17'6" Long

SALITRAL LATERAL
CONDITION PROFILE 1960

Surveyed by: Smith March 1960.
Field books: 3119, 3120 & 3121 Ysleta
Plotted by: J.H. Oct. 1960
Checked: E.C.
Revised 2-18-63 S.P.
To show R & B Structures

23-503-6195

80

B.M. Elev. 3609.92 Top of 2nd rail from right of concrete check at Sta. 1098+65 of the Franklin Canal.

LEGEND
Top of bank - Lt.
Top of bank - Rt.
Top of lining - Lt.
Top of lining - Rt.
Elevation of high water surface in lateral.
Elevation of high water surface at exit of T.O.
Bottom of lateral
Bottom and ℄ of The Franklin Canal
3590
3600
3610
0+00 ℄ FRANKLIN CANAL
0+18 Skimming Weir - 5-10' bays
0+75 12" TO Rt.
0+86 Face 6' Timber S.G. Heading
0+99 Entrance
4'x6'x92' Concrete box culvert
1+51 ℄ U.S. HIGHWAY 80
1+91 Exit
2+77 18" SGTO Rt.
6+81 18" SGTO Lt.
15+62 18" SGTO Lt.
15+86 Face Conc. Check 1-6' bay NEW - R&B
21+77 12" SGTO Lt.
26+18 12" SGTO Lt.
26+24 Face Conc. Check 1-6' bay NEW - R&B
38+00 Begin Culvert
38+15 ℄ 72" X 30' CMP
38+30 End culvert, begin lining
Concrete lining over Middle Drain
Ent. transition 39+81 End lining
4'x6'x 21' Concrete Box Culvert
39+96 ℄ Southern Pacific R.R.
40+07 Exit
42+19 ℄ 72" x 30' CMP Culvert
44+98 Face conc. check 2-5' bays
58+58 18" SGTO Rt.
58+79 18" SGTO Lt.
58+84 Face conc. check 1-6.0' bay
61+66 ℄ Timber bridge 16'x25
71+81 24" SGTO Rt.
72+34 24" SGTO Lt.
72+64 Face conc. check 1-6.0' bay
91+05 24" SGTO Rt.
91+08 12" SGTO Lt.
96+47 24" SGTO Lt.
96+51 Face conc. check 1-6.0' bay
109+61 24" SGTO Rt.
109+76 Face conc. check 1-6' bay NEW - R&B
119+96 24" SGTO Rt.
121+94 6" inlet from farm well - Lt.
122+38 ℄ 72" x 44" x 20' CMP Arch
122+68 24" SGTO Rt.
122+93 Face conc. check - 1-6' bay NEW - R&B
123+17 = ℄ End of Ysla Lateral Lt.
136+64 24" SGTO Lt.
139+21 24" SGTO Rt.
139+23 Entrance
54"x 21' CMP Culvert
139+34 ℄ Farm Road
139+44 Exit
143+53 24" SGTO Lt.
144+00 Face conc. check 1-6.0' bay
146+10 8" SGTO Lt.
146+23 3" Water line & foot bridge
147+48 ℄ 48"x 22' PCP Culvert - Farm road
147+61 24" SGTO Rt.
147+81 ℄ 3" Inlet from farm well.
147+96 8" SGTO Lt.
149+07 12" SGTO Lt.
149+99 18" SGTO Lt.
155+99 12" SGTO Lt.
156+03 Face conc. check 1-6.0' bay
167+86 8" CMP Farm flume
168+04 12" SGTO Rt.
168+05 Entrance
48"x 47' CMP Culvert
168+31 ℄ Clint - North Loop Cut-off Road F.M. 1110
168+52 Exit
171+66 ℄ Timber bridge 16'x 18'
173+49 18" SGTO Rt.
176+29 15" SGTO Lt.
178+23 Begin lining
Concrete lining over Mesa Drain
179+10 18" SGTO Rt.
179+27 Face concrete check 1-6.7' bay
180+42 End lining
181+06 24" SGTO Lt.
182+07 Entrance
48"x 47' CMP Culvert
182+32 ℄ County Road Foster Road
182+54 Exit
182+56 12" SGTO Lt.
182+59 12" SGTO Rt.
188+40 8" Farm flume
188+46 18" SGTO Rt.
188+47 18" SGTO Lt.
188+66 Face conc. check 1-6.0' bay
197+65 24" SGTO Rt.
203+13 24" SGTO Lt.
203+72 30" SGTO Rt.
203+87 Face conc. check 1-6' bay NEW - R&B
207+33 12" SGTO Rt.
218+74 Entrance
48"x 42' CMP Culvert
219+00 ℄ Celum Road
219+16 Exit
219+24 24" SGTO Lt.
222+59 24" SGTO Lt.
224+00 Face concrete check 1-6.0' bay
233+27 SGTO Lt.
233+42 Face concrete check 1-6.0' bay Dwg. 23-503-7154
240+00 Begin lining
Concrete lining right side
240+55 End lining
248+64 36" SGTO Lt.
248+79 Face conc. check 1-6' bay NEW - R&B
252+65 Begin lining
Concrete lining - Rt. side
259+50 24" SGTO Lt.
259+66 Face conc. check - 1-6' bay NEW - R&B
259+80 End lining
260+28 ℄ Timber farm bridge 16'x 20.6'
270+51 12" SGTO Rt.
270+75 24" SGTO Lt.
271+58 Face conc. check 1-6.0' bay
294+72 ℄ Timber farm bridge 16'x18'
294+89 24" SGTO Lt.
294+95 Wasteway under lateral See Dwg. No. 23-503-7357
304+30 24" SGTO Lt.
304+37 24" SGTO Rt.
304+52 Face conc. check 1-6.0' bay / SG
309+28 24" SGTO Lt.
317+30 30" SGTO Rt.
317+48 24" SGTO Lt.
318+66 ℄ 65"x 40"x 20' CMP Arch - NEW, R&B
318+84 18" SGTO Rt.
318+90 Face conc. check 1-6' bay NEW - R&B
324+97 24" SGTO Lt.
329+78 18" SGTO Lt
331+34 Face conc. check 1-6.0' bay (New)
331+66 5" Farm flume
331+76 ℄ Timber farm bridge 16'x 24'
335+07 18" SGTO Rt.
340+03 18" SGTO Lt.
340+05 Entrance
42"x 27' PCP Culvert
340+18 ℄ Farm road
340+32 Exit
342+08 24" SGTO Lt.
348+25 30" SGTO Rt.
348+42 24" SGTO Lt.
348+57 Face conc. check 1-6' bay NEW - R&B
357+16 ℄ 48"x 22' CMP Culvert Farm Road
358+13 24" SGTO Rt.
373+55 24" SGTO Rt.
378+20 2-24" SGTO Lt. Grismore Lat. Heading
378+31 24" SGTO Lt.
378+39 Face conc. check 1-6.0' bay
380+84 ℄ 54"x 30' CMP Culvert Farm road
381+05 Entrance - Concrete Lining
386+66 24" SGTO Lt.
386+76 Exit - Concrete Lining
388+65 ℄ Timber farm bridge 16'x 18'
393+31 24" SGTO Lt.
398+50 24" SGTO Lt.
398+65 Face conc. check 1-6.0' bay NEW - R&B
400+00 ℄ Timber farm bridge 16'x 16'
401+18 Begin conc. lining
401+34 36" PCP Inlet Rt. Clint Lateral W.W. No. 1
401+54 End conc. lining
412+21 24" SGTO Lt.
412+46 Face conc. check 1-6.0' bay
427+77 ℄ Timber bridge 20'x 20' Webb Road
434+65 24" SGTO Lt.
434+80 Face conc. check 1-6' bay NEW - R&B
443+04 30" SGTO Lt.
451+38 24" SGTO Lt.
451+53 Face conc. check - 1-6' bay NEW - R&B
461+91 18" CMP Culvert Drain
465+56 18" SGTO Lt.
470+58 24" SGTO Lt.
470+73 Face conc. check 1-6' bay NEW - R&B
471+94 Begin lining
Concrete lined section over old river bed
474+22 End lining
487+70 24" SGTO Lt.
487+74 Face conc. check 1-6' bay NEW - R&B
3560
3570
3580
514+06 Begin lining
Concrete lined section
518+66 End lining
519+45 - 24" SGTO Lt.
519+73 12" SGTO Rt.
521+57 Begin conc. lining
Concrete lined section
521+70 ℄ Timber farm bridge 16'x 20'
530+03 ℄ Culvert 72"x 44"x 20' CMP Arch
530+17 24" SGTO Lt.
530+18 18" SGTO Rt.
530+21 Face conc. check 1-6.0' bay NEW - R&B
530+97 End conc. lining
537+21 Begin conc. lining
Concrete lined section
545+25 End conc. lining
548+60 24" SGTO Rt.
553+36 24" SGTO Rt.
553+52 36" SGTO Lt.
553+67 Face conc. check 1-6.0' bay NEW - R&B
558+12 ℄ Culvert 54"x 20' CMP Porter - Robb Road ??
567+33 Face conc. check 1-6.0' bay
572+65 Entrance
48"x 21' CMP Culvert
572+76 ℄ Farm road
572+86 Exit - Begin lining
582+70 End lining
584+17 12" SGTO Lt.
585+61 ℄ 48"x 24' CMP Culvert Farm road Repl. w/timber bridge Dwg. 23-503-7284
587+61 6" Iron water line
588+69 Recording station Lt.
589+80 ℄ Timber bridge 14'x 24' Compress road to Fabens
590+55 8" H.P. Water line
590+69 Entrance
60"x 25' CMP Culvert
590+80 ℄ Compress road
590+94 Exit
591+92 ℄ Timber foot bridge 4'x 27'
592+56 ℄ 2 1/2" Pipeline
592+89 ℄ Timber bridge 8'x 18'
592+93 ℄ 2" Pipeline
592+97 ℄ 2" Pipeline
593+13 ℄ 2 1/2" Pipe inlet - Rt.
593+22 ℄ 3" Pipe inlet Rt.
593+34 ℄ 2" Pipe inlet Rt.
593+49 ℄ 4" Pipe inlet Rt.
593+53 ℄ 2 1/2" Pipe inlet Rt.
593+71 ℄ 1 1/2" Pipe inlet - Steam exhaust
593+88 ℄ 3/4" Airline
593+89 ℄ 2 1/2" Gasline
593+97 ℄ Timber farm bridge 12'x 20'
594+15 Entrance
65"x 40"x 42' CMP Arch / 6'x 4'x 28' conc. box culvert
594+27 ℄ Sou. Pac. R.R. Siding
594+56 ℄ Sou. Pac. R.R. Siding
594+72 ℄ Sou. Pac. R.R. Mainline
594+85 Exit
595+28 ℄ 18" SGTO Rt.
602+51 ℄ 3" Gas pipeline
602+75 Entrance
5'x 5'x 43' Conc. box culvert
602+95 ℄ U.S. Highway "80"
603+28 Exit 10' Transition with 5' check control.
603+29 2" Water Pipeline
606+68 ℄ 48"x 34' PCP Culvert Top of bank of Riverside Canal
607+00 ℄ Riverside Canal.
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SALITRAL LATERAL
CONDITION PROFILE 1960

Surveyed by: Smith April 1960.
Field books: 3119, 3120 & 3121 Ysleta.
Plotted by: J.H. October 1960
Inked by: E.R.J.
Checked by: E.C.

23-503-6195

T-80