

REVISED TO JAN 1, 1992

C. 297 W 168 E →
40 →

354

40
81.4

92.9
LATHROP

96.8
MANTECA

99.4
CALLA

EQUATION

92.803

MERCED DISTRICT

ROADMASTER - C. L. DRINNON

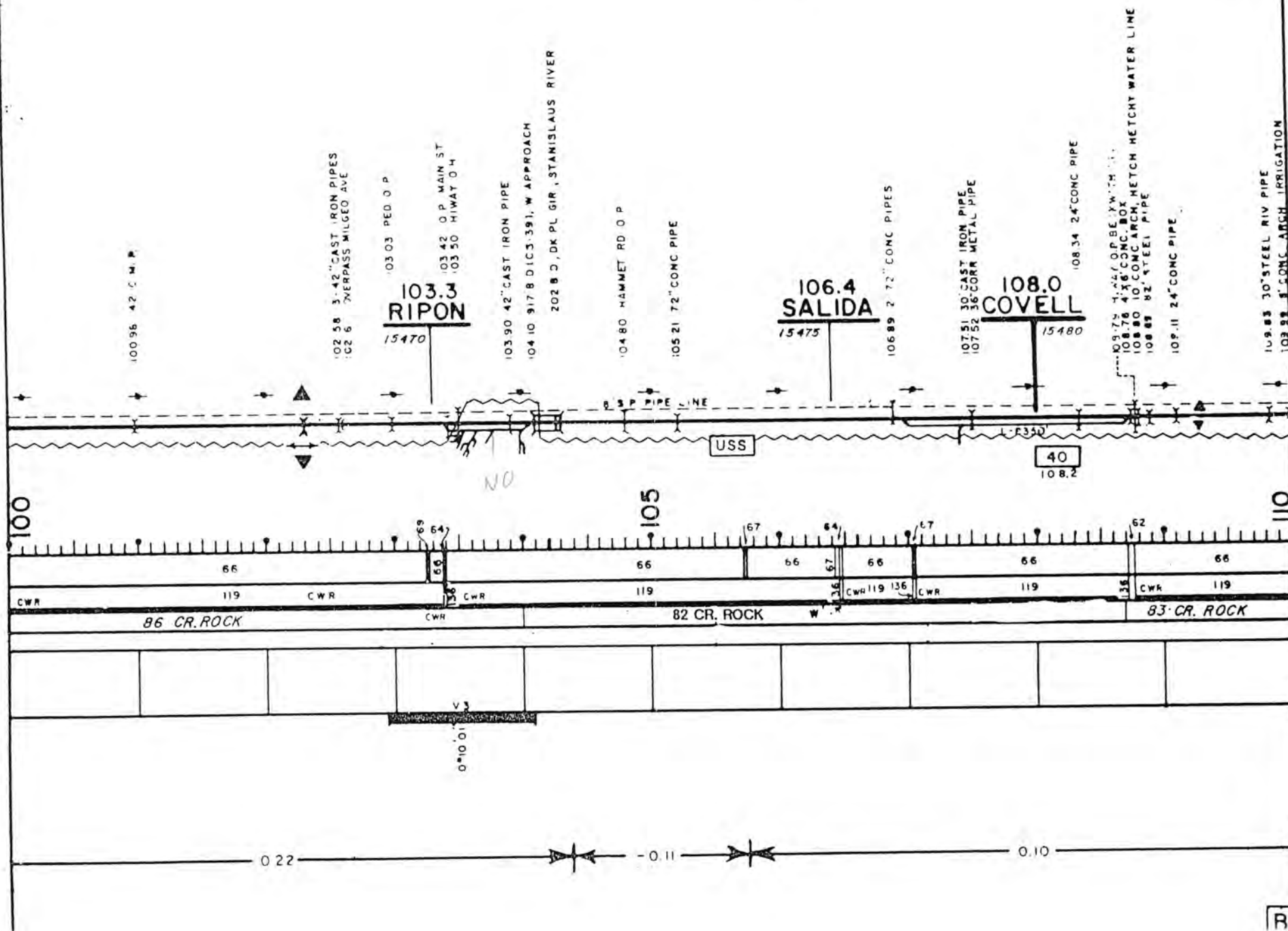
18

100

0 162 E

60

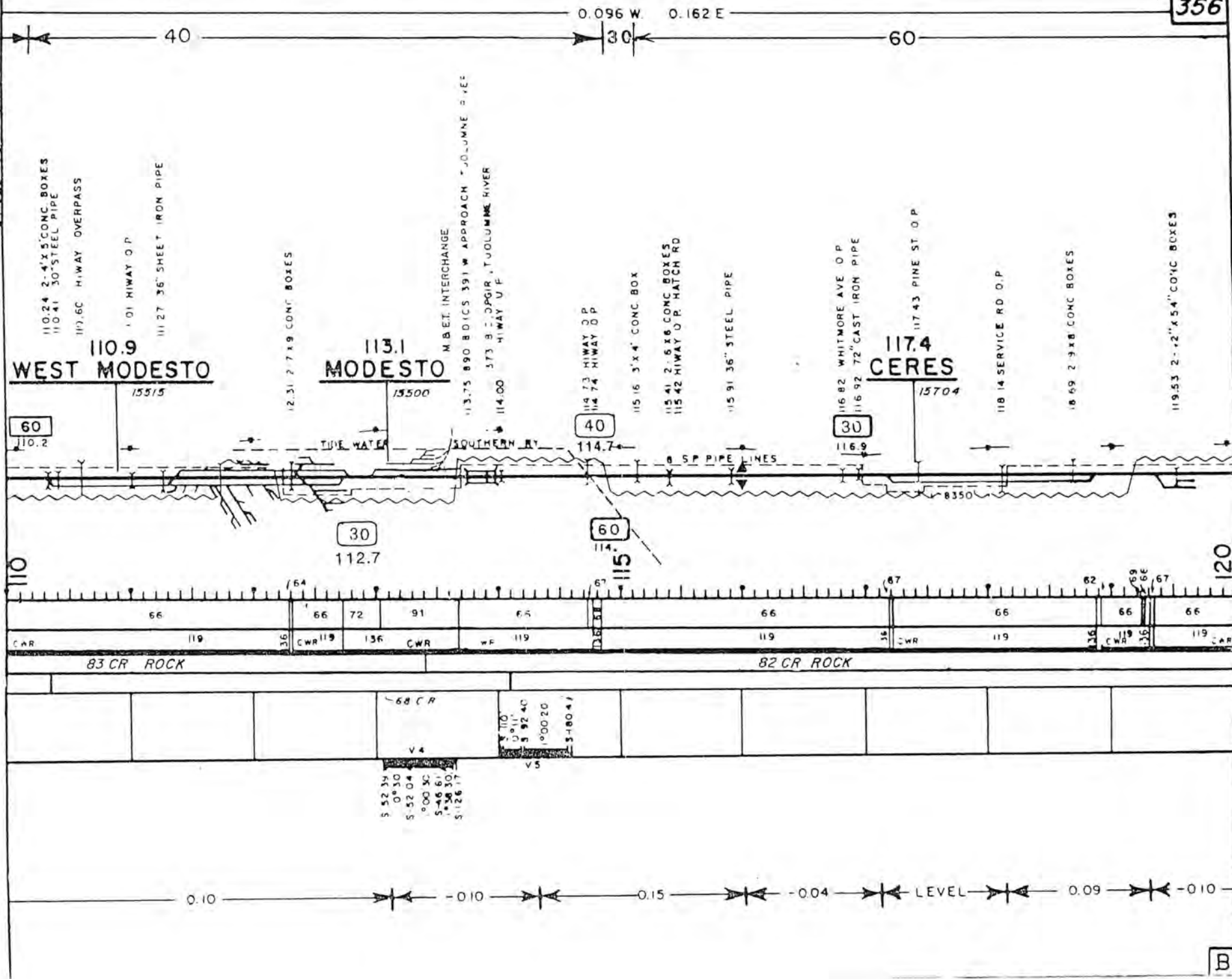
355



JAN 1, 1992

REF. SED TO

356



REVISED TO

JAN 1, 1992

60 0 096 W 0 162 E 40 60

120.8
KEYES
15708

122.20 5'x5' CONC BOX

122.46 3'x4' CONC BOX

122.85 4'x4' J.P.

123.59 3'x4' CONC BOX

125.75 4'x5' CONC BOX

126.2
TURLOCK
15712

126.91 HIWAY OP

128.98 3'x4' CONC BOX
128.99 6'x6' CONC BOX

129.6
ALCANT
15714

40
123.0

60
125.0

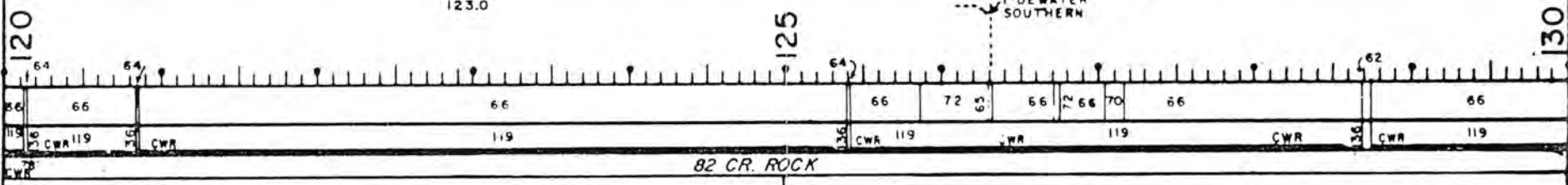
60
126.8

40
128.8

B'S P PIPE LINE

T. DEWATER
SOUTHERN

L-8350'

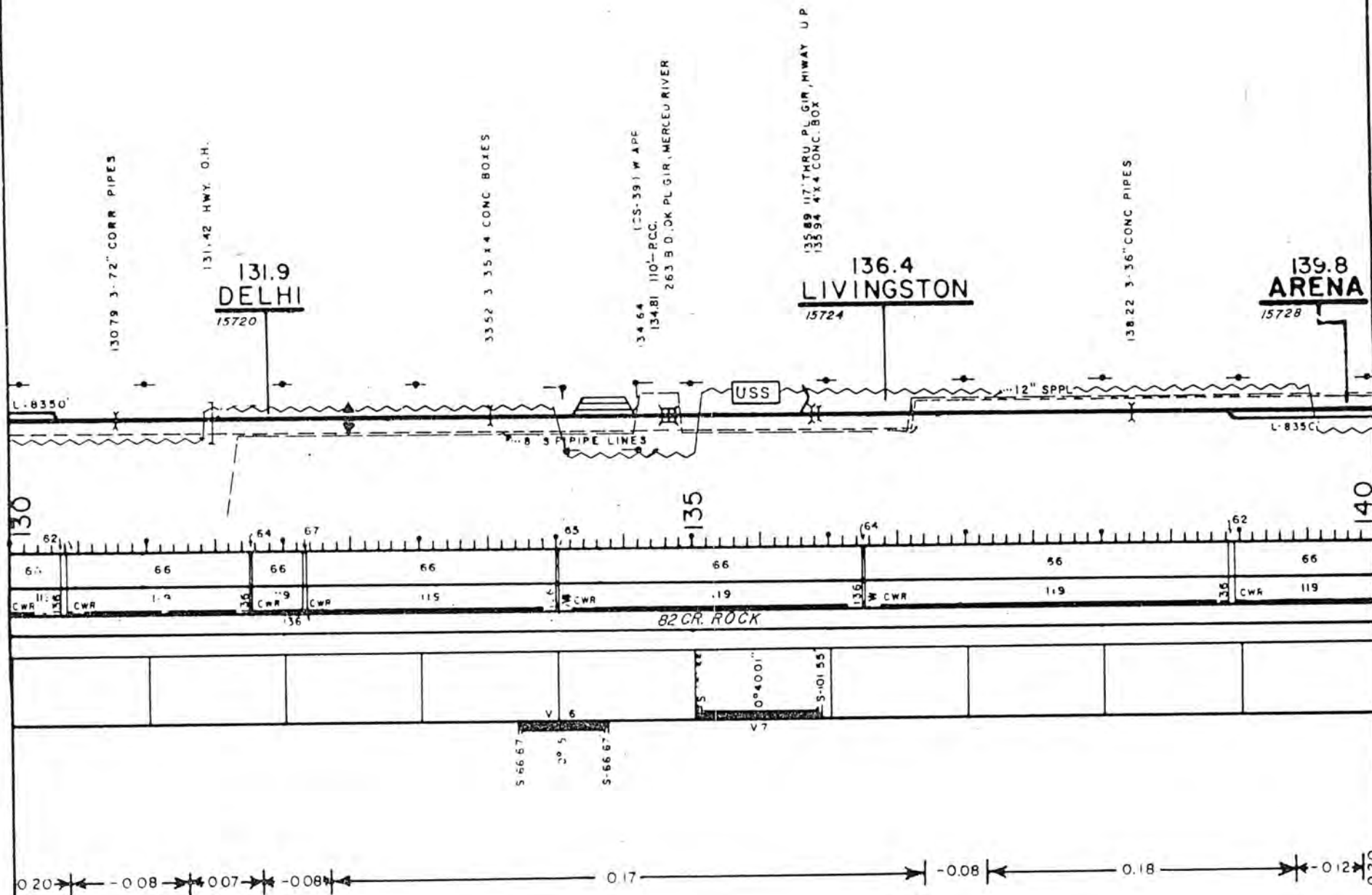


NO CURVES

-0.10

0.20

60



REVISED TO JAN 1, 1992

0.096 W.

0.162 E.

359

60

40

141.75 8.5' x 8.5' CONC BOX, JORDAN CANAL

142.26 } HIWAY OVERPASSES
142.28 }

143.2
ATWATER
15732

144.01 } HIWAY OVERPASSES
144.03 }

6" S P PIPE LINE TO CASTLE AFB

145.07 72" RCP
145.14 BUNACH RD O P

145.57 150" D (CS-39)

146.02 90" D (CS-39)
146.13 60" D (CS-39)

147.05 60" D (CS-39)
147.13 FRANKLIN RD O P
147.26 36" C M P

147.4
FERGUS
15736

147.56 2'-27" x 43" C M P A

147.87 48" CORR METAL PIPE @ 36" C M P.

148.16 40" D (CS-39)

148.33 75" D (CS-39), BLACK RASCAL CREEK

149.01 HIWAY O P

149.41 51" D (CS-1601), W APP
27" D (CS-34243), BLACK BEAR CREEK
117" D (CS-1601), E APP

149.87 30" D (CS-39)

60
49.50

150

SH
63

63C

H

8" S P PIPE LINE

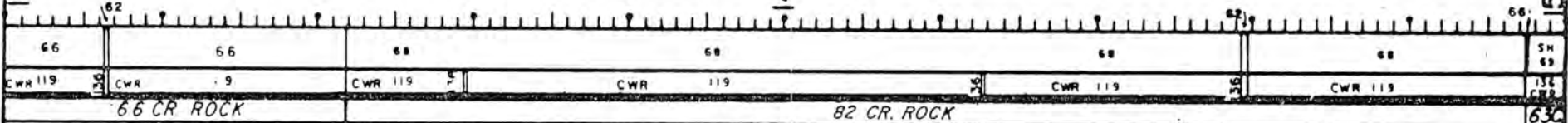
S P PIPE LINE
STATION SITE

USS

ON LT SD
40
147.50

140

145



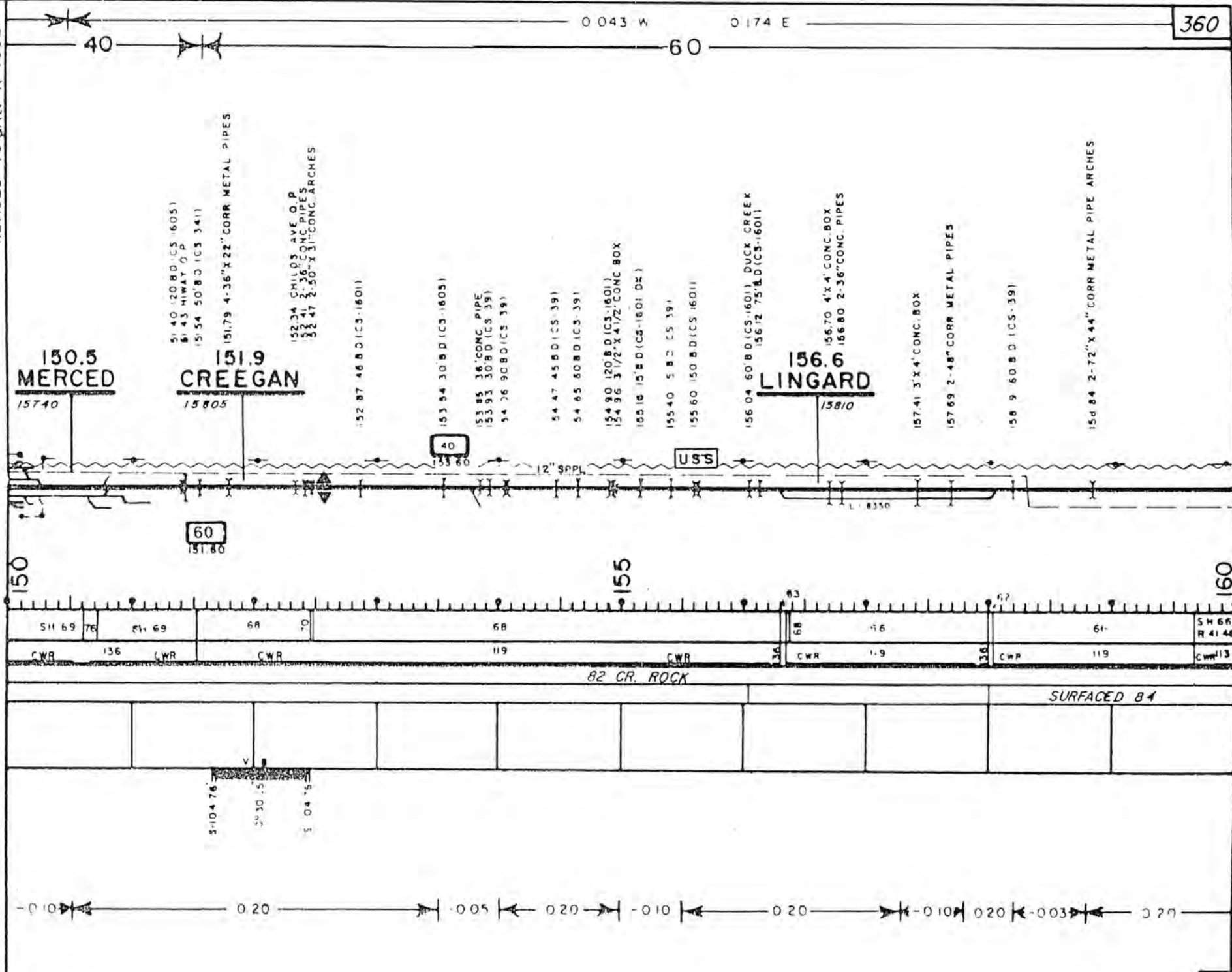
NO CURVES



B

REVISED TO JAN 1, 1992

360



REVISED TO: JAN 1, 1992

0 043. W 0 174 E

60

160.18 60' B.D. (CS-39)
160.51 2'-17" X 48" CREO BOX
160.64 2'-17" X 48" CREO BOX
160.86 30' B.D. (CS-39)

160.5
ATHLONE

162.86 60' B.D. (CS-39)

163.77 2'-48" CORR METAL PIPES

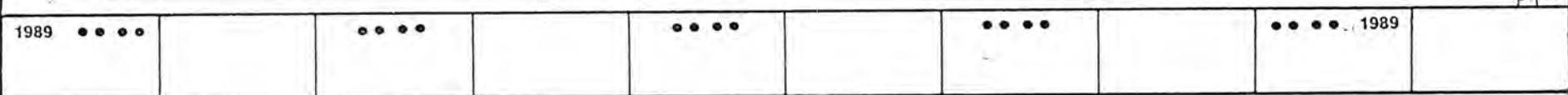
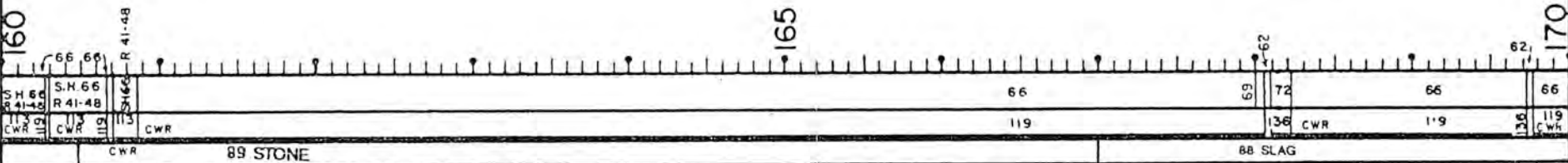
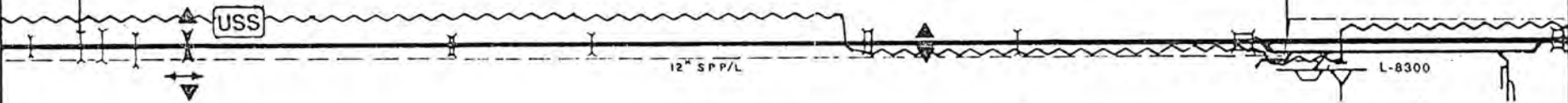
165.50 255' B.D. (CS-39), CHOWCHILLA RIVER

166.49 36' C.M.P.

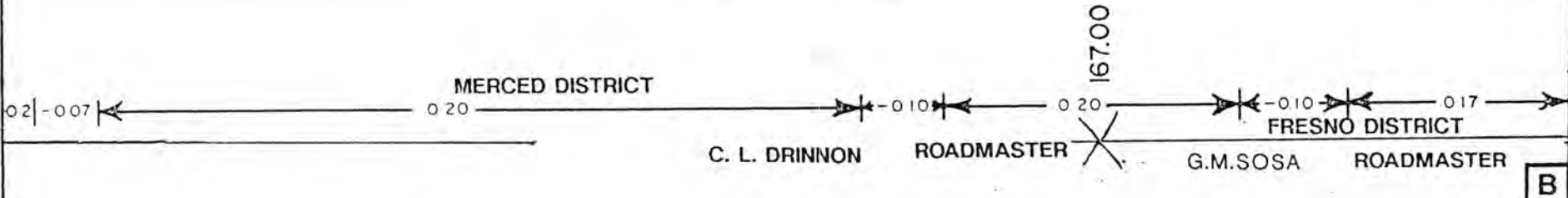
167.87 653' B.D. (CS-1601) ASH SLOUGH

168.2
CHOWCHILLA
15815

169.90 420' PRE CAST BD, BERENDA SLOUGH



NO CURVES



REVISED TC: JAN 1, 1992

0.043 W.

0.174 E

0.200 W

0.067 E.

362

60

170.61 48" C.M.P.

171.70 HWY. O.P.
171.78 89.8' O. HALF "XRU GIR." HWY. UP
171.88 36" CONC PIPE

172.38 2-54" C.M.P.

173.05 2-18" V.C.P.
173.19 36" CONC PIPE

173.97 96" C.M.F.

176.0 HWY. O.H.

176.5
BERENDA
15825

176.81 71' 8" D (CS-39)

177.54 36" CONC PIPE

177.82 36" CONC PIPE

178.42 18 1/2 AVE. O.P.
"B" 38 57.5' 1/2 IN. RESTRESSED
N-REYE STRUCTURE

179.2
NOTARB
15830

USS

12" SPP/L

L-8410

170

175

180

CWR

66

119

69

46

66

70

119

CWR

66

119

CWR

66

119

CWR

66

119

CWR

62

66

119

CWR

88 SLAG

1989

...

...

...

1989

NO CURVES

0.06

0.13

0.10

0.15

0.10

LEVEL

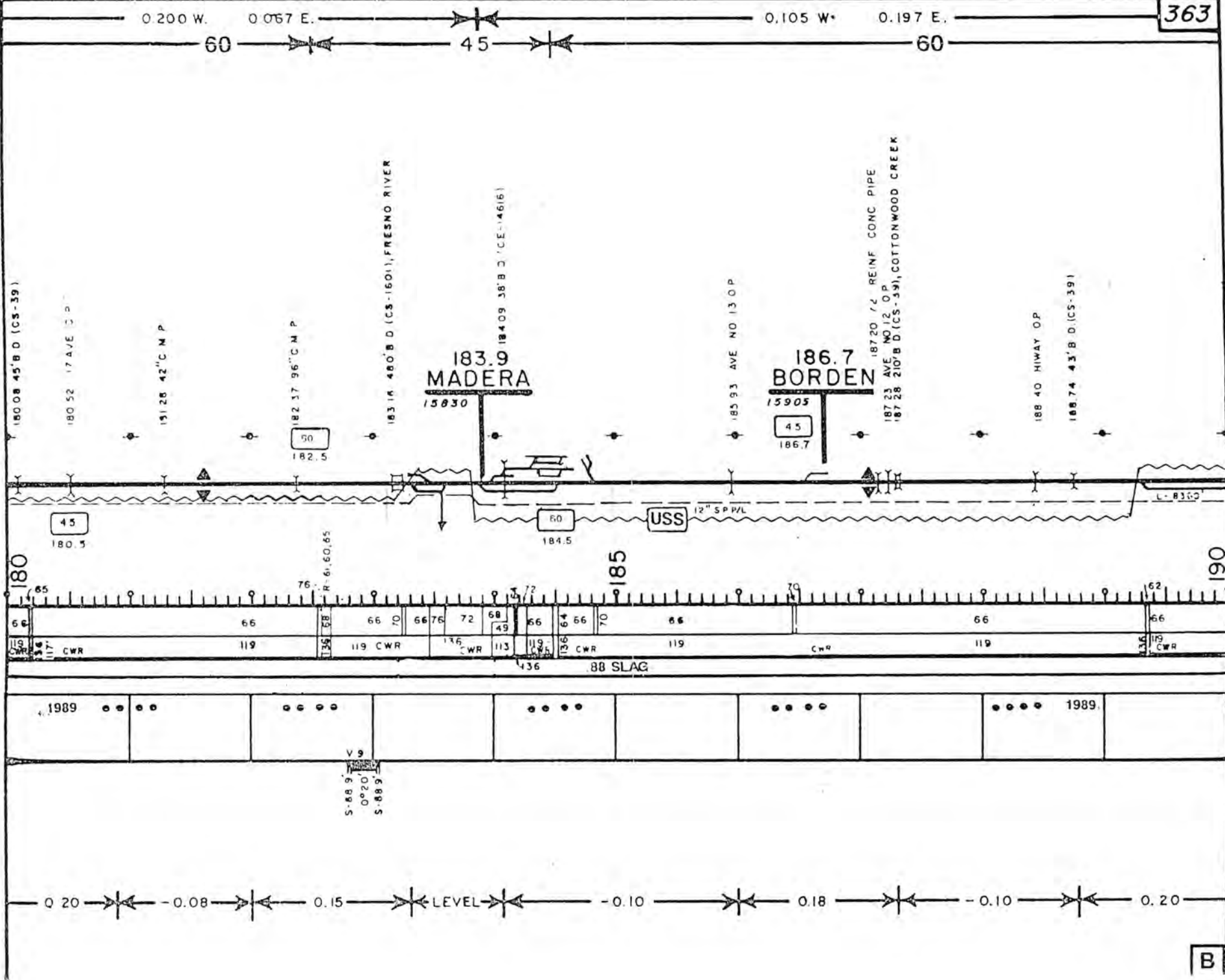
0.10

0.20

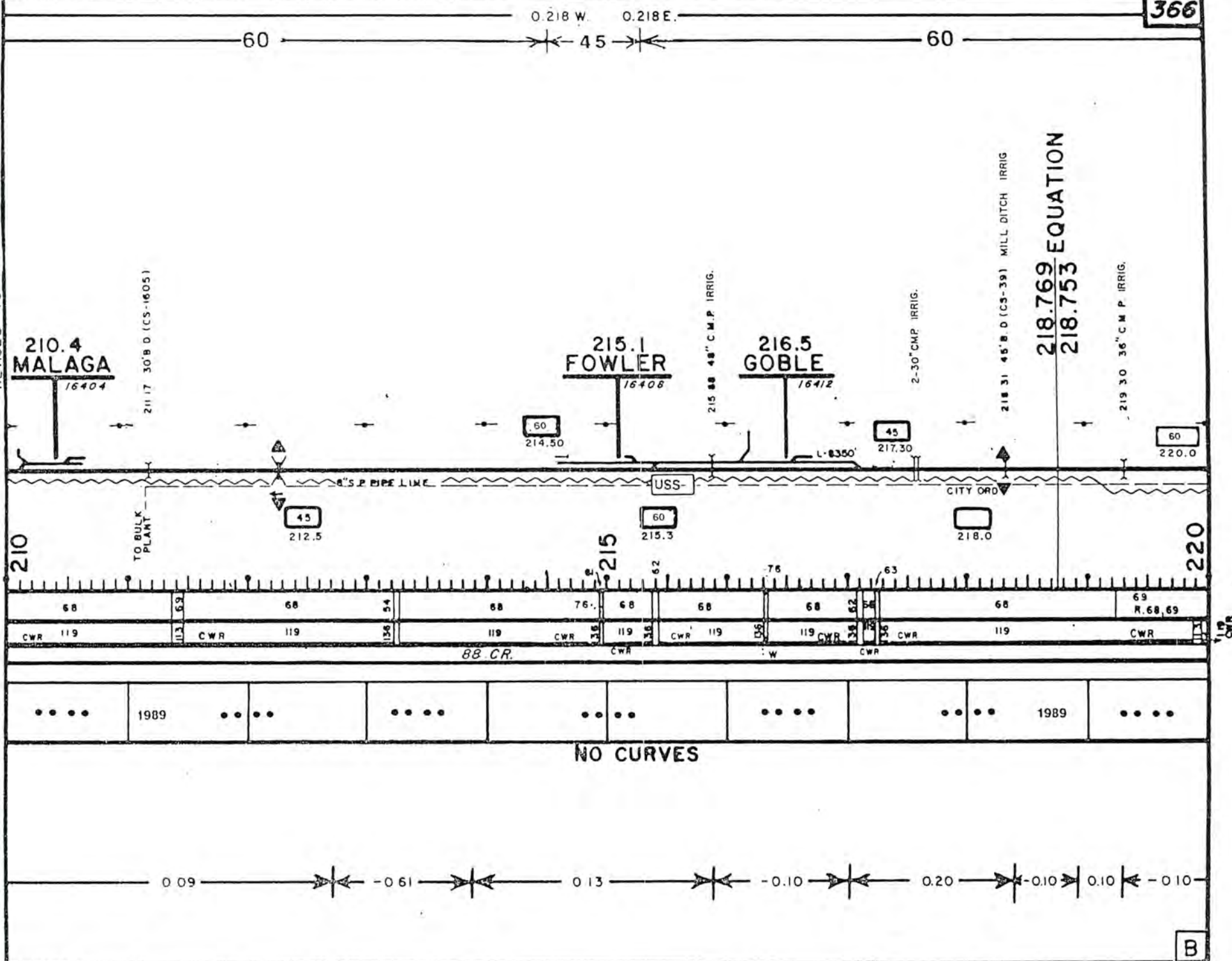
B

REVISÉ TO JAN 1, 1992

363

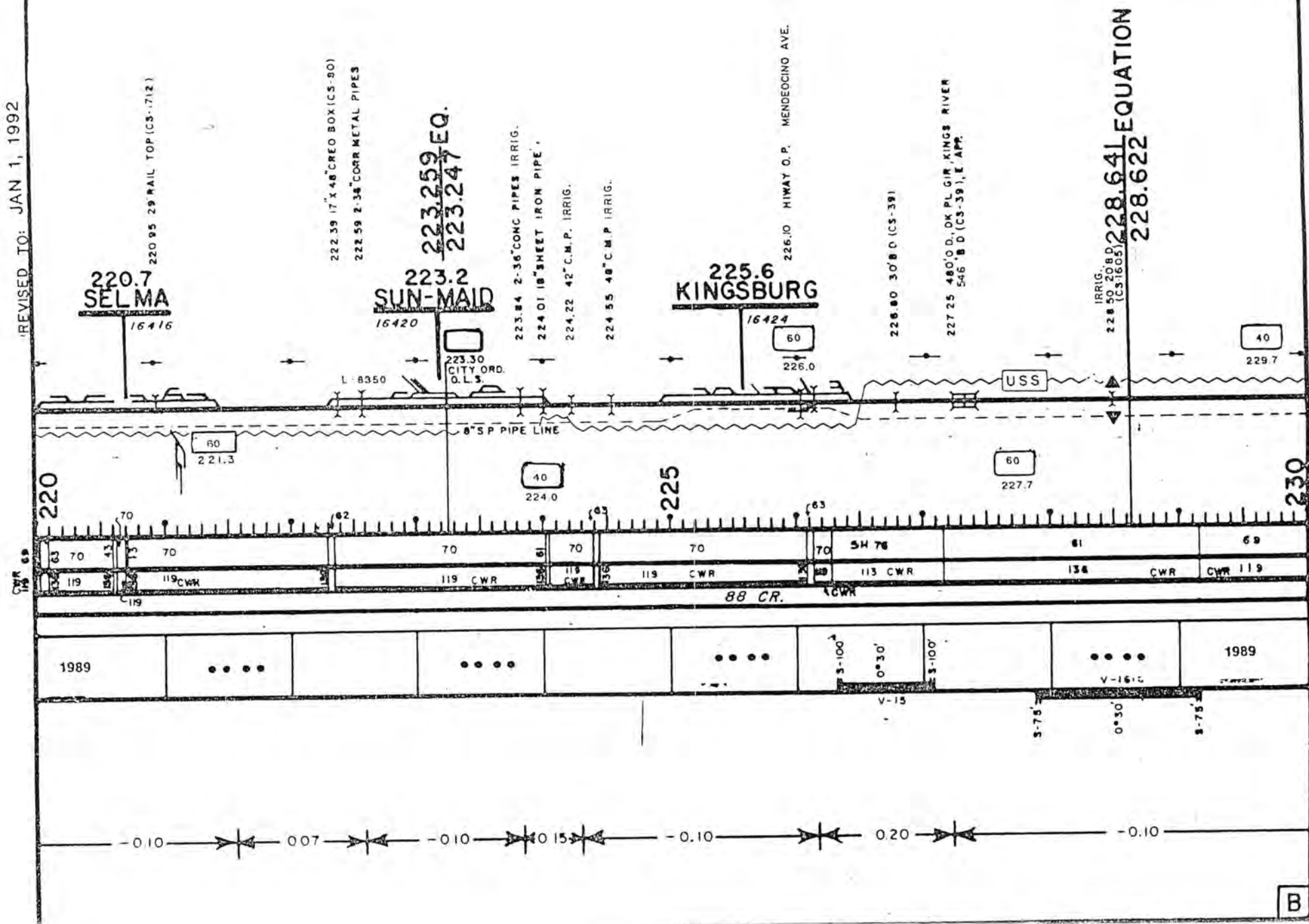


B



REVISED TO: JAN 1, 1992

367



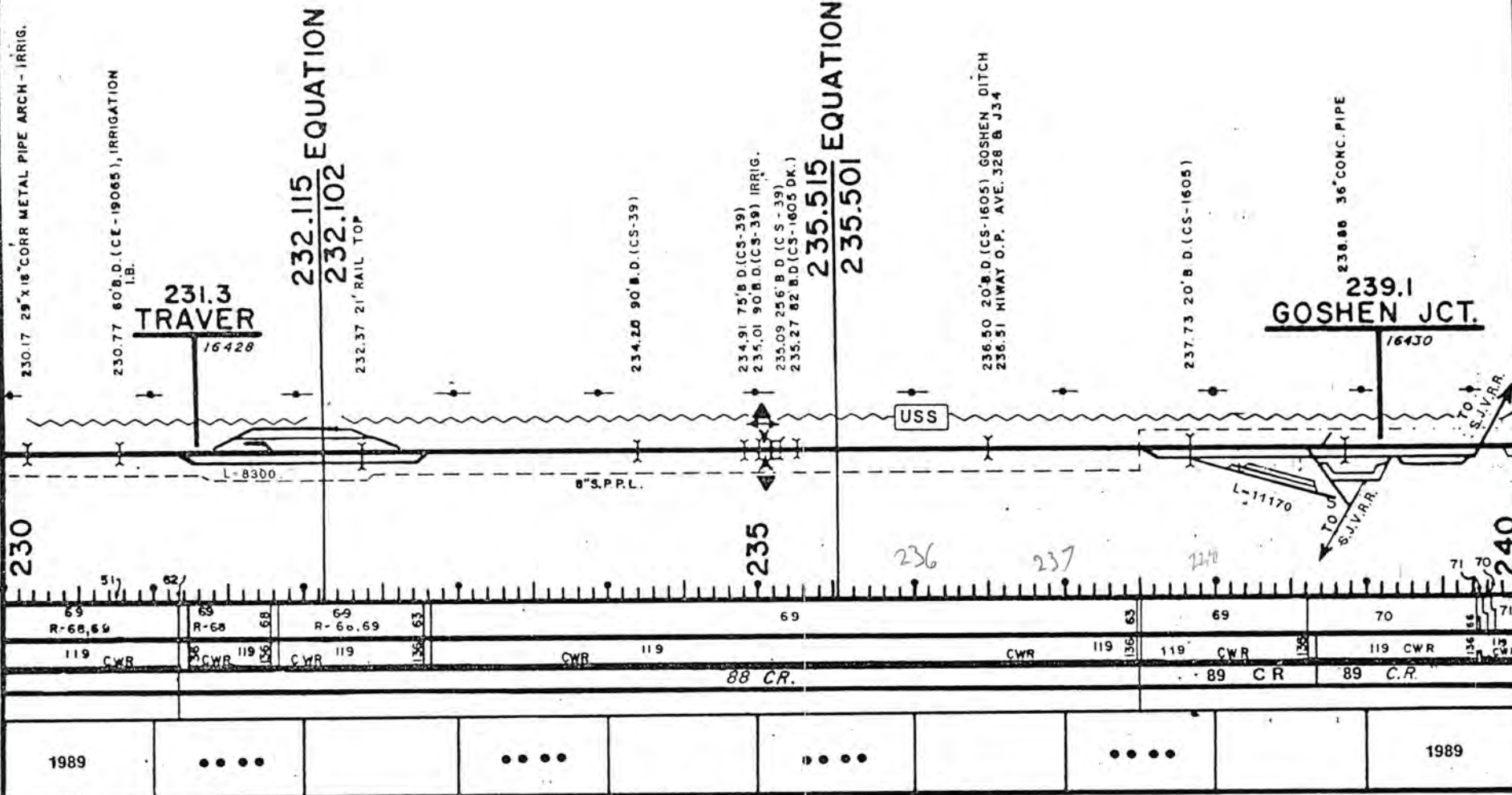
B

REVISED TO: JAN 1, 1992

0.218 W. 0.218 E

60

368



NO CURVES

- 0.10 LEVEL 0.08 -0.08 0.09

FRESNO DISTRICT — ROADMASTER — G.M. SOSA

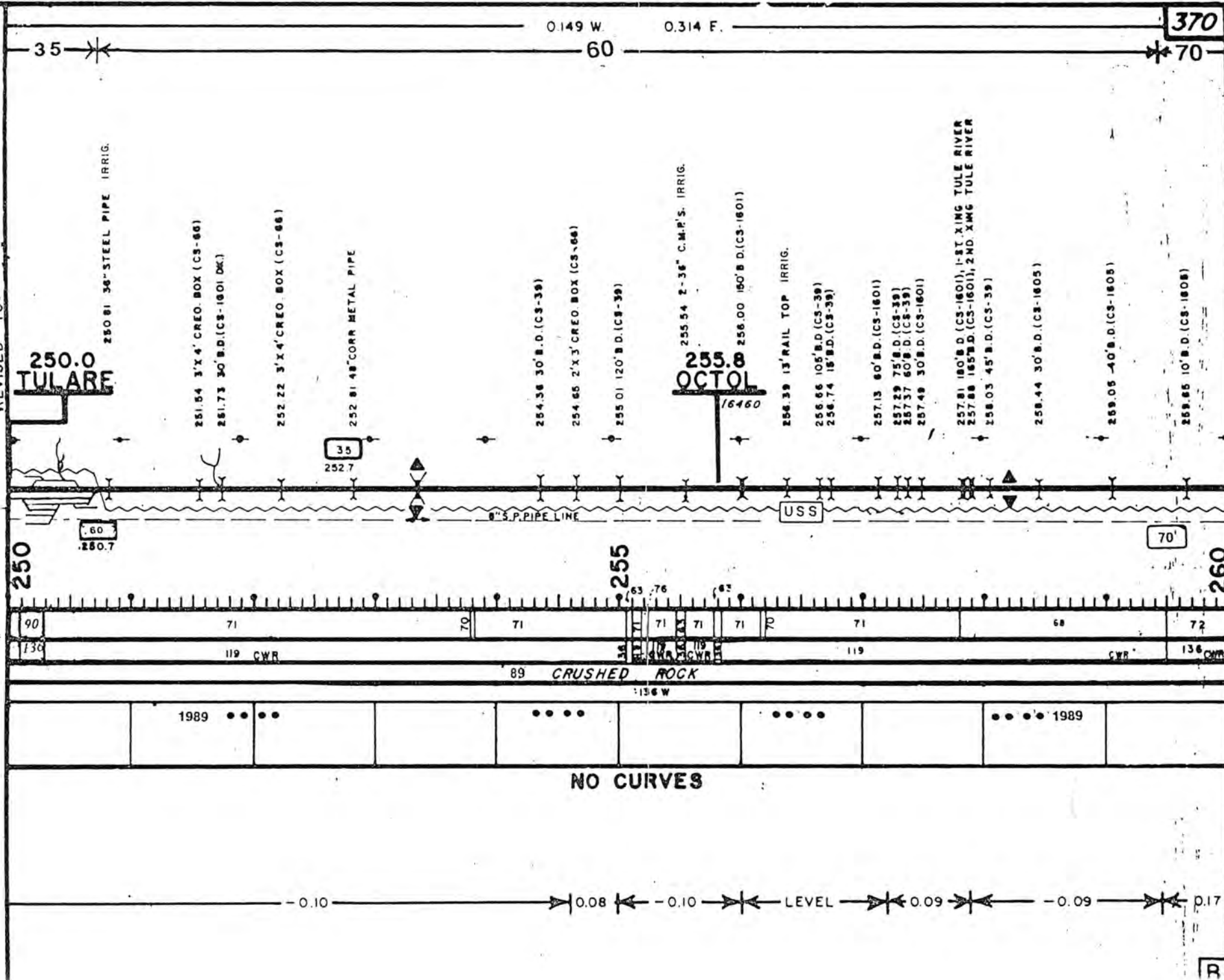
STOCKTON DIVISION

BAKERSFIELD DISTRICT- ROADMASTER J.D. MAXWELL

B

MP 239.72

REVISED TO: JAN 1, 1992



0.149 W.

0.314 E.

70

REVISED TO JAN 1, 1992

260.4
TIPTON

16468

261.42 60" CONC PIPE IRRIG.

60
261.5

263.90 HIWAY OVERPASS AVE 120

266.8
PIXLEY

16472

USS

L-8350

8" S.P. PIPE LINE

260

265

270

72

CWR

136

CWR

.89 CRUSHED ROCK

84 SLAG

1989

. . . .

. . . .

. . . . 1989

NO CURVES

0.17

-0.10

0.08

-0.03

B

REVISED TO: JAN. 1, 1992

0.149 W. 0.314 E.

70

270.62 135' B.D. (CS-39), DEER CREEK

272.20 1' X 2' CREO. BOX
272.4 EARLIMART
16474

274.65 60' B.D. (CS-1401) WHITE RIVER

276.5 RADNOR
16478

277.39 2' X 3' CREO. BOX (CS-66)

278.10 42" CONC. PIPE IRRIG.

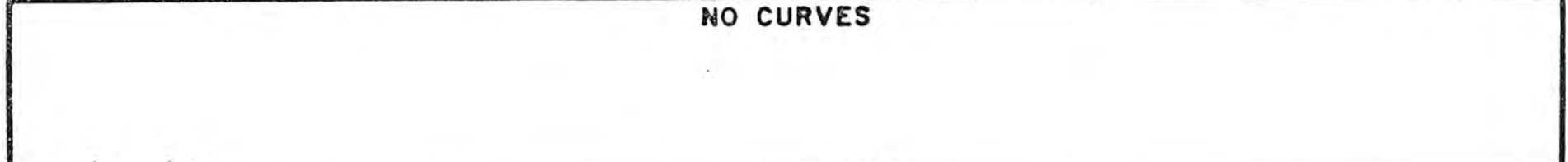
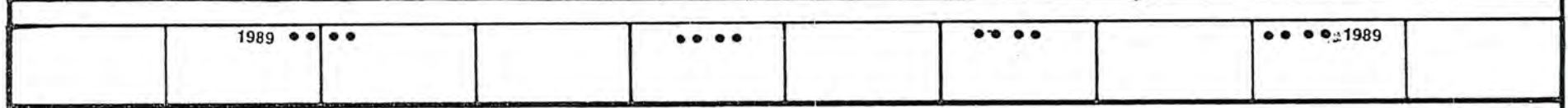
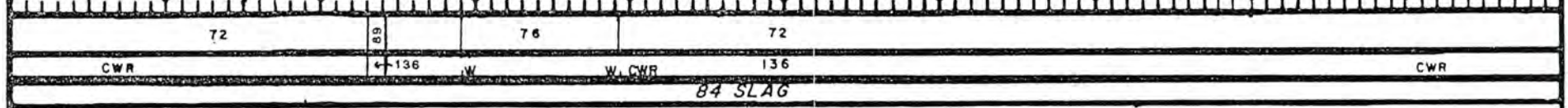
278.65 2' X 3' CREO. BOX (CS-66)

279.52 HIWAY OVERPASSES STATE RT. 99
278.84
279.67-24" CONC PIPE IRRIG.

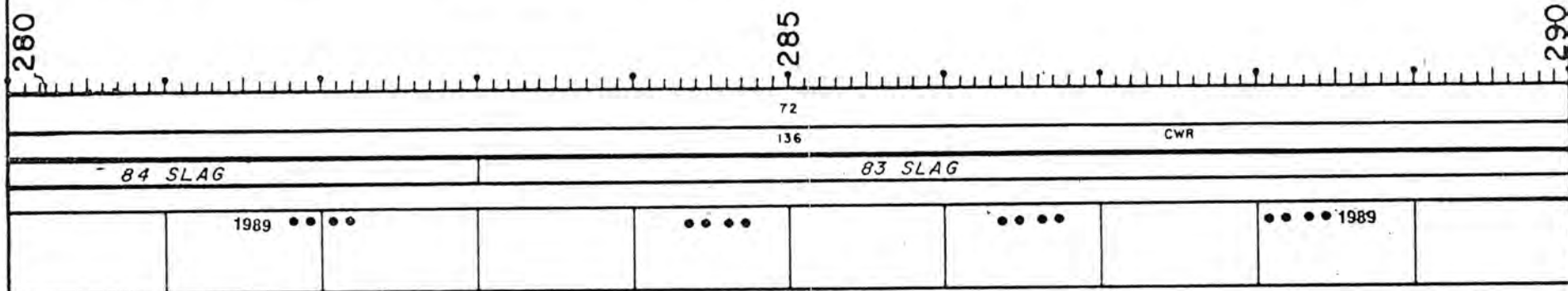
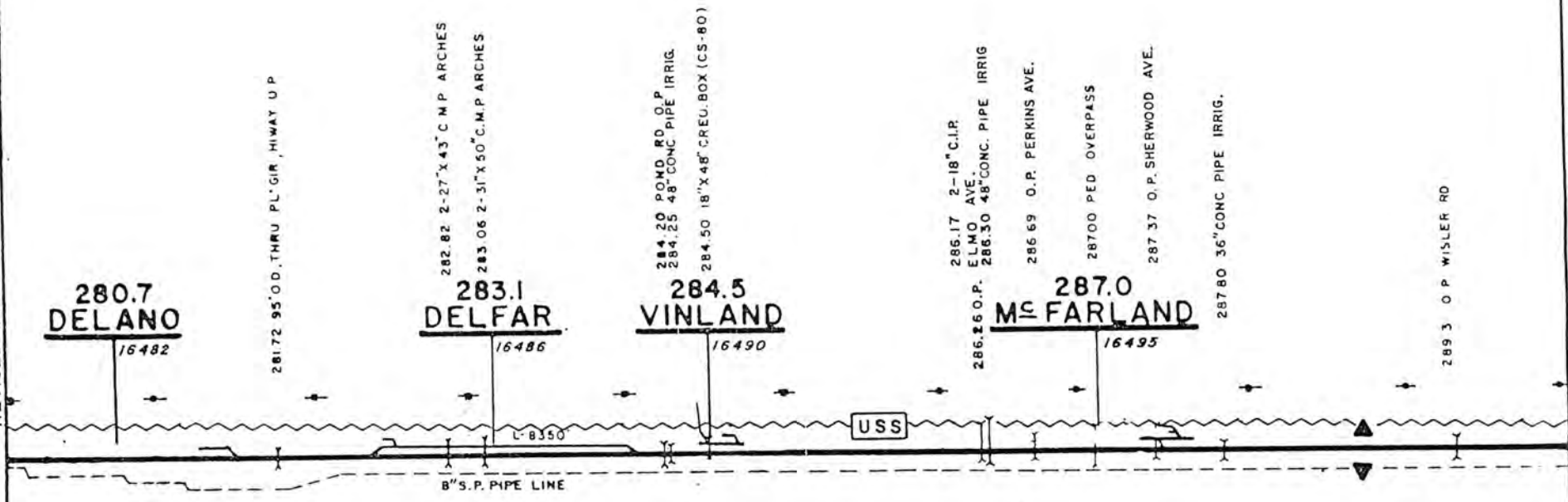
270

275

280



REVISED TO: JAN 1, 1992



NO CURVES



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0.149 W. 0.314 E

0.242 W 0.350 E

374

70

S.P. - A.T. & S.F. JOINT OPERATIONS

291.58

290.25 3'-12" x 12" CONC BOXES, KERN-FRIANT CANAL

290.3
CABERNET

17052

291.15 30' B.D (CS-341)

292.12 135' B.D (CS-39) POSO CREEK

292.6
FAMOSO

17055

292.87 13' RAIL TOP
293.00 HIWAY O.P. ST. RT. 99 NORTH
293.14 OVERPASS ST. RT. 99 SOUTH

294.72 45' B.D (CS-1600)

295.29 48" CONC. PIPE
O.P. 295.4 KIMBERLINA RD.

295.9
SLATER

17060

297.50 MERCER RD C/P

299.36 30' B.D (CS-1600), LERDO CANAL

299.7
CAWELO

17065

300.00 IFRDO HIWAY O.P.

290

295

300

72

CWR

136

CWR

83 SLAG

1989

...

...

...

1989

0.14

V-18

0.33

0.13

0.35

0.24

B

REVISED TO JAN 1, 1992

300.0 LERDO HIWAY O P

300

72

136

CWR

1989

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300.5
LERDO
17070

60
300.9

302.58 13' RAIL TOP
303.0
PROSPERO
17075

70

302.9

USS

304.16 30' B.D. (CS-16) LERDO CANAL

305

71

119

CWR

1989

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305.8
SACO
17080

8" S P.P.I.

8350

306.10 13' RAIL TOP

71

119

CWR

1989

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STATION
SITE
4" SIG.
OIL CO.

307.98 HIWAY OVERPASSES
308.00
308.02
308.33 10' B.D. (CS-34) DK

308.6
OIL JUNCTION
17083

8" S P.P.I.
(STA. 011)

TO

MALTA

AYBSF
O.L.S.
50
308.80

308.98
45' P.S.P.C CONC BRIDGE,
BEARDSLEY CANAL

309.60 80' B.D., AIRPORT DRIVE U P
309.66-96" R.C.P. IRRIG.

310

B

-0.24

0.15

-0.15

0.35

-0.22

0.14

-0.35

0.242 W 0.350 E
S.P. - A.T. & S.F. JOINT OPERATIONS

0.350 W 0.362 E 375

REVISED TO JAN 1, 1992

360 W 2 520 E

377

60

SP-AT.&SF. JOINT OPERATIONS

NO CURVES

320

325

90

90

136

CWR

136

83 SLAG

82 SLAG

320.1
EDISON

17750

321.23 15' RAIL TP

322.11 15' R.T.

322.69 13' R.T.

323.51 16' R.T.

324.14 3' R.T.

325.0
SANDCUT

17755

320

325

USS

50

323.6

85

70

CWR

36

83 SLAG

1989

. . . .

. . . .

. . . . 1989

NO CURVES

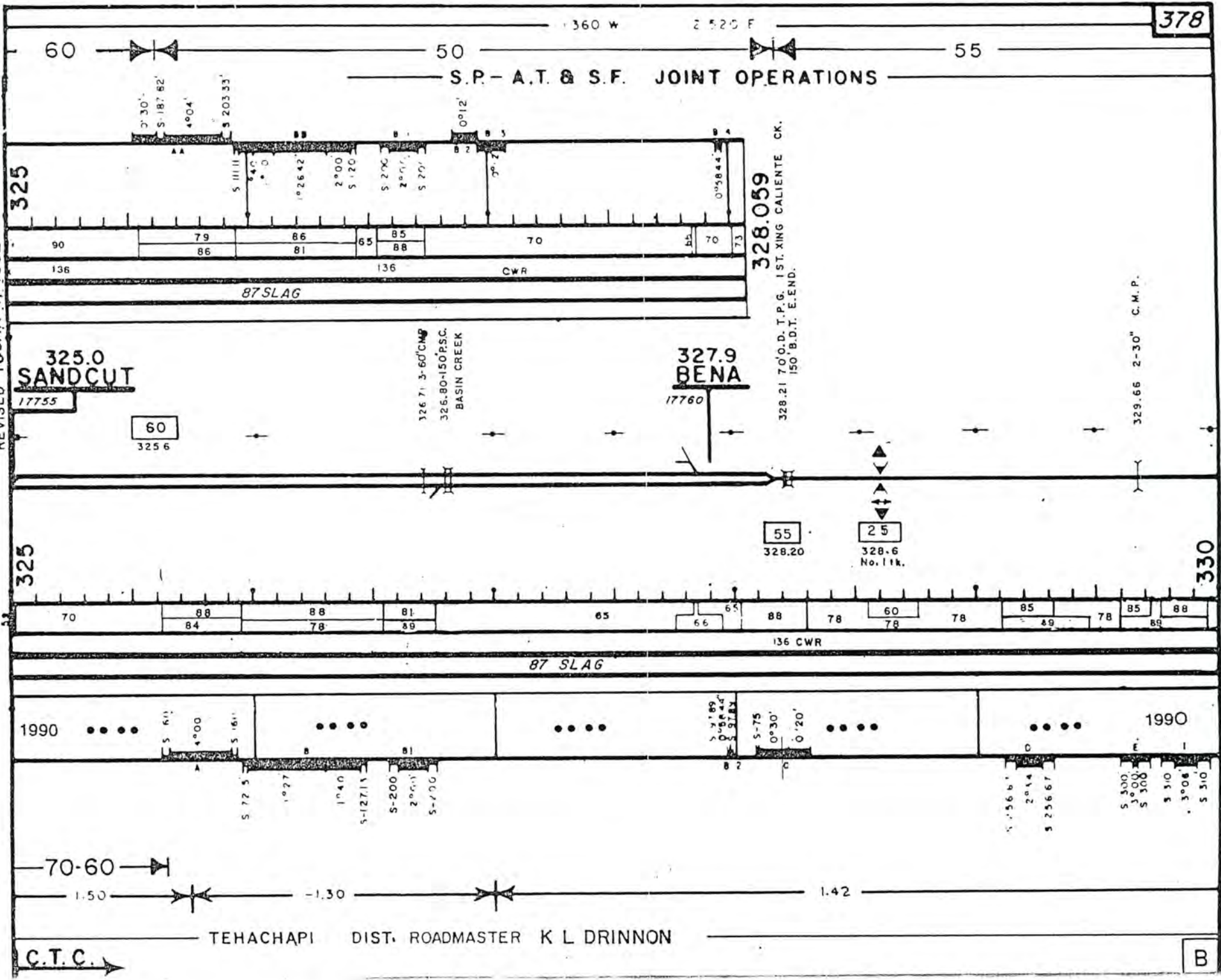
70-60

150

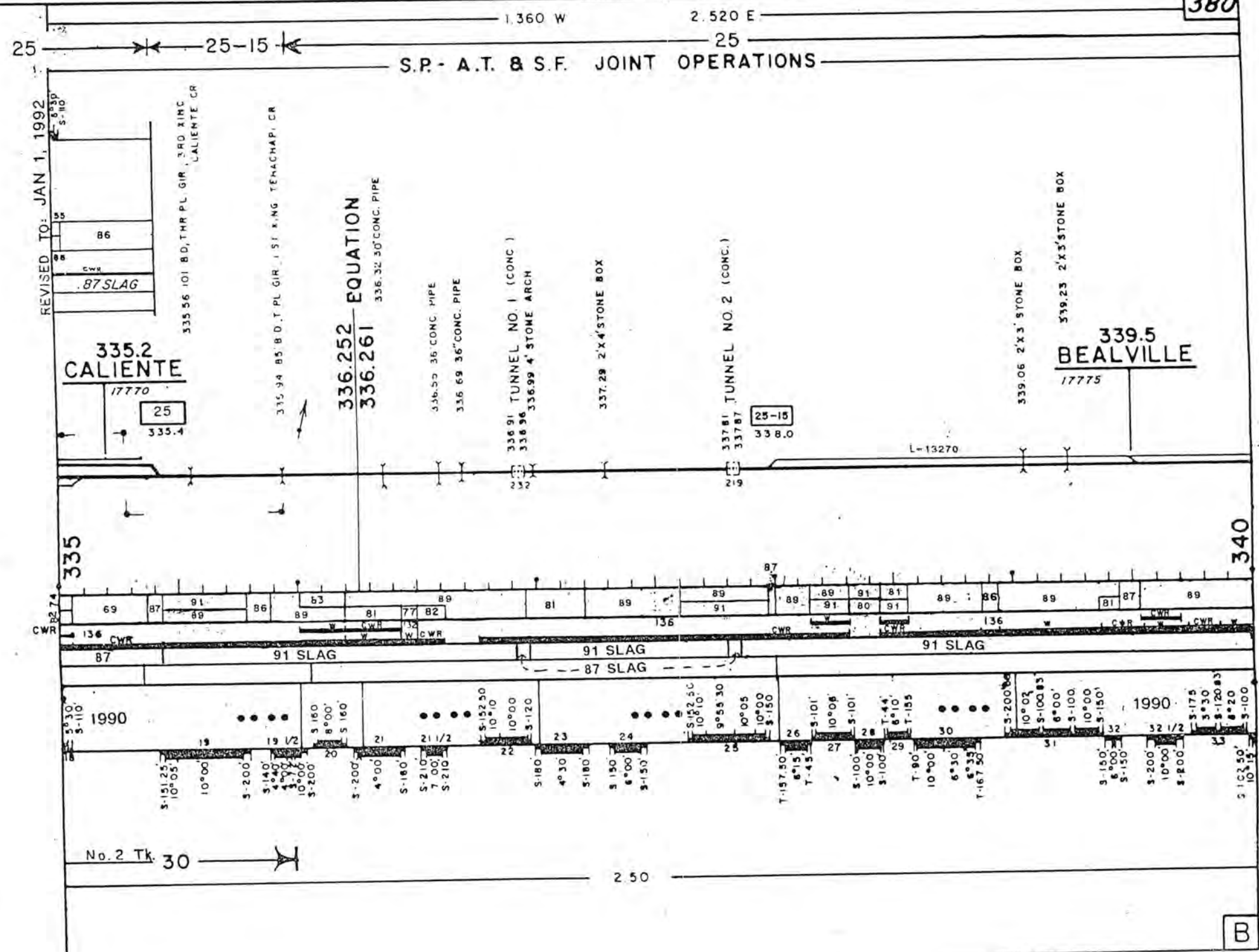
324.9

BAKERSFIELD DIST. ROADMASTER J.D. MAXWELL

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S.P. - A.T. & S.F. JOINT OPERATIONS

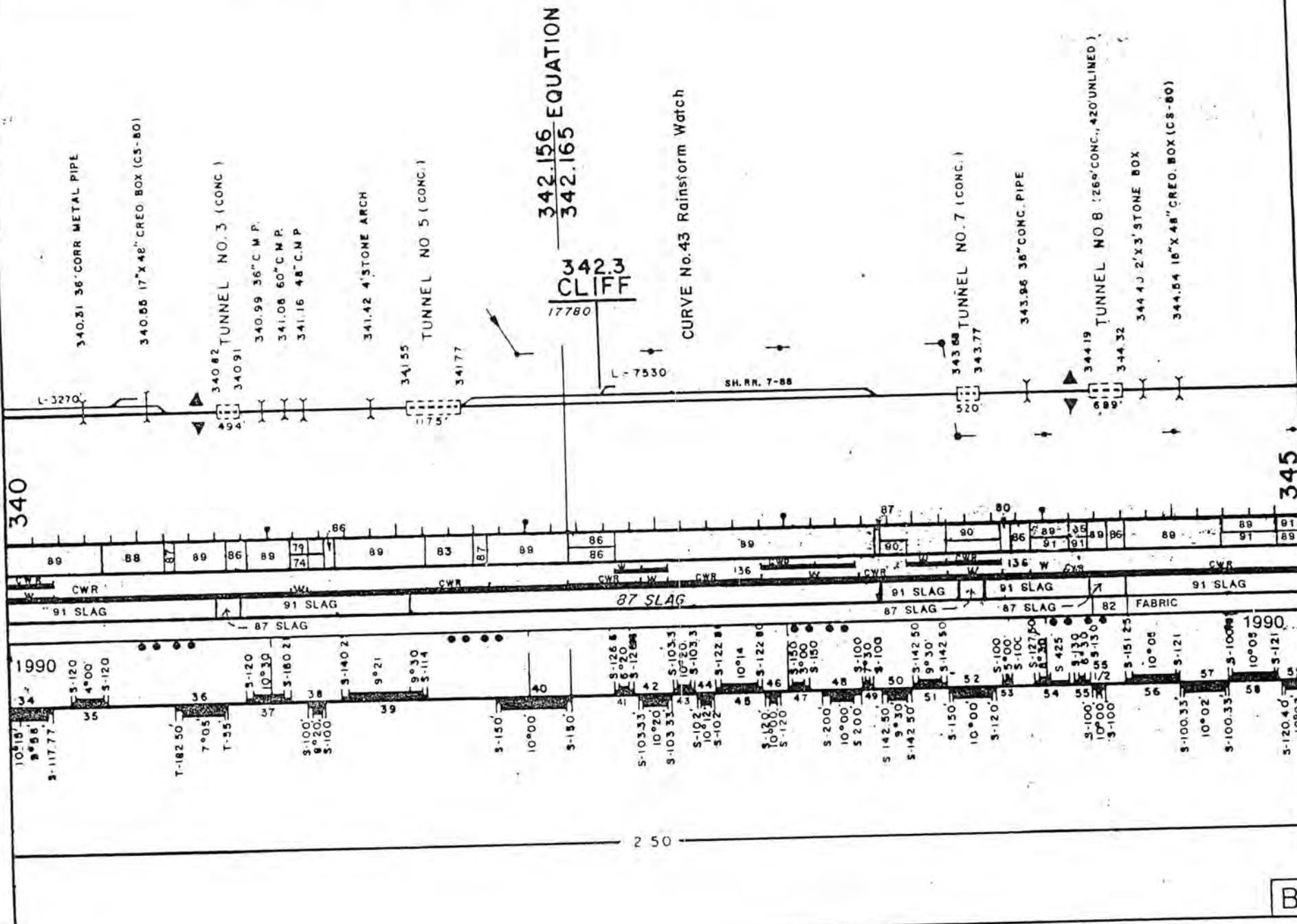


REVISED TO: JAN 1, 1992

1360 W 2520 E

381

25
S.P. - A.T. & S.F. JOINT OPERATIONS



B

ED Wang

1.360 W. 2.520 E.

4382

25

S.P.-A.T. & S.F. JOINT OPERATIONS

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345.10 36" C.M.P.
345.22 36" C.M.P. -
345.23 15' RAIL TOP

345.5
ROWEN
17785

34592 13'RT

346.36 36" CONC. PIPE

346.71 12", IRON PIPE

34603 256 OK PLGIN, 2ND XING TEHACHAPI CR

347 26 116° C.M.P.

347 47 15' 80 (CS 39)

34830 HIWAY OVERPASSES - 2
34836 20' CONC ARCH, 3RD XING TENACHAPI CR

348.52 9' R T.

348.8
WOODFORD
17790

349.10 18" X 36" CREO. BOX

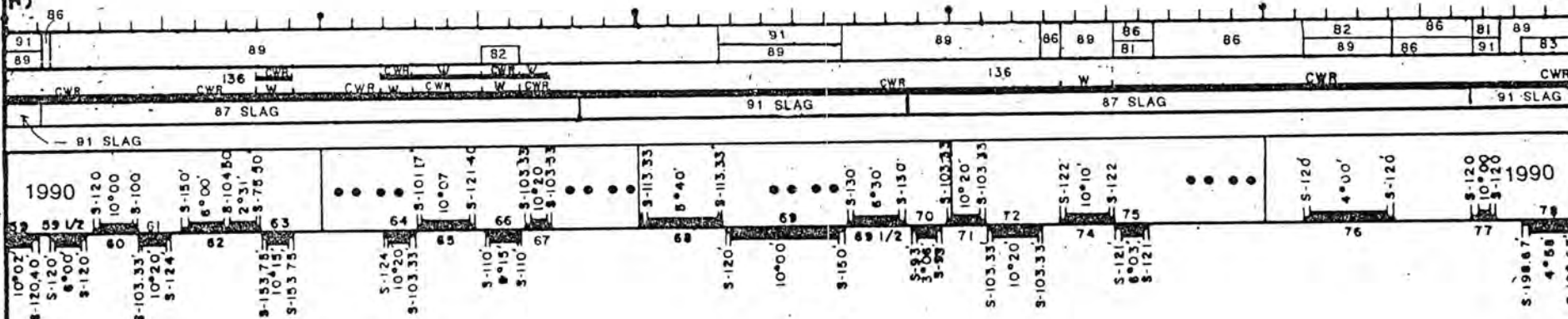
349.36 36" C.M.P.
349.40 36" CONC. PIPE
349.80 72" X 4" C.M.P.A

34974 256'OK PL GIR. 4TH XING TENACHAPI CR

349.94 7th C, Mth
349.96 2nd X 3, 5th NE BCX

345

350



2.50

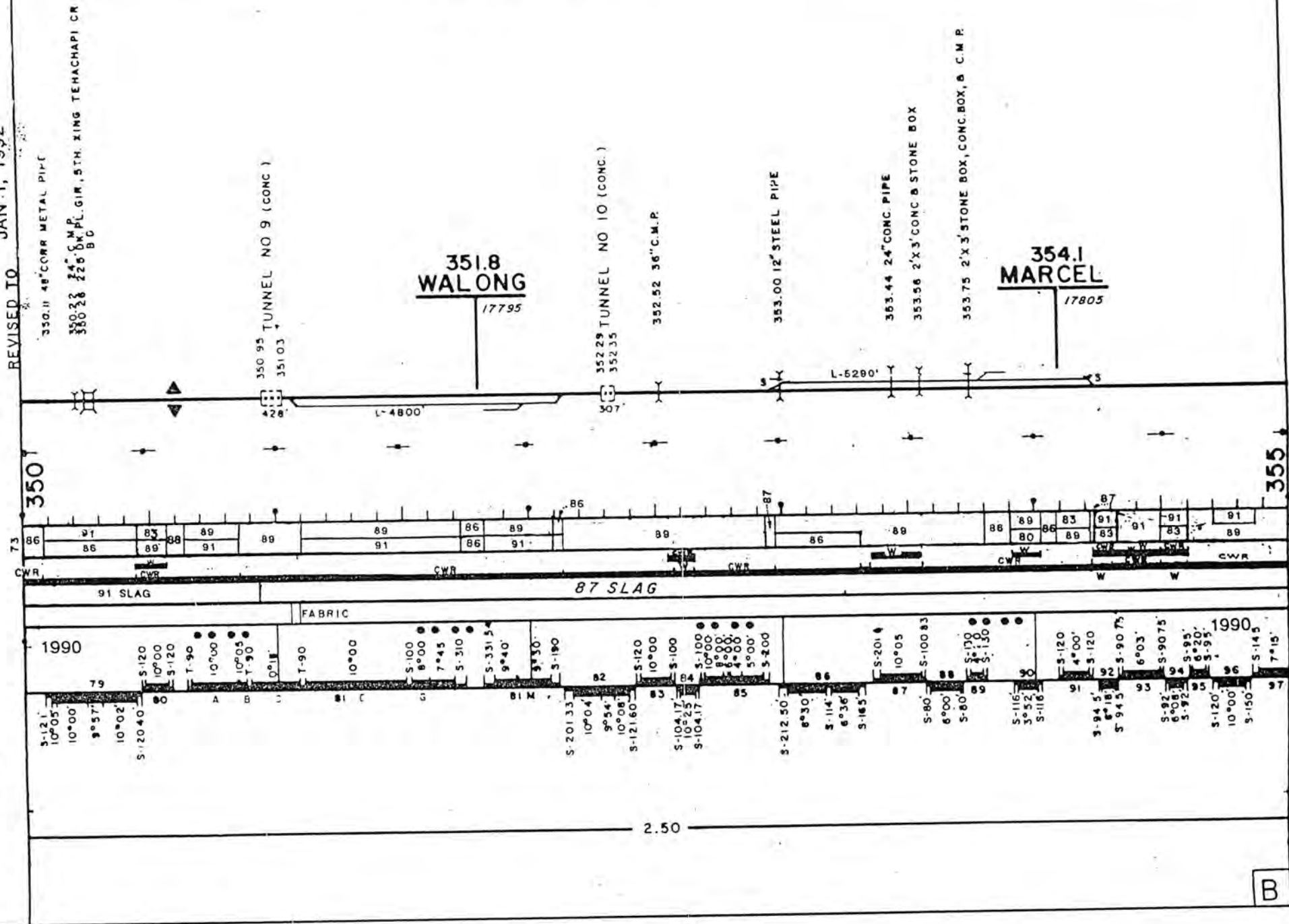
1

1.360 W. 2.520 E.

25

S.P.-A.T. & S.F. JOINT OPERATIONS

REVISED TO JAN. 1, 1992



355

2 520 E

360

032

1

25

S.P. - A.T. & S.F. JOINT OPERATIONS

EQUATION

TUNNEL NO. 14

355.487

356.73 T RAIL. TOP
356.74 TUNNEL NO 15 (CONC)
356.75

35500 TUNNEL NO. 16 (CONC.)

35593 TUNNEL NO 17 (CONC)

356.405 BEG. No.1 & No.2 Trks.
S 16 R0T PL GR 6TH XING TENACHAPI CREEK

356.7
CABLE

17614

6 95 3 C.M.P.

The diagram shows two horizontal parallel lines representing tracks. The top line is labeled "No. 1 Track" and the bottom line is labeled "No. 2 Track". On each track, there are two vertical tick marks. The left tick mark on No. 1 is aligned with the left tick mark on No. 2, and the right tick mark on No. 1 is aligned with the right tick mark on No. 2.

357.93 4' C. ÷ P.

352 12 4 CMP

358.26 18 148 C7.60x
14' CONC. ARCH.

358 49 17th 48 CR Box

358.62 30' B.O.T.

358-73 3 CMP
15 PNT

358 74 13 80
358 80 3 C MP
7 2 0 0 0 5

558.866

359.24 2-72" C.M.P.

359.37 11' R.T.

359.41 HIWAY O.P.
359.43 15' B.O.T.

—

—

359.94 15' B.O.T.

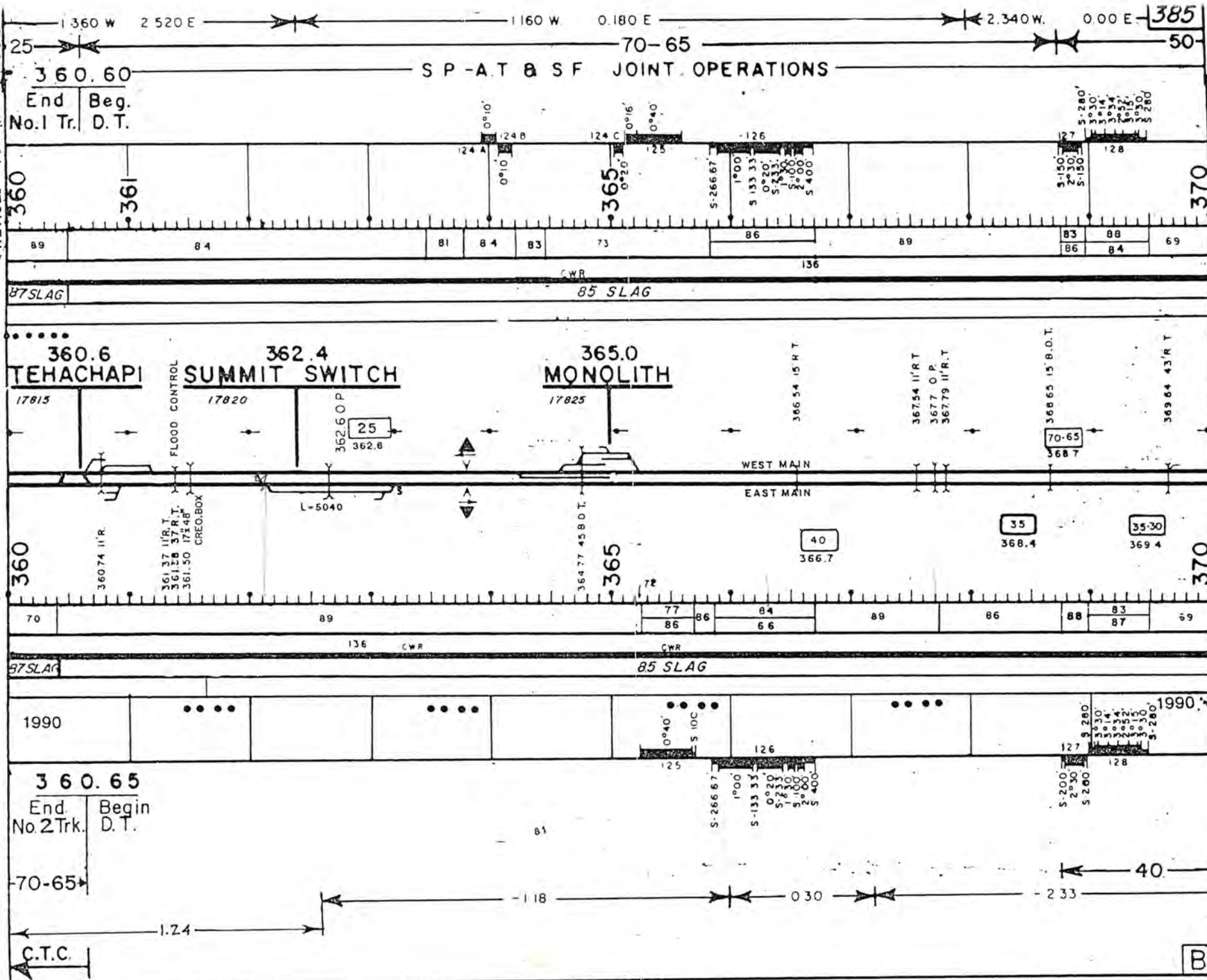
NO. 2 TR/7C-65
359 50

1990

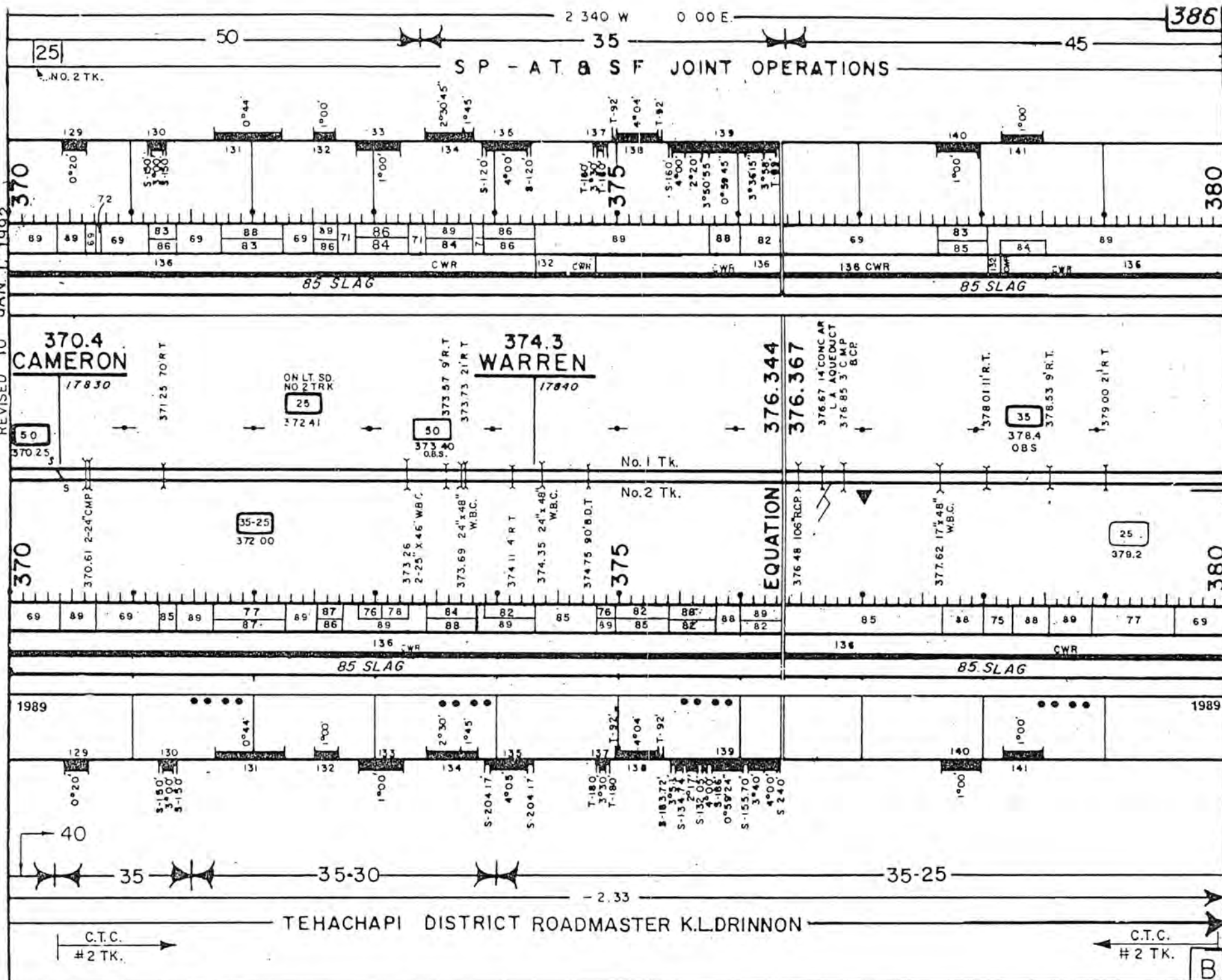
NO. 2 tk.
-70-65.

2.50

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JAN 1, 1992

REVISED TO

388

60

1430 W

50

0610 E

390.4
ANSEL

18125

391.46 3'X4' CREO BOX (CS-66)

391.68 3'X4' CREO. BOX (CS-66)

391.96 3'X4' CREO. BOX (CS-66)

392.44 3'X4' CREO BOX (CS-66)

392.67 3'X4' CREO BOX (CS-66)

392.73 2-18" S.P.

394.0
ROSAMOND

18130

394.79 21 RAIL TOP

394.97 20 B.D.T.

395.20 10'B.D. (CS-1605)

395.32 10'B.D. (CS-1605)

395.72 36" C.M.P.

396.20 10'B.D. (CS-1605)

396.39 2-18"X36" CREO BOX (CS-80)

396.66 20 B.D. (CS-1605)

396.77 10'B.D. (CS-1605)

397.35 10'B.D. (CS-1605)

397.56 18"X48" CREO. BOX (CS-80)

397.71 2-24" CP

397.82 2-24" CP

397.96 2-20" SR

398.70 2-24" CR

398.83 21' R.T

398.96 31' R.T

399.17 31' R.T

399.9
OBAN

18135

390

50
390.5

395

400

91

82

88

71

59

81

69

59

89 CR

LWR

136

89

CR ROCK

1989

...

S 390

1° 18'

S-330

0° 12'

S-60

...

...

...

1989

0° 30'

S-150

43

-150

-013

B

REVISED TO: JAN 1, 1992

43. W

60 E

50

100 W

224 E

389

401.68 17" RAIL TOP
400.78 25" P.T. (CS-1710A)

401.99 30.80 (CS-1605)
401.01 25" P.T. (CS-1710)

401.65 11" R.T.

402.75 17" X 48" CREO. BOX (CS-80)

403.07 2-24" CMP CREO. BOXES (CS-80)
403.19 2-17" X 48" CREO. BOXES (CS-80)

403.37 17" X 48" CREO. BOX (CS-80)

403.91 17" X 48" CREO. BOX (CS-80)

404.41 11" R.T.
404.41 2-18" X 48" W.B.C. (1962)

404.88 17" X 48" CREO. BOX (CS-80)
404.88 18" CMP (1985)

405.5
LANCASTER
18140

406.21 60.80 (CS-1601)

407.2
SUNRISE
18145

409.19 60.80 (CS-1601)

409.8
DENIS
18150

L-8350'

USS

L-8350'

400

405

410

59

136

59

87

59

86

59

59

82

CR ROCK

CR ROCK

1989

...

...

...

...

1989

NO CURVES

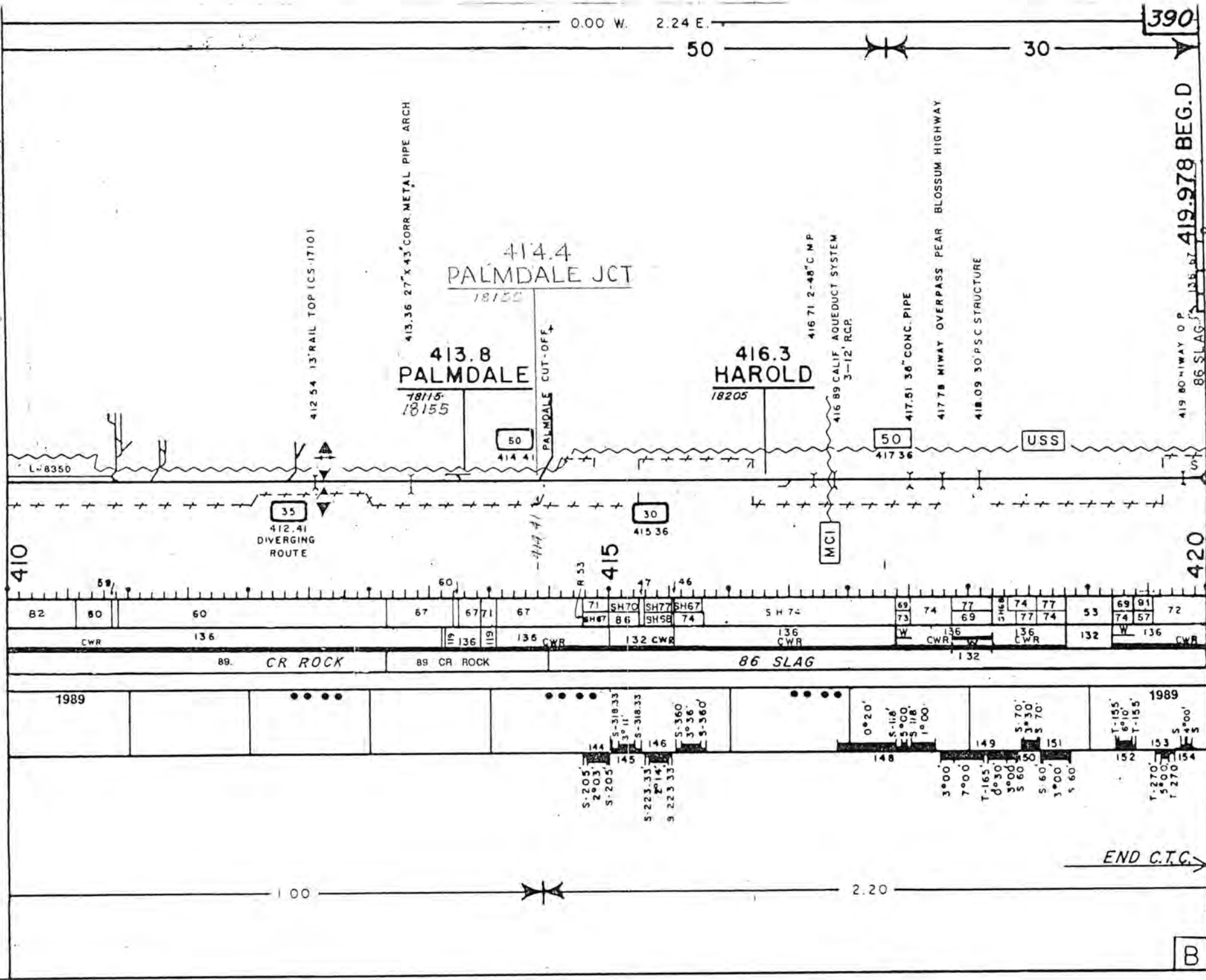
0.3

04

100

B

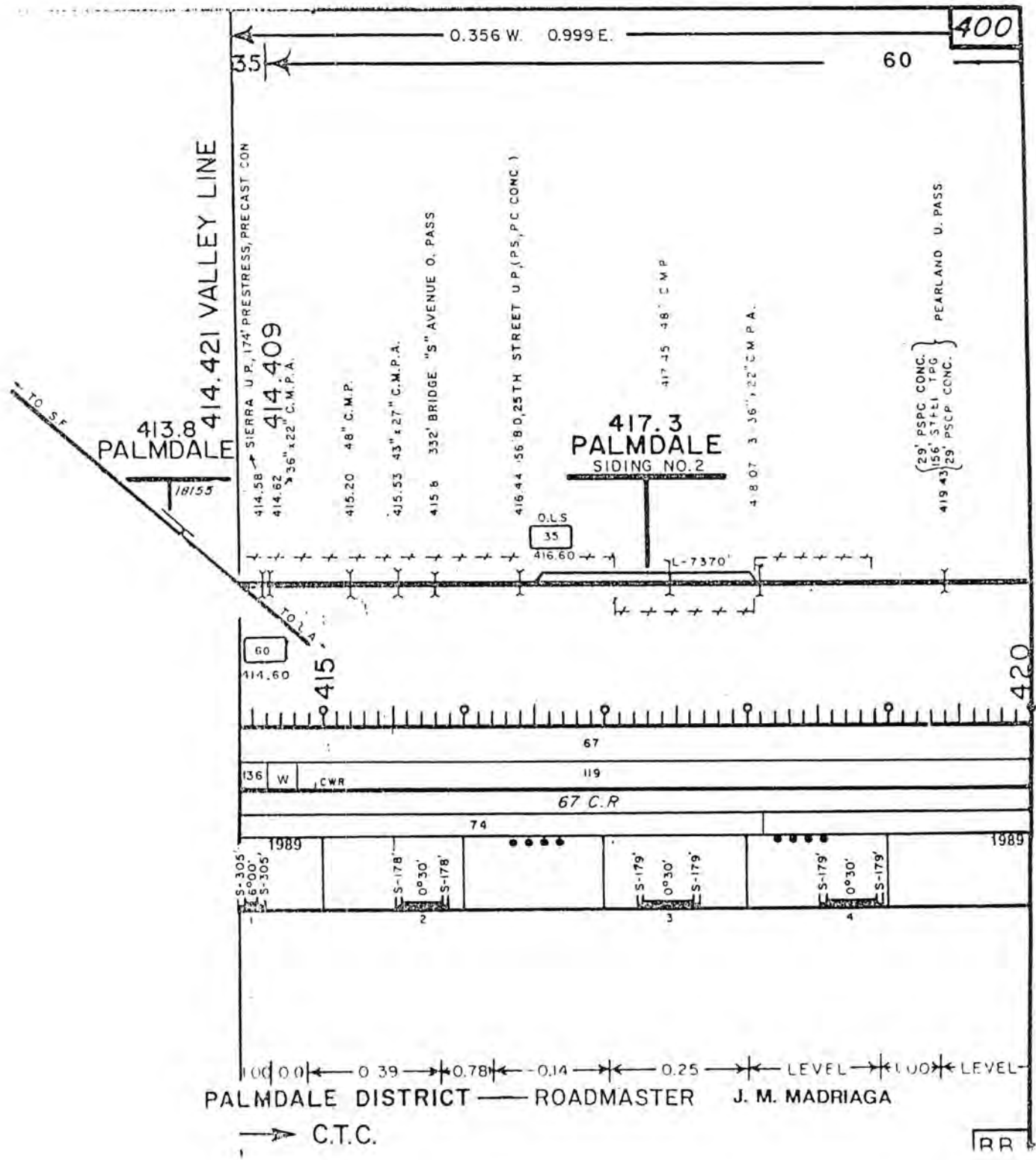
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END C.T.C.

B

REVISED TO JAN 1, 1992



REVISED TO JAN 1, 1992

0.356 W.

0.999 E.

401

60

421.12 45' P.S. P.C. CONC. BRIDGE GRAVEL PIT RD.

421.73 45' P.S. P.C. CONC. BRIDGE GRAVEL PIT RD.

422.16 75' P.S. P.C. CONC. LITTLE ROCK AND B GRAVEL CO.

422.36 225' PRESTRESS PRECAST CONC., LITTLE ROCK WASH GRAVEL PIT RD. BRIDGE

422.90 159' P.S. P.C. CONC. , 90TH. ST UNDERPASS

423.36 22x13' C.M.P.A. B 18" C.M.P.

423.88 18' C.M.P. B 36" X 22" C.M.P.A.

424.10 387' P.S. P.C. CONC. "T" AVENUE OVERPASS
424.24 43' X 27' C.M.P.A.

425.67 36' C.M.P.A.

425.94 4-2-43" X 2' C.M.P. ARCH
HIGHWATER DETECTOR 2-58" X 1-1" C.M.P. ARCH.

427.40 48" C.M.P.

427.80 36" C.M.P. X 36" C.M.P.A.

427.87 58" X 36" C.M.P.A.

428.07 58" X 36" C.M.P.A.

428.22 2 58" X 36" C.M.P.A.

428.61 58" X 36" C.M.P.A.

428.93 2 58" X 36" C.M.P.A.

429.27 2 EA. 72" X 44" C.M.P.A.

429.42 2 EA. 72" X 44" C.M.P.A.

429.68 3 EA. 72" X 44" C.M.P.A.

429.77 72" X 44" C.M.P.A.

420

425

430

C.W.R.

119

C.W.R.

67 C.R.

1989

1989

S-179'
0°30'
S-179'

S-179'
0°30'
S-179'

S-179'
0°30'

LEV 0.40 -0.32 0.26 1.00 0.0 0.80 0.39 0.56 -0.11 0.74 0.62 0.40 0.71

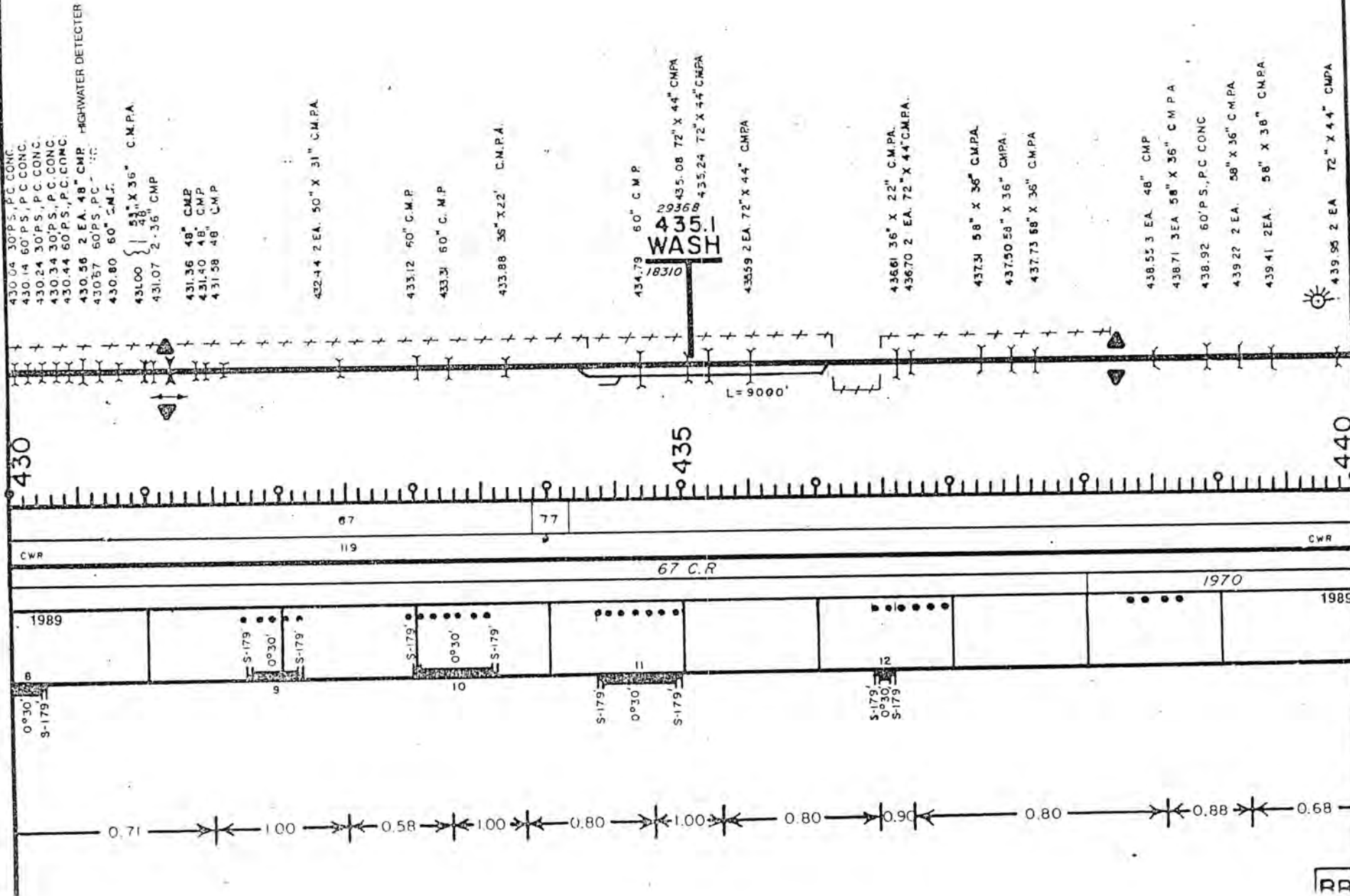
RR

REVISED TO JAN 1, 1992

402

0.356 W. 0.999 E.

60

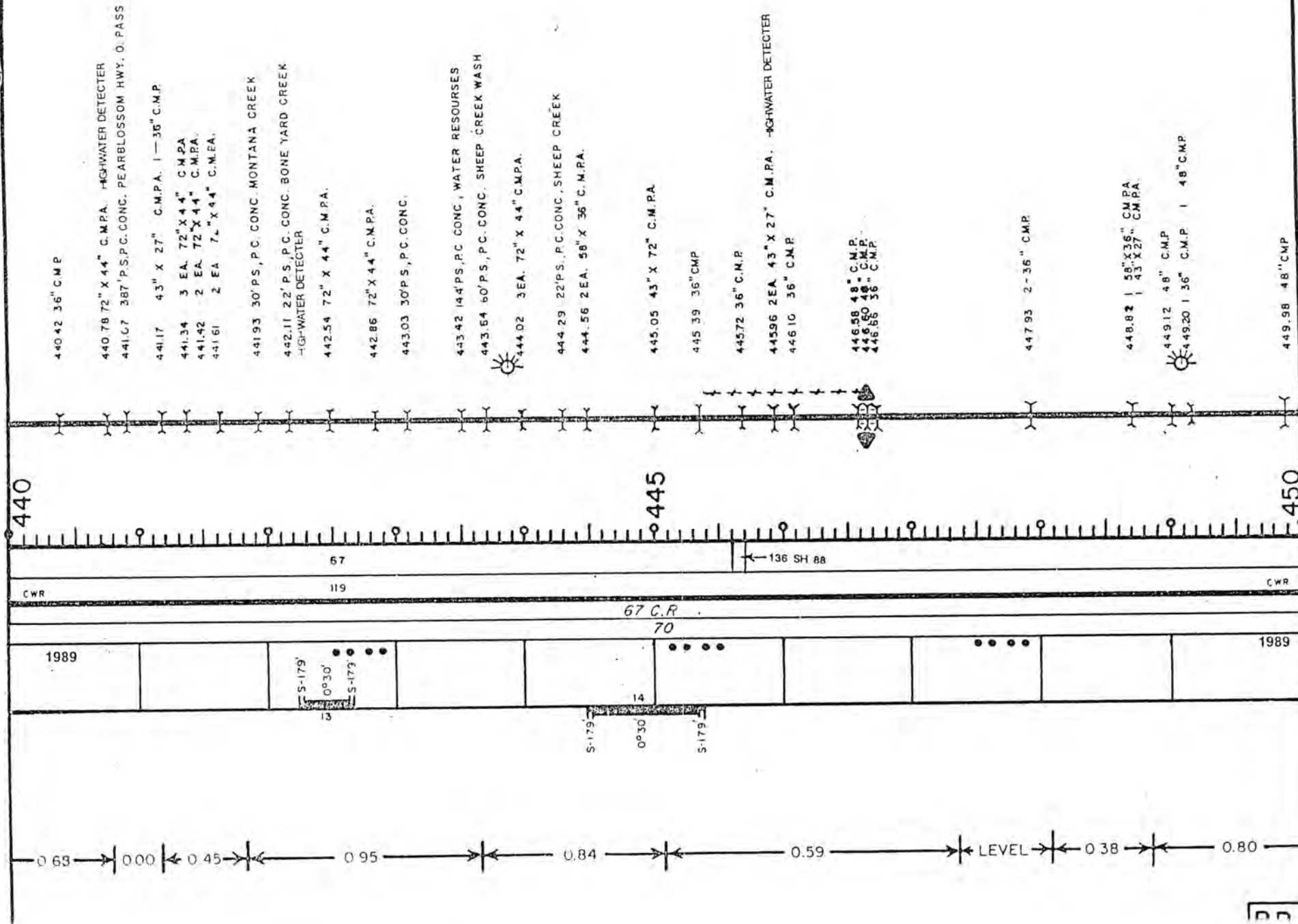


REVISED TO: JAN 1, 1992

0.356 W. 0.999 E.

403

60



REVISED TO JAN 1, 1992

0.356 W. 0.999 E.

60

404

451.1
PHELAN

18315

455.47 48" C.M.P.

455.76 48" C.M.P.

456.17 36" C.M.P.

456.38 36" C.M.P.

456.51 36" C.M.P.

457.25 48" C.M.P.

457.80 296' BRIDGE WEST HESPERIA OVERPASS
457.95 52" C.M.P.

460.0
HIVOLT

18320

2400 VAC

50
458.8

450

455

460

67

67

119

CWR

CWR

67 C.R.
70

1989

1989

S-179
0°30'
S-179

15

S-179
0°30'
S-179

16

S-323
1°00'
S-323

17

S-179
0°30'
S-179

18

S-179

0.80 → 0.68 → LEVEL → 0.30 → -0.05 → 0.20 → -0.35 → 0.20 → 0.83 → 1.00 → 0.45 → LEVEL → 0.80

470.20	36" CMP
470.37	36" CMP
470.42	36" CMP

470.0
CANYON

18330

L-9515

4,0

475

480

TO A.T.S. F.S. 14" GAL. NEV. PIPE

479 59 DEVORE RD, O.H.

479.85 48" CMP
444'PS PC CONC. CAJON CREEK AT DEVORE

-2.00 MIN. TO -2.20 MAX.

-1.97

□

REVISED TO: JAN 1, 1992

480

86	67	88	67	88	67	86	87	87	89	67	87	89	67	69	67	88	88	67	86	78	89	78	84	67	83
136	136	136		136		136	CWR	119	136	119	136	CWR	119	136	CWR	136	119	136	119	136	119	136	119	136	119

89 C.R.

71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99
S-47'	S-47'	S-47'	S-47'	S-47'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'

-2.08 MIN TO -2.20 MAX.

180 -2.20 -1.65 LEVEL -2.1 -1.65 -0.96 -1.44 1.56 2.15

481.0
DIKE
18340

482.02 36" CMP

482.49 36" CMP

483.20 104 P.S., P.C. CONC. INSTITUTION RD. U.P.

484.69 36" CMP
484.75 111' P.S., P.C. CONC. DEVILS CREEK DIVERSION

485.41 36" CMP

487.08 { 1- 69' PSC
12- 70' PSC
1- 53' PSC }
LYTLE CREEK

486.42 72" CMP

486.76 72" CMP

485.94 { 1- 32' TPG
1- 32' PSC }
487.01 { 1- 31' PSC
2- 79' DPG
1- 31' PSC }
HIGHLAND AVE U. PASS
FOOTHILL FWY. U. PASS

487.60 75' P.S., P.C. CONC. GABRIEL ROCK CO. U. PASS
487.63 42" CMP

487.99 36" X 22" CMPA
488.02 167' CONC. SLAB BASELINE RD. O.P.
488.04 58' CP

489.00 36" CMP

489.30 123' FOOTHILL BLVD. O. PASS

489.8
BENCH
24850

489.64 84" CMP
489.69 60" CMP
489.79 367' PSC ATSF. AND RIALTO AVE. U.P.

490

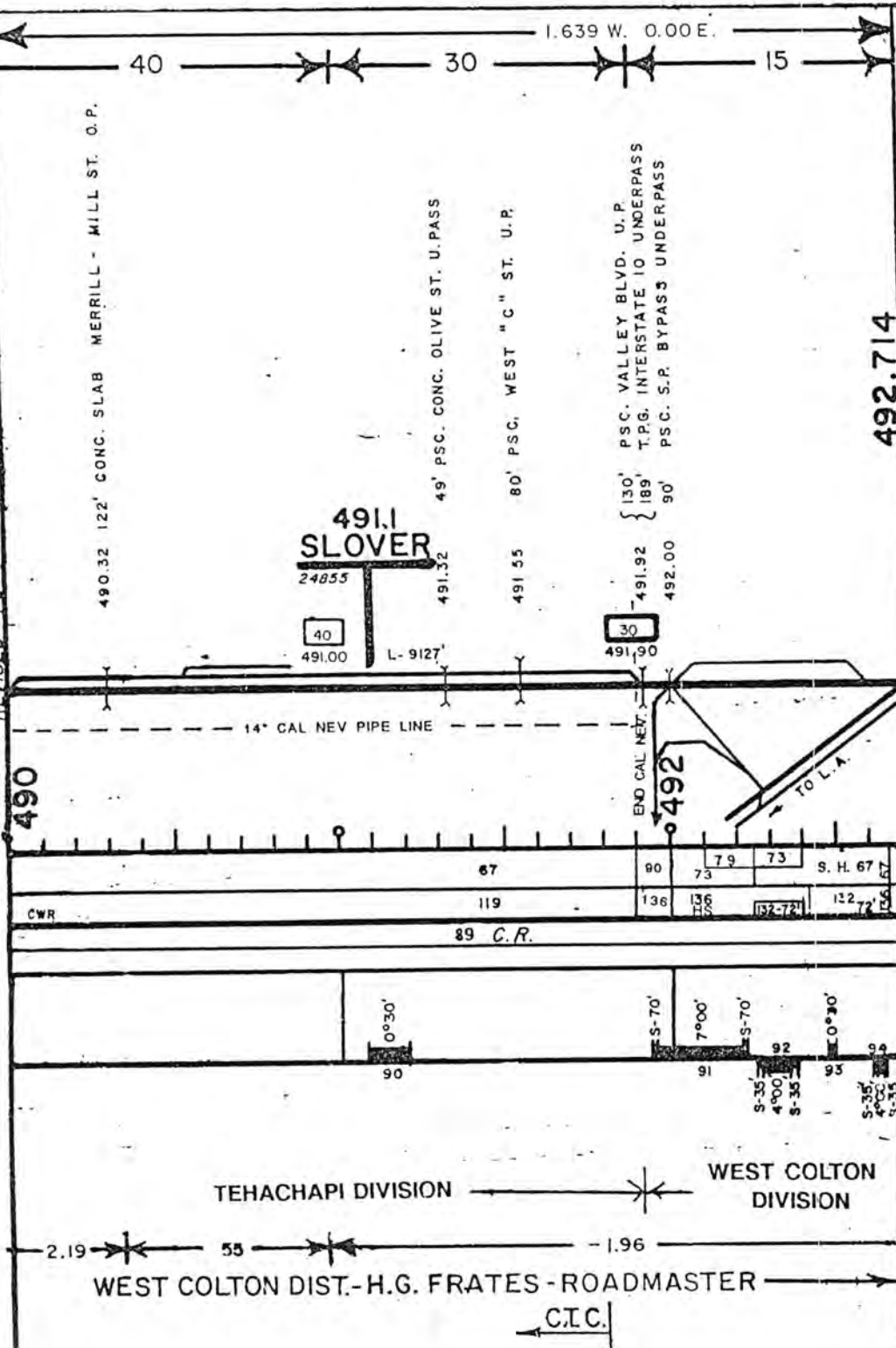
86	88	89	90	91	92	93	94	95	96	97	98	99
136	136	136	136	136	136	136	136	136	136	136	136	136

89 C.R.

71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99
S-47'	S-47'	S-47'	S-47'	S-47'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'	S-70'

BB

REVISED TO JAN 1, 1992



492.714
538.405 MAIN LINE

COLTON

TO EL PASO

TO L.A.