

CROSS SECTION OF ROADWAY  
 Scale - 1" = 5'

**NOTES FOR STRUCTURES**

All concrete to be Class "A" (6 sacks cement per cubic yard 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 in steel to be lapped at least 40 diameters.  
 All dimensions to steel given to center line of bar.  
 Maximum size of aggregate to pass 1/2" screen.  
 Depth of walls to be determined by the Engineer in the field.  
 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 foot from edge of culvert produced.  
 Stepped wingwalls should be used where it is desired to provide for future extension of culvert.  
 Concrete to be allowed to set 2 days before backfill is placed.  
 For metal pipe culverts see general notes this sheet.

**GENERAL NOTES**

Unless otherwise noted, all work shall be done in accordance with the "Standard Specifications" of the State of California, Department of Public Works, Division of Highways, dated July 1940.

The earthwork from Sta. 0+00 to Sta. 79+00 of Section "A" is being constructed and will be completed by Riverside County. All other work shown is a part of this project.

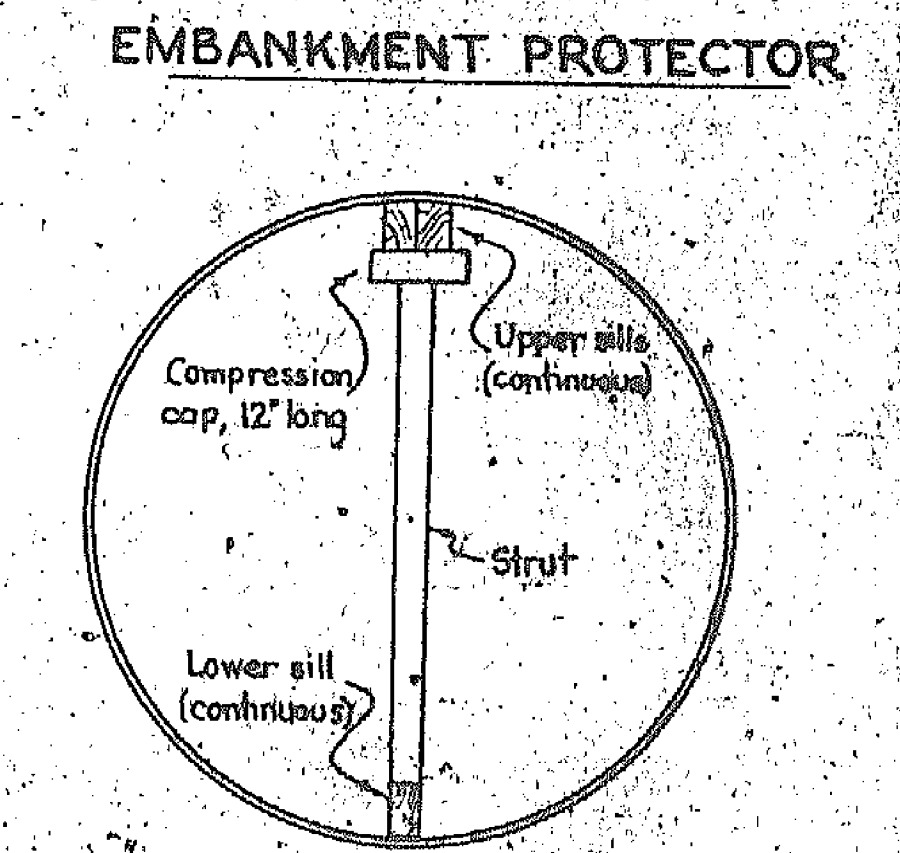
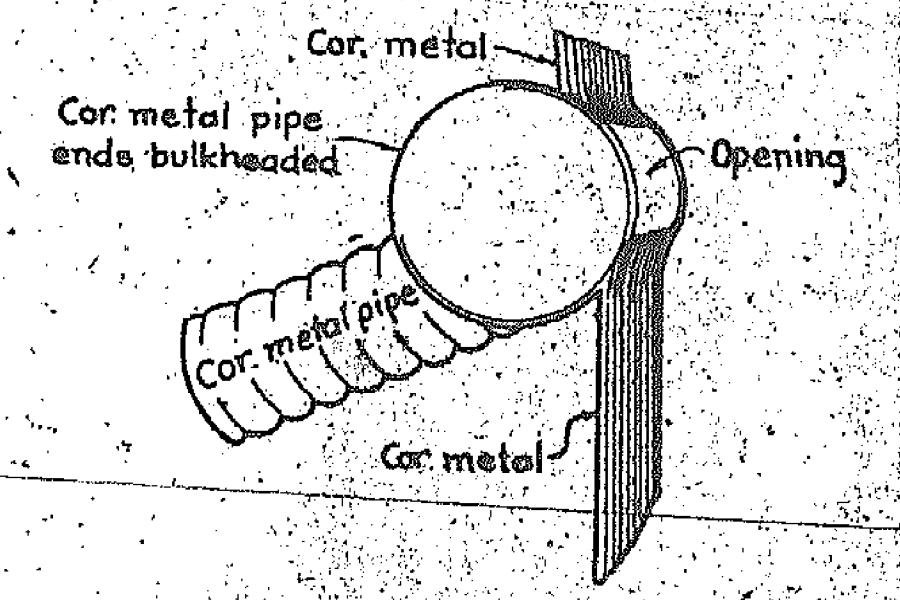
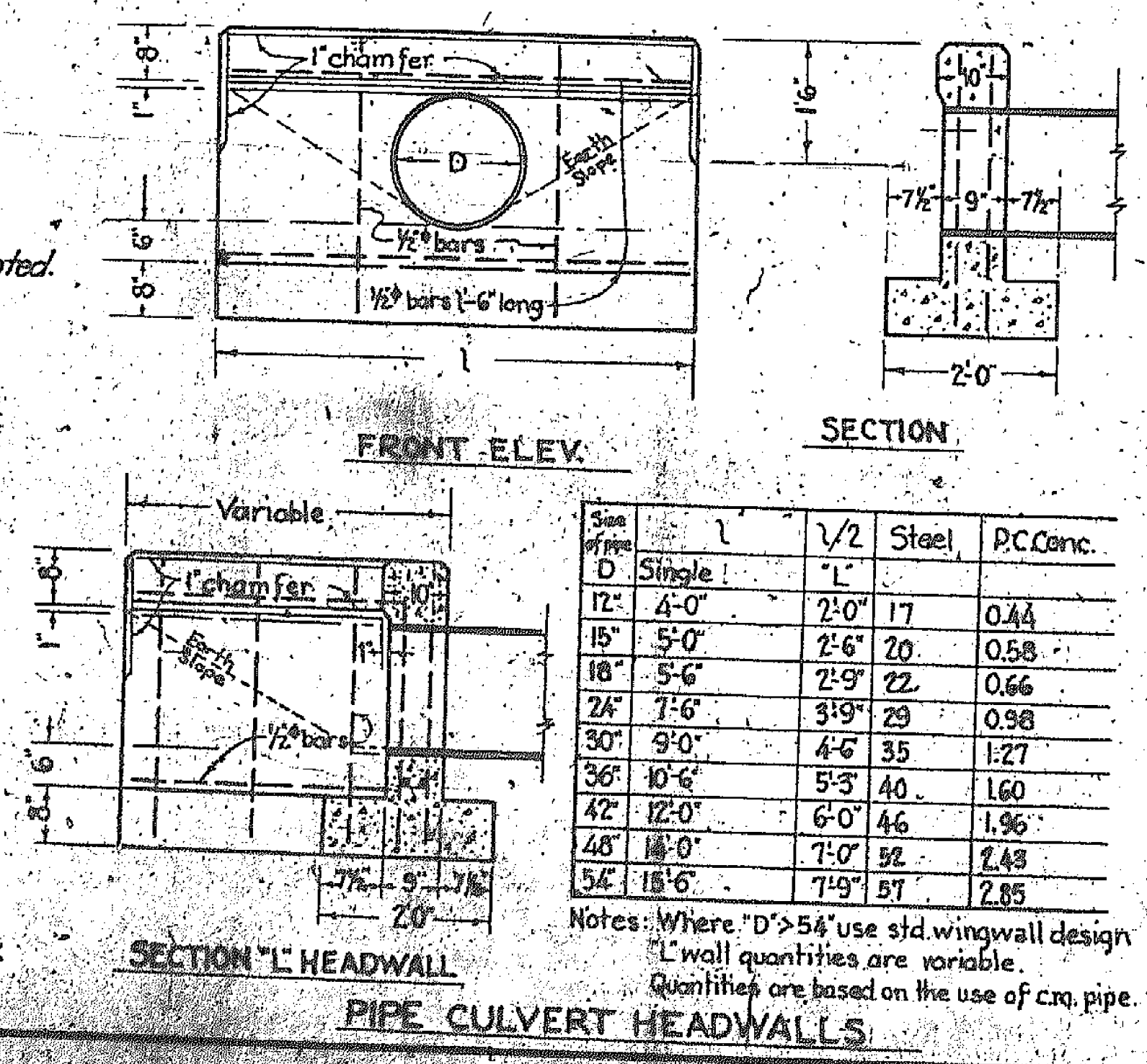
The twin culvert structure at the Gage Canal crossing is to be constructed by Riverside City under agreement with Riverside County.

The profile grades shown on these plans are subject to change. No standard lower than that shown shall be used.

All culverts to be corrugated metal pipe, unless otherwise noted.

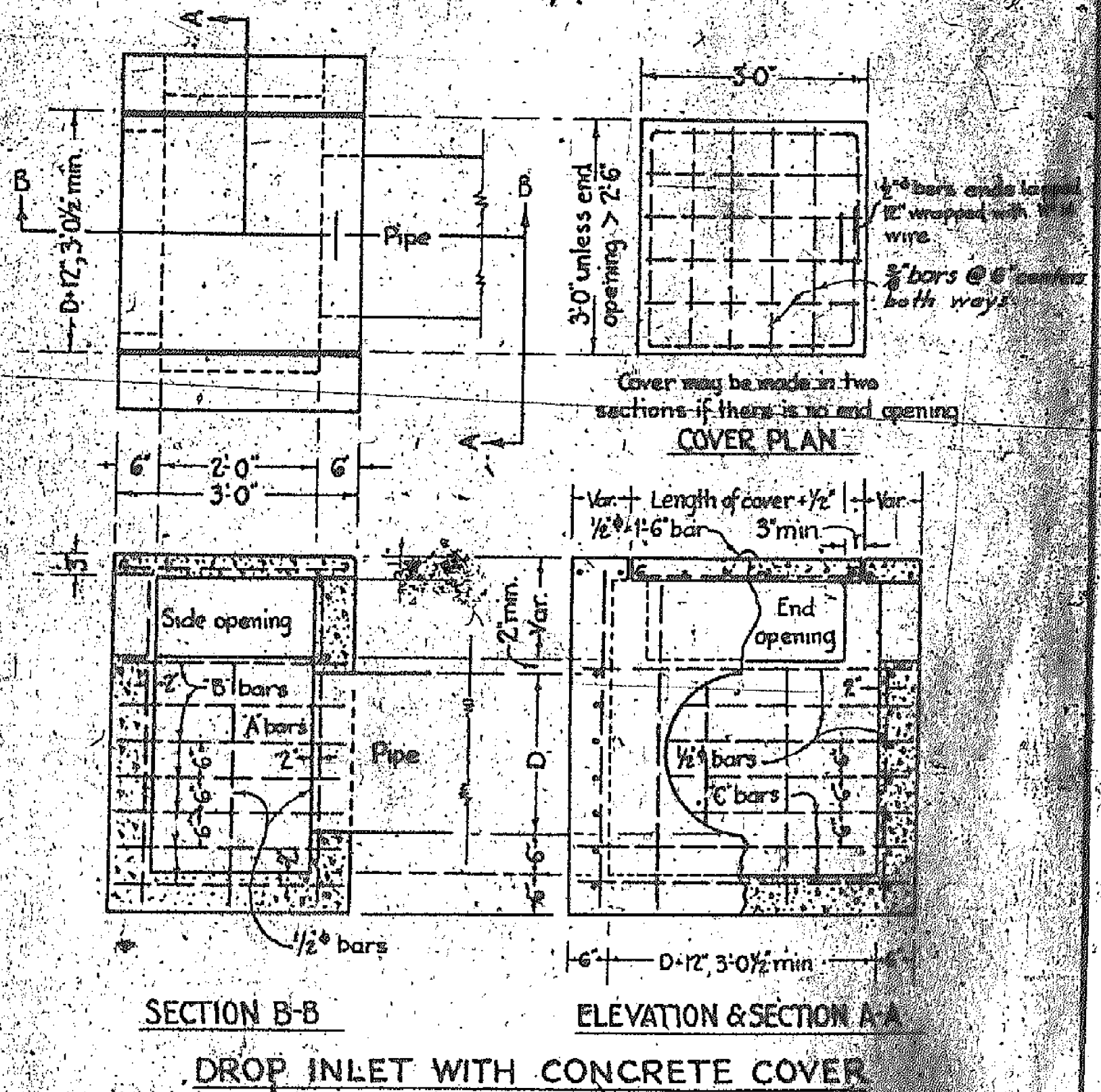
All corrugated metal pipe and band couplers to conform to Section 57 of Standard Specifications - State of California Division of Highways - 1940 Edition, using pure iron under general requirements as base metal; gauges as listed in the above Specification known as The American Association of State Highway Officials, Specification M-36-38.

Added Feb. 14, 1941



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

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"	4'-4" 6'-0"	4'-4" 6'-0"
54"	-	-	-	5'-6"
60"	-	-	-	5'-0"



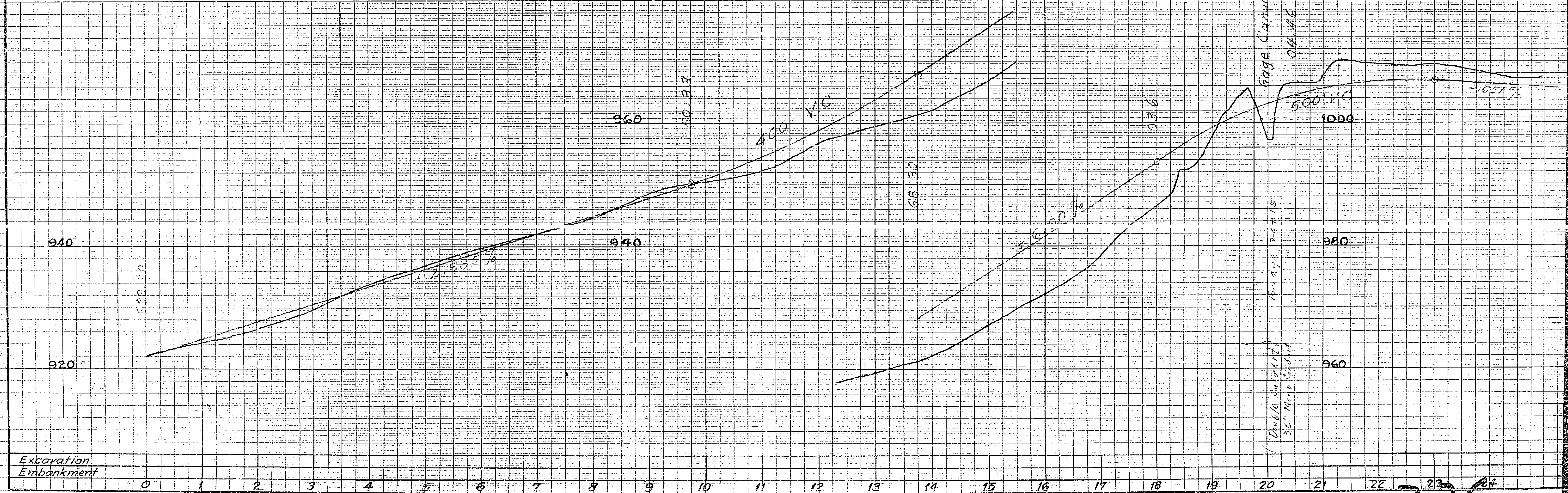
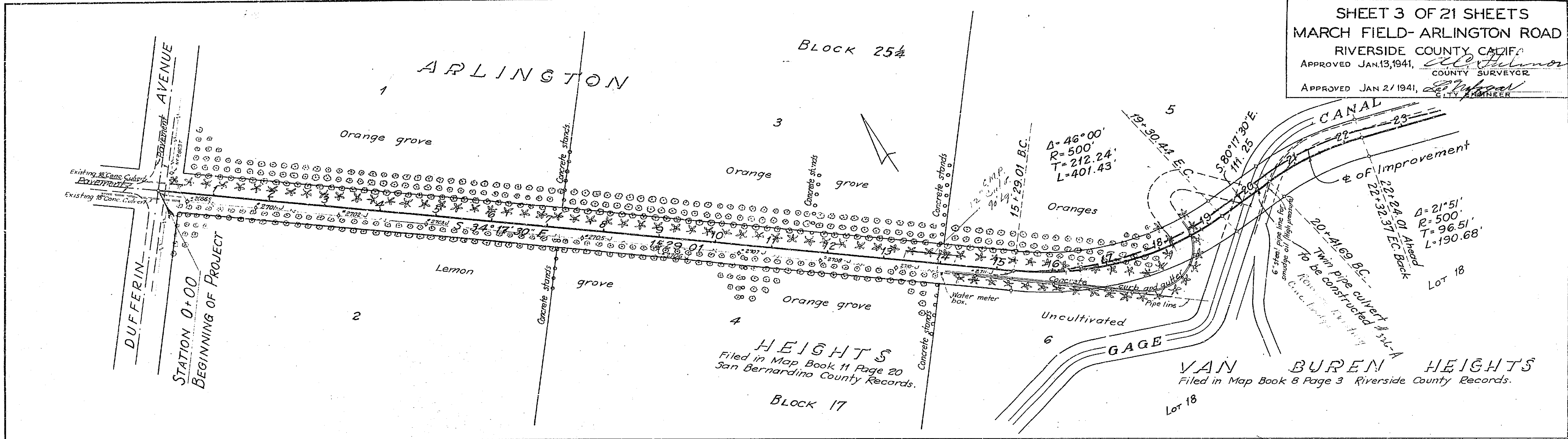
Drop inlet quantities inlet openings not deducted Based on minimum dimensions.

D	A' bars	B' bars	C' bars	Steel Lbs.	Conc. Cu Yds.
18"	10 3'-5"	16 2'-9"	13 3'-9"	86	0.93
24"	10 4'-5"	20 2'-9"	16 3'-9"	108	1.12
30"	10 4'-11"	22 2'-9"	17 4'-3"	124	1.33
36"	11 5'-11"	26 2'-9"	19 4'-9"	154	1.60

Note: D = nominal diameter of pipe

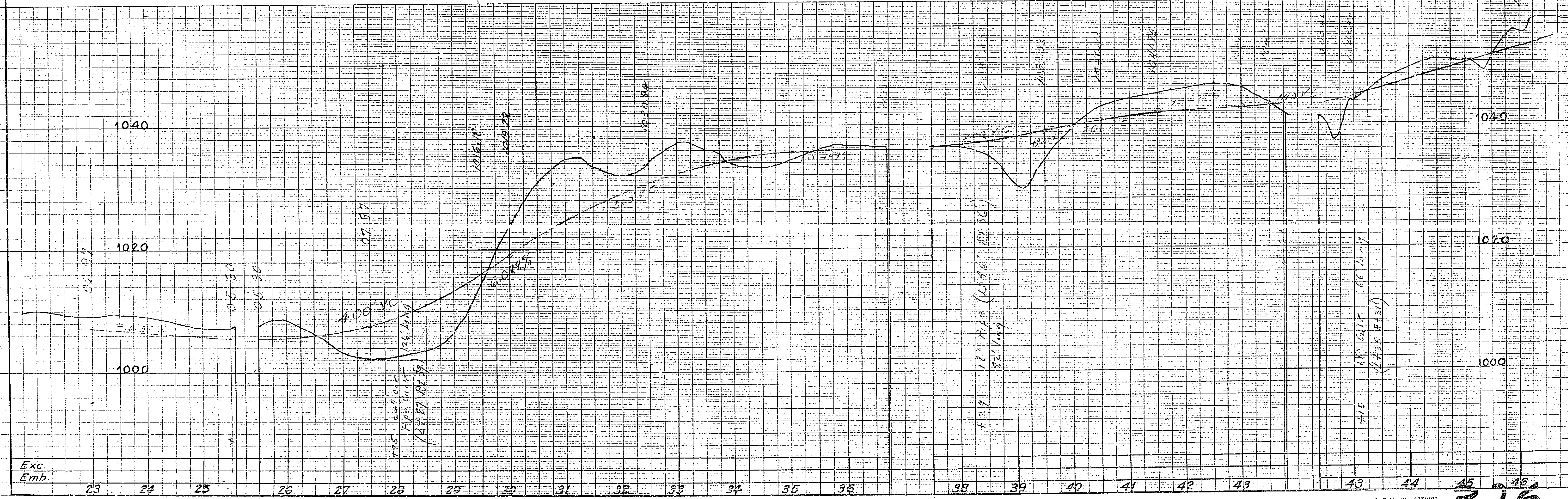
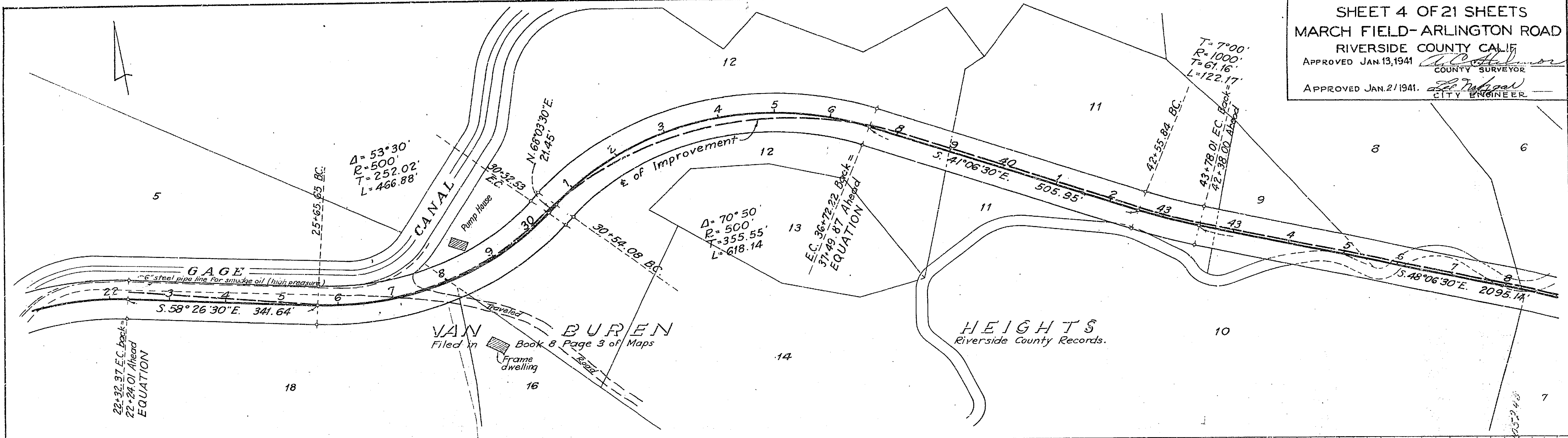


**MISSING**





SHEET 4 OF 21 SHEETS  
 MARCH FIELD-ARLINGTON ROAD  
 RIVERSIDE COUNTY CALIF  
 APPROVED JAN. 13, 1941  
 COUNTY SURVEYOR  
 APPROVED JAN. 21, 1941  
 CITY ENGINEER

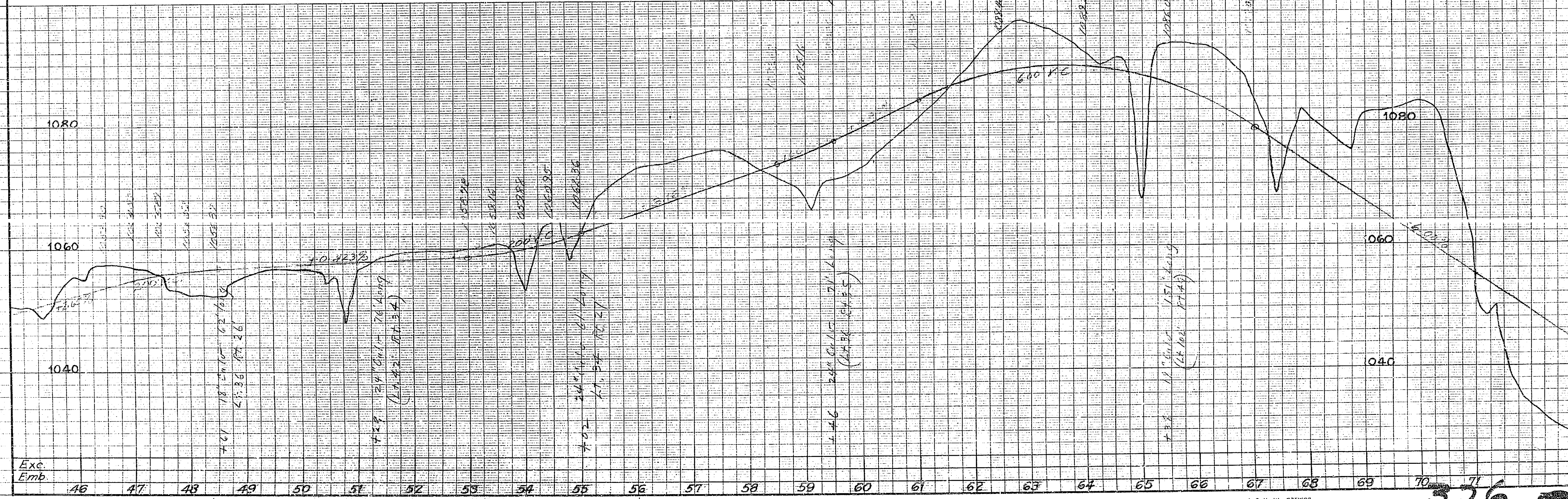
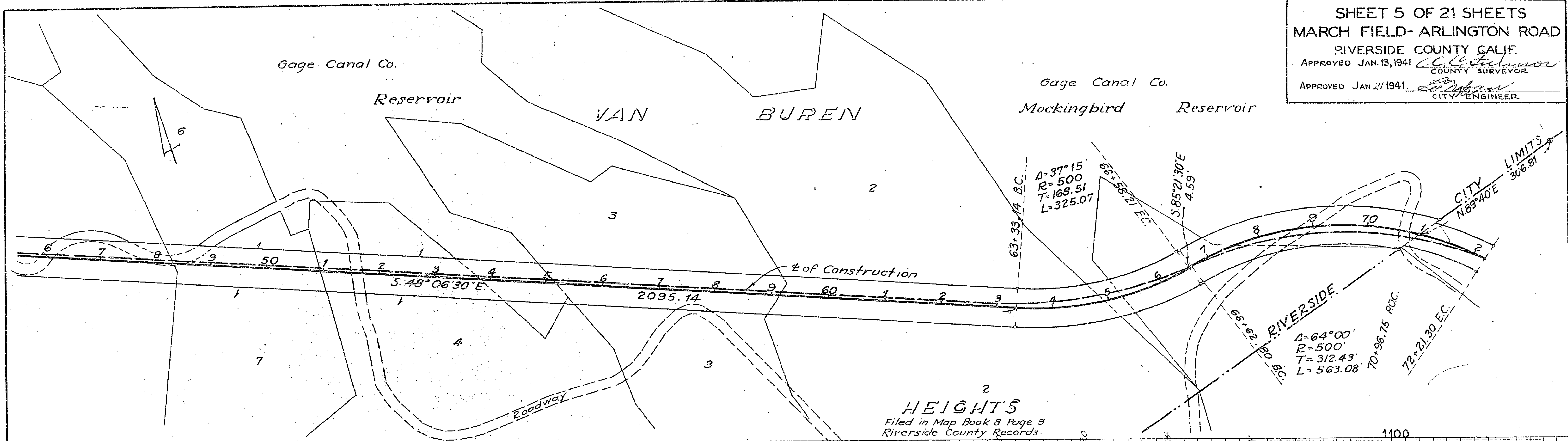


EUGENE DITZGEN CO. PRINTED IN U.S.A. EUGENE DITZGEN CO. "PERFECT" PROFILE PLATE A. ON CLOTH MADE IN U.S.A. PRINTED IN U.S.A. EUGENE DITZGEN CO. "PERFECT" PROFILE PLATE A. EUGENE DITZGEN CO. PRINTED IN U.S.A.

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