PLATE I—PLAN PROFILE & P. R. ALIGNMENTS
"THE PRODUCTIVE HISTORIC" Chapin

NOT A PART OF THIS CONTRACT

CONST. 474.98' OF DITCH 4' TO 5'± DEEP

Profile along VAN BUREN BLVD. use stationing shown below

Profile 3' N'ly of ℄

Profile along East-West Storm Drain

Existing 33" V.C.P. Sewer

Abandoned telephone cables at unknown depth.
6" Gas main at unknown depth

18"X29" C.M.P.A.

18"X29" C.M.P.A.

CONSTRUCT MANHOLE 'AX' PER R.S.D. 430 (CUT THRU SLAB)

EXISTING CONCRETE SLAB

EXISTING 36" C.M.P.

HEADWALL PER DB9 OF CALTRANS STD. PLANS
H=4.5
L=7.33

TYPE G-1 INLET PER 073 OF CALTRANS STD. PLANS

FINISHED GROUND

18" R.C.P. @ 100% 2200-D

18"X29" C.M.P.A. 2200-D

PRIVATE STORM DRAIN ⚠

SCALE: 1"=40' HOR 1"=4' VERT.

11+00 CONST. M.H.

PROFILE OF EXIST. DITCH

0.900%

0.800%

0.600%

0.0826%

0.04%

FL 36" PIPE S= 1.11±% (EXACT FL SHOWN ON GRADE SHEETS)

INSTALL 460.51'OF 36" PIPE

INSTALL 507.08' OF 36" PIPE

FL 42.33

FL 37.04

FL 37.20

FL 37.40

FL 34.78

FL 34.93

FL 34.84

FL 35.01

FL 42.50

FL 41.30

FL 40.80

1.000%

MATCH L. N.E. STA 14+00

Sta 5+68.27 CONST. M.H.

Sta 5+58.27

Sta 5+32

Sta 5+07

Sta 4+98

Sta 4+67

Sta 4+36

Sta 3+84

Sta 3+35

Sta 2+84

Sta 2+34

Sta 1+84

Sta 1+34

Sta 0+84

Sta 0+34

Sta 0+00

Sta 5+39.32 EXIST. 42" RCP

Sta 5+90.10 B.C. BEGIN 36" PIPE

Sta 6+00 AP

Sta 6+21.73 PRC

Sta 6+53.39 BK

Sta 6+53.35 AD E.C.

Sta 7+00 AP

Sta 7+39.44

Beg Transition Str. 5+39

Beg pipe Str. 5+39.44

End Bridge Str. 5+85.44

Profile 18" N'ly of ℄

Profile 3' N'ly of ℄

43.0 RIM

42.3 FLY

0.900%

0.800%

0.600%

0.0826%

0.04%

1.000%

10'

40' R/W

20'

25'

12'

8'

6'

4'

2'

1'

0

1

2

3

4

5

6

7

8

9

10

11

12

13

14

735

730

760

755

750

745

740

744

NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
R. M.'S NOTED
STRUCTURE NOTATNG CHKD.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
PROFILE
BY
DATE

M C C L A S K E Y T R A C T

M. B. 10 / 36, 37, Rec. Riv. Co.

M I S S I S S I N E W A T R A C T

M. B. 8 / 22, Rec. Riv. Co.

POR LOT 4, SEC. 31 T2S, R5W

℄ PIPE CURVE DATA
CURVE (A)
R= 500'
Δ= 3° 37' 28"
T= 15.82'
L= 31.63'

Const. 42" RCP Undercrossing per Detail on Sheet 3. See Special Provisions for Work by Railroad Forces.

Boundary line of Rancho La Sierra, M.B. 1/41, S.B. Co.

INSTALL 507.08' OF 36" PIPE

11+00 ℄ M.H. CONST. M.H. STD. 431 OR APPROVED EQUAL WITH 6"x12" OPENING (SEE TYPICAL INLET SHEET 3)

INSTALL 486.51'OF 36" PIPE TO M.H AT 15+91.67

⚠ SEE DETAIL ABOVE

PM 16078 ⚠ PARCEL 3

PM 10044 PARCEL 3

Fence 0.0'

Match Sta 14+00

INDEXED R.R.

STORM DRAIN EASE.

6" Wire mesh on R.R. ties

Wire mesh on R.R. ties.

Wire mesh on T stakes

Exist. Rohr Spur

Exist. A.C.C.

Exist. ditch

Burned out fence Remove

Stack Excess Dirt As Indicated By Cross Section On Sheet 3 From Sta 0+92 To 4+32

Match Exist. AC Grade X-ing To 20' S'ly Of Storm Drain Easement. Relocate Exist. CMP To Drain X-ing. Relocate Gate To Meet New X-ing.

Relocate Exist. Gate

Relocate Exist. Fence

Relocate Exist. Rohr Spur

Relocate Exist. R.R. Sign & Post

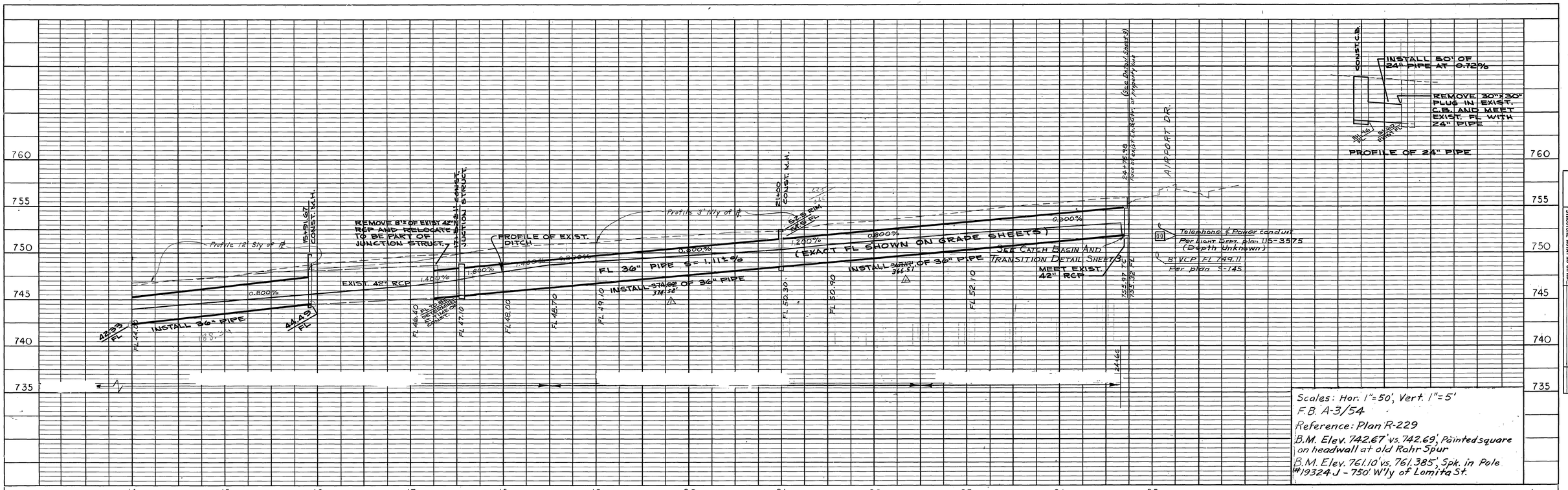
R.R. Sign 6.0' N'ly Of Rohrs

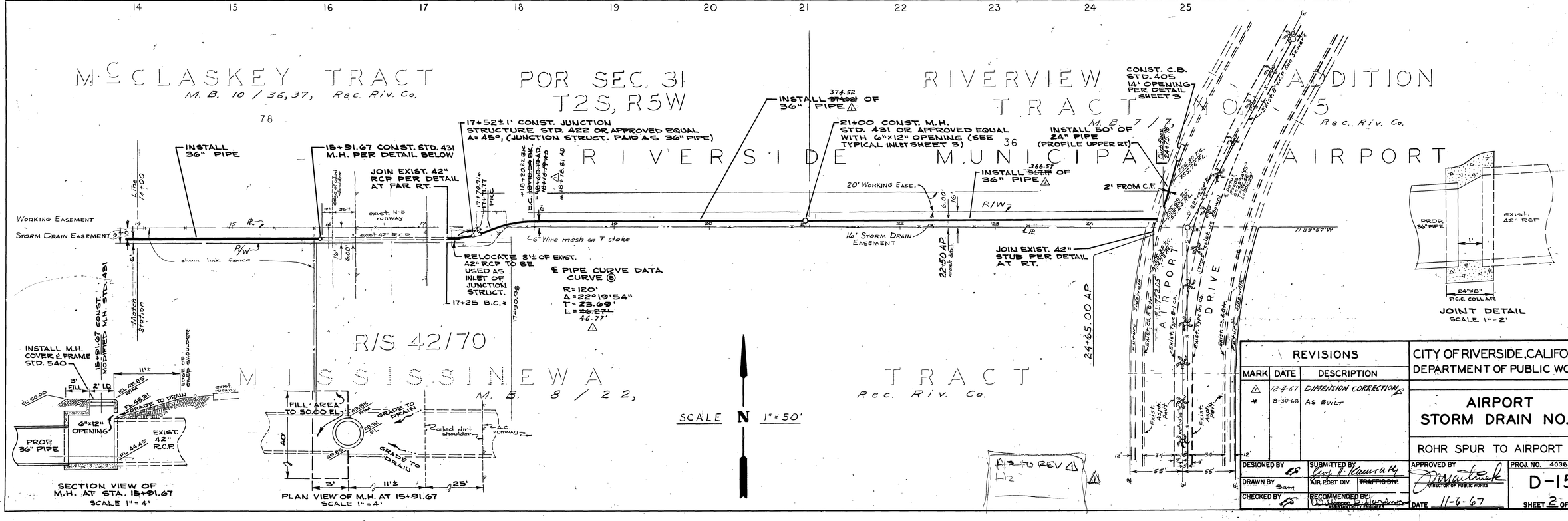
Exist. Rohr Spur

Exist. Rohr Spur

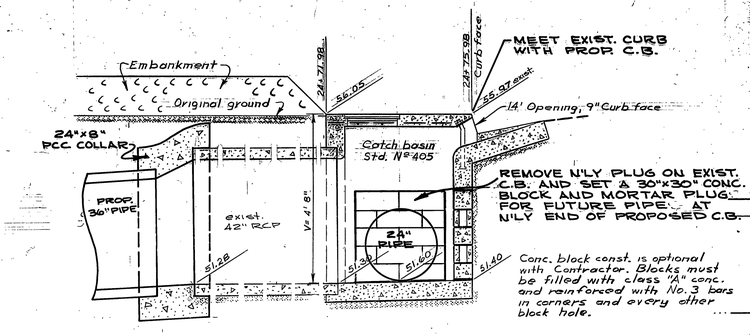
Exist. Rohr Spur

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




McCLASKEY TRACT
M. B. 10 / 36, 37, Rec. Riv. Co.
78
POR SEC. 31 T2S, R5W
RIVERVIEW TRACT NO. 5 ADDITION
M.B. 17 / 17 Rec. Riv. Co.
36
RIVERSIDE MUNICIPAL AIRPORT
INSTALL 36" PIPE
15+91.67 CONST. STD. 431 M.H. PER DETAIL BELOW
JOIN EXIST. 42" RCP PER DETAIL AT FAR RT.
17+52±1' CONST. JUNCTION STRUCTURE STD. 422 OR APPROVED EQUAL Δ=45°, (JUNCTION STRUCT. PAID AS 36" PIPE)
INSTALL 374.52 OF 36" PIPE Δ
21+00 CONST. M.H. STD. 431 OR APPROVED EQUAL WITH 6"x12" OPENING (SEE TYPICAL INLET SHEET 3)
INSTALL 50' OF 24" PIPE (PROFILE UPPER RT)
CONST. C.B. STD. 405 1A' OPENING PER DETAIL SHEET 3
INSTALL 366.51 OF 36" PIPE Δ
2' FROM C.F.
Line 14+00
Working Easement
Storm Drain Easement
exist. N-S runway
exist. 42" R.C.P.
chain link fence
R/W
Match Station
20' Working Ease.
16' Storm Drain Easement
6" Wire mesh on T stake
RELOCATE 8'± OF EXIST. 42" RCP TO BE USED AS INLET OF JUNCTION STRUCT.
17+25 B.C. *
17+90.98
℄ PIPE CURVE DATA CURVE Ⓑ
R=120'
Δ=22°19'54"
T=23.69'
L=46.77'
JOIN EXIST. 42" STUB PER DETAIL AT RT.
22-50 AP
24+65.00 AP
N 89°39' W
AIRPORT DRIVE
EXIST. ASPH. PAVE
EXIST. TYP. BI-DI
EXIST. 42" R.C.P.
EXIST. 36" R.C.P.
EXIST. 24" R.C.P.
EXIST. 30"x30" R.C.P.
EXIST. 30"x30" CON. SEWER
EXIST. 8" V.C.P. SEWER
EXIST. 8" V.C.P. STORM DRAIN
EXIST. 24"x24" R.C.P.
EXIST. 18" R.C.P.
EXIST. 12" R.C.P.
EXIST. 8" V.C.P.
EXIST. 6" V.C.P.
EXIST. 6" C.I.P.
EXIST. 6" C.I.P. SEWER
EXIST. 6" C.I.P. STORM DRAIN
EXIST. 4" C.I.P.
EXIST. 4" C.I.P. SEWER
EXIST. 4" C.I.P. STORM DRAIN
EXIST. 3" C.I.P.
EXIST. 3" C.I.P. SEWER
EXIST. 3" C.I.P. STORM DRAIN
EXIST. 2" C.I.P.
EXIST. 2" C.I.P. SEWER
EXIST. 2" C.I.P. STORM DRAIN
EXIST. 1" C.I.P.
EXIST. 1" C.I.P. SEWER
EXIST. 1" C.I.P. STORM DRAIN
EXIST. 0" C.I.P.
EXIST. 0" C.I.P. SEWER
EXIST. 0" C.I.P. STORM DRAIN
EXIST. 0" C.I.P. STORM DRAIN
EXIST. 0" C.I.P. STORM DRAIN

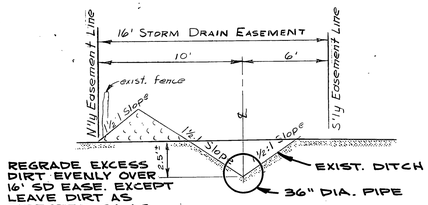
K+E PLATE 1 PAPER/CRYSTAL KEUFFEL & ESSER CO.
48 7024 HERCULENE © PRINTING FILM 3165R
MADE IN THE U.S.A.



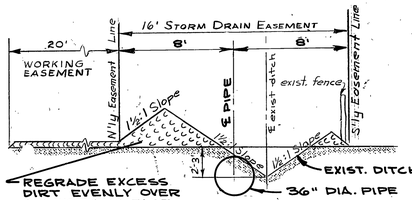
DETAIL OF EXIST. CB AND PROP. CB

AT AIRPORT DRIVE

SCALE 1"=2'



REGRADE EXCESS DIRT EVENLY OVER 16' SD EASE. EXCEPT LEAVE DIRT AS DIRECTED SO AS NOT TO WEAKEN FENCE STRUCTURE STA. 6+53.35 TO 15+93

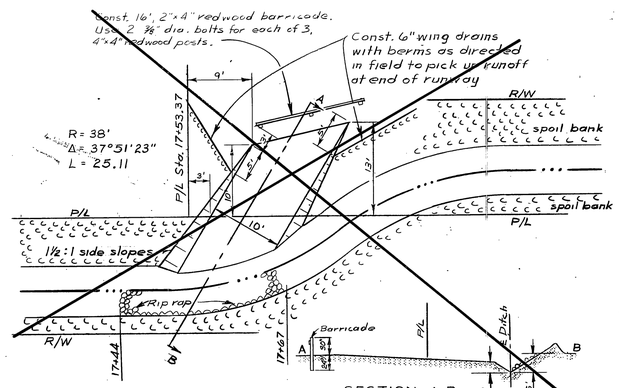


REGRADE EXCESS DIRT EVENLY OVER 20' WORKING EASE. AND 16' S.D. EASE. DO NOT COMPACT EXCEPT OVER TRENCH

STA. 18+60.19 TO 24+69

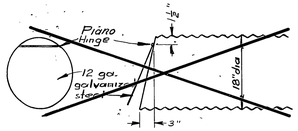
TYPICAL SECTIONS OF PIPE

NO SCALE



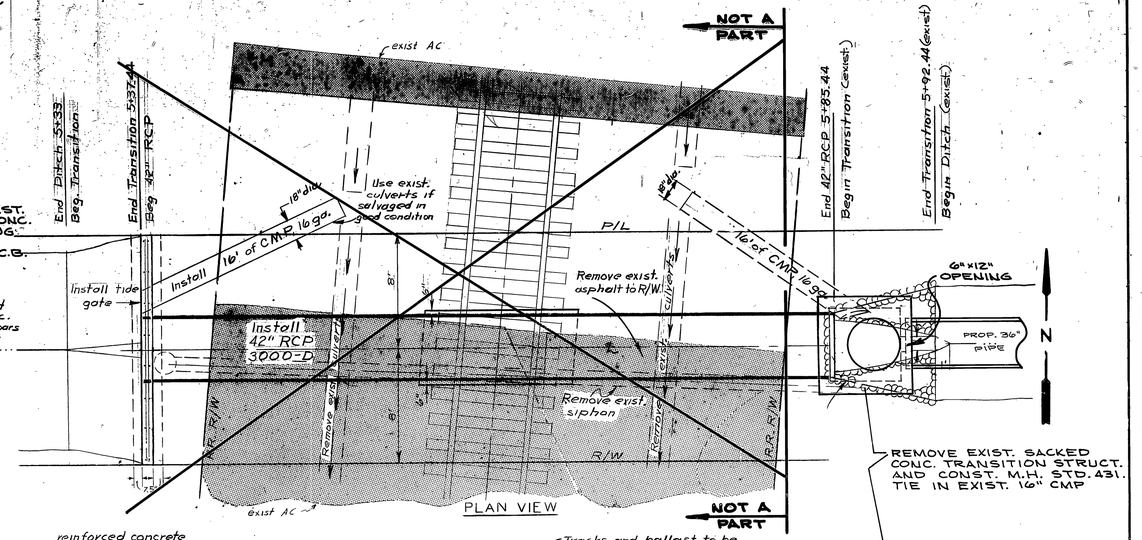
~~DETAIL OF RUNWAY DRAIN~~

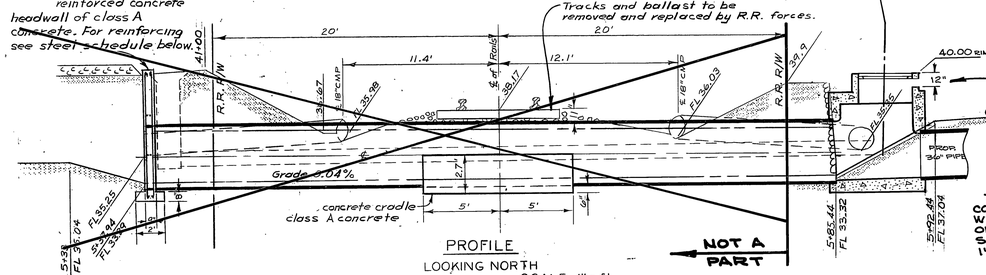
~~PLAN VIEW~~ ~~SCALE 1" 10'~~



~~DETAIL OF TIDE GATE~~

~~NO SCALE~~

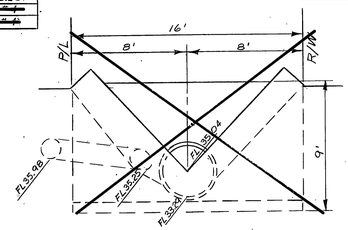




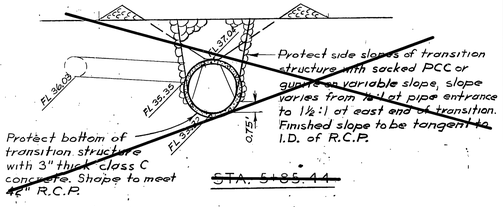
~~STEEL SCHEDULE~~

	No. Req'd	Length	Size
~~Vertical Bars~~	~~16~~	~~8'-0"~~	~~#4~~
~~Horizontal Bars~~	~~8~~	~~15'-2"~~	~~#4~~

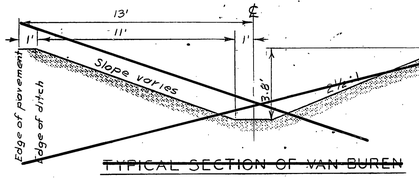
ROHR SPUR UNDERCROSSING



STA. 5+33



~~STA. 5+85.44~~



~~TYPICAL SECTION OF VAN BUREN DITCH~~

~~STA. 5+41.00 TO 9+72.60~~

~~SCALE 1" 4'~~

REVISIONS			CITY OF RIVERSIDE, CALIFORNIA
MARK	DATE	DESCRIPTION	DEPARTMENT OF PUBLIC WORKS
		As Built 8-30-68 BS	
			AIRPORT STORM DRAIN NO. 3
			ROHR SPUR TO AIRPORT DR.

DESIGNED BY BS	SUBMITTED BY Frank H. Kaminsky AIRPORT DIV. ~~TRAFFIC DIV.~~	APPROVED BY DIRECTOR OF PUBLIC WORKS	PROJ. NO. 4036
DRAWN BY Sam			D-157
CHECKED BY BS	RECOMMENDED BY ASSISTANT CITY MANAGER	DATE 11-6-67	SHEET 3 OF 3

PROFILE

NO.	NOTE BOOK	SURVEYED, PLOTTED, GRADES CHECKED, STRUCTURE QUANTITIES CHKD	BY	DATE

PLAN

NO.	NOTE BOOK	SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED	BY	DATE