

MATCHLINE FOR CONTINUATION SEE DWG C-211

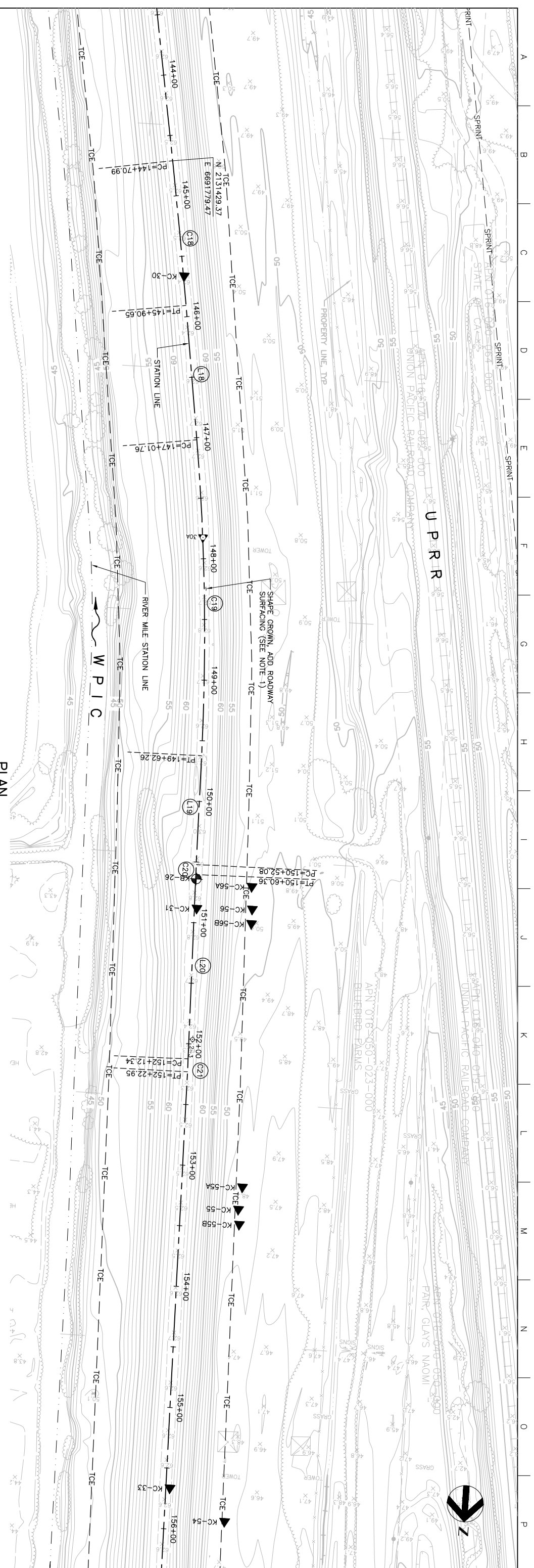
Station	Existing Levee Crown Elevation (TYP)	Profile Cut Along Station Line	Minimum Shaped Crown Elevation
144+00	62.19		
145+00	62.1		
146+00	62.2		
147+00	62.4		
148+00	62.4		
149+00	62.5		
150+00	62.7		
151+00	62.6		
152+00	62.6		
153+00	62.6		
154+00	62.9		
155+00	62.9		
156+00	62.7		

PVI STA = 145+00
PVI ELEV = 62.19

PVI STA = 150+00
PVI ELEV = 62.18

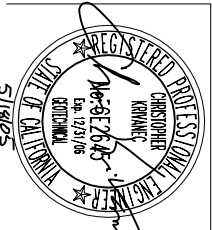
NOTE:
1. IN AREAS WHERE FULL RAISE NOT REQUIRED, GRADE CROWN ROADWAY TO ACHIEVE MINIMUM SHAPED CROWN ELEVATION SHOWN ON PROFILE. REMOVE EXISTING ROADWAY AND IMPORT SELECT MATERIAL AS NECESSARY. ADD 4 INCHES ROADWAY SURFACING AT ALL CROWN LOCATIONS PER DETAIL C-230.

PLAN
SCALE: 1" = 40'



MATCHLINE FOR CONTINUATION SEE DWG C-213

Issue No.	Description	Date	Drawn	Checked	Revised	Proj. Insp.
0	ISSUED FOR CONSTRUCTION	5/18/05	ACC	PJH	CEK	KRM



HDR
HDR Engineering, Inc.

Project Manager: K. MYERS
Designed: C. KRIVANEC
Checked: P. HRADLICK
Drawn: A. COLLINS

Phase II Levee Repairs
Upper Bear River, WP Interceptor Canal and Yuba River
Reclamation District No. 784
Marysville, California
Three Rivers Levee Improvement Authority

WPIC
PLAN AND PROFILE

Date: MAY, 2005
Scale: AS NOTED

Project No.: 201064-19703
File Name: C212.DWG

Drawing No.: C-212
Issue: X