## INDEX OF SHEETS


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STATE OF CALIFORNIA

# DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

## PLAN AND PROFILE OF

# STATE HIGHWAY

In Placer County, Between Newcastle and Auburn

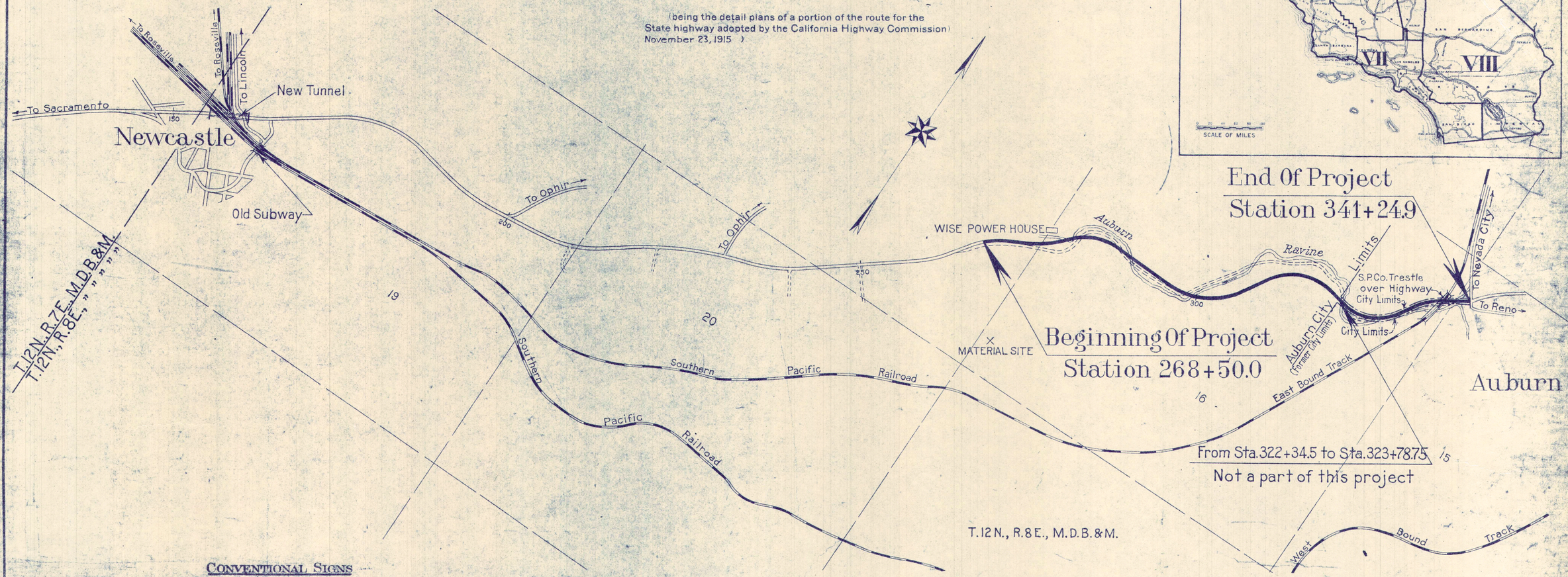
Scales { Plan: 1 In. = 100 Ft.
Profile: Hor. 1 In. = 100 Ft. Vert. 1 In. = 10 Ft.

(being the detail plans of a portion of the route for the State highway adopted by the California Highway Commission November 23, 1915)

| DIST. | COUNTY | ROUTE | SEC. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| III | Pla. | 17 | B | 1 | 12 |

STATE OF CALIFORNIA
KEY MAP




### CONVENTIONAL SIGNS

County Line
City or Town Limits
Township Line
Section Line
Grant Line
(Note whether Township, Section or Grant line)
Fence or Guard Rail
Unfenced Property
Right of Way Line
Base or Survey Line
Traveled Way
Railway Tracks
Bank or Retaining Wall
Balance Wall
Levee
Culverts
Drop Inlet
Trolley Pole
Power Pole
Power Tower
Telephone or Telegraph Pole
Marsh
Ledge
Hedge

*Net Length Of Project = 7,126 feet = 1.35 miles*

AS BUILT PLANS
completed: 1932
CONT. 43EC1

February 7, 1931
C.H. Whitmore
District Engineer
Approved February 9, 1931
State Highway Engineer
Walter E. Garrison
Director of Public Works

TRR 1-2-31

| DIST. No. | STATE | PROJ. No. | YEAR | SHEET No. | SHEETS |
|---|---|---|---|---|---|
| 2 | CAL. | 180-B | 1931 | 4 | 16 |

| DIST. | COUNTY | ROUTE | SEC. | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| III | PLA. | 17 | B | 4 | 12 |

C.A. Whitmore
Dist. Eng. Dist. III.
Approved February 9, 1931
Fred Grunsky
Engineer, Surveys and Plans.
C.H. Purcell
State Highway Engineer

# T. 12 N., R. 8 E., M.D.B.&M.

Sec. 17

M. A. Hallbom

M. A. Hallbom

A. W. Hawkins

P. G. & E. Co.

P.G. & E. Co.

Sec. 16

J.W. Vickrey

L.C. Christensen

John Malmberg

Sta. 272+75 Extend
2'x2'x96' R.C.B. 20' Lt. with
36" C.M.P. and conc. angle collar
I.R.M.-Std. H.W. 2.6 c.y. Conc. 6 c.y. Str. Exc.
Az. 95° 50# Steel
~~(Place 10~~ C.Y. Hand placed rock fill foundation.)

~~Sta. 271+40 to Sta. 282+10~~
~~Construct 1150 lin. ft. of~~
~~Type "B" fence on Lt.~~

Sta. 282+00 Place
18"x ~~62'~~ C.M.P. I-~~Std.~~ H.W. on Rt.
.66 C.Y. Conc. 28# Steel.
.30 C.Y. Str. Exc.

Rubble Masonry Wall
281+90-282+50

Sta. 278+38 to 282+38
Construct
Channel Change
~~Painted~~ Rip-rap
to Ophir

Construct Road Approach on Lt.
Surfacing 20'x4" Compacted
~10% Grade

Concrete Slab Bridge, 20' Span

Sta. 282+30 On Lt.,
~~Remove 12"x 30'~~ C.M.P. with 2 H.W.

Construct Road Approach on Rt.
Surfacing 16'x4" Compacted

Sta. 273+00 Placed, ~~Removed & Salv.~~
18"x 36' C.M.P. (on detour 120' Rt.)
6 C.Y. Str. Exc.

Sta. 279+00 Place
18"x 92' C.M.P., 2-Std. H.W. I.R.M. H.W. Rt.
1.32 C.Y. Conc., 56# Steel.
Inlet Ditch on Rt. L1
50. C.Y. Str. Exc.

Remove Existing Timber Guard Rail:
Sta 272 ± 30 lin. ft. on Rt.
Sta 274 ± 30 lin. ft. on Lt.
Sta 282 ± 96 lin. ft. on Lt.

2'x2' Concrete Blocks With High Power Lights For Wise Power House

Construct Road Approach on Rt.
Surfacing 16'x4" Compacted

Sta. 282+00 to Sta. 290+50
Construct 700 lin. ft. of
Type "A" fence on Rt.

~~Place Light Rip Rap~~
~~as follows:~~
~~Sta. 276+48 to Sta. 278+79 100 c.y. on Lt.~~
~~" 281+52 to " 282+30 48 " "~~
~~" 287+50 to " 288+45 103 " "~~

Rubble Masonry Wall
Concrete Slab Bridge, 20' Span
Young Orchard
Pear (Old)
Mixed Orchard
Cherry
Plum
Pear
Walnut
Orchard
Spring in Rubble Masonry Well
5' Irrigation Ditch
Ditch
Spring
Pipe
Save Palms
Palms
Ho.
Tower
Steel Tower
Tailrace
Wise Power House
Auburn
Foot Bridge
Water Pipe
Inlet Ditch
Steel Tower
Farmers Line
Property Line
Property Fence
Traveled Way
Marine
Abandonment
Relinquishment
To Roseville
To Sec. Cor.
Section Line
Sec. 17
Sec. 16
P.G. & E. Co.
Δ = 17°54'
R = 1500'
T = 236.24'
L = 468.6'
Δ = 28°39'
R = 1200'
T = 306.43'
L = 600.0'
Δ = 24°57½'
R = 1000'
T = 221.31'
L = 435.6'
Δ = 53°26½'
R = 750'
T = 377.55'
L = 699.6'
R = 700' Δ = 42°36'50" L = 519.2'
R = 690' Δ = 42°36'50" L = 513.2'
N. 34° 05' E. 228'
262+87.4 E.C.
262+87.4 P.O.C.
"B" 264+87.4 B.C.
"O" 264+87.4 P.O.T.
265+15.8 B.C.
271+15.8 E.C.
274+25.7 B.C.
278+61.3 E.C.
279+89.2 B.C.
280+37.8 P.O.C.
280+33.4 B.C.
285+84.4 E.C.
N. 87° 45' E.
N. 62° 44' E. 309.9'
N. 10° 06' W. 78.50'
N. 15° 56' W. 51.18'
N. 10° 30' E. 28.25'
N. 19° 46' E. 91.0'
N. 19° 46' E. 20.2'
N. 37° 46½' W.
N. 0° 26¾' W.
S. 0° 26¾' E. 1972.9'
Ho.
Ho.
Steel Tower
Water Pipe
Property Line
Property Fence
Pipe Line
Pipe Line
Pipe Line

| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 2 | CAL. | 180-B | 1931 | 5 | 16 |

| DIST. | COUNTY | ROUTE | SEC. | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| III | PLA. | 17 | B | 5 | 12 |

# T. 12 N., R. 8 E., M.D.B.&M.

Sec. 16.

Dist. Eng. Dist. III.

Approved February 9, 1931

Engineer, Surveys and Plans.

State Highway Engineer

Sta. 292+51 Construct 21" Steel Pipe Siphon Az. 103°40' NOT A PART OF THIS PROJECT — Rock Filled

Construct Channel Change

Rip Rap 288-288+85

Construct Detour Surfacing 18'x4" Compacted

Sta. 289+65 Place Double 36"x66" C.M.P. Temporary Creek Crossing 50 C.Y. Str. Exc. (To be removed and replaced later at Sta. 304+50 when Detour is abandoned.)

Sta. 288+80 to Sta. 299+00 Construct 1050 lin. ft. of Type "A" fence on Lt.

Sta. 299+38 Construct Double 8'x6'x227' R.C.B. Az. 140° 560.0 C.Y. Conc. 79,200# Steel 1200 C.Y. Str. Exc. See Special Structure Sheet No. 11

Remove Existing Guard Rail on Rt.:
Sta. 289± 75 lin. ft. Timber Guard Rail
Sta. 289± 84 " Angle Iron " "
Sta. 296± 104 " Timber " "
Sta. 298± 86 " " " "

Sta. 294+93 24"x36' C.M.P. Outlet to mine

Sta. 288+69.5 Extend Present R.C.B./bridge with triple 8'x6'x62' R.C.B. 1 Std. H.W. 213.0 C.Y. Conc. 30,700# Steel 325 C.Y. Str. Exc. Az. 74°30' See Special Structure Sheet No. 10

Sta. 294+10 to Sta. 297+50 110 C.Y. Hand placed rock on Rt. (See Creek Section)

Sta. 293+50 Place 18"x50' C.M.P. "L" H.W. on Lt. Sta. 11 H.W. on Rt. 1.68 C.Y. Conc. 111# Steel. 45 C.Y. Str. Exc.

Sta. 282+00 to Sta. 288+50 construct 700 lin. ft. of Type "A" fence on Rt.

Sta. 300+25 Place 18"x42' C.M.P. under Old Road 100' Lt. 10 C.Y. Str. Exc. — Δ = 58°46' R = 1000' T = 563.09' L = 1025.7'

Sta. 307+15 12"x60' C.M.P.

Sta. 308+50 Place 18"x156' C.M.P. 2 Std. H.W. 1.32 C.Y. Conc., 56# Steel — R.M. 60 C.Y. Str. Exc.

Sta. 304+50 Place 36"x152' C.M.P. 2 Std. H.W. 3.18 C.Y. Conc., 100# Steel 120 C.Y. Str. Exc. Including Outlet Ditch. Az. 80°

Sta. 300+16 to Sta. 322+13 Construct 2202 lin. ft. of Type "A" fence on Lt.

Construct Road Approach on Rt. Surfacing 16'x4" Compacted

Construct Road Approach on Lt. Surfacing 18'x4" Compacted

Construct Detour Surfacing 18'x4" Compacted

Sta. 311+20 Place 18"x168' C.M.P. 2 Std. H.W. 1.32 C.Y. Conc., 56# Steel — R.M. 65 C.Y. Str. Exc. Az. 65°

Sta. 309+00 to Sta. 315+24 Construct 2597 lin. ft. of Type "A" fence on Rt. 610

T.P.T.&T. Co. 35 Pole 50' Lt. Sta. 306+50 Permit No. 34658

Widening R/W Agreement

House Moved by S.A.

Relinquished

Ravine

Wall

Fruit Stand

Farmers Line

Grazing Land

To Colfax

Gate — Enters Ground Here

Const'd Rd. App.

Const'd Channel Change

Traveled Way

Property Line

Creek

Auburn

J. W. Vickrey

G. Gianni

John Malmberg

Jack E. Anderson

Mary Horath et al

Wm. Kiessling

B.M. No. 24 Elev. 931.21 Nail in 5 Ft. Gum Tree 60' Lt. Sta. 289+99

B.M. Elev. 963.64 Spike in 16" Pine 40' Rt. Sta. 294+

B.M. No. 32 Elev. 950.15 Nail in Chinese Locust 110' Rt. Sta. 296+80

B.M. Elev. 1012.02 Spike in 10" Oak Stump 40' Rt. Sta. 300+95

B.M. No. 28 Elev. 1014.99 Nail in 14" Almond 47' Lt. Sta. 309+20

B.M. Elev. 1030.22 Spike in telephone pole 50' Lt. Sta. 306+50

Standard 36' Roadbed
Profile Grade is Theoretical Crown
Cut Slopes ½:1
Fill Slopes 1½:1

AS BUILT PLANS completed: 1932

| | | |

| FED. ROAD DIST. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOT. SHEETS |
|---|---|---|---|---|---|
| 2 | CAL. | 180-B | 1931 | 6 | 16 |

| DIV. | COUNTY | ROUTE | SEC. | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| III | PLA. | 17 | B | 6 | 12 |

C. H. Whitmore
Div. Eng., Div. III.
Approved February 9, 1931
Fred Grunsky
Engineer, Surveys and Plans.
Geo. Hunt
State Highway Engineer.

# T. 12 N., R. 8 E., M. D. B. & M.

Remove Existing 2" Iron Pipe Guard Rail:
Sta. 330± to Sta. 334± 442 lin. ft. on Rt.
Sta. 337+60 to Sta. 338+70 #3 lin. ft. on Rt. /06

Construct Type "A" fence on Lt. as follows:
~~Sta. 301+30 to Sta. 322+12 2202 Lin. ft.~~
~~Sta. 324+20 to Sta. 341+24.9 1771 Lin. ft.~~

Sec. 16

Sta. 329+42 to Sta 333+47.2 408 Lin. ft

Sta. 332+43 In place
12" C.M.P. ~~Plug and abandon~~

25 Proposed Arch Culvert

Sta. 331+~~50~~ Place
18"×46' C.M.P. 2-~~Std.~~ H.W.
~~1.32 C.Y. Conc. 56" Steel~~
~~20 C.Y. Str. Exc.~~
Rub Mas.

Sta. 328+00 ~~Place~~
18"×84' C.M.P. 1-Std. H.W. on Lt.
~~.66 C.Y. Conc. 28" Steel~~
~~65 C.Y. Str. Exc.~~
1 Rub. Mas. Wall Lt

Constructed Mesh Chicken Wire Fence on Lt.
E.W.O. 3397 { Sta. 323+31 to Sta 329+42
Sta. 333+47.2 to Sta 335+90

S.P. Trestle
Steel on Concrete Piers.
Clearing above Road 75±

S.P. Signal

Construct Channel Change

Shell Serv. Station

PG & E. Co. (Street Lights)

Clifford Prud'Homme et al.

E.S. Birdsall et al. (Service Sta. Lot)

N.0° 41½ E.

To Grass Valley

Nevada St.

P.T. & T. Co.

Auburn City Limits

S.T. Maccubin

Sta. 298+00 to Sta. 322+12 ~~Construct~~
~~2397~~ lin. ft. of Type "A" fence on Rt.

Removed Existing Timber Gd Rails
Sta 330+00 to Sta 334+00
Sta 337+60 to 338+70

Sta. 322+0~~3.78~~12
8"×20' ~~6" material~~
Berry Vines
Between Rows.
Mixed Orchard.
~~Construct~~ Road Approach
Surfacing 12'×4" Compacted

Wm. Kiessling

Sta. 322+95 Existing Arch Culvert
70'± long, composed of concrete, rubble masonry and brick sections varying from 10'x 3.5 to 10'x 7', span and height.

Sta. ~~322+39~~ 322+89 ~~Construct~~
~~147.63~~ lin. ft. of Timber Guard Rail on Rt.

337+75+ -73.5 Lin ft on Lt.
339± -120 " " " Rt.

Sta. 322+34.5± to 323+78.75
Proposed Timber and Steel Bridge
NOT A PART OF THIS PROJECT

Sta. 329+~~39~~ 04 to Sta. ~~330+97~~ 331+11 Construct
158 Lin. Ft. Rubble Masonry Retaining Wall With Parapet.
301 C.Y. Rubble Masonry.
286 C.Y. Str. Exc.
158 Lin. Ft. Parapet

Sta. 332+86 to Sta. ~~333+10~~ 334+30
105 c.y. Light Rip Rap on Rt.

~~Construct~~ Road Approach on Rt.
Surfacing 18'×4" Compacted

AUBURN

Sta. 327+50 to 329+30 Rt.
~~67.3~~ Handplaced Fill

Sec. 15

Sta. 330+75 Extend
~~18'×8' RC.~~ Arch Culvert 12' Lt.
86.0 C.Y. Conc. 5000# Steel
250 C.Y. Str. Exc.
Az. 120°
See Special Structure Sheet No. 12

End of Project
Sta. 341+24.9

E.W.O. 3452

(322+25± - 4 " " " Rt.
(323+90± 18 " " " Lt.
340± 67 " " " Lt

B.M. No 26
~~Elev. 1131.51~~
Nail in 2" Oak
20' Rt. Sta. ~~318.60~~

B.M.
Elev. 1127.36
Spike in 8" Oak Stump
55' Lt. Sta. 324+00

B.M. No 27
~~Elev. 1128.82~~
Nail in 4" Chinese Locust
30' Lt. Sta. 330+25

B.M.
Elev. 1055.37
Spike in pole
50' Rt. Sta 339+90

B.M. No 28
Elev. 1145.99
Nail in 6" Chinese Locust
5' Rt. Sta. 337+82

Standard 36' Roadbed
Profile Grade is Theoretical Crown
Cut Slopes ½:1
Fill Slopes 1½:1

Not a part of this Project

Steel Stringer & Tim. Trestle
Bridge. 146' 3.4 Roadway.
2@19', 1@13', 1@40', 1@5', 2@19'.

Steel R.R. Viaduct

AS BUILT PLANS
completed: 1932

SUPERSEDED
10-29-45 ~~10-29-45~~ (See Plo-37-A)

| | | | | |
|---|---|---|---|---|
| Total | Roadway | Exc. | 56,593 | Cu.Yds. |
| " | " | Emb. | 953 | " " |
| " | Selected Mat. | Exc. | 1,178 | " " |
| " | " " | Emb. | 213 | " " |
| " | Road Approach | Exc. | 2097 | " " |
| " | " " | Emb. | 482 | " " |
| " | Channel Change | Exc. | 576 | " " |

"B2" Line

"O2" Line

"B2" Line

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Channel Chg. | | | | | | | | | | | | | | | | 20 | 68 | | 156 | 96 | | | | 194 | 42 | | | |
| Road Appr. | Exc. | | | 39 | 594 | 1342 | 122 | | | | | | 315 | 167 | | | | | | | | | | | | | | |
| | Emb. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Selected Mat. | Exc. 60 | 99 | 89 | 69 | 71 | 70 | 70 | 23 | 2 | 76 | 70 | 70 | 74 | 55 | 33 | 33 | 19 | 29 | 19 | 22 | 26 | 16 | 16 | 27 | 1 | 22 | 17 | |
| | Emb. 9 | | | 2 | | | | | | | | | | 17 | 37 | 31 | 40 | 23 | 8 | 8 | 8 | 15 | 8 | 2 | 8 | 2 | | |
| Cu. | Exc. 111 | 2481 | 2683 | 2108 | 3157 | 5423 | 5875 | 691 | 22 | 3102 | 6481 | 8092 | 6437 | 2875 | 986 | 568 | 644 | 1290 | 571 | 389 | 440 | 264 | 403 | 422 | 26 | 34 | 13 | |
| Yds. | Emb. 171 | | | 46 | | | | | | | | | | 120 | 163 | 106 | 41 | 18 | 83 | 66 | 4 | 29 | 18 | 8 | 62 | 18 | | |
| Sta. | | 5 | 6 | 7 | 8 | 9 | 370 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 330 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 340 | 2 | 3 | 4 |