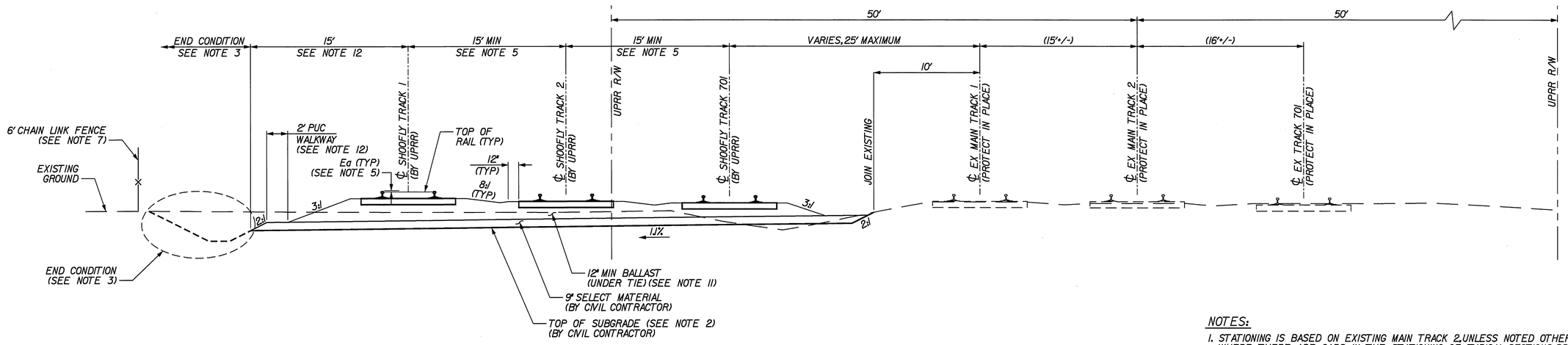
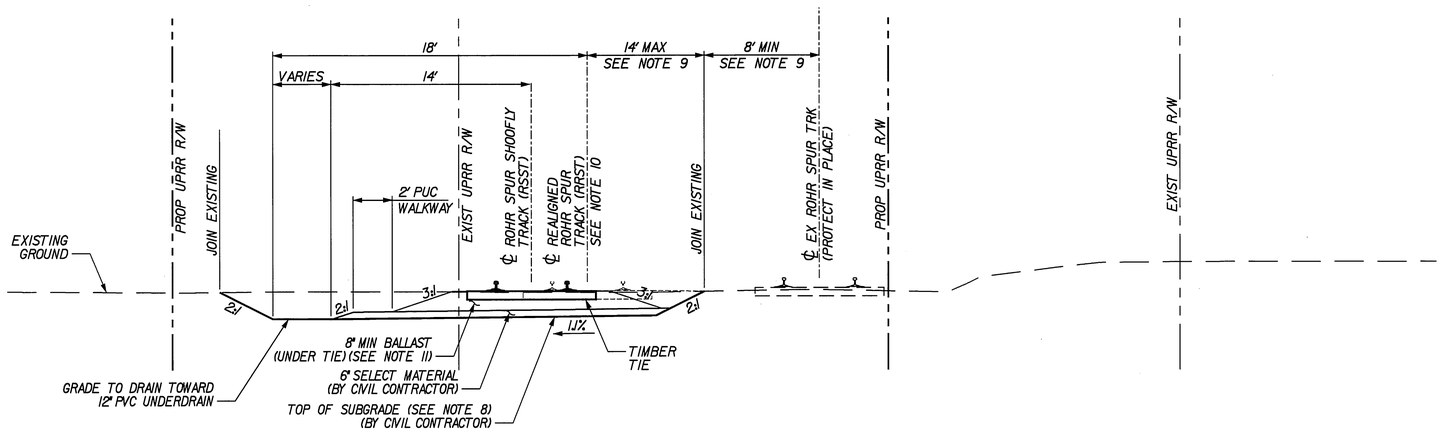


TYPICAL CROSS-SECTION - MT2 2790+41 TO MT2 2810+92 (TRACKWORK) MT2 2790+10 TO MT2 2810+00 (GRADING)

SCALE: NOT TO SCALE



TYPICAL CROSS-SECTION (SHOOFLY STAGE) - RSST 3+15 TO RSST 6+25 (RRST 13+75 TO RRST 16+85) RSST 8+05 TO RSST 8+50 (RRST 11+50 TO RRST 11+95)

SCALE: NOT TO SCALE

NOTES:

1. STATIONING IS BASED ON EXISTING MAIN TRACK 2, UNLESS NOTED OTHERWISE. WHERE THERE ARE GAPS IN THE STATIONING OF TYPICAL SECTIONS, PROVIDE A LINEAR TRANSITION BETWEEN ADJACENT TYPICAL SECTIONS.
2. THE TOP OF SUBGRADE PLANE SHALL BE 3.05' BELOW TOP OF LOW RAIL OF SHOOFLY TRACK 2, AT THE CENTERLINE OF TRACK.
3. SEE TABLE ON SHEET RC-03 FOR END CONDITION TYPES AND LIMITS, AND FOR END CONDITION DETAILS.
4. SEE PLAN & PROFILE DRAWINGS FOR SUPERELEVATION OF TRACK. SUPERELEVATION SHALL BE TRANSITIONED BETWEEN 0" AND Ea LINEARLY THROUGHOUT THE LENGTH OF THE SPIRAL.
5. TRACK CENTERS ARE 15' ON TANGENT TRACK AND 15' MIN ON CURVES.
6. A TEMPORARY CONSTRUCTION EASEMENT WILL BE AVAILABLE IN THE PARK FOR THE SHOOFLY GRADING AND TRACK CONSTRUCTION.
7. FOR LIMITS OF CHAIN LINK FENCE, SEE RAILROAD PLANS.
8. THE TOP OF SUBGRADE PLANE SHALL BE 2.46' BELOW TOP OF RAIL OF THE REALIGNED ROHR SPUR TRACK (RRST), AT THE CENTERLINE OF TRACK.
9. WHERE THE SUBGRADE SLOPE WOULD JOIN EXISTING GROUND WITHIN 8' OF THE EXISTING ROHR SPUR TRACK, THE 8' MINIMUM DIMENSION SHALL GOVERN.
10. REALIGNED ROHR SPUR TRACK TO BE CONSTRUCTED AFTER THE SHOOFLY STAGE.
11. FOR DELINEATION OF WORK, BETWEEN UPRR AND CIVIL CONTRACTOR, SEE SHEET RP-14.
12. AT SUPERELEVATED CURVES, CONTRACTOR SHALL WIDEN THE ROADBED BY APPROX 1', AS NEEDED, TO PROVIDE THE 2' PUC WALKWAY. ADJACENT DITCHES SHALL BE NARROWED ACCORDINGLY TO ACCOUNT FOR THE WIDENED EMBANKMENT.

AS BUILT 1-20-10

PATTERSON & ASSOCIATES, INC. CIVIL TRANSPORTATION ENGINEERING
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REGISTERED PROFESSIONAL ENGINEER MORTEZA GHANDEHARI No. C042150 EXP 03/31/09 CIVIL STATE OF CALIFORNIA

MARK	REVISIONS	APPR.	DATE

DESIGNED BY PM DRAWN BY SR CHECKED BY JLP

CITY OF RIVERSIDE, CALIFORNIA
PUBLIC WORKS DEPARTMENT

APPROVED BY	BY	DATE
PRINCIPAL ENGINEER		
CONST. CONTRACT ADMIN		
STREET SERVICES		
SURVEYOR		
TRAFFIC DIVISION		
PARKS DEPARTMENT		

APPROVED BY _____ CITY ENGINEER
DATE _____

JURUPA AVENUE UNDERPASS PHASE II CONSTRUCTION

TYPICAL CROSS-SECTIONS SHEET 1 OF 3

SCALE: NO SCALE

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RC-01

OCTOBER 9, 2006

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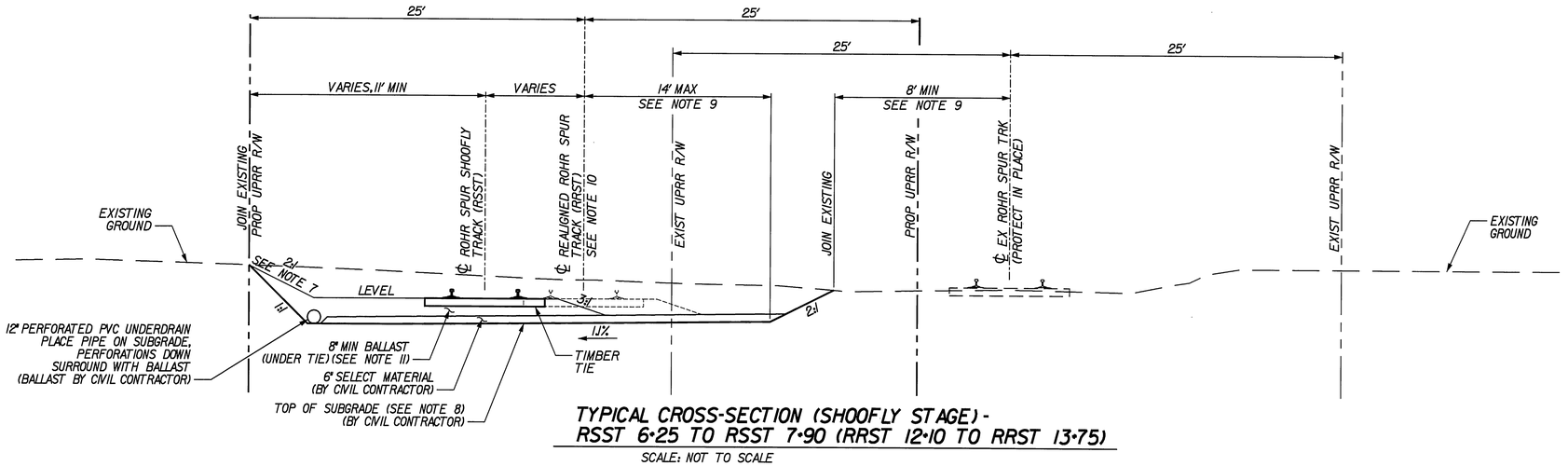
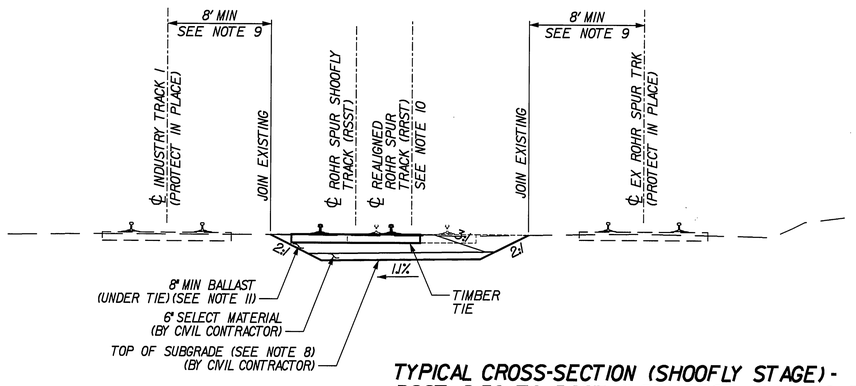


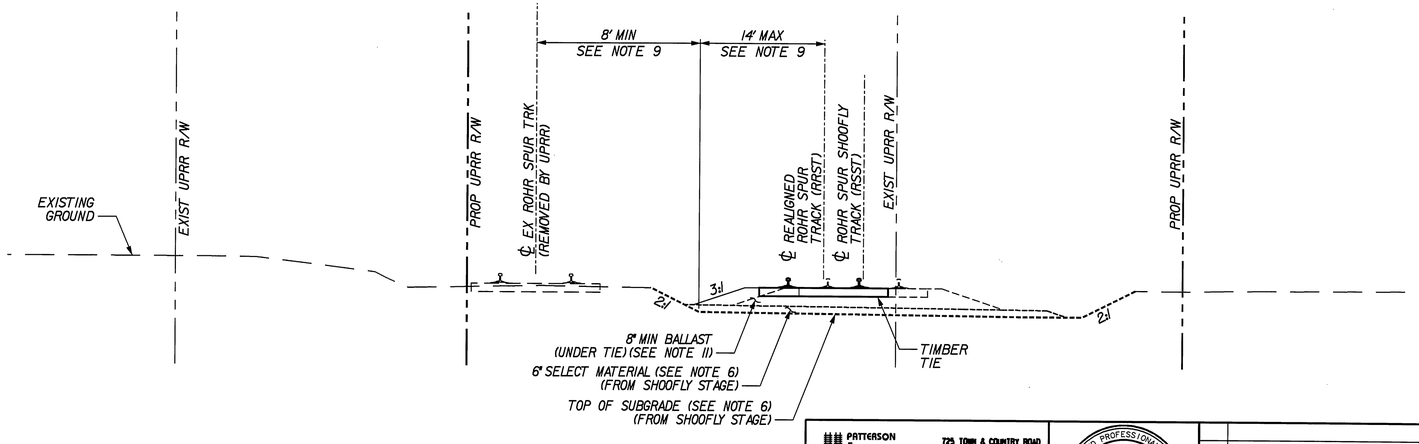
TYPICAL CROSS-SECTION (SHOOFLY STAGE) - RSST 6+25 TO RSST 7+90 (RRST 12+10 TO RRST 13+75)

SCALE: NOT TO SCALE



TYPICAL CROSS-SECTION (SHOOFLY STAGE) - RSST 8+50 TO RSST 9+25 (RRST 10+75 TO RRST 11+50)

SCALE: NOT TO SCALE



TYPICAL CROSS-SECTION (FINAL STAGE) - RRST 12+60 TO RRST 17+90

SCALE: NOT TO SCALE

NOTES:

1. WHERE THERE ARE GAPS IN THE STATIONING OF TYPICAL SECTIONS, PROVIDE A LINEAR TRANSITION BETWEEN ADJACENT TYPICAL SECTIONS.
2. NOT USED.
3. SEE TABLE ON SHEET RC-03 FOR END CONDITION TYPES AND LIMITS, AND FOR END CONDITION DETAILS.
4. NOT USED.
5. NOT USED.
6. THERE IS NO GRADING WORK FOR THE CIVIL CONTRACTOR FOR THE CONSTRUCTION OF THE REALIGNED ROHR SPUR TRACK (RRST).
7. BALLAST SLOPE SHALL COVER THE 1:1 CUT SLOPE; HOWEVER, BALLAST SLOPE SHALL BE ADJUSTED SUCH THAT NO BALLAST IS WITHIN 9.5' OF THE CENTERLINE OF TRACK AND ABOVE THE TOP OF RAIL.
8. THE TOP OF SUBGRADE PLANE SHALL BE 2.46' BELOW TOP OF RAIL OF THE REALIGNED ROHR SPUR TRACK (RRST), AT THE CENTERLINE OF TRACK.
9. WHERE THE SUBGRADE SLOPE WOULD JOIN EXISTING GROUND WITHIN 8' OF THE EXISTING ROHR SPUR TRACK, THE 8' MINIMUM DIMENSION SHALL GOVERN.
10. REALIGNED ROHR SPUR TRACK TO BE CONSTRUCTED AFTER THE SHOOFLY STAGE.
11. FOR DELINEATION OF WORK, BETWEEN UPRR AND CIVIL CONTRACTOR, SEE SHEET RP-14.

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REGISTERED PROFESSIONAL ENGINEER MARYEZA GHANDHARI No. C042150 EXP. 03/31/08 CIVIL STATE OF CALIFORNIA

MARK	REVISIONS	APPR.	DATE

DESIGNED BY PM DRAWN BY SR CHECKED BY JLP

CITY OF RIVERSIDE, CALIFORNIA
PUBLIC WORKS DEPARTMENT

APPROVED BY	BY	DATE
PRINCIPAL ENGINEER	PM	12/29/06
CONST. CONTRACT ADMIN		
STREET SERVICES		
SURVEYOR	—	—
TRAFFIC DIVISION	LH	12-29-06
PARKS DEPARTMENT	—	—

APPROVED BY _____ CITY ENGINEER
DATE 12/29/06

JURUPA AVENUE UNDERPASS
PHASE II CONSTRUCTION
TYPICAL CROSS-SECTIONS
SHEET 2 OF 3
SCALE: NOT TO SCALE

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END CONDITION SCHEDULE

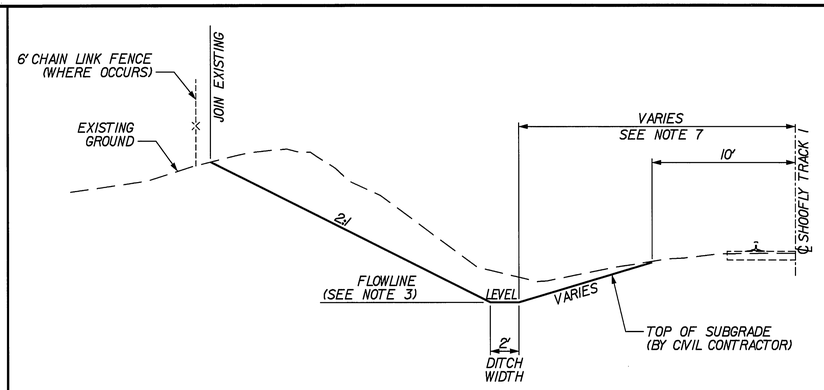
BEGIN STATION	END STATION	END CONDITION TYPE	DS (DAYLIGHT SLOPE)
2790+10	2791+60	TYPE A	
2791+60	2791+70	TRANSITION	
2791+70	2796+70	TYPE B	
2796+70	2796+80	TRANSITION	
2796+80	2797+20	TYPE C	
2797+20	2797+30	TRANSITION	
2797+30	2798+40	TYPE B	
2798+40	2798+60	TRANSITION	
2798+60	2800+00	TYPE D	
2800+00	2800+10	TRANSITION	
2800+10	2802+60	TYPE B	
2802+60	2802+80	TRANSITION	
2802+80	2803+30	DETOUR RD XING	
2803+30	2803+50	TRANSITION	
2803+50	2804+90	TYPE E	2:1
2804+90	2805+00	TRANSITION	
2805+00	2807+26	TYPE D	
2807+26	2807+90	TYPE F	
2807+90	2808+60	TYPE D	
2808+60	2808+65	TRANSITION	
2808+65	2810+00	TYPE E	4:1

DITCH SCHEDULE

BEGIN STATION	END STATION	BEGIN FLOWLINE ELEVATION	END FLOWLINE ELEVATION	SLOPE
2790+10	2791+60	767.10	767.85	0.50%
2803+50	2804+90	776.35	774.95	-1.00%
2808+65	2810+00	777.00	778.35	1.00%

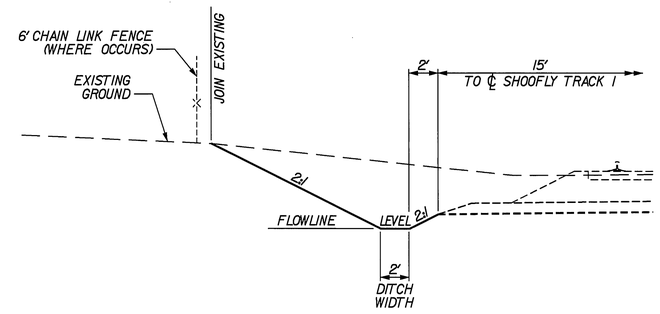
NOTES:

1. STATIONING IS BASED ON EXISTING MAIN TRACK 2.
2. SHORT DASHED LINES REPRESENT SUBGRADE AND SUBBALLAST LINES AS INDICATED ON THE TYPICAL CROSS-SECTIONS (SEE SHEET RC-01).
3. FOR DITCH FLOWLINE ELEVATIONS, SEE DITCH SCHEDULE ABOVE.
4. WHERE END SECTION TYPE INDICATES "TRANSITION", PROVIDE A LINEAR TRANSITION BETWEEN ADJACENT SECTIONS.
5. WHERE THE END CONDITION INDICATES "DETOUR RD XING", THE TRACK ROADBED CONSTRUCTION SHALL BE CONTINUOUS THRU GRADE CROSSING. THE CONTRACTOR SHALL TRANSITION END SECTIONS AT THE CROSSING AND ACCOUNT FOR THE SKEW OF THE GRADE CROSSING.
6. DISTANCE FROM WALL LOL TO R/W IS 1' EAST OF THE ANGLE POINT ONLY.
7. DITCH IS 17' FROM C/L SHOOFLY TRACK 1 AT MT 2 2790+10, AND 20' FROM C/L SHOOFLY TRACK 1 AT MT 2 2791+60. GRADE DITCH ALONG STRAIGHT LINE BETWEEN THESE POINTS.
8. PROVIDE LEVEL SLOPE AT DITCH FLOWLINE TO JOIN EXISTING GROUND, SO THAT DITCH CAN DRAIN INTO PARK.



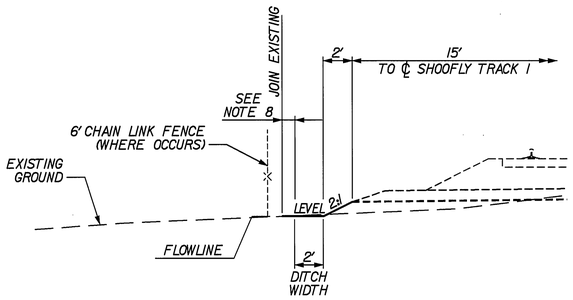
END CONDITION - TYPE A DITCH ONLY

SCALE: NOT TO SCALE



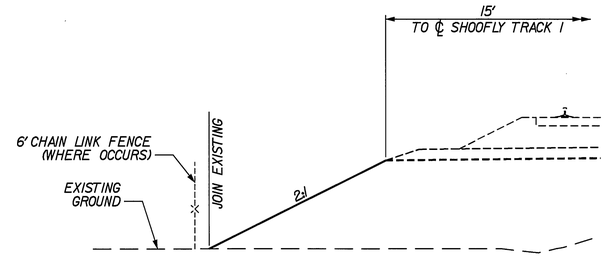
END CONDITION - TYPE B CONSTANT DEPTH DITCH

SCALE: NOT TO SCALE



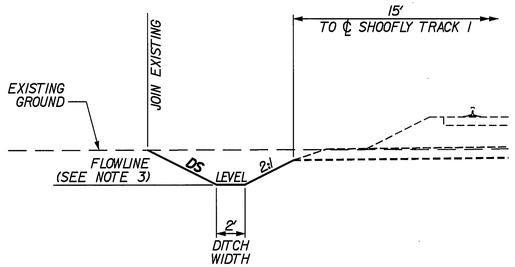
END CONDITION - TYPE C DITCH WITH BERM

SCALE: NOT TO SCALE



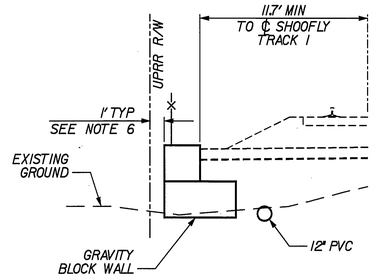
END CONDITION - TYPE D FILL SECTION

SCALE: NOT TO SCALE



END CONDITION - TYPE E VARIABLE DEPTH DITCH

SCALE: NOT TO SCALE



END CONDITION - TYPE F RETAINING WALL

SCALE: NOT TO SCALE

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REGISTERED PROFESSIONAL ENGINEER MORTEZA GHANDEHARI No. C042150 EXP 03/31/08 CIVIL STATE OF CALIFORNIA

MARK	REVISIONS	APPR.	DATE

DESIGNED BY PM DRAWN BY SR CHECKED BY JLP

CITY OF RIVERSIDE, CALIFORNIA
PUBLIC WORKS DEPARTMENT

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PRINCIPAL ENGINEER		
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SURVEYOR		
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PARKS DEPARTMENT		

APPROVED BY _____ CITY ENGINEER

DATE 12/29/06

JURUPA AVENUE UNDERPASS PHASE II CONSTRUCTION

TYPICAL CROSS-SECTIONS SHEET 3 OF 3

SCALE: NOT TO SCALE

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