PLATE 1—PLAN PROFILE & P. & P. STANDARD
THE FREDERICK POST CO., Chicago

Grade 780.0

Sta. 0+68.57 CMP Inlet

Sta. 0+60.57 Beg. 42"Ø

778

776

774

772

770

Exist. ground elev.

Const. 2½" A.C. Pav't. to replace excavated pav't. Feather onto exist. pav't. for smooth transition

Top of future pavement

Bottom of A.B.

Const. 36" CMP 14Ga. See Detail "B"

Install 39" R.C.P. 2000-D @ 0.16%

Trench section and installation of 39" R.C.P. to be in accordance with Riv. Std. Dwg. № 452, Case III.

Sta. 3+91 to Sta. 4+43.75 Const. 2½" A.C. Apron

Sta. 4+43.75 End 8' Sections Begin 4' Sections Begin Const. 2½" A.C. Apron

Sta. 4+32.40 6' Conc. Pipe

Sta. 4+43.75 Start 4' Sections

Railroad Tracks

Headwall

Approximate location and elevation of railroad signal conduit.

Abandon Exist. 24" C.M.P.

74.15

Sta. 5+21.75 End 34" Pipe

Begin Const. 72" Earth Ditch

Exist ground elev.

Slope backfill 1½:1 at culvert outlet.

0.16%

Const. Earth Ditch Place Rip Rap as directed by the Engineer.

Meet existing ground with proposed flow line.

B.M. ELEV. 778.31 SPIKE IN POLE NO. 513526 H SE. COR. JURUPA AVE. AND FLORENCE ST. F.B. 630/61

F.B. Z/65 SCALE VERT. 1"=2' HOR. 1"=20'

0 1 2 3 4 5 6

Projections of joints do not converge at common point, but are tangents to a common circle whose diameter is equal to pipe length.

48"

Drop=.7"

RADIAL PIPE

SCALE 1"=5'

Curve Data.
Δ=90°
R= 25'
T= 14.43'
L= 26.18'

Δ/7 = 8°34'17"

B.C. of theoretical curve is fixed at the midpoint of last straight 4' pipe section. 4+41.75

39" I.D. R.C.P.

4+43.75 End 8' pipe sections Begin 4' pipe sections

Direction of laying

E.C. of theoretical curve is fixed at the pipe length back from end of last 4' section of radial pipe. 4+15.57

4+13.57 End 4' pipe sections Begin 8' pipe sections

Length 1st Curve

60°

Construct Manhole 4+28 Riv. Std. Dwg. 430 Except. Frame & Cover (use 26" 315 # Open grate Cover & Frame Alhambra Foundary Co. №A-1258 or an approved equal.

4'-0"

4'-0"

DETAIL A

SCALE 1"=5'

Grade along edge of existing paving @ 1.5% ± to allow for proper drainage.

Install 38"x38" 261# Grate & Frame Alhambra Foundary Co. №A-2010 or approved equal

6'

Top of Grate 76.00

1.5% ±

2½" Asph. Conc. Apron To be const. around J Inlet

Feather A.C. over conc. slab

30° 5 Piece 36" Galv. 14Ga. C.M.P. Bend

5'x5' Conc. Slab

Conc. grout around complete joint

Compacted Aggregate

39" I.D. R.C.P.

1.5'

E.L. 71.38

DETAIL B

SCALE 1"=2'

Existing Ground Line

Concrete Rip-Rap

SECTION A-A

SCALE 1"=5'

N

SCALE 1"=20'

W.M. 1.8' P.F.

Building

Building

Future Property Line

Conc.

EXIST. SEWER MANHOLE

Existing Property Line

Future C.L. 6.6" C.F. Std. No. 200

S 85°46'1/2"E

Const. 2½" A.C. Apron

4+13.57 End 4' Sections Begin 8' Sections P.L. 69.80

See Detail A

Signal Control Box

P.P.

CURVE DATA
Δ=22°
R=25'
T=4.98'
L=9.60'

60°

Const. M.H. See Detail A

P.I. 86+20 Jurupa St.

Match exist. pav't.

Edge exist. pav't.

Edge existing pavement

Install 39" R.C.P. 2000-D Case # Riv. Std. Dwg. №452

JURUPA AVENUE

M.H.

M.H.

Edge existing pavement

P.I. 86+35.10 Jurupa St. 0+00 Sheppard St.

Sta. 90+50 Jurupa St. Sta. 0+00 Florence St.

P.I. 90+78.58 Jurupa St. 0+00 Florence St.

Plug existing 6" steel pipe with mortar and fill drainage apron.

Match exist. pav't.

Edge existing pavement

20' Storm Drain Easement

Const. 72" Earth Ditch. Slope 1½:1

Place 15 L.F. Conc. Rip Rap, as directed by the Engineer.

Sta. 5+41.75 End 39" R.C.P. Begin Const. of Ditch

U.P.R.R. R/W 100

U.P.R.R.

Install 39" R.C.P. Riverside Std. Dwg. No. 452 Case III bedding. See Note #2

4+43.75 End 8' Sections Begin 4' Sections P.L. 70.03

Railroad signal conduit with 2" concrete pipe. See elev. in profile and note #3.

Remove sections of №24" C.M.P. to allow const. of Storm Drain. Abandon C.M.P. Plug ends of pipe

18" C.M.P

Notes

1. All construction shall be in accordance with the City of Riverside Standard Specifications №461.
2. All 39" R.C.P. shall be 2000-D.
3. Contractor to use caution when excavating on railroad property, there are existing signal cables located from 5' to 15' northerly of the north track and 5' to 15' southerly of the south track. Approximate depth is 30 inches.
4. Traffic signs and mail boxes which are in the way of construction shall be replaced in the original location.

Not Built See D-165

PROFILE
SURVEYED
DRAWN
NOTE BOOK
GRADES CHECKED
NO.
B.M.'S NOTED
STRUCTURE NOTATNS CHKD.
BY
DATE

PLAN
SURVEYED
DRAWN
NOTE BOOK
ALIGNMENT CHECKED
NO.
RT. OF WAY CHECKED
BY
DATE

REVISIONS			CITY OF RIVERSIDE, CALIFORNIA
MARK	DATE	DESCRIPTION	DEPARTMENT OF PUBLIC WORKS
			JURUPA AVENUE STORM DRAIN FLORENCE STREET TO U.P.R.R.

DESIGNED BY	SUBMITTED BY	APPROVED BY	PROJ. NO. 4004
DRAWN BY	PARK DEPT. / TRAFFIC DIV.	DIRECTOR OF PUBLIC WORKS	D-84
CHECKED BY	RECOMMENDED BY ASSISTANT CITY MANAGER	DATE 11-12-63	SHEET 1 OF 1