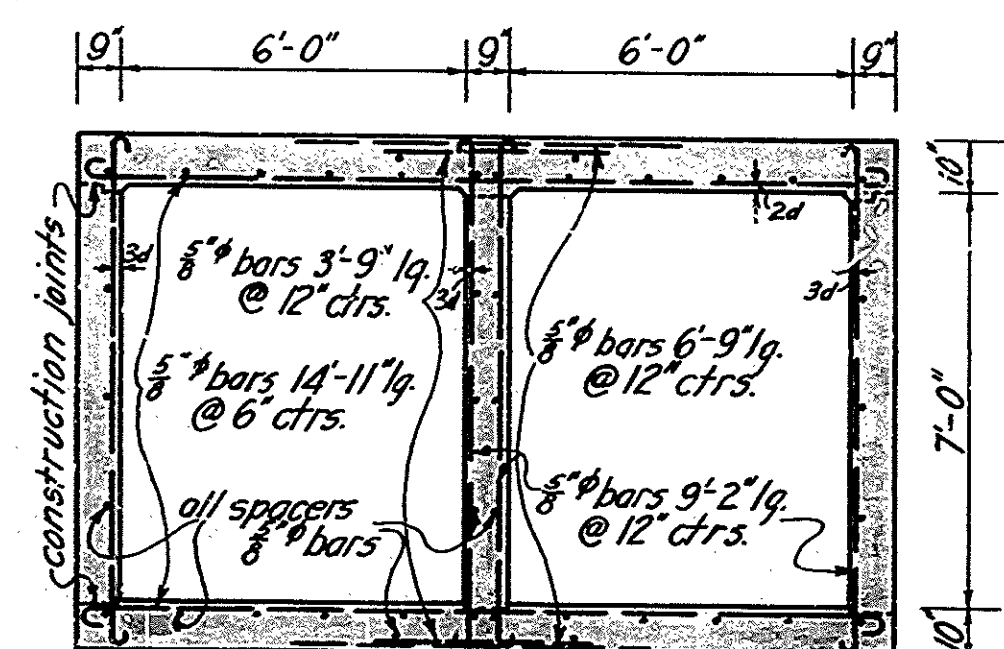
STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
PLAN AND DETAIL
6'x7' R. C. BOX CULVERT
 71 ED-11-A STA. 29+55
 SCALE 3/8"=1'-0" AUG. 1939

Drawn By: T. Jain, Aug. 1939
 Checked By: W. A. J. & R. C. S.
 Traced By: W. J. Johnston, Aug. 1939

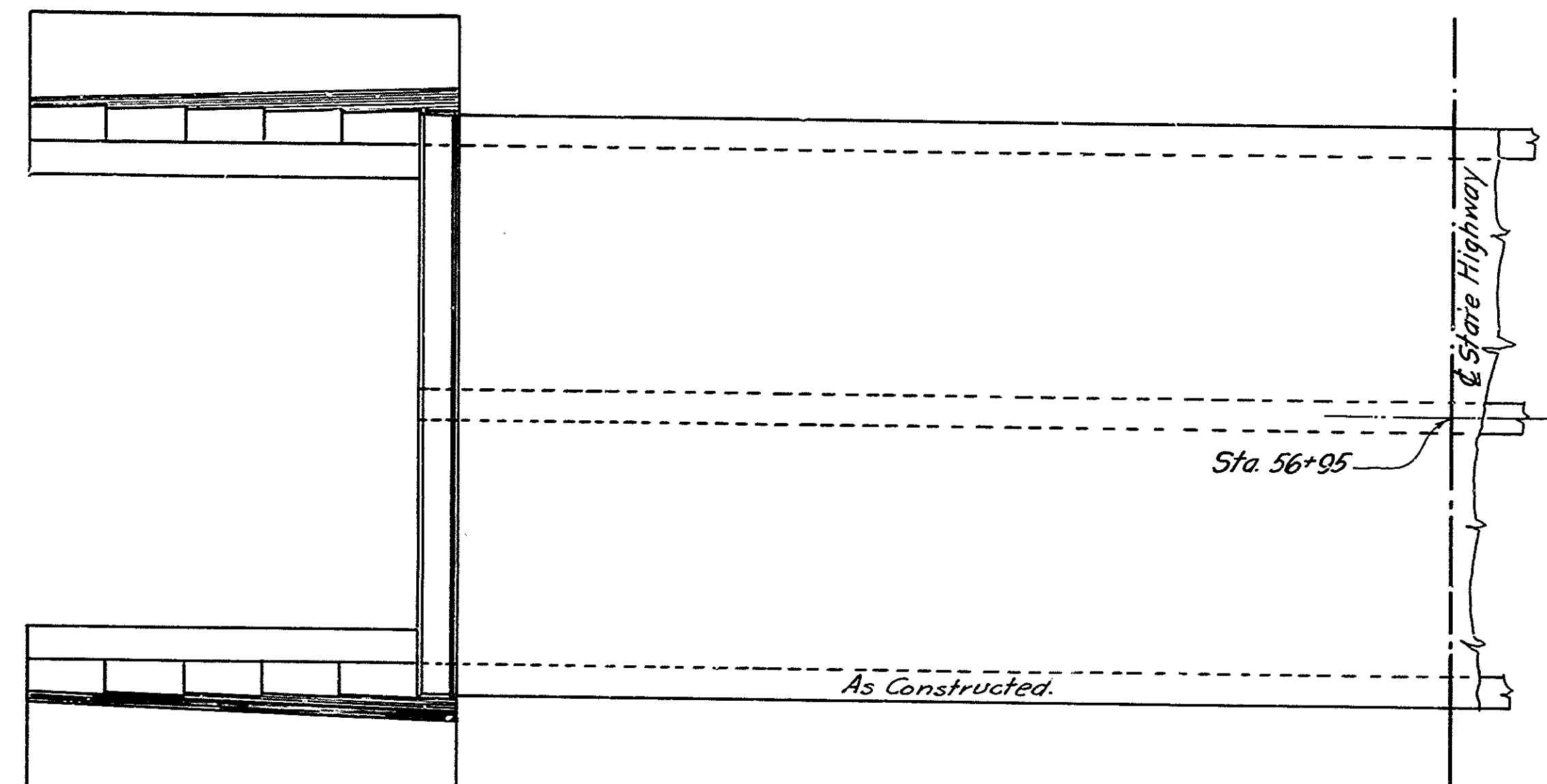
CAL 215-L 1940 17 26

DATE	CONTRACT	DATE	SEC.	POST	DATE
JUL 11	ED 11	A	19	26	

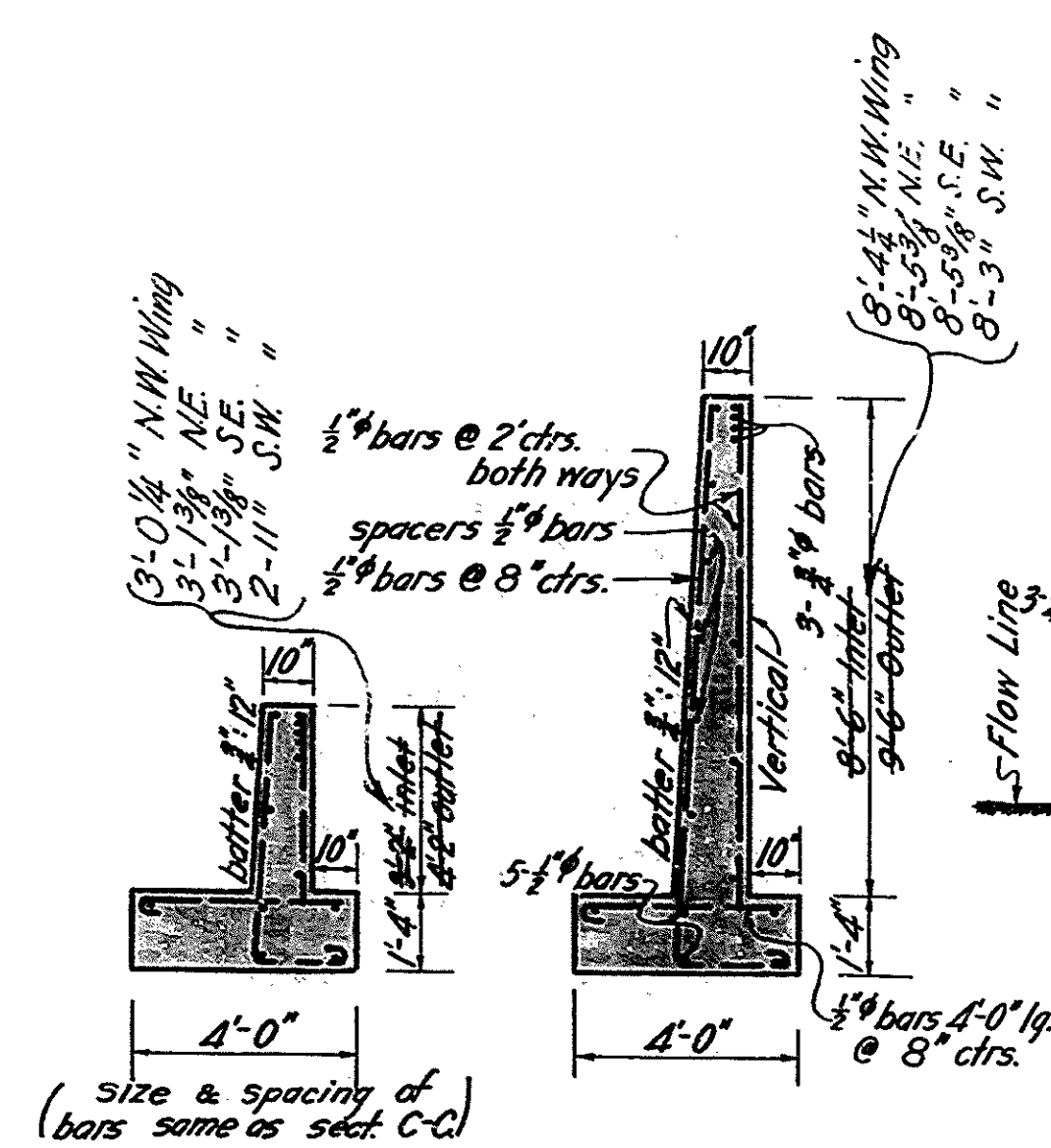
C. H. Whitman
 September 11, 1939
W. S. Darnall
 Bridge Engineer
 Structural Engineer License 1414



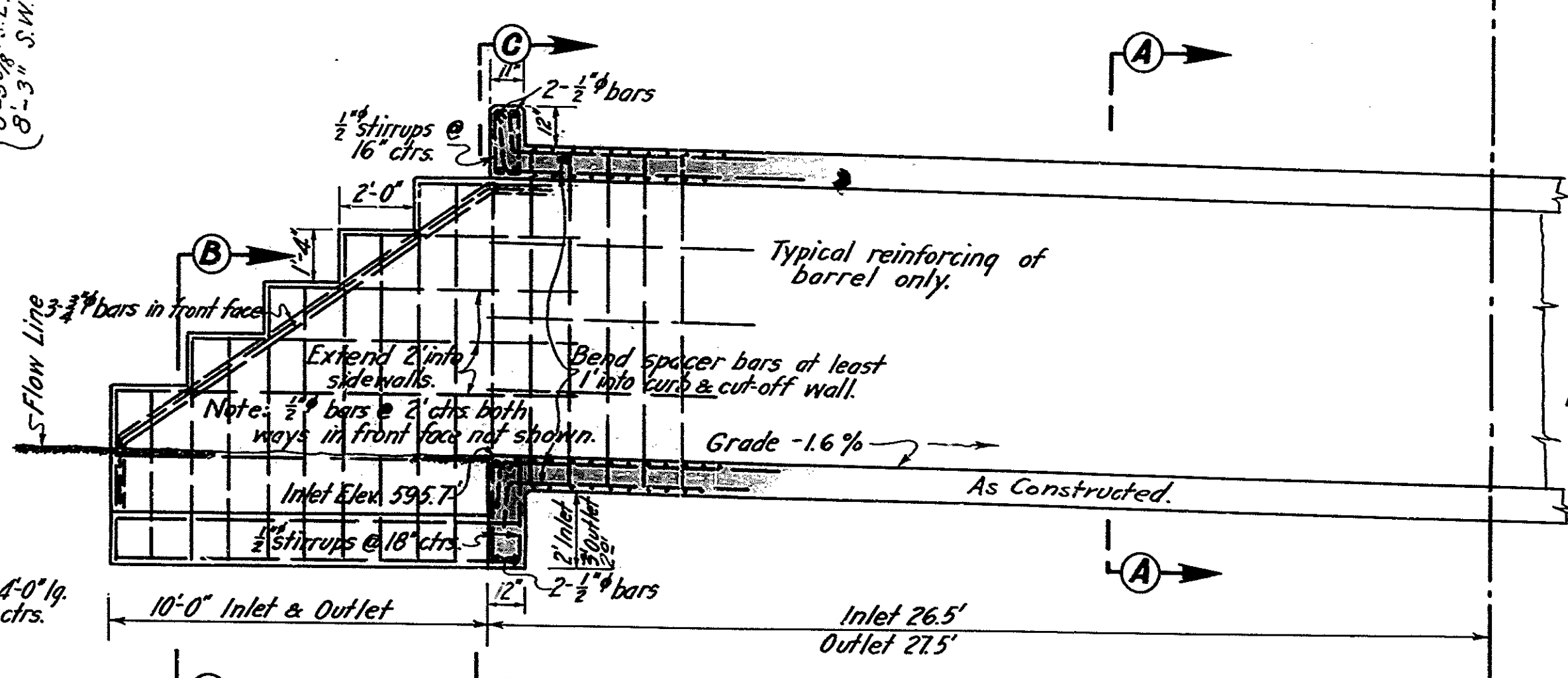
SECTION A-A



HALF PLAN



SECTION B-B SECTION C-C



LONGITUDINAL HALF SECTION (INLET)
 (Outlet similar except for variation in dimensions as indicated herein.)

AS BUILT PLANS
 Contract No. _____
 Date Completed _____
 Document No. 30000417

Note:
 For standard details and
 general notes see following
 sheets of 'Standard Structures'

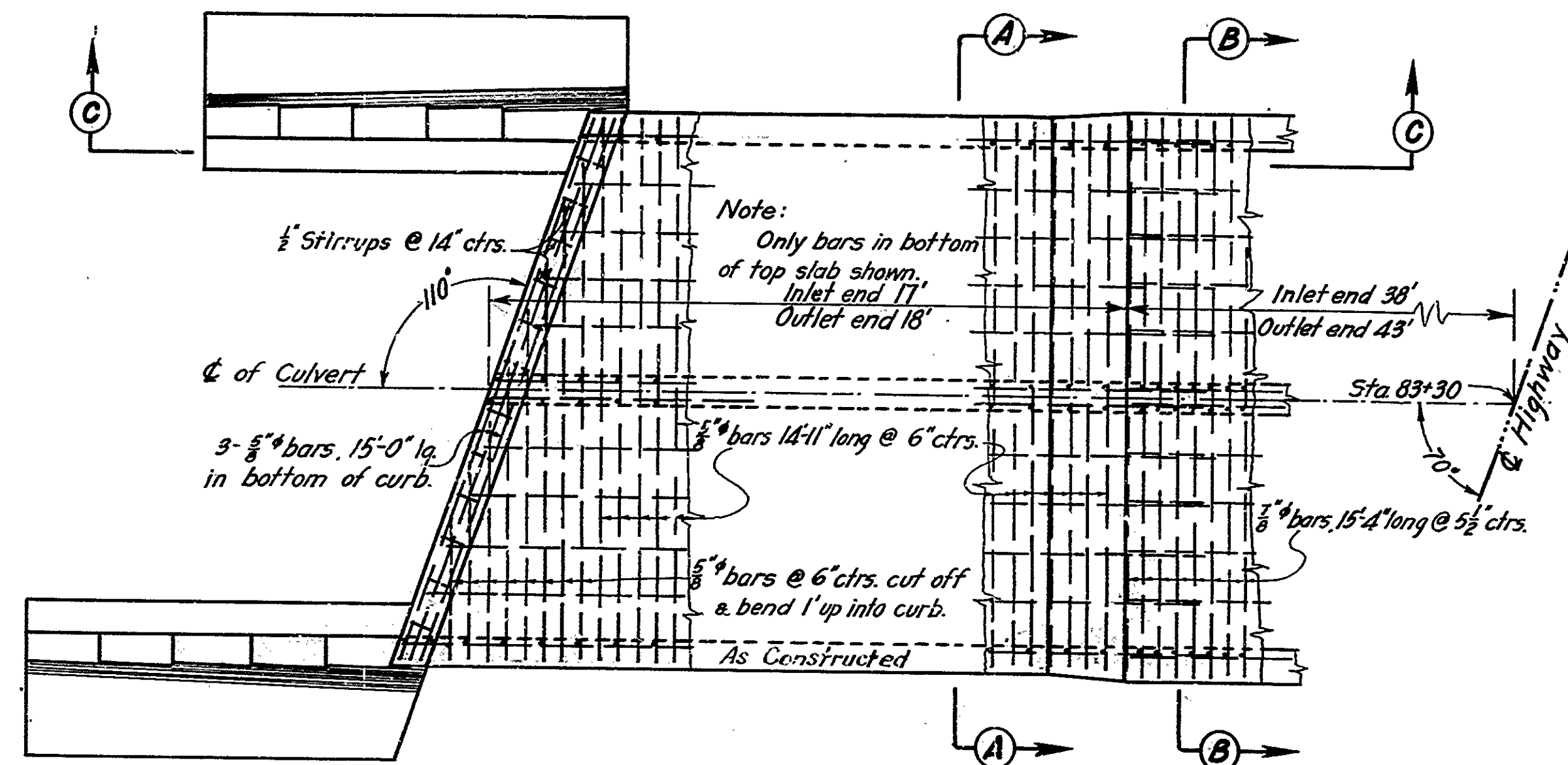
STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS
PLAN AND DETAIL
DBL 6x7' R.C. BOX CULVERT
 JUL ED-11-A STA. 56+95
 SCALE 3/8"=1' AUG. 1939

Drawn By: T. Join 7-8-39
 Checked By: W. A. Johnson 8-4-39
 Traced By: " " " "

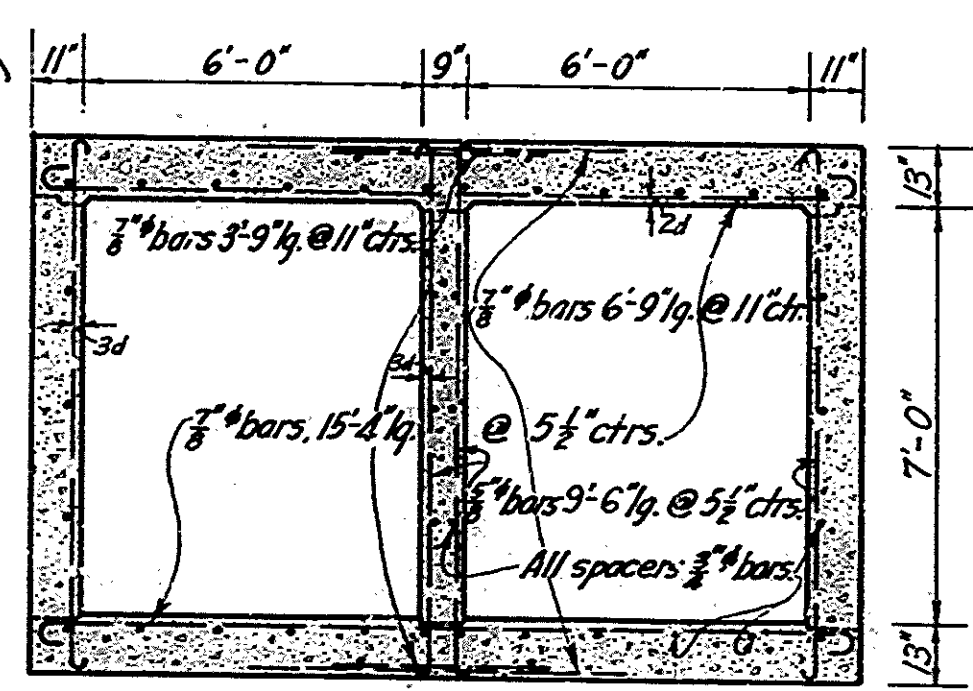
215-C 1940 20 26

DATE	REVISED	BY	DATE	BY	DATE
7/11	ED	7/1	A	20	26

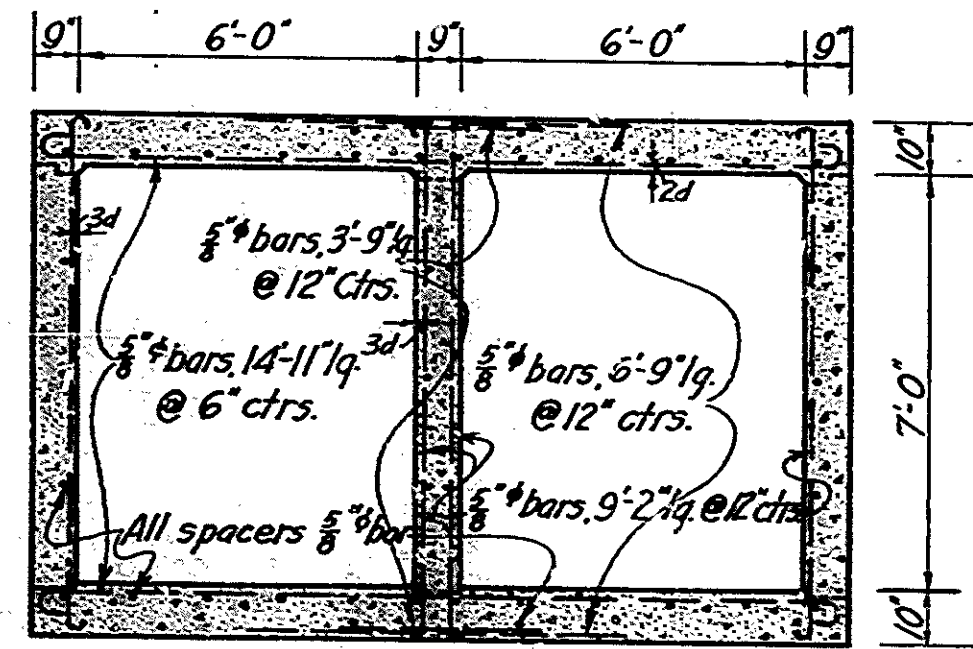
CH. Williams
Approved September 11, 1939
Bridge Engineer
Structural Engineer License M14



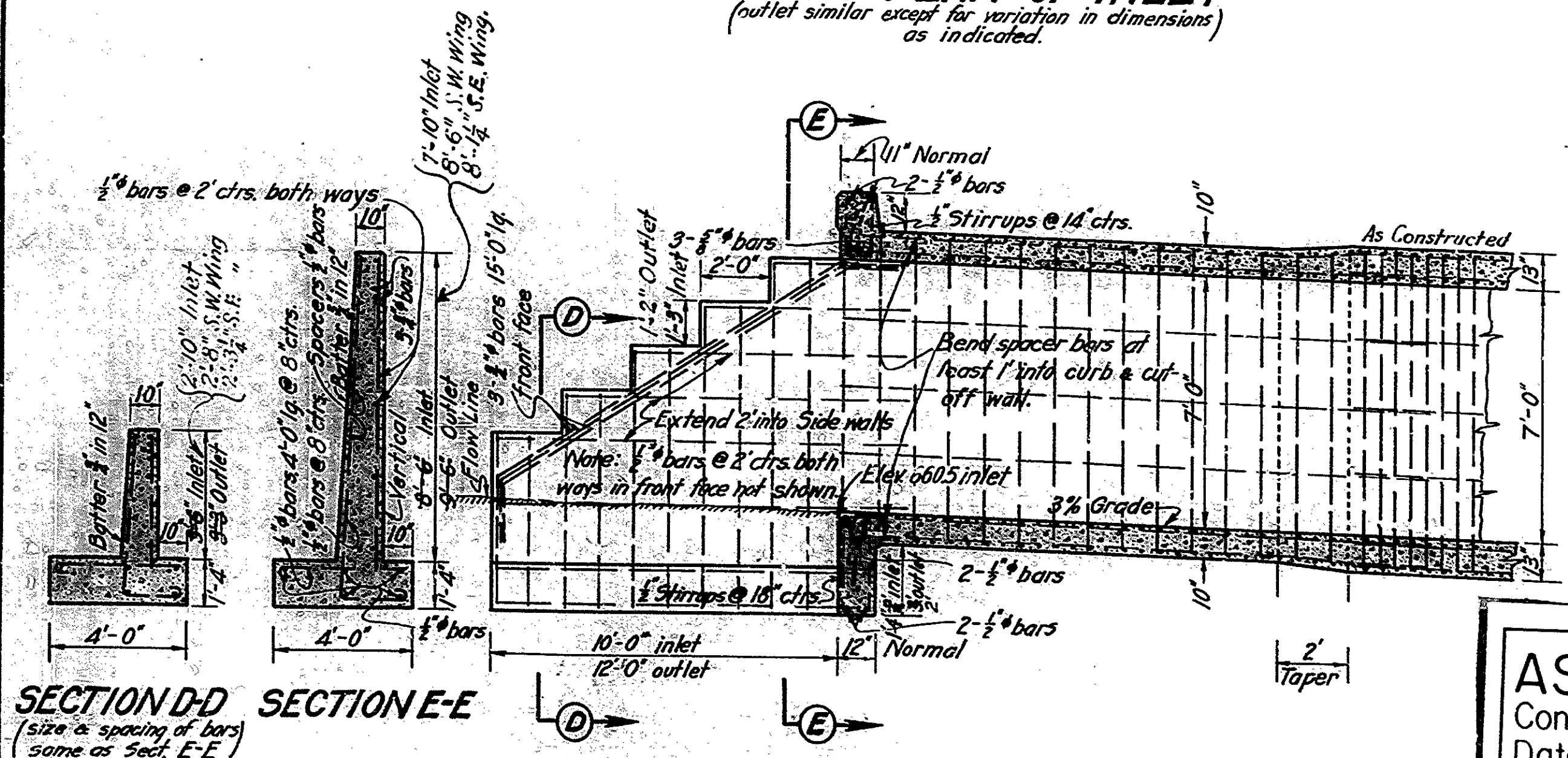
PART PLAN OF INLET
(outlet similar except for variation in dimensions as indicated.)



SECTION B-B
(10' to 25' Fill)



SECTION A-A
(0' to 10' Fill)



SECTION C-C

SECTION D-D
(size & spacing of bars same as Sect. E-E)

SECTION E-E

AS BUILT PLANS
Contract No. _____
Date Completed _____
Document No. 30000 417

Note:
For standard details and general notes see following sheets of "Standard Structures."

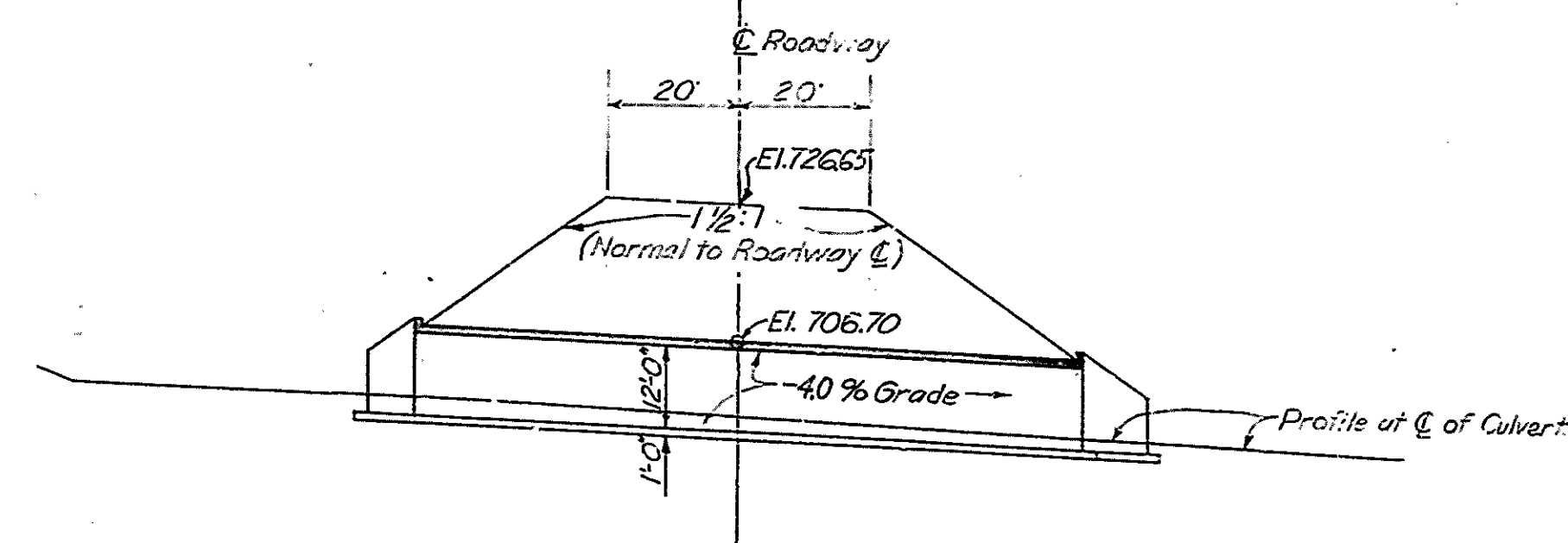
STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
PLAN AND DETAIL
DBL 6x7 R.C. BOX CULV'T.
STATION 83+30 Az 70°
7/11 ED-11-A SCALE 3/8" = 1' AUG. 1939

Drawn By: W.A. Johnston, Aug. 39
Checked By: T.J. & P.C.S.
Traced By: W.A.J. & F.D.H., Aug. 39

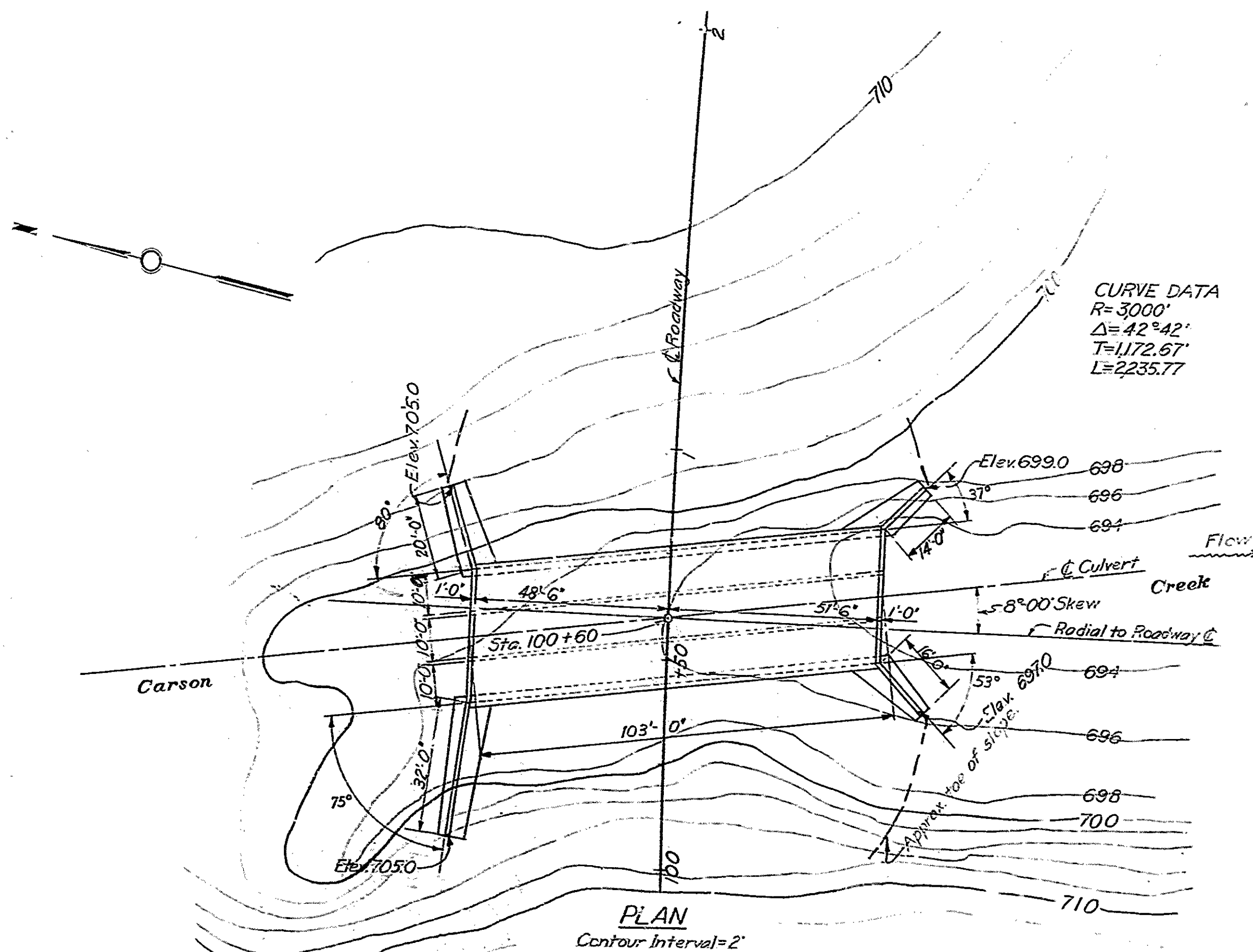
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	CAL.	215-C	1940	21	26

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
17	ED.	11	A	21	26

APPROVED: *[Signature]*
 September 11, 1939
 CONSTANT STATE HIGHWAY ENGINEER
 CIVIL ENGINEER LICENSE 1234



LONGITUDINAL SECTION
 (At C. of Culvert)



CURVE DATA
 R=3000'
 Δ=42°42'
 T=1172.67'
 L=2235.77'

AS BUILT PLANS
 Contract No. _____
 Date Completed _____
 Document No. 30000417

-INDEX TO PLANS -
 SHEET No. 21 - GENERAL PLAN
 " 22 - DETAILS
 " 23 - STANDARD RETAINING WALL
 For "GENERAL NOTES" on this set of plans see Sh. No. 22

CARSON CREEK CULVERT	
GENERAL PLAN	
SCALE 1"=20'	FILE NO.
BRIDGE No. 25-02	DRAWING No. C-991-1

STATE OF CALIFORNIA
 DEPARTMENT OF PUBLIC WORKS
 BRIDGE DIVISION
 BRIDGE DEPARTMENT

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
III	E.D.	11	A	22	26

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

PLAN
Scale 1/8"=1'-0"

GENERAL

Chamfer 1"

$\frac{1}{2}"$ bars, 37'-8" long. (bend into wing walls)

$\frac{1}{2}"$ \square stirrups, @ 20' ctrs, 5'-0" long.

$\frac{7}{8}"$ \odot bars.

$\frac{1}{2}"$ \odot bar.

$\frac{1}{2}"$ \odot bars.

15"

AS BUILT PLANS
Contract No. _____
Date Completed _____
Document No. 30000417

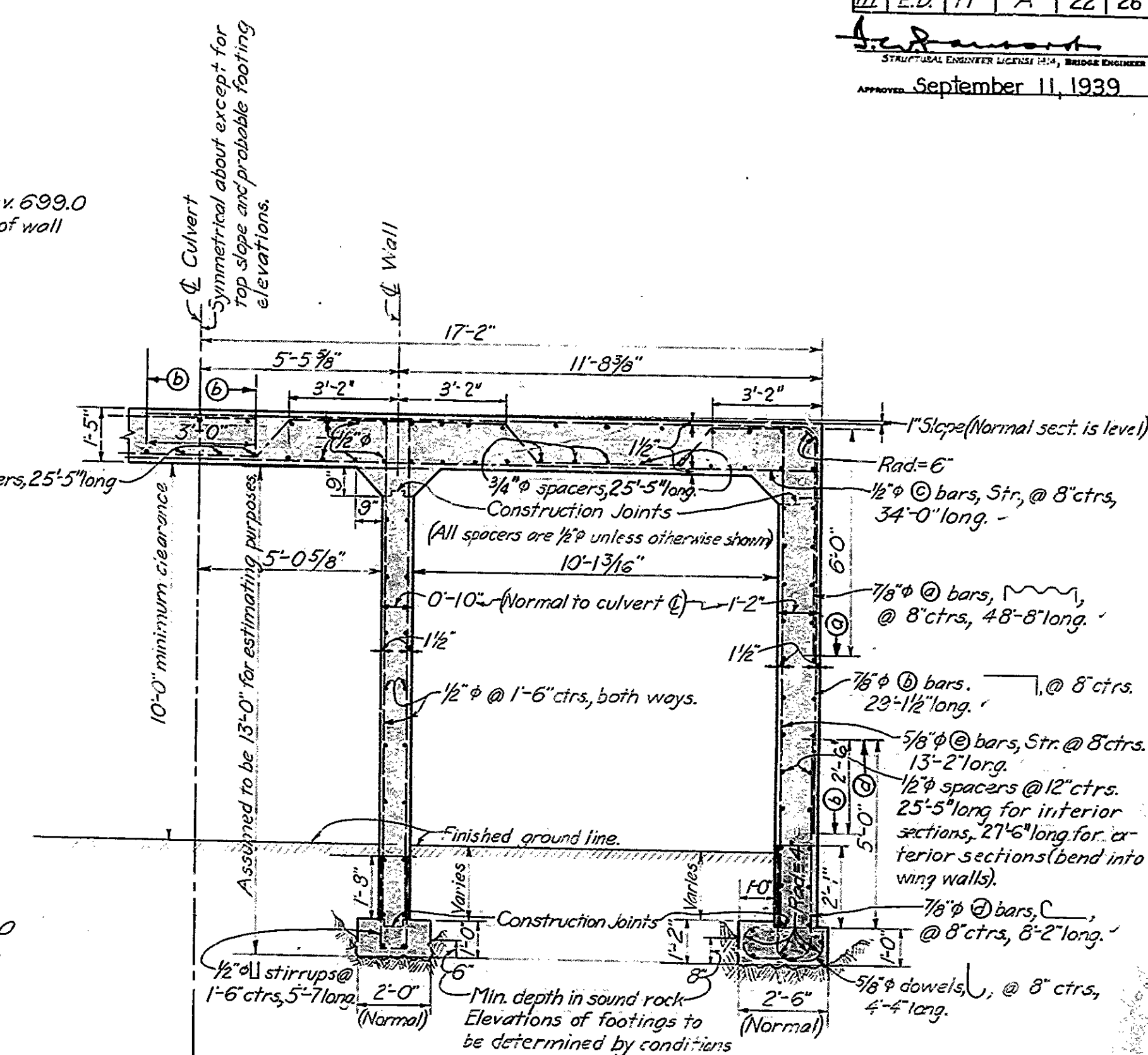
Expansion joints to be filled with expansion joint material.
Locations of expansion joints may be changed if approved by the Engineer.
Tops of wing walls to meet tops of head walls.
Lengths and angles of wing walls may be changed in field, if necessary, to better fit conditions.
For wing wall details see Standard Retaining Wall sheet.

Max height of fill = 20' above top of slab. $f_c = 1000 \text{ lbs}$, $f_s = 18,000 \text{ lbs}$,
 $u = 180 \text{ lbs}$, $v = 90 \text{ lbs}$, $n = 10$, earth = 120 lbs/cu ft, equivalent fluid pressure
 for outside walls = 36 lbs/cu ft

Materials and workmanship shall conform to the Standard Specifications of the State of California, Dept. of Public Works, Division of Highways, dated 1935, and the Special Provisions accompanying this set of plans.

All concrete to be Class "A".

Reinforcing steel to be deformed bars of structural-steel grade, embedded at least two diameters and lapped 40 diameters at splices.



DATE
Scale $\frac{1}{8}"=1'$
Cast in center of each head wall.

CARSON CREEK CULVERT	
DETAILS	
SCALE <i>As Shown</i>	FILE NO.
BRIDGE No. _____	DRAWING No. <i>C-991-2</i>

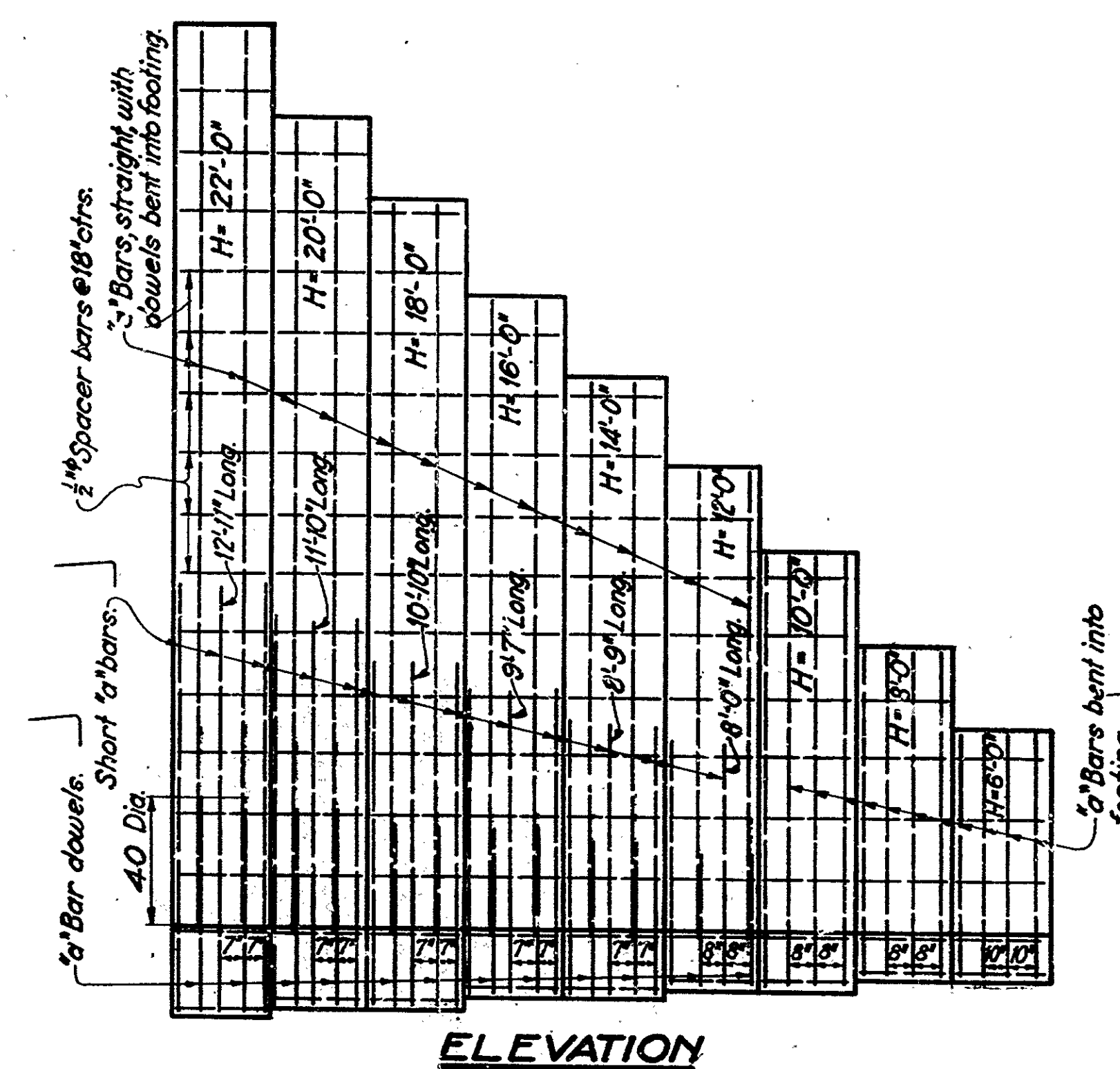
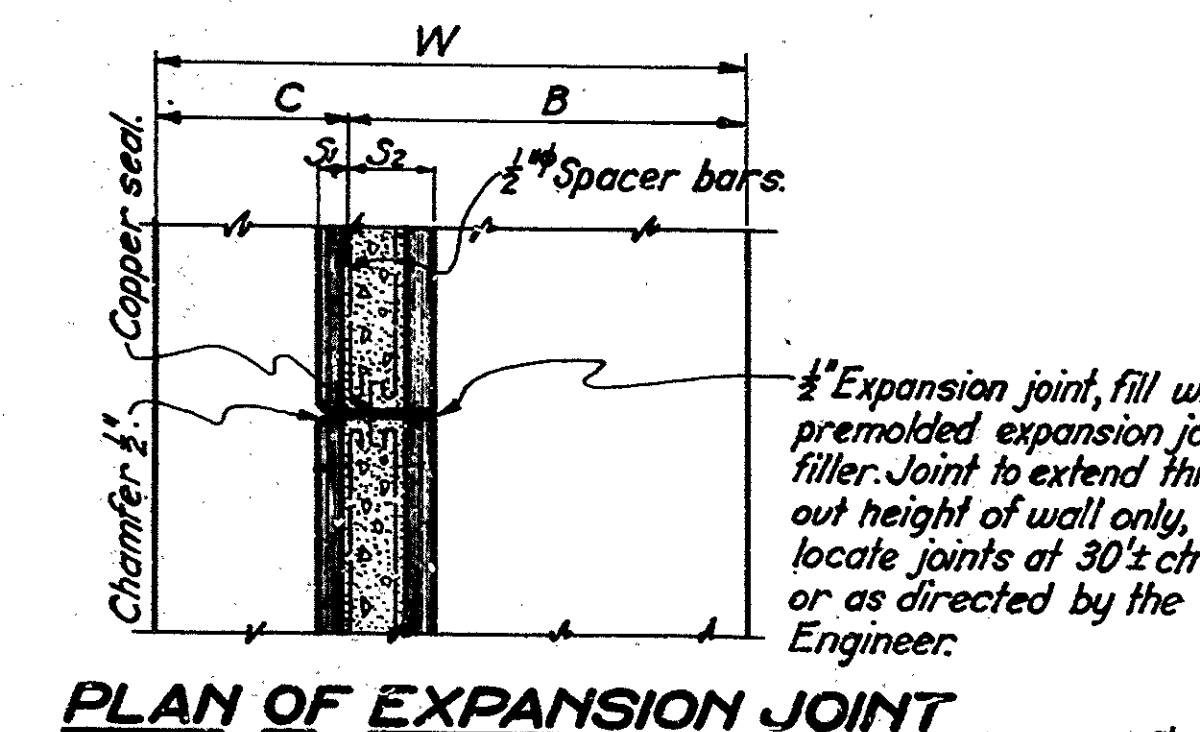
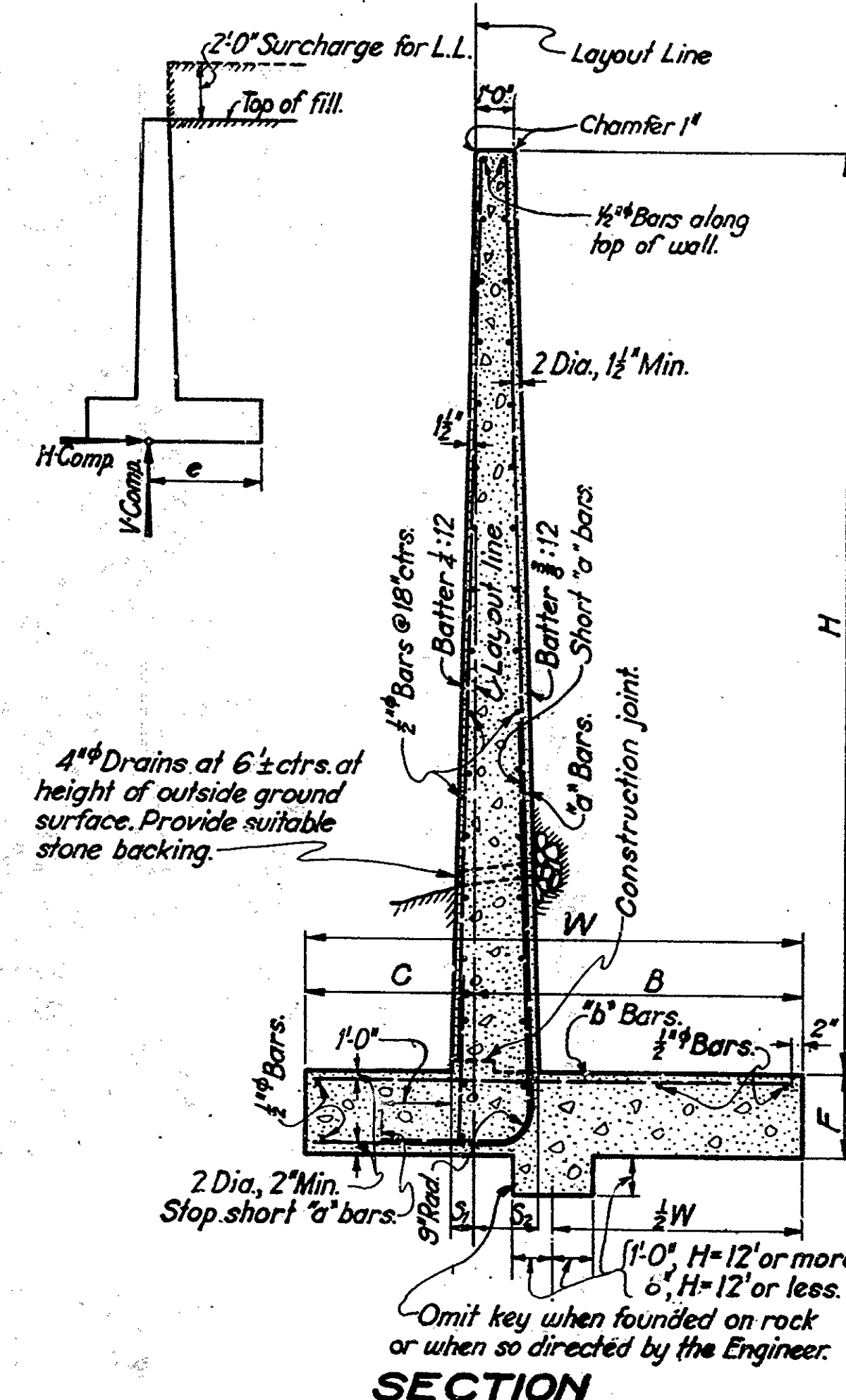
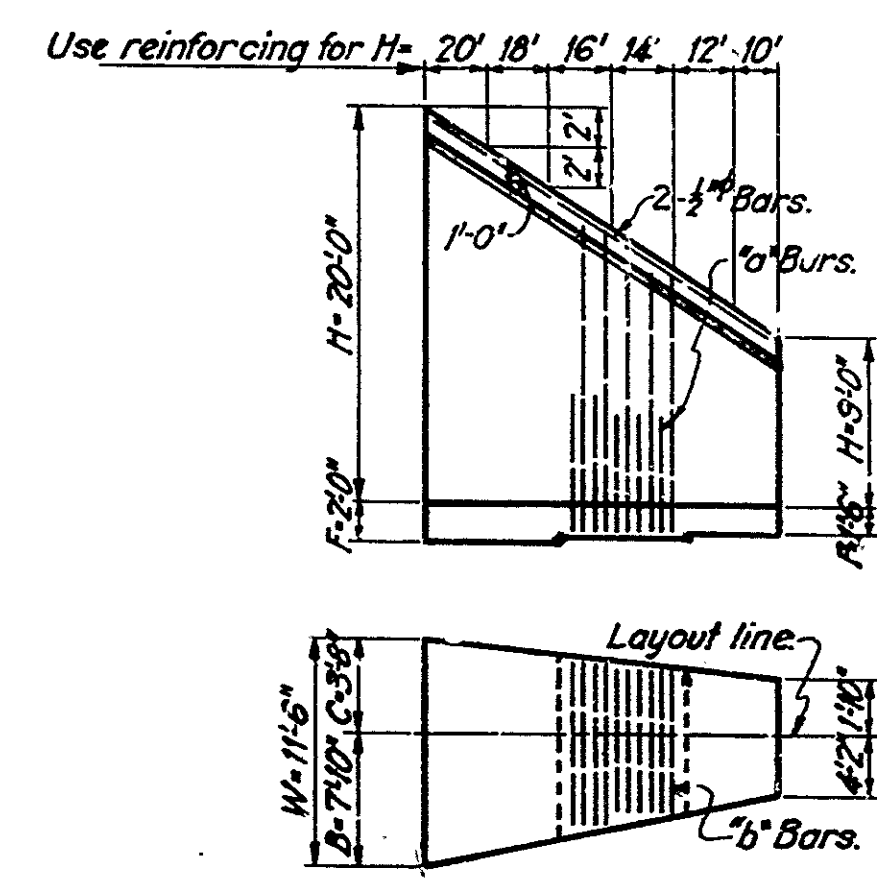
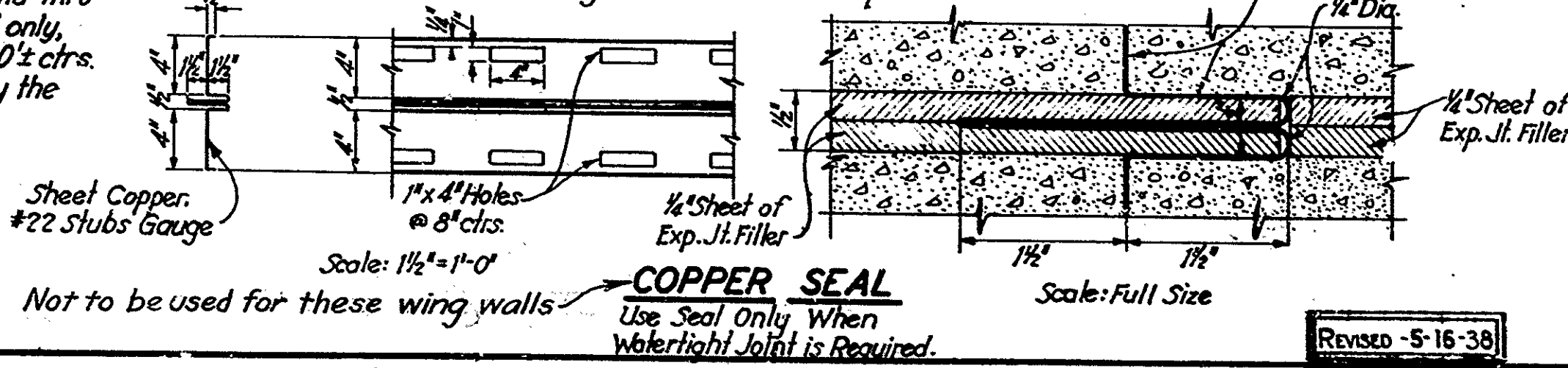


TABLE OF REINFORCING STEEL DIMENSIONS & DATA

H	22'	20'	18'	16'	14'	12'	10'	8'	6'
W	12'-6"	11'-6"	10'-6"	9'-6"	8'-6"	7'-6"	6'-6"	5'-6"	4'-6"
C	4'-0"	3'-8"	3'-4"	3'-0"	2'-8"	2'-4"	2'-0"	1'-8"	1'-4"
B	8'-6"	7'-10"	7'-2"	6'-6"	5'-10"	5'-2"	4'-6"	3'-10"	3'-2"
F	2'-2"	2'-0"	2'-0"	1'-8"	1'-8"	1'-6"	1'-6"	1'-2"	1'-2"
S ₁	5 1/2"	5"	4 1/2"	4"	3 1/2"	3"	2 1/2"	2"	1 1/2"
S ₂	1'-8 1/4"	1'-7 1/2"	1'-6 3/4"	1'-6"	1'-5 1/4"	1'-4 1/2"	1'-3 3/4"	1'-3"	1'-2 1/4"
'a' Bars	1/2" @ 7"	1/2" @ 7"	1/2" @ 7"	1/2" @ 7"	1/2" @ 7"	1/2" @ 8"	1/2" @ 8"	1/2" @ 8"	1/2" @ 10"
'b' Bars	1/2" @ 7"	1/2" @ 7"	1/2" @ 7"	1/2" @ 7"	1/2" @ 7"	1/2" @ 8"	1/2" @ 8"	1/2" @ 8"	1/2" @ 10"
Fe Pres.	4,700	4,300	3,900	3,550	3,200	2,800	2,350	1,900	1,500
H Comp. Lbs.	12,100	10,300	8,640	6,890	5,530	4,250	3,210	2,175	1,440
V Comp. Lbs.	29,700	25,500	21,300	17,600	14,000	11,000	8,300	6,150	4,000
e	8.25'	7.55'	6.80'	6.15'	5.50'	4.85'	4.15'	3.50'	2.80'

Note: Key omitted from above quantities



TYPICAL LAYOUT EXAMPLE

AS BUILT PLANS
Contract No. _____
Date Completed _____
Document No. 30000417

NOTES

All concrete to be Class "A" concrete.
All reinforcing steel to be of structural-steel grade deformed bars and where bars are spliced they shall lap at least 40 diameters.
When the footing rests on a rock foundation "W" may be decreased to 0.4(H+F+2) making all the reduction in "B" leaving "C", "S₁" and "S₂" unchanged.
Design data: f_c=1000 lbs., f_s=18,000 lbs., u=150 lbs., n=10, earth=120 lbs./cu.ft. and equivalent fluid=36 lbs./sq.ft./ft. of height.
Wall is designed for 2'-0" surcharge. For a greater surcharge a special design will be required.

CARSON CREEK CULVERT

STANDARD RETAINING WALL	
SCALE. NONE	FILE NO.
BRIDGE NO.	DRAWING NO. C-991-3

REVISED - 5-16-38

[illegible]

• NOTES •

Concrete to be allowed to set twenty one days before backfill is placed.

Backfill to be placed uniformly on both sides and thoroughly compacted before covering the top.

Where there is probability of wear due to gravel add 1" of concrete to bottom slab and embed the steel $1 \frac{1}{2} d$, $d =$ diameter of the bar. All d ' dimensions are given in center of steel.

Welded spliced bars are to be lapped at least 40 d .

MATERIALS - concrete to be Class A (6300 psi of cement per cubic yard of concrete).

Maximum size of aggregate 1 1/2" screen.

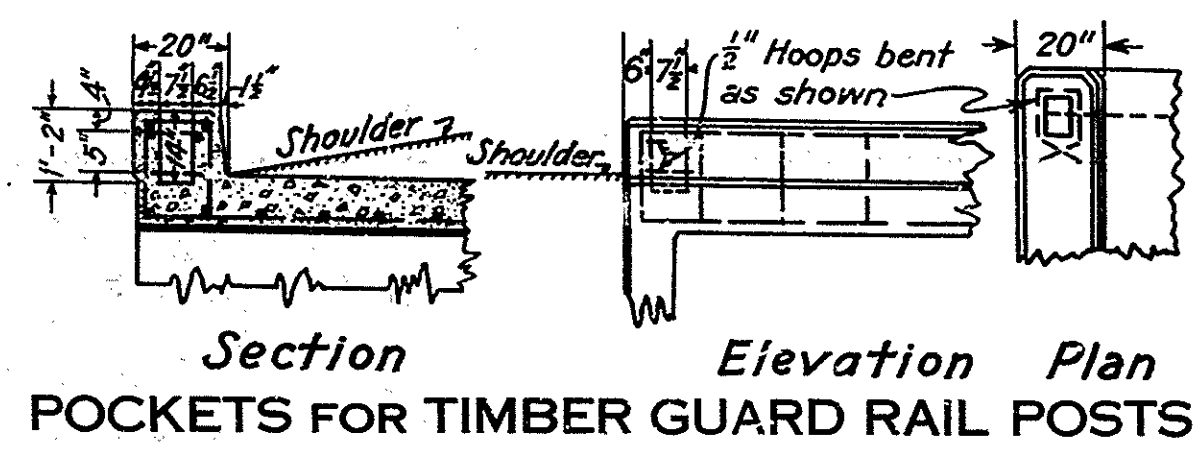
Reinforcing Steel to be round deformed bars, tightly wired together at all intersections with No. 10.

If culverts are placed adjacent to soft water the fineness of concrete is to be increased so as to provide not less than 2" covering of concrete over all bars.

Where span length or depth of fill exceed those shown hereon special plans will be required.

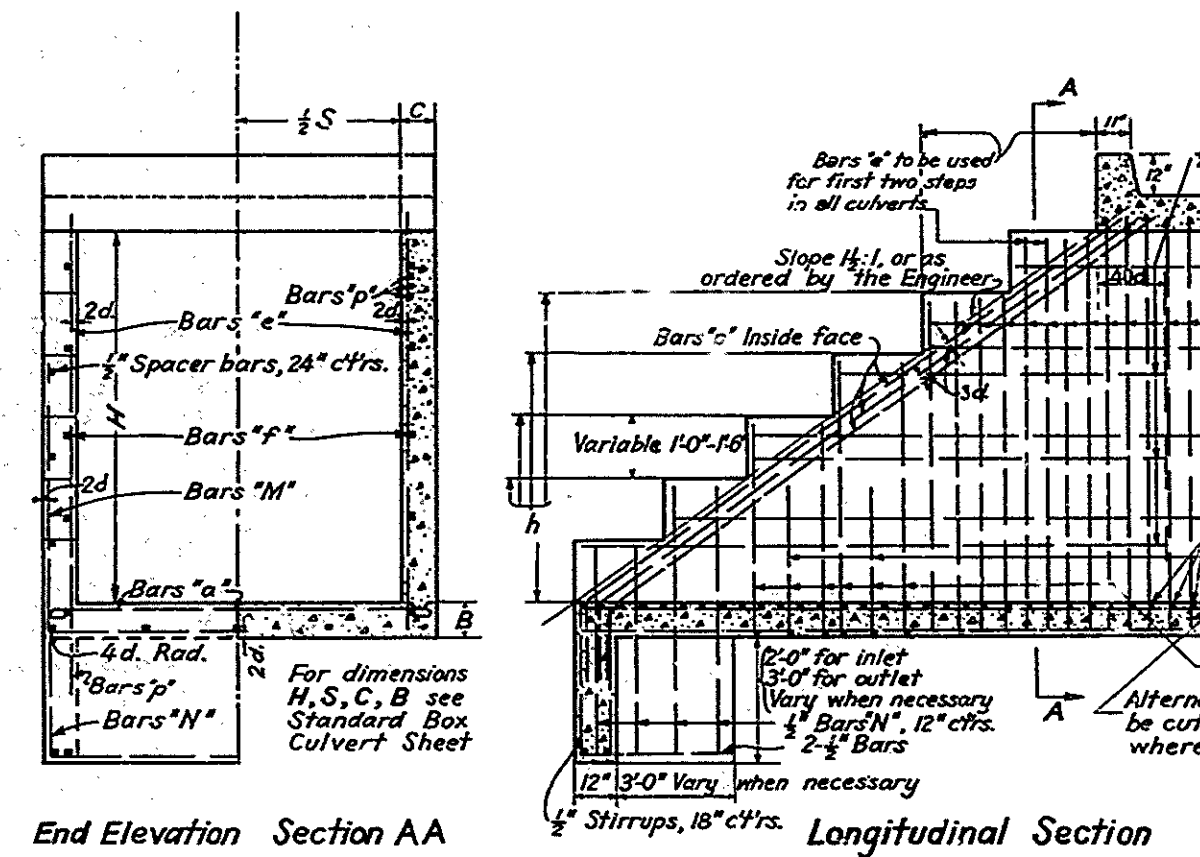
All steel to be structural grade.

STATE OF CALIFORNIA
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STANDARD STRUCTURES
BOX CULVERTS



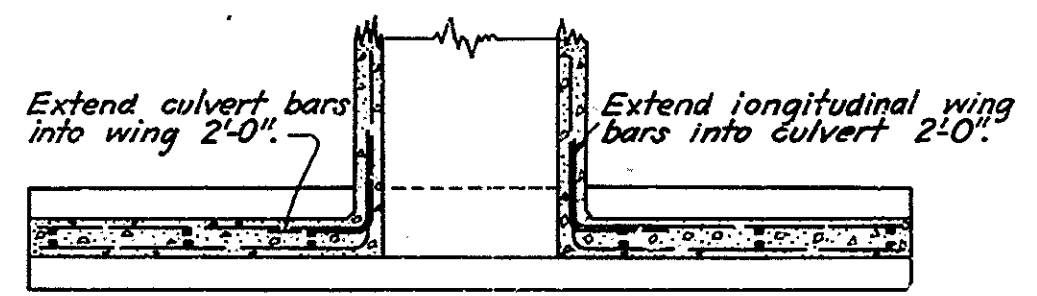
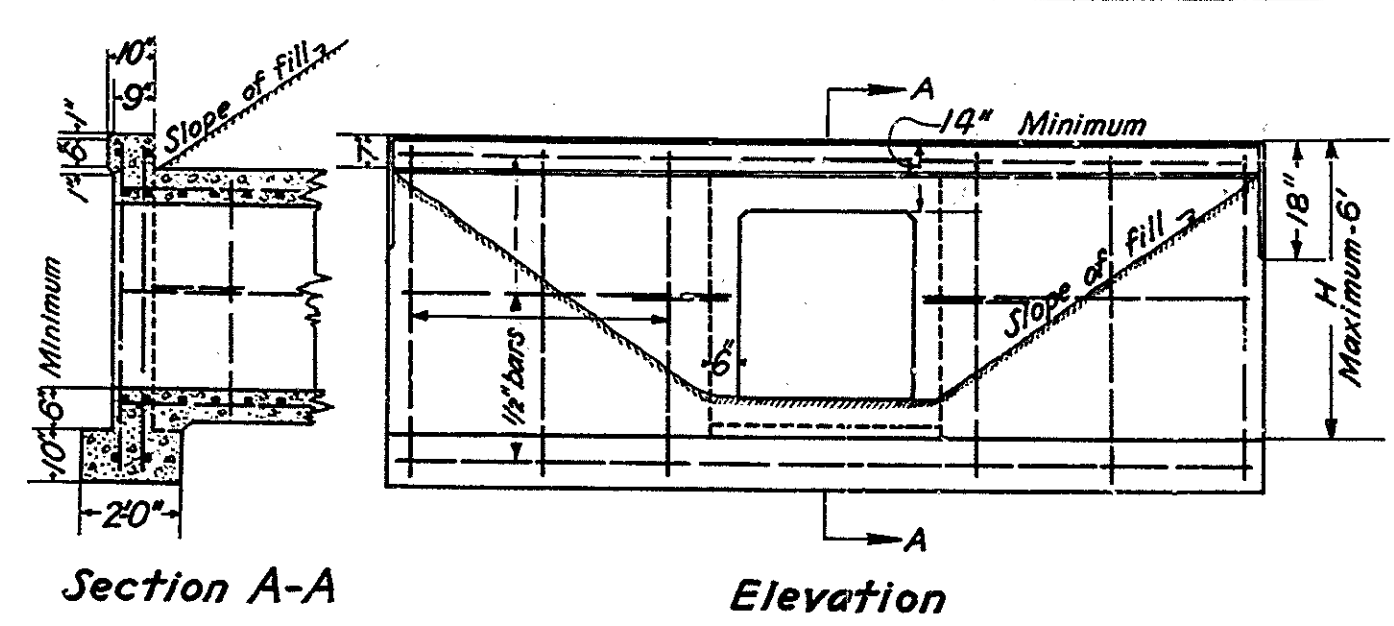
Height h	Bars "M" Size Spc. No.	Bars "P" Size
2'-0"	1/2" 12" 2	1/2"
3'-0"	1/2" 12" 2	5/8"
4'-0"	1/2" 8" 2	5/8"
5'-0"	5/8" 10" 3	5/8"
6'-0"	5/8" 9" 3	5/8"
7'-0"	5/8" 8" 3	3/4"
8'-0"	5/8" 7" 3	3/4"
10'-0"	5/8" 6" 3	7/8"

**TABLE OF REINFORCING STEEL
STEPPED WINGWALL**

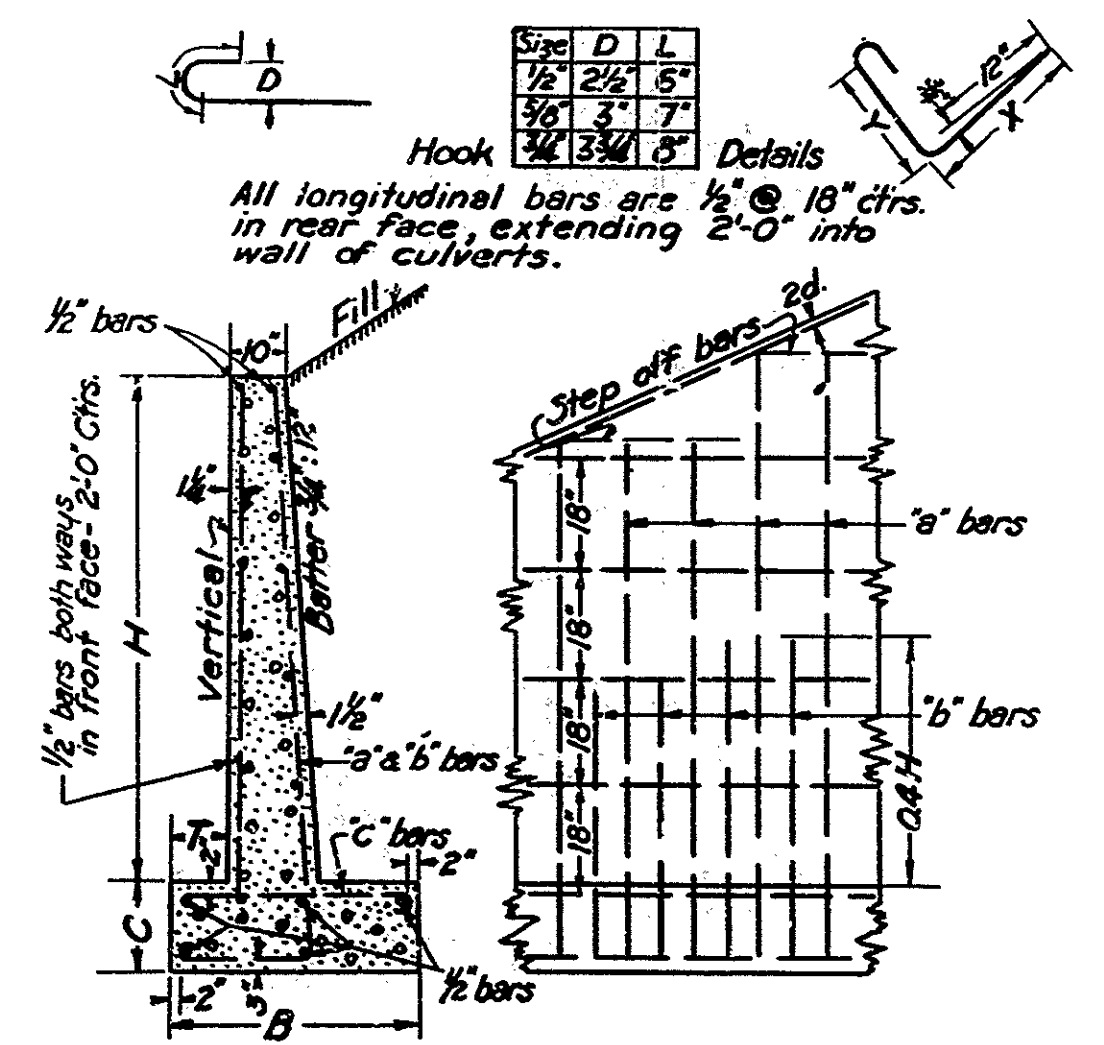


STEPPED WINGWALL
For use where future extension of culvert may be necessary

All concrete to be Class A (6 sacks cement per cu. yd. of concrete).
All exposed edges to be chamfered 1".
Reinforcing steel to be round deformed bars structural steel grade, tightly wired together at all intersections with No. 14 wire.
Splices to be at least 40 diameters.
All dimensions to steel given to center line of bar.
Maximum size of aggregate to pass 1 1/4" screen.
Depth of walls to be determined by the Engineer in the field.
It is preferable to use box culvert headwalls where wing height is 6' or less.
Calculate length so that toe of fill will not come closer than 6" from edge of box.
On larger culverts, lay out wings at angles suitable to conditions, slope top of wings to conform to slope of fill and make of such length that fill around end of wing will come not closer than one ft. from edge of box produced.
Stepped wingwalls should be used where it is desired to provide for future extension of culvert.
For dimensions, size of steel and spacing of steel see table. Steel may be stepped off in spaces of approximately 2 ft. as shown.
Concrete to be allowed to set 21 days before backfill is placed.
If structures are placed adjacent to salt water the thickness of concrete is to be increased so as to provide not less than 2" covering of concrete over all bars.

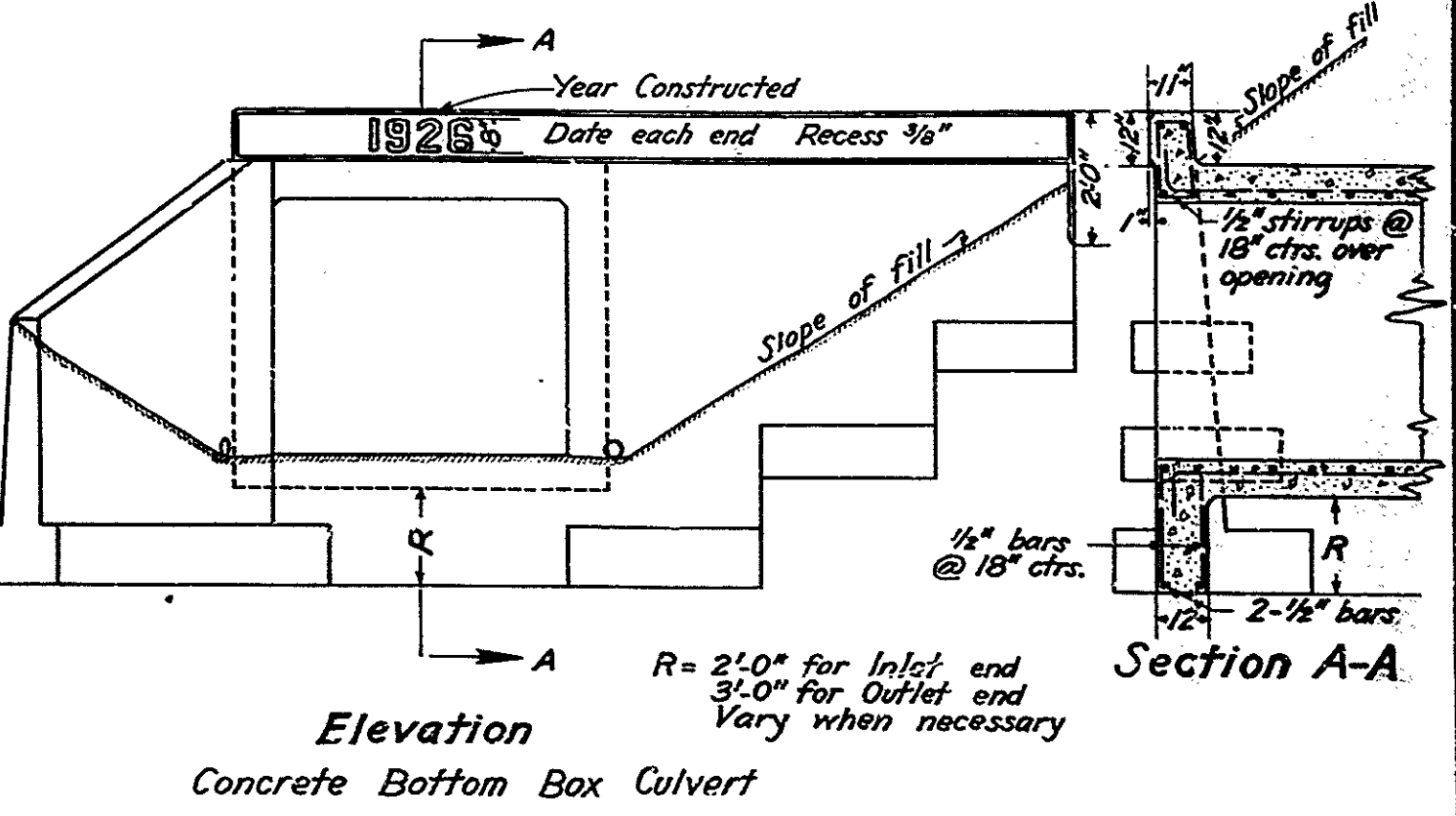
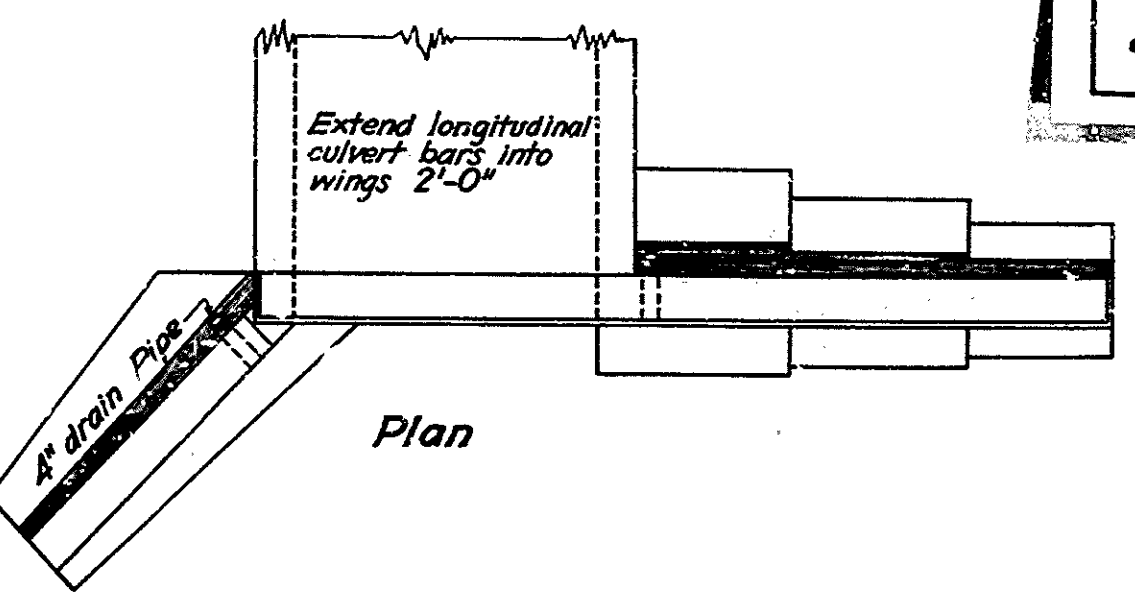
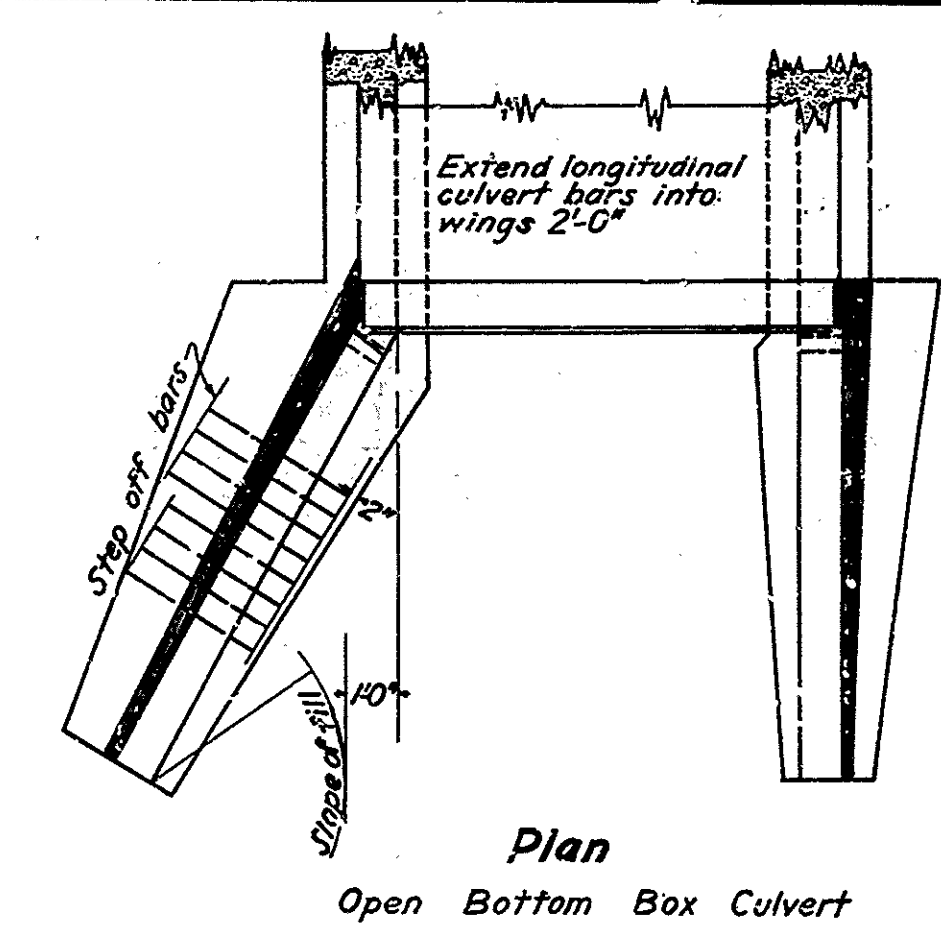


BOX CULVERT HEADWALL
Standard Design Where H is 6' or Less

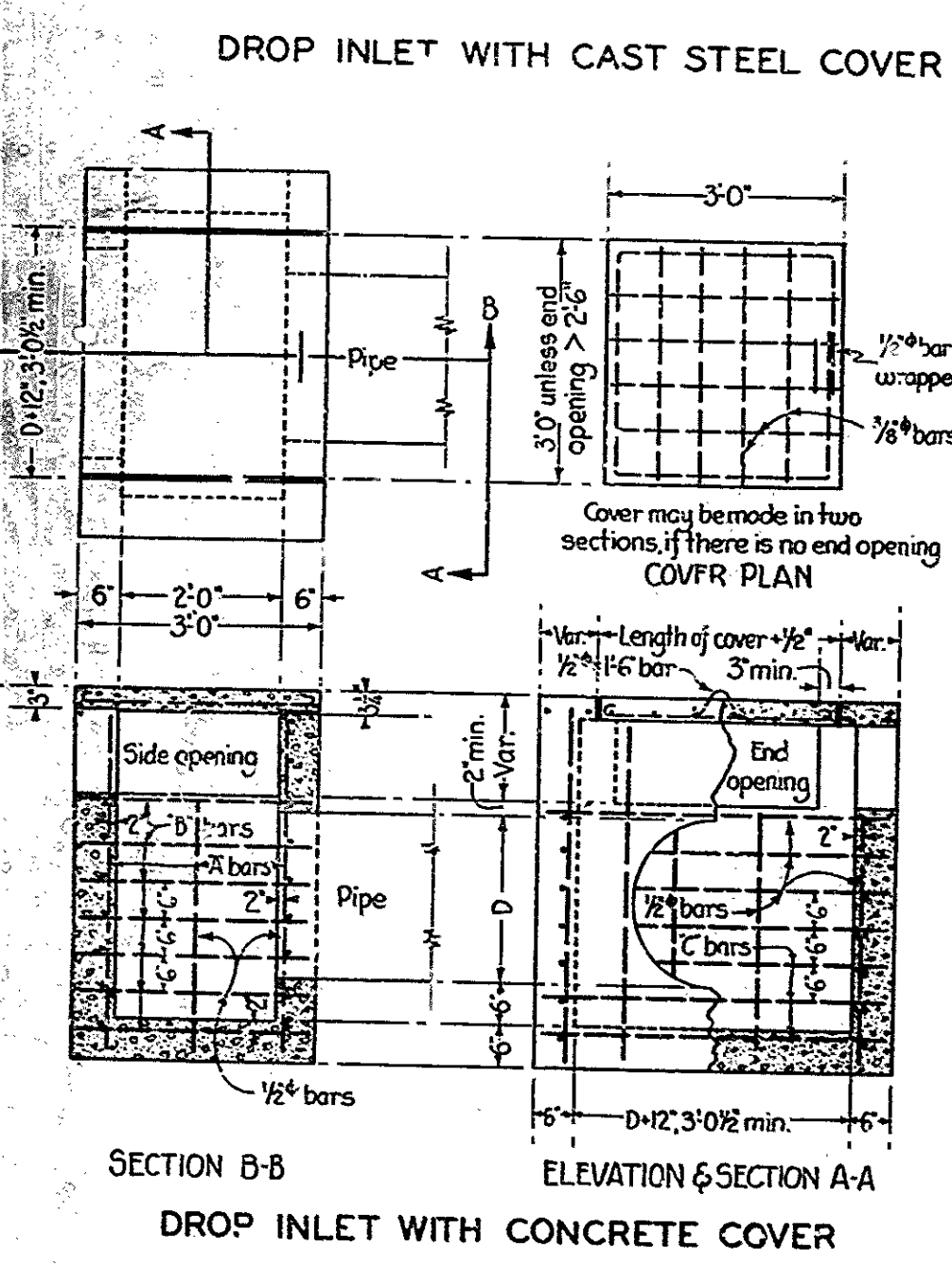
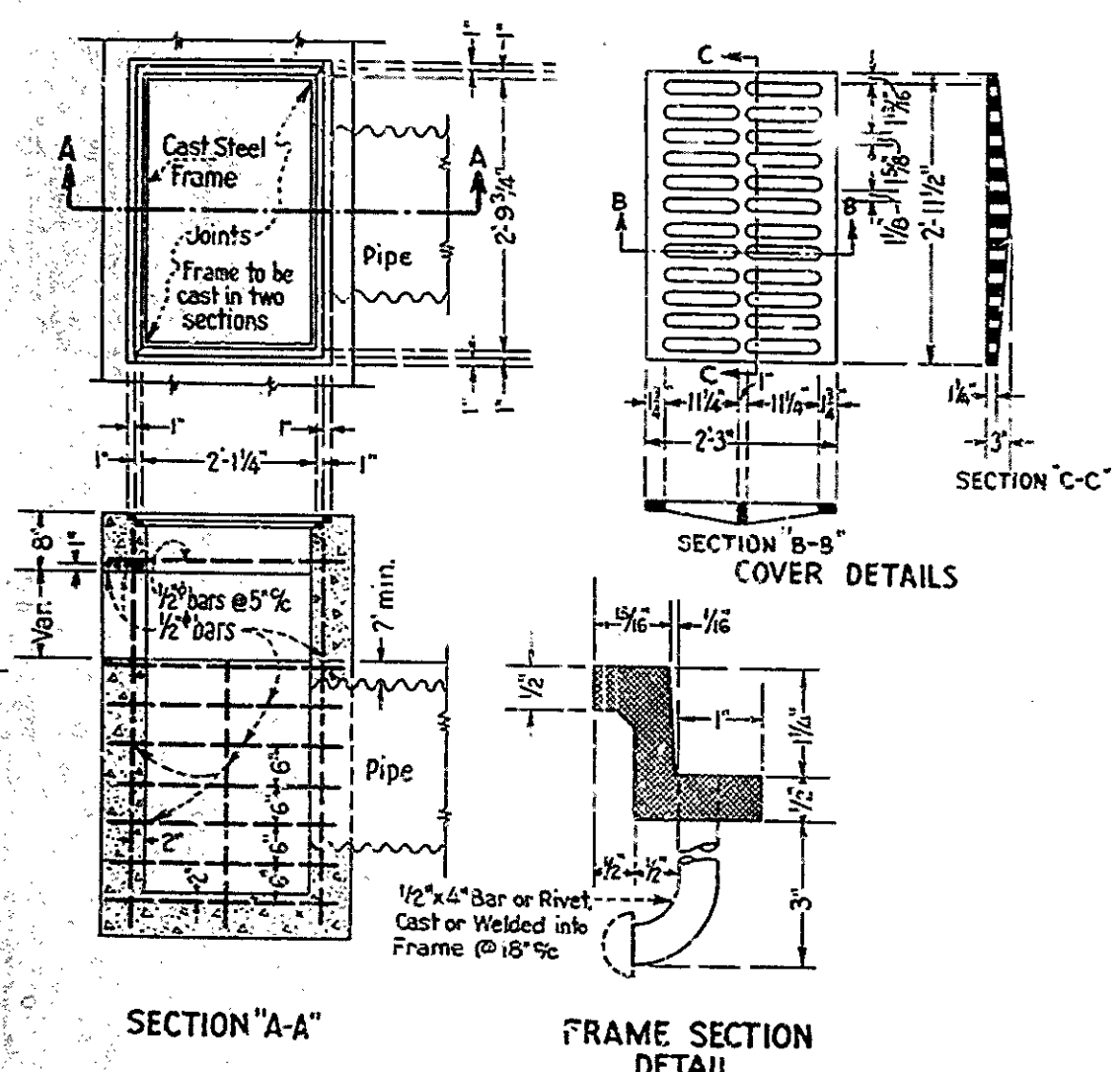


Section										Elevation									
				"a" bars						"b" bars						"c" bars			
H	C	B	T	Size	Spec	X	Y	Length	Size	Spec	X	Y	Length	Size	Spec	Length			
4'	1-4	2'-6"	5'	1/2"	12"	4'-11"	1'-1"	6'-6"						1/2"	12"	2'-7"			
5'	1-4	2'-10"	6'	1/2"	12"	5'-11"	1'-3"	7'-8"						1/2"	12"	2'-11"			
6'	1-4	3'-1"	7'	1/2"	12"	6'-11"	1'-5"	8'-10"						1/2"	12"	3'-2"			
7'	1-4	3'-5"	8'	1/2"	12"	7'-11"	1'-6"	9'-11"						1/2"	12"	3'-6"			
8'	1-4	3'-9"	9'	1/2"	12"	8'-11"	1'-8"	11'-1"						1/2"	10"	3'-10"			
9'	1-4	4'-2"	10'	1/2"	12"	9'-11"	1'-10"	12'-3"						1/2"	8"	4'-2"			
10'	1-4	4'-6"	11'	1/2"	12"	10'-11"	1'-11"	13'-4"						1/2"	6"	4'-6"			
11'	1-4	4'-11"	12'	1/2"	12"	11'-11"	2'-1"	14'-7"	3/8"	14"	5'-6"	2'-1"	8'-2"	3/8"	7"	5'-0"			
12'	1-4	5'-4"	13'	1/2"	12"	12'-11"	2'-3"	15'-9"	3/8"	12"	5'-10"	2'-3"	8'-8"	3/8"	6"	5'-5"			
13'	1-8	5'-11"	14'	1/2"	14"	13'-11"	2'-5"	17'-4"	3/4"	16"	6'-7"	2'-5"	9'-8"	3/4"	8"	6'-1"			
14'	1-8	6'-4"	15'	1/2"	14"	14'-11"	2'-6"	18'-5"	3/4"	14"	7'-0"	2'-6"	10'-2"	3/4"	7"	6'-6"			

A₂ = 18000, Maximum Toe Pressure = 3 1/2 Tons.



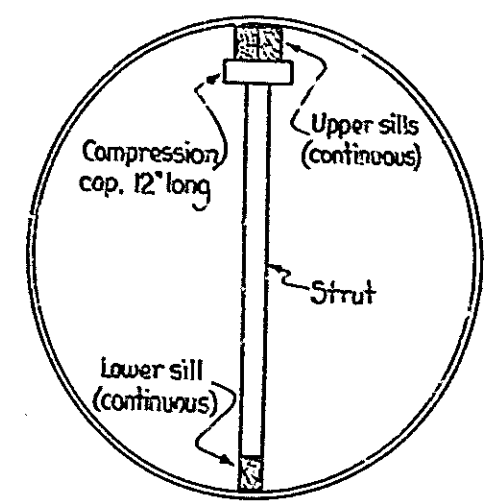
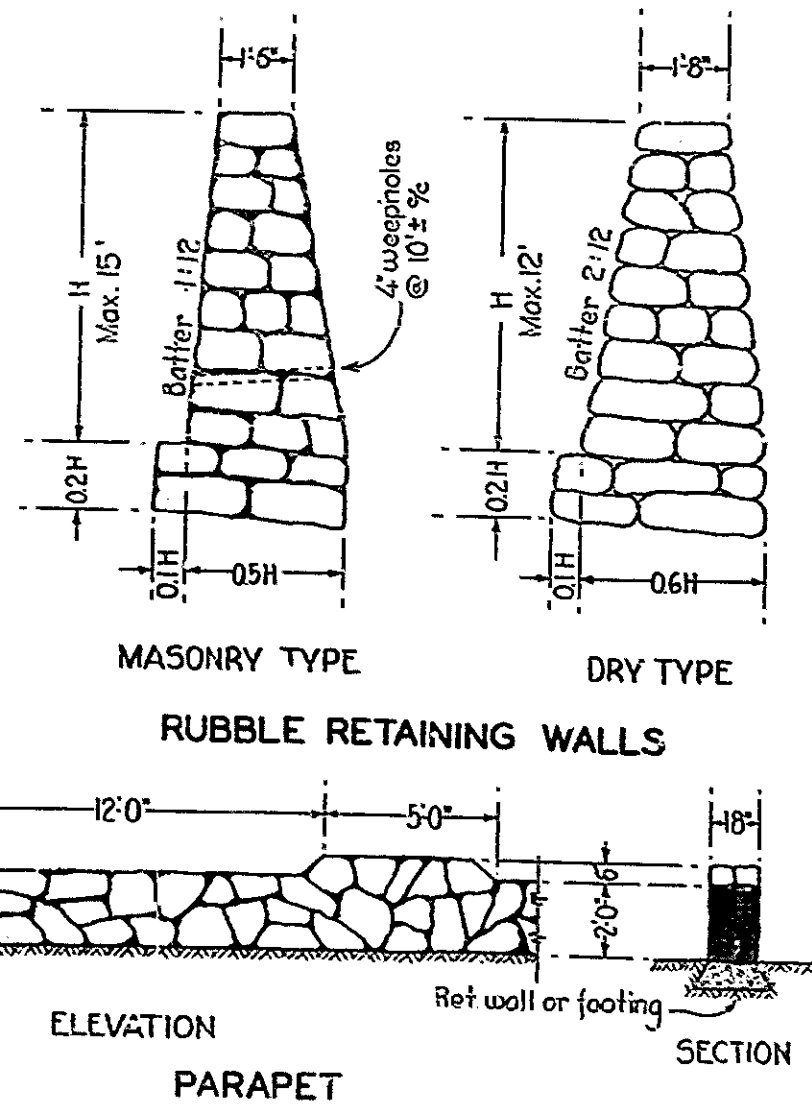
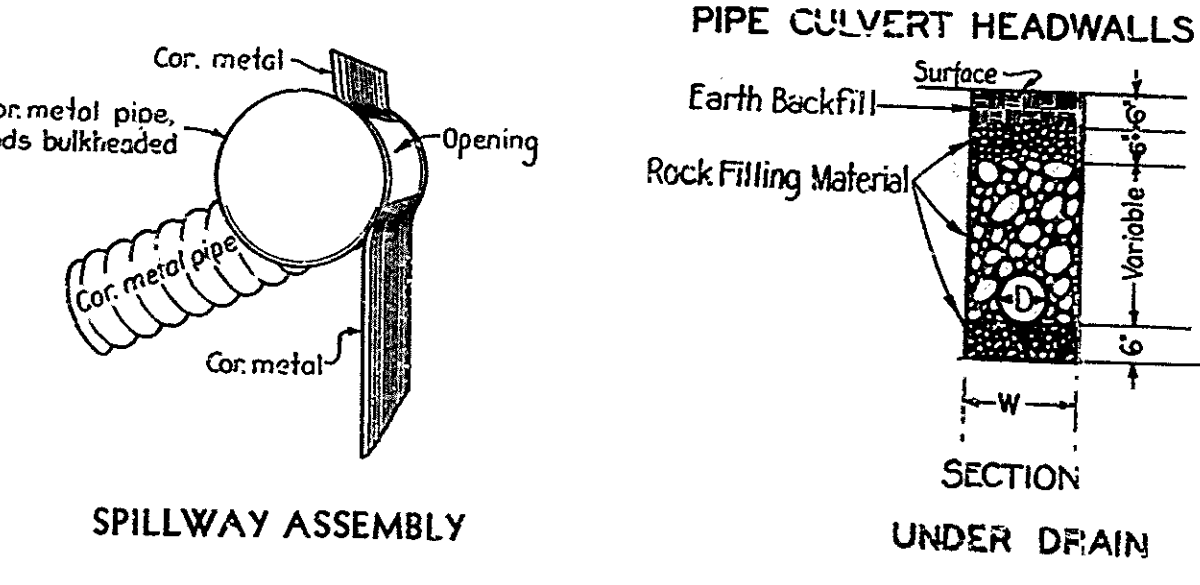
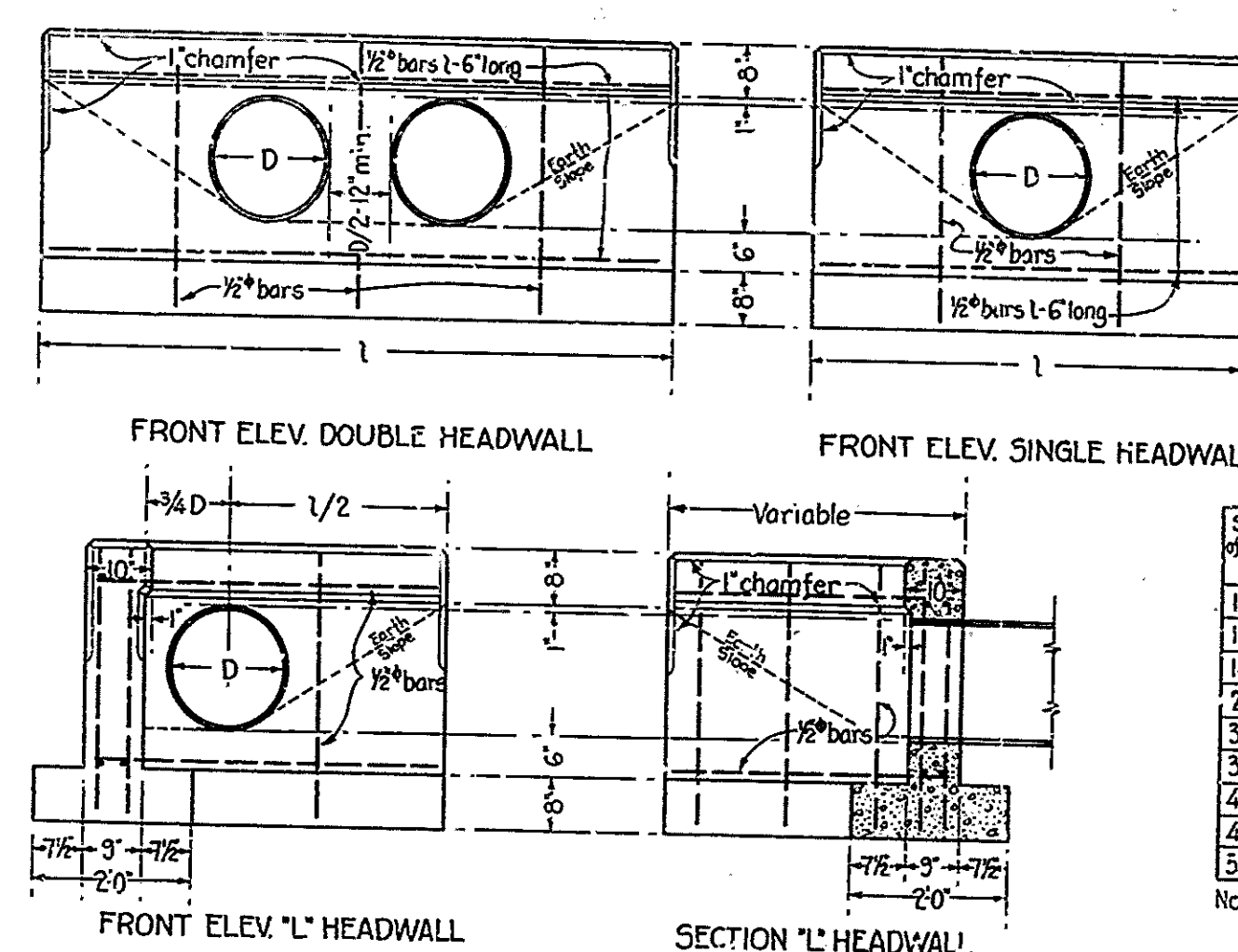
STATE OF CALIFORNIA
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DIVISION OF HIGHWAYS
STANDARD STRUCTURES
REINFORCED CONCRETE WINGWALLS



Drop inlet quantities, inlet openings not deducted. Based on minimum dimensions.

D	A' bars	B' bars	C' bars	Steel	Conc.
18"	10	3-5"	16	2-3"	13
24"	10	4-5"	20	2-3"	16
30"	10	4-11"	22	2-3"	17
36"	11	5-11"	26	2-3"	19

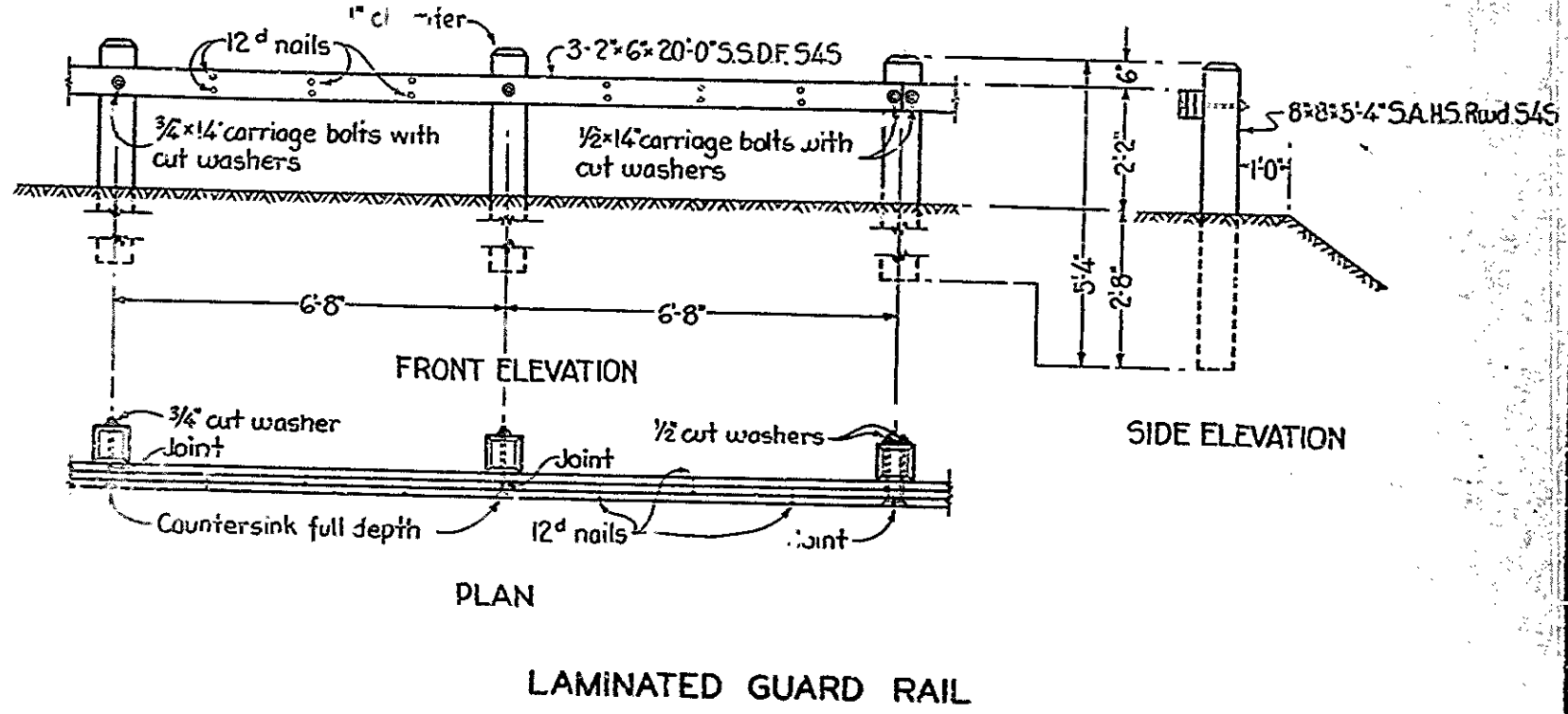
Note: D = nominal diameter of pipe.



Note: Compression caps and sills to be same dimension timber as struts. Timber to be Douglas Fir common.

Size of pipe	1	1/2	Steel	P.C. Conc.
12"	4'-0"	6'-0"	2'-0"	17
15"	5'-0"	7'-0"	2'-6"	20
18"	5'-6"	8'-0"	2'-9"	22
24"	7'-6"	10'-6"	3'-9"	23
30"	9'-0"	12'-9"	4'-6"	35
36"	10'-6"	15'-0"	5'-3"	40
42"	12'-0"	17'-3"	6'-0"	46
48"	14'-0"	20'-0"	7'-0"	52
54"	15'-6"	22'-3"	7'-9"	57

Notes: Where "D" > 54" use std. wingwall design. L' wall quantities are variable. Quantities are based on the use of cm. pipe.



Pipe Dia.	0 to 10' fill	10 to 20' fill	20 to 30' fill	30 to 40' fill
48"	4'-4"	6'-0"	4'-4"	6'-0"
54"	"	"	"	"
60"	"	"	"	"
66"	"	"	"	"
72"	"	"	"	"
78"	"	"	"	"
84"	"	"	"	"
90"	4'-6"	"	4'-6"	6'-0"
96"	"	"	"	"
102"	"	"	"	"
108"	"	"	"	"
114"	5'-0"	6'-6"	6'-0"	5'-0"
120"	6'-6"	6'-0"	"	4'-0"
126"	"	"	"	"
132"	"	"	"	"
138"	"	"	"	"
144"	"	"	"	"
150"	"	"	"	"
156"	"	"	"	"
162"	"	"	"	"
168"	"	"	"	"

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Note
 Reinforcing steel to be round def. med bars, structural grade, tightly wired together at all intersections with number 14 wire.

STATE OF CALIFORNIA
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 DIVISION OF HIGHWAYS
STANDARD STRUCTURES
PIPE HEADWALLS-ETC

FIG. NO.	STATE	PROJECT NO.	SCALE	SHEET NO.	TOTAL SHEETS
2	CAL.	275-1	1/4"	26	26

APPROVED September 11, 1939

Asst. State Highway Engineer
 Engineer - License 2684