EXISTING BANK
TOP OF FUTURE CHANNEL
EXISTING FLOW LINE
FUTURE CONSTRUCTION
TYLER ST.
FUTURE 9'×4.5' R.C.B.
FLOW LINE
S=1.10%
67.46
62.86
EXISTING BANK
EXISTING FLOW LINE
BEGIN CONSTRUCTION 5+88.05
4+50
67.46
S=1.10%
EXISTING SURFACE FOR DESIGN CONTROL NOMINALLY AT ℄
CONC. HEADWALL
DIRT TRANSITION STA. 5+00.05 TO STA. 6+07.48
36" RCP
6+07.48
6+07.68
6922
EL 70.85 36" RCP
FLOW LINE
EARTH FILL
S=0.894%
S=1.40%
TRANSITION
7+96.92
7+98
8+00.22 BK.
STATION EQUATION 8+00.22 BK. = 8+51.82 AHD.
8+51.82 AHD.
7244
DANAVON AVE. 60'
TOP OF CHANNEL
FLOW LINE
S=1.68%
79.87
n = .015
Q = 680 C.F.S.
S = 0.0168
V = 20.6 F.P.S.
D_N = 4.5'
D_C = 6.2'
n = .015
Q = 680 CFS
S = 0.011
V = 18.0 F.S.
D_N = 4.88'
D_C = 6.2
n = .015
Q = 680 C.F.S.
S = 0.0168
V = 21.05 F.S.
D_N = 4.58'
D_C = 6.2
D_MAX = 5.70
n = .015
Q = 680 CFS
S = .011
V = 21.1 F.S.
D_N = 4.38'
D_C = 6.2
0.67'
7.0'
7.0'
1'
5.45'
5.55'
1:1
1:1
1.95'
1.45'
FUTURE SECTION
STA. 0+30 TO 6+07.98
SCALE 1" = 5'
36" RCP
#4 BARS 16" O.C. EACHWAY
#4 BARS 16" O.C. EACHWAY
36" RCP
6'
8"
12"
DETAIL 36" RCP OUTLET
NO SCALE
FIELD BOOK D-4
PAGES 57-79
B.M. ELEV. 769.16 - SPK. IN POWER POLE 32421 S.W. COR. TYLER & UBRUN PL. SEE FIELD BOOK 'D' PG. 63.
★ SEE DETAIL FAR RIGHT
CONST. HEAD WALL PER STD. NO. 607, EXCEPT USE FORMED CLASS A R.C.C. OR GUNITE
℄ A.T.&S.F.
8"
3" RADIUS ON EDGE OF 36" RCP
F.L. 71.10
DETAIL 36" RCP
SCALE 1" = 4'
INSTALL 24' OF 36" RCP, 12500-D, ROUND EDGES OF INLET AND OUTLET ON 3" RADIUS — CASE I BEDDING PER STD DWG. 452 85% R.C.
7+45.32
FB. D-4/69,71
37.5'
12.5'
N 22°26'30" W
7+96.92 E.C.
CONTROL LINE
25.92'
63.92'
N 67°33'30" E
℄ S.D. EXTENDED
111.95'
EXIST. CHANNEL
R=1140
Δ=7°19'20"
L=186.94'
7+112.018
S.D. CHANNEL
CONTROL LINE
℄ A.T.&S.F. R/W
11.95'
S.D. CHANNEL
R=1140
Δ=7°19'20"
L=187.27'
60' DANAVON AVE.
78°26'45"
N.34°34'19"W.
61.37'
N.35°59'45"W.
9+19.59 A.P.
℄ S.D.
8+00.22 BK.=
8+57.82 AHD.
N.35°59'45"W.
SERVICE ROAD
R/W
DIRT RAMP
10% MAX
16' MIN.
DIRT RAMP
10% MAX
1' CLEARANCE
FARM BRIDGE
SIDE ELEVATION
SCALE 1"=5'
USE ROUGH CUT CONST. GRADE. DOUGLAS FIR FOR DECKING.
GRADE AS DIRECTED SO THAT SERVICE ROAD IS PASSABLE.
SCALE 1" = 20'
CHANNEL CURVE DETAILS
4"x 4" GUIDE RAIL SINGLE PIECE THE LENGTH OF BRIDGE, NAIL WITH 7" SPIKES, 1 PER 12" PLANK.
4"x 12" DECKING. NAIL WITH 8" SPIKES, 2 PER 12" PLANK.
STRINGERS TO BE CUT FROM POLES FURNISHED ON SITE BY CITY. TRIM AND BLOCK STRINGERS SO THAT TOP SURFACES MATCH TO DECKING.
4"x 12" REDWOOD PLATE
TOP OF CHANNEL
1" DIAM. PIPE OR ROD ANCHORS, AT EACH END, 4' DEEP MIN.
BLOCKS TO BE 2" MIN THICKNESS, 12" X 12" MIN AREA 1 BLOCK PER BUTT.
FARM BRIDGE
STA. 9+00.00
END ELEVATION
NO SCALE
INSTALL 20' OF 36" R.C.P. D-1250 BEDDING PER STD. DWG. 452, CASE I
℄ STA. 6+55.00 BEGIN 36" RCP. F.L. OF PIPE IS 70.85 AT 2.30' LT.
6+71.47 (CONTROL LINE) END 36" RCP F.L. 71.07
6+07.98 CONST. H.W. PER DETAIL BELOW
TRANSITION EXISTING TO NO. 1
BEGIN CONSTRUCTION
0+30 62.86 FL 9'X4.5' R.C.B. IN FUTURE
0+00 S.D.
℄ TYLER ST. 2
★ AS BUILT 5-3-70 B.M.
JOHNSON
JOHNSON & FULLERTON
LARSON & GARDNER
S.D. CHANNEL
℄ STA. 6+55.00 F.L. OF PIPE IS 70.85 AT 2.30' LT.
7+96.92 E.C.
8+00.22 BK.= 8+57.82 AHD.
7+98
℄ S.D.
S.D. CHANNEL
8.17'
7.17'
6.5'
7.5'
13'
14'
SERVICE ROAD EASEMENT
EXISTING CANAL
SCALE 1" = 10'
6+07.98 B.C.
8.17'
8.5'
4'
9'
8.5' R/W
21.5' R/W
6+07.98 B.C. BEGIN FILLED CHANNEL.
TOP OF CHANNEL
7+96.92 E.C. END FILLED CHANNEL
72.39 FL
5+88.05 GRADE EXIST. DITCH TO MEET FILLED CHANNEL
0.894%
F.L. FILL
70.70
TOP OF EXISTING DITCH
F.L. EXISTING DITCH
GRADE OF CHANNEL LINING 1.676%
BOTTOM LINING OF PROP. CHANNEL
69.22 FL
FILL CHANNEL WITH NATIVE DIRT 75% RELATIVE COMPACTION
SCALE: HORIZONTAL 1"=40' VERTICAL NONE
STA. 6+07.98 TO 7+96.92
PROFILE OF CHANNEL FILL
TIE WALL TO CHANNEL LINING WITH 6"x18" #4 ANGLE BARS ON 12" C.C.
CHANNEL END
WALL END
6" 18" ANGLE BAR
17'
6.5'
7.5'
15'±
6.5'
7.5'
1'
1'
3"
3"
SET 18" DEEP SLEEVE FOR 2" FENCE POST
#4 BAR
#4 BAR AT 24"
#4 BAR AT 12"
CONST. 6" THICK REINFORCED CONC. HEAD WALL OF CLASS 'A' CONC. OR GUNITE.
DETAIL OF HEAD WALL
STA. 6+07.98
STA. 7+18.4
SCALE 1" = 5'
8.5'
21.5'
R/W
7.5'
7.5'
1'
13'
2% CUT OR FILL
GRADED SERVICE RD.
2:1 FILL
1:1 CUT
0.67'
1:1
1:1
5.95'
6.05'
1.95'
1.45'
BACKFILL WITH NATIVE DIRT PER CHANNEL PROFILE AT LOWER LT. 80% RELATIVE COMPACTION
CHANNEL SECTION #1
STA. 6+07.98 TO 7+96.92
SCALE 1"=5'
7.5'
21.5'
6.5'
6.5'
1'
13'
(14'-15' IN DANAVON AVE.)
2% CUT OR FILL
GRADED SERVICE RD.
1:1 CUT
2:1 FILL
1:1
1:1
4.95'
5.05'
1.95'
1.45'
CHANNEL SECTION #2
STA. 7+98 TO 17+18
SCALE 1"=5'
MATCH LINE STA. 13+00 SHEET 2
7+45.32
TRANSITION 1 TO 2
DANAVON AVE. 60'
REMOVE 10" TREE
JOHNSON
SECTION 2
EXISTING CANAL
7.5' R/W
7.5'
7.5'
7.5' R/W
10'
11'
12'
13'
abandoned irrigation pipe
R/W
IRRIGATION PIPE
SECTION 1
REMOVE 10"ø12" TREE
VESTAL RD TRANSITION
8+57.82 AHD. 8+00.22 BK.
9+19.59 A.P. ℄
7+98 END TRANSITION
LARSON
SEE CHANNEL CURVE DETAILS AT LEFT
7+96.92 E.C. END FILLED CHANNEL
END CHANNEL SECTION #1
BEGIN TRANSITION
CONTRACTOR MAY SPREAD (6" MAX. DEPTH) AND GRADE SURPLUS DIRT, AS DIRECTED, IN LOW AREAS NEAR N'LY END OF PROJECT. (JOHN SOHN, PROPERTY)
BEGIN CHANNEL SECTION #1
6+07.98 B.C. BEGIN FILLED CHANNEL
END DIRT TRANSITION
5+88.05 BEGIN DIRT TRANSITION. GRADE EXIST. DITCH TO MEET FILLED CHANNEL
ABANDONED IRRIG PIPE (STA. 8+00 TO STA. 13+70±) REMOVE STANDPIPES TO 6" MIN BELOW ROAD SURFACE.
EXCEPT STA. 13+77 TO 17+09
STA. 13+77 TO 17+09 ONLY
BARBED WIRE FENCE BY OTHERS
BARBED WIRE FENCE BY OTHERS
0.33'-0.50'
VARIES 7'-8.17'
VARIES 7'-8.5'
21.5'-20.5'
6'-7.5'
6'-7.5'
VARIES 0.67'-1'
1'
1.95' 1.45'
OLD CHANNEL
85% RELATIVE COMPACTION
2% CUT OR FILL
1:1 CUT
2:1 FILL
1% FILL
6"
2%
2%
1:1
1:1
DEPTH VARIES 5.95'-4.45'
FLOW LINE
DEPTH VARIES 6.05'-4.55'
BACKFILL & COMPACT TO 90% RELATIVE COMPACTION
12.5' TO 14' AS SHOWN ON PLAN
SERVICE ROAD
CONST. CHANNEL OF 4"x4" 10 GA. WELDED WIRE MESH COVERED BY EITHER 4" CONCRETE OR 4" THICK GUNITE. (AT CONTRACTOR'S OPTION) WOOD TROWEL FINISH
CONST. 1½" DIA. WEEP HOLE EVERY 10', MIN 1' DEEP TRANSVERSE GRAVEL LOCATED 10' C-C MIDWAY BETWEEN WEEP HOLES
4"x4" 10 GA. WELDED WIRE MESH
TYPICAL SECTION
SCALE 1" = 4'
NOTE: FILL ALL EXISTING CHANNEL WHERE ABANDONED
COMPACTION REQUIREMENTS
I. WHERE CHANNEL IS FILLED THEN RECUT - 90%
II. ABANDONED CHANNEL WITHIN RIGHT-OF-WAY & SERVICE RD. - 85%
III. FILL FOR ABANDONED CHANNEL OUTSIDE RIGHT-OF-WAY - 80%

MARK	REVISIONS	APPR.	DATE

DESIGNED BY ES DRAWN BY Sam W CHECKED BY ES

CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

	APPROVED BY	BY	DATE
OFFICE ENGINEER			
PARK DEPARTMENT			
TRAFFIC DIVISION			
ASSISTANT CITY ENG.			

APPROVED BY
DIRECTOR OF PUBLIC WORKS
DATE Aug 19, 1968

TEMESCAL S.D. NO. 3
AT&SF TO BALMORAL

HORIZ. SCALE: 1" = 40' VERT. SCALE: 1" = 2'

PROJECT NO. 4021 (404)
D-147
SHEET 1 OF 2
FILE NO.

TOP OF CHANNEL OUTSIDE CURVE

TOP OF CHANNEL INSIDE CURVE

EXIST. PCC DITCH

TRANSITION 2 TO 3

TRANSITION 3 TO 4

TRANSITION 4 TO 5

EXISTING SURFACE FOR DESIGN CONTROL NOMINALLY AT ℄

TOP OF CHANNEL

FLOW LINE

n = .015
Q = 680 C.F.S.
S = 0.00207 ft.
V = 22.8 F.P.S.
D_N = 4.03'
D_c = 6.2'
D_{MAX} = 4.6'

n = .015
Q = 680 C.F.S.
S = 0.0168
V = 20.6 F.P.S.
D_N = 4.23'
D_c = 6.2'

n = .015
Q = 680 C.F.S.
S = 0.0109
V = 19.0 F.P.S.
D_N = 3.78'
D_c = 5.2'

n = .015
Q = 680 C.F.S.
S = 0.004
V = 28.5 F.P.S.
D_N = 2.45'
D_c = 6.2'

S = 1.68%

S = 2.072%

S = 3.00%

S = 4.00%

16+25.00 BC
85.33

17+17

17+18.93 BC

19+22.68 EC

19+24

9150

95.54

20+57.13 BK.

STATION EQUATION
20+57.13 BK. = 21+31.81 AHD

21+31.81 AHD

21+75.00

21+91.00

9791

EXISTING CHANNEL ℄

FUTURE CHANNEL CONST. NOT THIS CONTRACT

EXISTING, SURFACE FOR DESIGN CONTROL NOMINALLY AT ℄

7987

79

13 14 15

16 17 18 19 20 21 22

83 86 88 93 98 103

FIELD BOOK D-4
PAGES 57-79
B.M. ELEV. 768.16 - SPK. IN POWER POLE 5C(22) S/W COR. TYLER & VAN BUREN PL. SEE FIELD BOOK "O" PG. 63.

21+91 ± END TRANSITION TO MEET EXIST. CHANNEL SECTION # 5

REMOVE EXIST. RIP-RAP

SECTION 5 EXISTING CHANNEL

BACKFILL BEHIND LINING BY THIS CONTRACT

21+75 END CHANNEL SECTION # 4. BEGIN TRANSITION TO MEET EXIST. CHANNEL

20+57.13 BK. = 21+31.81 AHD

END FUTURE CONSTRUCTION

20+90.15 BC.

20+16.13 BC.

19+24 END TRANSITION. BEGIN CHANNEL SECTION # 4

19+22.68 E.C. END CHANNEL SECTION # 3. BEGIN TRANSITION

17+18 END CHANNEL SECTION # 2 ~~BEGIN TRANSITION TO CHANNEL SECTION # 3~~. CONST. HEADWALL PER DETAIL ON SHT. 1. BEGIN TRIM AND 2' HIGH EMBANKMENT PER DETAILS BELOW.

17+18.93 B.C. END TRANSITION. BEGIN CHANNEL SECTION # 3

~~DRAIN EXIST. PCC DITCH INTO S.D.~~

~~TRANSITION 2 TO 3~~

SECTION 2

SECTION 3

SECTION 4

TRANSITION 4 TO 5

ROAD TRANSITION (VERTICAL)

EXISTING CANAL

℄ EXIST. EASEMENT

FUTURE R/W

7.5' R/W

MATCH LINE STA. 13+00 SHEET 1

REMOVE FENCE

IRR. DITCH

SERVICE ROAD

IRRIGATION OUTLET

Redwood lining typical

IRRIGATION PIPE

CONTRACTOR SHALL PROTECT EXIST. IRR. DITCH.

16+90

~~RELOCATE 50' OF EXIST. FENCE TO R/W~~

℄ S.D. CURVE DATA
R = 280'
Δ = 41° 41' 32"
T = 106.62'
L = 203.75'

BC 19+38.00
END 2' HIGH EMBANKMENT THIS CONTRACT

18+50
END E'LY BANK TRIM THIS CONTRACT

END CONSTRUCTION THIS CONTRACT

★ AS BUILT 5-3-70 B.M.

SECTION X-X
OF EXIST. PCC DITCH

1.2'

2.8'

FUTURE CHANNEL SECTION # 3
STA. 17+18.93 TO 19+22.68
NO SCALE
NOT THIS CONTRACT

7.5' 20.5' ℄ R/W 6.5' 7' 1' 12.5' .67' 1½ CUT 1½ FILL 0.5' 4.95' 5.55' 1:1 1:1 1.55 1.46 GRADED SERVICE RD. 2% CUT OR FILL

FUTURE CHANNEL SECTION # 4
STA. 19+24 TO 21+75
NO SCALE
NOT THIS CONTRACT

7.5' 20.5' ℄ R/W 1' 6' 6' 1' 13.5' 1½ FILL 2% CUT OR FILL 1:1 4.45' 4.55' 1:1 1.55 1.45 GRADED SERVICE RD.

EXIST. CHANNEL SECTION # 5
STA. 21+91±
SCALE 1"=5'
NOT THIS CONTRACT

1' 6.6' ℄ 6.3' 1' 12.7' 5' EXISTING CHAIN LINK FENCE 102.4 97.84 97.92 102.89 1.8' 1.3' EXISTING SERVICE ROAD

EMBANKMENT DETAIL
SECTION A-A
STA. 17+18 TO 18+50
NO SCALE

R/W 15' 13½' 1' EXIST. CHANNEL 1:1 1:1 TRIM E'LY BANK FROM SURFACE AT 1' W'LY OF R/W TO PL. OF EXIST. CHANNEL. FILL AND COMPACT TO 80% RC. E EXIST. CHANNEL

EMBANKMENT DETAIL
SECTION B-B
STA. 18+50 TO 19+38
NO SCALE

R/W 13½' 1:1 1:1 EXIST. SURFACE FILL AND COMPACT TO 80% RC.

LOCATION PLAN

RIVERSIDE FREEWAY · MAGNOLIA · ATCHISON TOPEKA & SANTA FE · TEMESCAL S.D. NO. 3 · TYLER ST. · VAN BUREN BLVD. · MAGNOLIA AVE. · JEFFERSON ST. · 14th ST. · 10th ST. · SOUTHERN PACIFIC RAILROAD · SANTA ANA RIVER CANAL

SCALE: 1" = 800'

MARK	REVISIONS	APPR.	DATE		

DESIGNED BY EJS DRAWN BY Scott CHECKED BY EJS

CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

	BY	DATE
APPROVED BY		
OFFICE ENGINEER		7/16
PARK DEPARTMENT		
TRAFFIC DIVISION		
ASSISTANT CITY ENG.		

APPROVED BY
DIRECTOR OF PUBLIC WORKS
DATE Aug. 19, 1970

TEMESCAL S.D. NO. 3
AT&SF TO BALMORAL

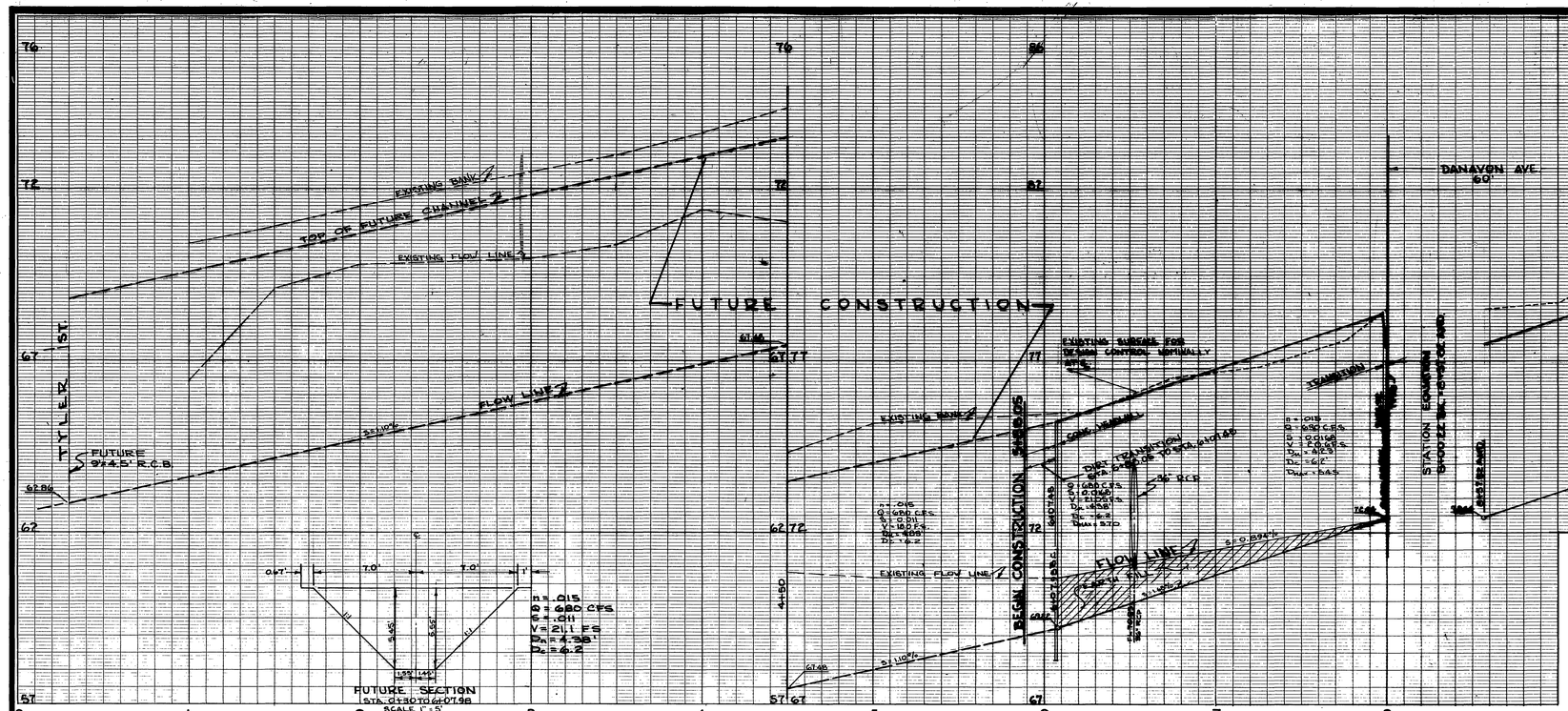
HORIZ. SCALE: 1" = 40' VERT. SCALE: 1" = 2'

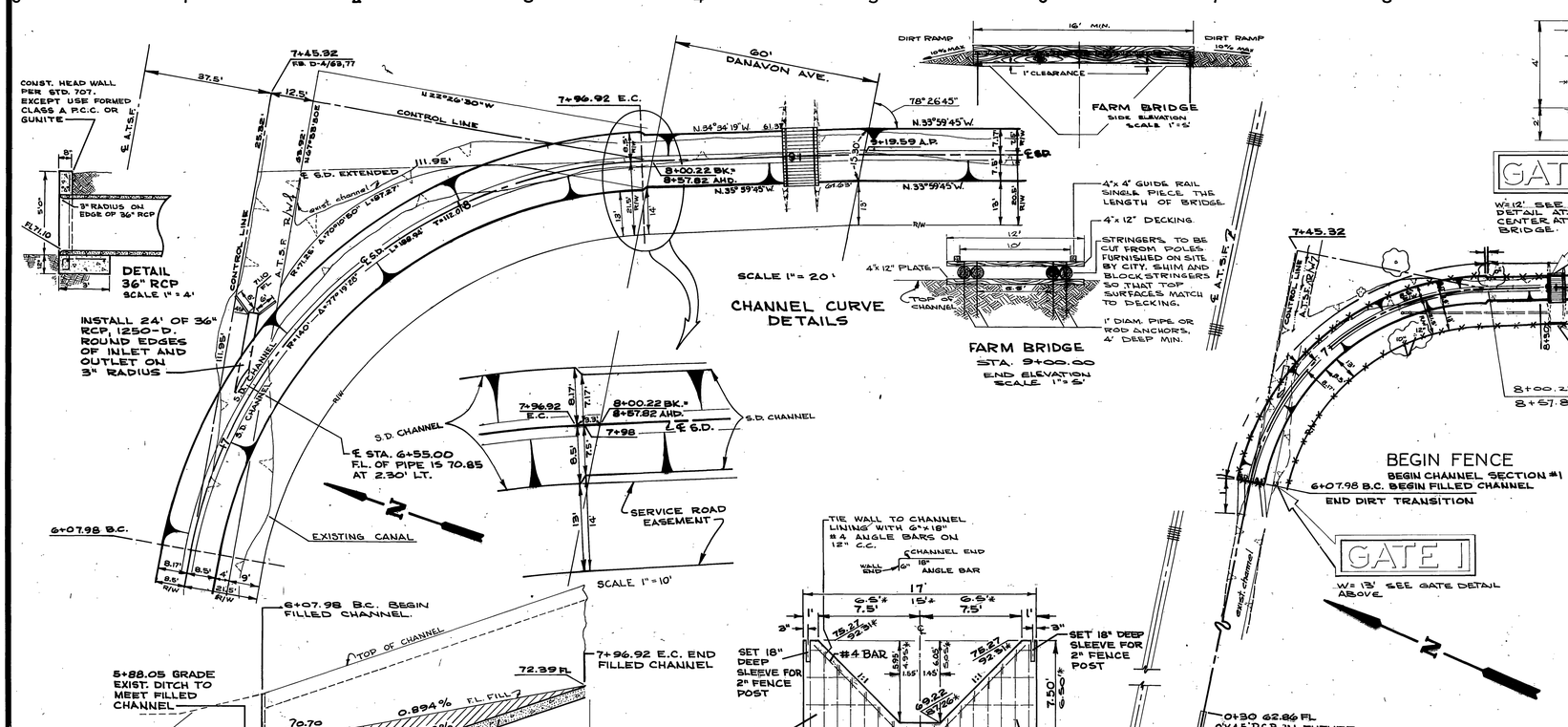
PROJECT NO. 4021(404)

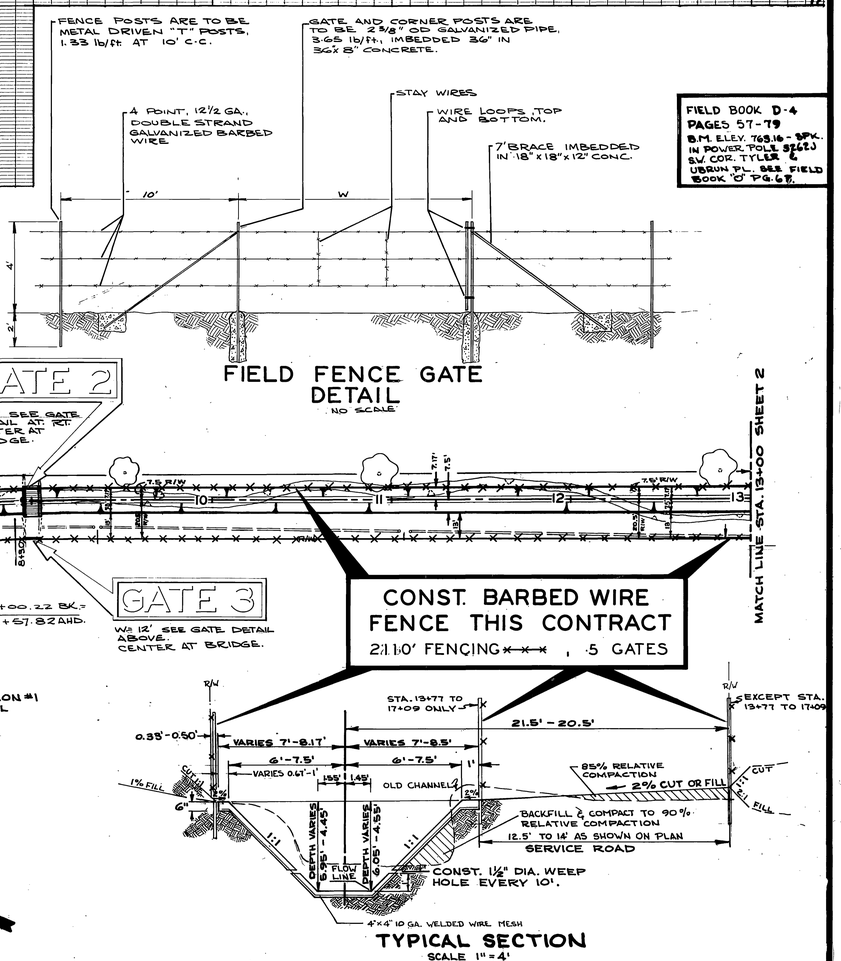
D-147

SHEET 2 OF 2

FILE NO.







MARK	REVISIONS	APPR.	DATE		
DESIGNED BY EE	DRAWN BY Sam Au	CHECKED BY EE			

CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

	BY	DATE
APPROVED BY		
OFFICE ENGINEER		7/29
PARK DEPARTMENT		
TRAFFIC DIVISION		
ASSISTANT CITY ENG.		7/0

APPROVED BY
DIRECTOR OF PUBLIC WORKS
DATE 9-10-68

TEMESCAL S.D. NO. 3
FENCING PLAN

PROJECT NO. 4021

D-147-F

SHEET 1 OF 2

HORIZ. SCALE: 1" = 40' VERT. SCALE: 1" = 2'

FILE NO.

TOP OF CHANNEL OUTSIDE CURVE

TOP OF CHANNEL INSIDE CURVE

EXIST. PCC DITCH

TRANSITION 2 TO 3

TRANSITION 3 TO 4

TRANSITION 4 TO 5

EXISTING SURFACE FOR DESIGN CONTROL NOMINALLY AT ℄

TOP OF CHANNEL 2

S = 1.68%

S = 2.07%

S = 3.00%

17+17 BSE ℄

17+40.93 BC

16+25.00

09.33

FLOW

LINE ℄

FUTURE CHANNEL CONST. NOT THIS CONTRACT

STATION EQUATION
20+57.13 BK. = 21+31.81 AHD

20+57.13 BK.

9551

9150

EXISTING CHANNEL ℄

21+75.00

21+91.00

TRANSITION SECTION TO EXISTING CHANNEL

S = 4.00%

95.54

21+31.81 AHD

79.87

79

13

14

15

16

17

18

19

20

21

22

98

93

88

83

109

103

98

93

88

83

86

FIELD BOOK D-4
PAGES 57-79
B.M. ELEV. 768.16 - SPK. IN POWER POLE 5C(2) SW COR. TYLER & UBERUA PL. SEE FIELD BOOK "O" PG. 63.

7.5' 20.5' 6' 6' 1' 13.5' 1' R/W
1% FILL 2% CUT OR FILL 2% CUT
11 4.45' 4.55' 11
GRADED SERVICE RD.

21+91± END TRANSITION TO MEET EXIST. CHANNEL SECTION # 5

21+75 END CHANNEL SECTION # 4. BEGIN TRANSITION TO MEET EXIST. CHANNEL

REMOVE EXIST. RIP-RAP

SECTION 5 EXISTING CHANNEL

BACKFILL BEHIND LINING CONNECTED THIS CONTRACT

20+57.13 BK. = 21+31.81 AHD

TRANSITION 4 TO 5

TRANSITION 4

SECTION 4

END FUTURE CONSTRUCTION

20+80.15 BC.

20+16.13 BC.

ROAD TRANSITION (VERTICAL)

19+50

19+24 END TRANSITION. BEGIN CHANNEL SECTION # 4

19+22.68 E.C. END CHANNEL SECTION # 3. BEGIN TRANSITION

FUTURE CHANNEL CONST. NOT THIS CONTRACT

EXISTING CANAL

℄ EXIST. EASEMENT

FUTURE R/W

℄ S.D.
CURVE DATA
R = 280'
Δ = 41° 41' 32"
T = 106.62'
L = 203.75'

BC. 19+23.09
END 4' HIGH EMBANKMENT THIS CONTRACT

18+68 END DIKE THIS CONTRACT

END CONSTRUCTION THIS CONTRACT

CONST. BARBED WIRE FENCE THIS CONTRACT

END FENCE
17+17 END CHANNEL CONST. HEADWALL PER DETAIL ON SHT. 1. BEGIN DIKE AND 4' HIGH EMBANKMENT ON W'LY SIDE PER DETAIL.

MATCH LINE STA. 13+00 SHEET 1

7.5' R/W

REMOVE FENCE

SERVICE ROAD

IRRIGATION OUTLET

GATE 4

W = 13' SEE GATE DETAIL ON SHEET 1.

13+77 GATE 4

16+90

GATE 5

W = 13' SEE GATE DETAIL ON SHEET 1.

TRANSITION SLOPE STA. 17+18.50 TO 17+23.50

EXIST. CHANNEL

TRIM E'LY BANK FROM FROM SURFACE AT 1' W'LY OF R/W TO FL. OF EXIST. CHANNEL

FILL AND COMPACT TO 80% RC.

4' PCC OR GUNITE

CONST. DIKE STA. 17+18.60 TO 18+45

FILL AND COMPACT TO 85% RC.

4"x 9" 10 GA. WELDED WIRE MESH

DIKE DETAIL
SECTION A-A
NO SCALE

FILL AND COMPACT TO 80% RC.

4"x 4" 10 GA. WELDED WIRE MESH

DIKE DETAIL
SECTION B-B
NO SCALE

EXISTING CHAIN LINK FENCE

1' 6.6' 6.3' 1' 12.7' 5'

102.24 97.64 97.92 102.82

EXISTING SERVICE ROAD

EXIST. CHANNEL SECTION # 5
STA. 21+91±
SCALE 1"=5'
NOT THIS CONTRACT

RIVERSIDE FREEWAY
INDIANA ST.
ATCHISON, TOPEKA & SANTA FE R.R.
TEMESCAL S.D. NO. 3
TYLER ST.
JEFFERSON ST.
MAGNOLIA AVE.
SOUTHSIDE IRRIGATION CANAL
RIVERSIDE WATER CO. CANAL

N
SCALE: 1" = 800'

LOCATION PLAN

MARK	REVISIONS	APPR.	DATE

DESIGNED BY EH DRAWN BY Some CHECKED BY EH

CITY OF RIVERSIDE, CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

	BY	DATE
APPROVED BY		
OFFICE ENGINEER	[illegible]	9-27
PARK DEPARTMENT	—	
TRAFFIC DIVISION	—	
ASSISTANT CITY ENG.	[illegible]	9/10

APPROVED BY [signature]
DIRECTOR OF PUBLIC WORKS
DATE 9-10-68

TEMESCAL S.D. NO. 3
FENCING PLAN

HORIZ. SCALE: 1" = 40' VERT. SCALE: 1" = 2'

PROJECT NO. 4021

D-147-F

SHEET 2 OF 2

FILE NO.